



## Alternative Planning Strategy (APS) Steering Committee Meeting

Friday, August 7, 2015

**10:00am – 12:00pm**

Merced County Association of Governments  
369 W. 18<sup>th</sup> Street, Merced CA

### AGENDA

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|--|------------------------|
| 1. Welcome/ Identification of voting members present   | Adam Cox, Chair        |
| 2. Updates from MCAG staff   | Matt Fell/Stacie Dabbs |
| a. Governing Board Meeting   |                        |
| b. Discussion with Air Resources Board   |                        |
| c. RTP amendment timeline implications   |                        |
| d. Presentation of funding sources*  |                        |
| e. Other follow up items   |                        |
| 3. ACTION: Narrative Development   | Chair Cox              |
| a. Presentation from Subcommittee*   |                        |
| b. Committee discussion  |                        |
| 4. ACTION: Preferred Scenario  | Chair Cox              |
| a. Scenario development worksheet*   |                        |
| b. Committee discussion  |                        |
| 5. Review timeline implications and next steps   | Matt Fell              |
| a. Identify committee representatives and develop<br>Message for Governing Board meeting- August 20 <sup>th</sup> at<br>3pm, Merced County Administration Building |                        |
| b. Schedule a second meeting in August, if necessary<br>(Aug 14 <sup>th</sup> or 21 <sup>st</sup> )  |                        |
| 6. Comments/Questions from committee or public   | Chair Cox              |
| 7. Adjourn   | Chair Cox              |
- NEXT MEETING – (tentative) Friday, September 4 @ 10am, MCAG

## COMMITTEE ROSTER

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California Rural Legal Assistance	Marisol Aguilar
Leadership Council for Justice and Accountability	Veronica Garibay/Phoebe Seaton
Valley Land Alliance	Jean Okuye
American Farmland Trust	Dan O'Connell
League of Women Voters	Kenra Bragonier
Merced Bicycle Coalition	Lisa Kayser-Grant
Sierra Club	Rod Webster/Craig Breon
Building Healthy Communities	Isai Palma, Vice-Chair
Golden Valley Health Centers	Mary-Michal Rawling
Merced County Department of Public Health	Stephanie Nathan
Construction/Builders Exchange, and Citizens Advisory Committee	Adam Cox, Chair
Small Business, and Citizens Advisory Committee	Dan Caris
At Large, and Citizens Advisory Committee	Pamela Toconis

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**Federal Funding Sources**

Fund Source	Abbreviation	Eligible Project Types	Funding through 2040
Surface Transportation Program	STP	Streets (local)	75,000,000
Congestion Mitigation / Air Quality	CMAQ	Air quality	50,000,000
		Transit	50,000,000
Federal Transit Administration Section 5307	FTA 5307	Urban transit	58,000,000
Federal Transit Administration Section 5311	FTA 5311	Rural transit	8,000,000
Federal Transit Administration Section 5309	FTA 5309	Transit	5,000,000
Highway Bridge Replacement/Rehabilitation	HBRR	Bridges (local)	13,000,000
Hazard Elimination/Safety	HES	Streets (local)	8,000,000

**State and Regional Funding Sources**

Fund Source	Abbreviation	Eligible Project Types	Funding through 2040
Interregional Improvement Program	IIP	Highways	74,000,000
Regional Improvement Program	RIP	Regional Roads	150,000,000
Regional Transportation Impact Fee	RTIF	Regional Roads	48,000,000
Local Transportation Funds	LTF	Transit	182,000,000
State Transit Assistance Fund	STAF	Transit	23,000,000
Gas Tax – Proposition 111	Prop. 111	Local Roads	88,000,000
Active Transportation Program	ATP	Bike, Ped	60,000,000

**Revenue Outlook by Mode, to 2040**

Fund Type	Who Chooses	Who Does	\$ millions
Local Road Maintenance	Local	Local	184
Highways, Regional Roads	MCAG, State	Caltrans, Local	272
Transit (Bus)	MCAG	Transit	326
Bike, Walk, Air	MCAG, State	Local	110



## **APS subcommittee recommendation**

The list approved by the RTP/APS steering committee on July 10, 2015:

1. Prioritize infill and growth in existing communities
2. Prioritize funding for complete street projects on existing corridors
3. Explore funding sources to incentivize jurisdictions (including a grant program)
4. Conduct a needs assessment and link it to the countywide health assessment
5. Re-evaluate project selection criteria
6. Prioritize vanpools and ridesharing
7. Emphasize “co-benefits” of implementing SB 375 in addition to meeting GHG reduction targets

**The subcommittee met on July 21, 2015. The subcommittee’s recommendations for items 1-7 are below, highlighted in yellow:**

### *1) Prioritize infill and growth in existing communities*

Direct growth through infill strategies that promote increased investment in existing communities – prioritizing disadvantaged neighborhoods and communities - that provide a range of housing choices (affordable small, medium, large lot single family and multifamily housing) for existing and new residents.

Direct housing and employment growth to existing cities and unincorporated communities rather than directing growth to new town development and sprawl.

### *2) Prioritize funding for complete street projects on existing corridors*

Prioritize investment in active travel, including investments in necessary infrastructure (sidewalks, streetlights, curb and gutter, bike lanes, and other pedestrian safety measures) to promote increased walking and biking.

Establish and implement a complete streets policy as aggressively as possible that requires its member jurisdictions to accommodate all transportation users through the incorporation of sidewalks, streetlights, curb and gutter and bicycle infrastructure in all projects, prioritizing existing streets and roads.

### *3) Explore funding sources to incentivize jurisdictions (including a grant program)*

Develop a sustainable planning and infrastructure grant program to help jurisdictions implement the region’s SCS. Utilize existing and new revenue sources to fund this program.

Provide funding as available for the implementation of complete streets and/or active transportation-type plans and related capital improvement programs. Funding may include but is not limited to: Active Transportation Program (ATP) funds (including various safety, safe routes to schools, and transportation enhancement funds), Congestion Mitigation and Air Quality (CMAQ) funds, Cap and Trade funds, and others.

Encourage transit agencies to make use of all available federal, state, and local funding to sustain, expand and improve local transit services, prioritizing the transit needs of disadvantaged neighborhoods and residents, including low income and transit dependent residents, and ensure the timely and best use of those funds.

4) *Conduct a needs assessment and link it to the countywide health assessment*

Conduct a needs and opportunities assessment, coordinating with other assessment efforts, that catalogues health indicators, infrastructure deficiencies, housing needs, water and wastewater capacity, resource areas and farmland, employment opportunities, and access to basic services throughout its jurisdiction.

5) *Re-evaluate project selection criteria*

Update project selection policy and criteria to emphasize:

- positive effects on health outcomes,
- reducing environmental impacts,
- improving air quality,
- reducing greenhouse gas emissions, and
- avoiding disproportionately high and adverse effects, including social and economic impacts, on traditionally disadvantaged communities, especially communities of color and low-income communities

6) *Prioritize vanpools and ridesharing*

Prioritize funding for vanpool and ridesharing programs to expand them and encourage their use. Investigate creative transit options for rural communities such as informal ridesharing and subsidized ridesharing to supplement paratransit. Increase efforts to encourage employers to give or increase incentives for employees to rideshare. Investigate the feasibility of dedicating high-occupancy vehicle (HOV) lanes on highways and multi-lane roadways.

7) *Emphasize “co-benefits” of implementing SB 375 in addition to meeting GHG reduction targets*

Emphasize and explain co-benefits of implementing SB 375 in addition to meeting GHG reduction targets. Benefits include:

- better health,
- less traffic,
- preserving farmland,
- less water use,
- less energy use,
- better air quality, and
- saving communities money.

## **Two additional items were suggested by the subcommittee:**

### *8) Public participation improvements*

Develop and implement a strong public participation process that meaningfully responds to and incorporates community priorities. All materials must be readily accessible and translated to Spanish, Hmong, and any other language necessary to meet the needs of Merced's diverse community. All workshops and hearings must be held at a time and location that is accessible to all Merced County resident. Demonstrate effectiveness in responding to comments, questions, and concerns raised during public workshops and hearings.

### *9) Transit*

Prioritize funding for projects that seek to establish new bus routes, expand frequency of existing bus routes, and establish new bus stops with necessary amenities to protect from inclement weather.

# APS Scenario - GHG reductions worksheet

August, 2015 - APS Steering Committee

Yellow = inputs

1 2 3 4

Q#	Measure or assumption	Pts	2035 GHG reduction	Survey "50%+"	All
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**BASELINE (Adopted RTP/SCS) =**

5.9% 5.9% 5.9% 5.9%

Transportation Measures

1	"Aggressive" urban transit	2	0.9%	0.9%	0.9%
2	"Maximum" transit fare reduction	1	0.4%	0.4%	0.4%
3	Express transit	1	0.3%	0.3%	0.3%
4	Rideshare / Vanpools	4	1.5%	1.5%	1.5%
5	"Aggressive" bicycle (and retrofits)	2	0.7%	0.7%	0.7%
6	"Aggressive" pedestrian (and retrofits)	2	0.8%	0.8%	0.8%
7	Additional alt. fuel / EV subsidies	1	0.5%	0.5%	0.5%
8	Fee on gas cars ("feebates")	1	0.5%	0.5%	0.5%
9	Passenger rail commutes (Amtrak & ACE)	2	0.7%	0.7%	0.7%
			<i>sum of all transportation measures</i>	6.3%	

Land Use Measures and assumptions

10	"Aggressive" parking restrictions & pricing	3	1.1%	1.1%	1.1%
11	Smaller lots (RTP scen. C)	2	0.8%	0.8%	0.8%
12	Denser, plus infill (about 1/3)	6	2.6%	2.6%	2.6%
			<i>sum of all land use measures</i>	4.5%	

**ADDITIONAL REDUCTIONS =**

6.6% 0.0% 0.0% 10.8%

**TOTAL (minimum 10%)=**

12.5% 5.9% 5.9% 16.7%