

Transportation Technical Committee

Date: Friday, July 10, 2020
Time: 10:00 AM
Place: COG Ash Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Americans with Disabilities Act (ADA) Accommodations

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OUT OF AN ABUNDANCE OF CAUTION REGARDING THE COVID-19 VIRUS THE JULY 10, 2020, TRANSPORTATION TECHNICAL COMMITTEE MEETING AT 8:30 A.M. WILL BE HELD VIA ZOOM.

JOINING THE MEETING:

[HTTPS://ZOOM.US/J/92027030660?PWD=UHLMNKQRUTBGY2JEM2RRZWTUVY96UT09](https://zoom.us/j/92027030660?pwd=UHLMNKQRUTBGY2JEM2RRZWTUVY96UT09)

MEETING ID: 920 2703 0660

PASSWORD: 357127

IF YOU WISH TO ADDRESS THE COMMITTEE DURING THE PUBLIC COMMENT PORTION OF THE AGENDA, CLICK ON THE ICON LABELED "PARTICIPANTS" AT THE BOTTOM CENTER OF YOUR PC OR MAC SCREEN. AT THE BOTTOM OF THE WINDOW ON THE RIGHT SIDE OF THE SCREEN, CLICK THE ICON LABELED "RAISEHAND". YOUR DIGITAL HAND WILL NOW BE RAISED.

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MEETING ID: 920 2703 0660

PASSWORD: 357127

WHEN ON THE PHONE, IF YOU WISH TO ADDRESS THE COMMITTEE DURING THE PUBLIC COMMENT PORTION OF THE AGENDA, PRESS *9 TO "RAISEHAND" AND WE WILL SELECT YOU FROM THE MEETING CUE.

**IF JOINING BY PHONE USE *6 TO UNMUTE AND MUTE YOURSELF. WHEN JOINING THE MEETING ALL PARTICIPANTS ARE AUTOMATICALLY MUTED. DO NOT USE THE MUTE FUNCTION ON YOUR LAN LINE PHONE OR CELL PHONE.

THOSE ADDRESSING THE COMMITTEE MUST STATE THEIR FIRST AND LAST NAME AND AGENCY FOR THE RECORD.

TO FACILITATE ELECTRONIC ACCESS, NO PERSON SHALL SPEAK UNTIL RECOGNIZED BY THE CHAIR.

TRANSPORTATION TECHNICAL COMMITTEE

The Transportation Technical Committee will consider all items on the agenda. The meeting is scheduled to begin at 8:30 a.m.

TTC agenda and annotated agenda in PDF format - ALL EXHIBITS ARE AVAILABLE ON WEBSITE

Exhibits:

Agenda Annotated Agenda

I. TRANSPORTATION CONSENT ITEMS

About Consent Items:

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

A. Executive Minutes of June 12, 2020 [APPROVE]

Exhibits:

June Minutes

B. City of Fowler Transportation Development Act Claim (Les Beshears) [APPROVE]

Exhibits:

TDA Claim Resolution 2020-26

Recommend approving Resolution 2020-26, adopting the City of Fowler's 2020-21 Transportation Development Act claims totaling \$584,546.

C. City of Huron Transportation Development Act Claim (Les Beshears) [APPROVE]

Exhibits:

TDA Claim Resolution 2020-27

Recommend approving Resolution 2020-27, adopting the City of Huron's 2020-21 Transportation Development Act claims totaling \$344,829.

D. Measure C 2020-21 Transportation Development Act Claim (Les Beshears) [APPROVE]

Exhibits:

TDA Claim Resolution 2020-25

Summary: Measure C funds totaling \$1,762,598 are available in 2020-21 for programs Fresno COG administers. In accordance with Fresno County Transportation Authority procedures, Resolution 2020-25 adopts claims for ADA/seniors/paratransit (\$568,348), farmworker vanpools (\$417,268), ride sharing (\$417,268) and administration/planning (\$359,714).

Action: Recommend adopting Resolution 2020-25, approving Measure C claims for ADA/seniors /paratransit, farmworker vanpools, ride-sharing and administration/planning.

E. Grant Solicitation: Sustainable Transportation Equity Project (STEP) (Trai Her-Cole) [INFORMATION]

Summary: The California Air Resources Board (CARB) has up to \$22 million available to fund planning, clean transportation, and supporting projects for multiple grantees across the state. The Sustainable Transportation Equity Project (STEP) is a new pilot that takes a community-based approach to overcoming barriers to clean transportation. STEP aims to increase transportation equity in disadvantaged and low-income communities throughout California via two types of grants: planning and capacity-building grants and implementation grants.

STEP works to address community residents' transportation needs, increase residents' access to key destinations (e.g., schools, grocery stores, workplaces, community centers, medical facilities), and reduce greenhouse gas emissions.

This solicitation is open to community-based organizations, federally recognized tribes, and local governments interested in implementing community-driven clean transportation projects.

Applications are due no later than 5 p.m. (Pacific Time), Monday, August 31, 2020. Please note that these funding amounts and are subject to change. The final funding amount will be determined through a public workgroup meeting during the solicitation period and the resulting determination will be posted on CARB's website. For future information about the public work group meeting, see: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investmentsand-air-quality-improvement-program/low-0>

CARB will hold four grant applicant teleconferences, at which time staff will be available to answer questions potential applicants' questions regarding eligibility thresholds, proposal components, solicitation processes, and anything else related to the current STEP solicitation.

First applicant teleconference: 3 p.m. June 30, 2020 - Webinar registration: <https://attendee.gotowebinar.com/register/3438438249644849933>

Mid-solicitation planning and capacity-building grant applicant teleconference: 10 a.m. July 22, 2020 - Webinar registration: <https://attendee.gotowebinar.com/register/6139653545578850573>

Mid-solicitation implementation grant applicant teleconference: 2 p.m. July 22, 2020 - Webinar registration: <https://attendee.gotowebinar.com/register/5244172793011062285>


Final applicant teleconference: 3 p.m. Aug. 13, 2020 - Webinar registration: <https://attendee.gotowebinar.com/register/1793756870980326669>

Additional information and the full grant solicitation is available at <http://www.arb.ca.gov/msprog/aqip/solicitations.htm>

Action: Information only. The Committee may provide additional direction at its discretion.

F. **Electric Vehicle Infrastructure Network Plan Update (Trai Her) [INFORMATION]**

Exhibits:

 EV_Plan_Sections_Base,_Metrics,_Funding

Fresno COG received a Caltrans Planning Grant for an electric vehicle readiness plan (EVRP) to support electric vehicle implementation within Fresno County. Using stakeholder engagement and data-driven analysis of electric vehicle forecasting as the foundation, the plan will include information about permitting, funding, and potential siting locations. The project update below provides a status of the project tasks to date.

Project Status:

- Completed performance metrics technical section
- Completed baseline conditions assessment technical section
- Completed funding sources technical section
- Remaining stakeholder engagement (one focus group & two public workshops) have been delayed due to COVID-19. The stakeholder engagement technical memorandum will be completed following the remaining engagements

- Held additional engagement with Inspiration Transportation to discuss vulnerable population criteria for siting
- Siting criteria priorities nearly complete; to be presented at the next working group.

The performance metrics, baseline conditions assessment, and funding sources sections are attached for review and comment. Highlights from each section are provided below.

Baseline conditions memo:

- Fresno County is below the state average for electric vehicle adoption
- Many residents within Fresno County face greater obstacles to PEV adoption
- The number of publicly available electric vehicle charging stations within Fresno County is lower than the state average
- Identified emission 'hot spots' would benefit from increased electric vehicle adoption and the associated emissions reduction in emissions

Performance metrics memo:

- Comprehensive metrics can be used to monitor strategies and progress on critical areas and contribute to a charging network's success
- Presented effective key performance indicator and key result indicator characteristics
- Identified primary performance indicators and result indicators for identified objectives

Funding sources memo:

- Identified funding sources and relevant incentives to serve as baseline resources for the EVRP
- Identified different funding sources available and their target recipients
- Organized funding resources into three categories based on the role that FCOG would serve to maximize impact

Action: Information. The Committee may provide additional direction at its discretion.

II. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Regional Transportation Plan/Sustainable Communities Strategy

1. 2022 RTP/SCS Schedule and Milestones (Kristine Cai) [INFORMATION]

Exhibits:

 2022 RTP-SCS Milestones

Summary: Staff will provide a brief summary of the 2022 RTP/SCS development schedule and process milestones. Attached is a list of the 2022 RTP/SCS key milestones and their timeline.

Action: Information only. The Committee may provide additional direction at its discretion.

2. Introduction to Futures Planning (Seth Scott) [INFORMATION]

Exhibits:

 Fresno Futures Introduction

Summary: Uncertainty about the future is a major challenge inherent in long-range planning. To combat uncertainty, planning agencies are developing diverging assumptions of future conditions against which to model the resilience of their strategies. Notable examples include the California Transportation Plan 2050 (Caltrans) and Plan Bay Area 2050 (Metropolitan Transportation

Commission).

Fresno COG has adopted this practice and will include futures analysis in its 2022 SCS. Each planning scenario's strategies will be tested against several futures: one base future, as well as two-to-three others. Each scenario will be reported and evaluated based on its performance alongside each future, providing a sort of "stress test" for the strategies identified in that scenario.

Today's presentation will introduce the concept of futures and how they will operate within the framework of the development and testing of the SCS scenarios. Next month, staff will propose specific futures for consideration and approval.

Action: Information only. The Committee may provide direction at its discretion.

B. Amendment to the 2021 Regional Active Transportation Program Guidelines, Resolution 2020-11, Amending Resolution 2020-28 (Jennifer Soliz) [APPROVE]

Exhibits: Resolution 2020-28 Amended FCOG 2021 Regional ATP Guidelines (Tracked Changes Shown)
 Amended FCOG 2021 Regional ATP Guidelines (Tracked Changes Accepted)

Summary: In April, Fresno COG's Policy Board approved the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines. Those guidelines were submitted to the California Transportation Commission (CTC), with approval originally scheduled for the May meeting. Given the COVID-19 pandemic, the CTC approved an amendment to the 2021 ATP schedule on April 29, 2020, and the program was delayed by approximately three months.

On May 14, 2020, Fresno COG held a virtual workshop to discuss and finalize a revised schedule to align with the amended 2021 ATP. Following the revised schedule, CTC staff reviewed Fresno COG's regional guidelines and recommended changes to maintain the regional scoring committee. To get feedback from the regional Multidisciplinary Advisory Group (MAG), CTC staff delayed the regional guidelines to the August CTC meeting. Based on the discussion at a June 23 workshop, the MAG and staff's proposed changes to the 2021 Regional ATP Guidelines include:

- Point distribution changes to the small infrastructure application scoring criteria in the following categories:
 - Benefit to disadvantaged communities
 - Need
 - Scope and plan layout consistency
 - Leveraging
 - New category added – consistency with Fresno COG's adopted 2018 RTP or an adopted Active Transportation Plan
 - Added clarifying language in funding set-aside, project application and submittal requirements, and scoring criteria categories
 - Supplemental Application required for Regional ATP Call-for-Projects (Appendix B in Guidelines)

The proposed changes are identified in the guidelines, shown in red. These changes are consistent with the statewide guidelines. Regional ATP documents are all included for review and approval and are posted to fresnocog.org. Enclosures for this item include:

- Amending Resolution 2020-28
- Amended FCOG 2021 Regional ATP Guidelines (Tracked Changes Shown)
- Amended FCOG 2021 Regional ATP Guidelines (Tracked Changes Accepted)

This delay does not significantly impact the 2021 Regional Active Transportation Program. The revised schedule is outlined below.

Project Milestones	Revised Schedule
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Commission approves or rejects MPO guidelines	August 12, 2020
Statewide project applications to Caltrans (postmark date)	September 15, 2020
Regional project application copies and resolutions due to Fresno COG	November 20, 2020
Staff recommendation for statewide and small urban and rural portions of the program posted	February 15, 2021
Fresno COG MAG reviews and scores regional projects	February 24, 2021**
Commission adopts statewide and small urban and rural portions of the program	March 2021*
Projects not programmed distributed to large MPOs based on location	March 2021*
Fresno COG project recommendations to TTC/PAC for approval	March 12, 2021
Fresno COG project recommendations to Policy Board for adoption	March 25, 2021
Deadline for MPO draft project programming recommendations to the Commission	April 15, 2021
Deadline for MPO final project programming recommendations to the Commission	May 14, 2021
Commission adopts MPO selected projects	June 2021*

*Exact dates will coincide with the CTC's adopted 2020/2021 calendars.

**Date subject to change

Action: Staff and the MAG request that TTC/PAC recommend the Policy Board approve amending Resolution 2020-28 and the amended 2021 Regional Active Transportation Program Guidelines.

C. **SB 743 Implementation Regional Guidelines (Kristine Cai) [ACCEPT]**

Summary: Senate Bill 743 (SB 743) was passed by the State legislature in 2013, and incorporated in the California Environmental Quality Act (CEQA) guidelines in 2018. The actual implementation of SB 743 began on July 1, 2020. SB 743 requires level of service (LOS) be replaced with vehicle miles traveled (VMT) as the metric for transportation impact analyses in the CEQA process. SB 743 is going to have profound changes to how local land use development projects and transportation capacity projects are approved. It serves the State's overall climate change goals by encouraging infill development and discouraging greenfield development; supporting green projects, such as transit and active transportation projects and minimizing capacity increasing projects. The intended transportation and land use changes through SB 743 will help people drive less, promote a diversity of land use mixes and encourage alternative transportation such as transit, walking and biking.

Fresno COG has been working closely with the local governments and a consultant team on developing regional guidance and recommendations for SB 743 implementation in the Fresno region. The regional guidelines are intended to provide local agencies with technical tools to navigate through implementation.

Fresno COG's process has resulted in a series of screening criteria to help local jurisdictions screen out

projects that have less-than-significant VMT impacts. The regional guidelines provide recommendations for thresholds and methodologies for VMT analysis. The guidelines also provide substantial evidence for a threshold alternative of 13 percent VMT reduction, as opposed to the State's 15 percent for residential and office projects. Fresno COG staff and its consultant team are developing a VMT tool to estimate VMT/person & VMT/employee for individual projects. This is expected to be available by the end of July. A list of mitigation measures will be included with the tool.

In order to help our member agencies understand and adapt to the new requirements of SB 743, Fresno COG staff will offer a training workshop to local agencies and stakeholders on methodologies and tools recommended.

Fresno COG is not a lead agency for any land use or transportation projects. The recommendations in the regional guidelines are advisory, and may be used by member agencies at their discretion, based on their individual growth policies and economic development goals.

[Draft final document for the SB 743 Implementation Regional Guidelines.](#)

Action: Staff requests that TTC/PAC recommend that the Policy Board accept the SB 743 Implementation Regional Guidelines.

D. **Measure C Regional Transportation Program Update Fiscal Year 2020-21 (Les Beshears)**
[APPROVE]

Exhibits:

Measure C Update Revenues and Projects Rural Plan Urban Plan

Summary: Measure C's Regional Transportation Program includes major highway infrastructure projects approved by the voters in 2007. Total anticipated revenues across all sources increased \$12.5 million from the 2017 adopted plan. Actual project costs declined \$1.27 million; however, total outlays increased \$36 million, reflecting increased internal borrowing costs from Regional Transportation Mitigation Fee projects that Measure C finances.

Revenues

Sales tax expectations for 2020-21 were adjusted downward 8.6 percent to reflect the COVID-19 recession, lowering sales tax projections by \$22.2 million.

Currently, \$45.3 million in future State Transportation Improvement Program (STIP) funds are dedicated to the North\Cedar phase of the South Fresno Interchange. The recession may affect future STIP revenues.

The state's three-year SB 1 Local Partnership Program (LPP) formula cycle (2020-21-2022- 23) includes \$1.9 million in additional funding for the final phase of Veterans Boulevard. Staff has submitted an application to the LPP competitive pot of \$7 million for the Golden State Corridor Project and holds \$3.8 million in formula funding reserved, pending award of the competitive program.

The California High-Speed Rail Commission increased the City of Fresno's award to build structures spanning the railroad right-of-way at Veterans Boulevard \$5.8 million to \$33.84 million. The City of Fresno was also awarded a \$10.54 million federal BUILD grant for Veterans Boulevard. That project is now fully funded.

During the 2020 update to the Regional Transportation Mitigation Fee (RTMF), the nexus was expanded and the fee increased to provide funding for the North\Cedar phase of the South Fresno Interchange, increasing anticipated RTMF revenues by \$32 million.

Non-RTMF local development fees decreased \$16.18 million as the City of Fresno secured additional grant funding sources described above to perfect funding for Veterans Boulevard.

Interest earnings increased \$2.1 million.

The Urban Program

The urban program has an estimated \$752.87 million in revenues, \$797.92 million in expenses and a net deficit of \$45 million. Net project costs increased \$1.7 million.

Veterans Boulevard costs are anticipated to be \$5.8 million less than in the previous plan. The project is being built in five phases, with the Bullard Extension completed and the UPRR grade separation under construction. The Shaw-to-Barstow connection will be completed in 2020, while the full interchange and Herndon Avenue connection will finish in 2021.

The North/Cedar interchange is the next major project on the urban tier 1 list. Planning, acquisition and design on North/Cedar will proceed concurrently with the rural program, including American Avenue as a single two-phased project with construction anticipated in 2023-24. Cost estimates for North/Cedar are \$9,1 million less than in the previous plan.

The SR 180 landscaping project – from Brawley to Hughes West – is programmed for 2020-21 in the 2020 STIP.

Shaw Avenue – Dewolf to McCall – increased by \$5.37 million to \$24.5 million. The measure will fund 80 percent of the construction cost, with local Clovis development fees providing a 20 percent match.

Herndon – Polk to Milburn – increased by \$9.68 million to \$24 million. The Measure will fund 80 percent of the construction cost, with local Fresno development fees providing a 20 percent match. Due to the reduction in sales tax estimates, construction must be delayed one year to 2022-23.

The Rural Program

The rural program has an estimated \$481.41 million in revenues, \$727.52 million in expenses and a net deficit of \$245.11 million. Net project costs decreased \$2.4 million.

Design continues on Golden State Boulevard, with construction anticipated in 2020-21. After performing preliminary engineering studies, the Union Pacific Railroad determined the class A trail planned along the project would require significant enhancements to various intersections, resulting in a prohibitive cost increase. After conferring with participating member agencies, Fresno COG removed the trail and will work with members to develop an equivalent improvement in each jurisdiction.

The rural program includes \$61.9 million to environmentally clear, design, acquire right-of-way, and construct the American Avenue phase of South Fresno Interchange in sync with the North/Cedar Interchange.

FCTA has approved conducting preliminary studies to explore improvements along the SR 180 West connection to I-5, with the intent of developing a financeable improvement during the life of the current measure that could extend into a proposed third measure.

Action: Information. The Committee may provide further direction at its discretion.

III. OTHER ITEMS

A. Items from Staff

B. Items from Members

IV. PUBLIC PRESENTATIONS

A. Public Presentations

This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but not on this agenda. **Note: Prior to action by the Committee on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to three minutes.**

JOINT Transportation Technical/Policy Advisory Committee

A. Caltrans Report (Caltrans) [INFORMATION]