

MINUTES
PLANNING COMMISSION
City Council Chambers 155 W. Durian, Coalinga, CA 93210
TUESDAY August 25, 2015

The Mission of the City of Coalinga is to provide for the preservation of the community character by delivering quality, responsive City services, in an efficient and cost-effective manner, and to develop, encourage, and promote a diversified economic base in order to ensure the future financial stability of the City for its citizens.

CALL MEETING TO ORDER (6:00 PM)

Chairman Hill called the meeting to order at 6:00 PM.

Pledge of Allegiance

Chairman Hill led the Commission in the Pledge of Allegiance.

Chairman Hill led the Commission and audience in the Pledge of Allegiance.

CHANGES TO THE AGENDA

None

ROLL CALL

Planning Commissioners Present: Hill, Sailor Stoppenbrink, Gonzales, (Jacobs Absent)

Staff Present: Assistant Community Development Director Sean Brewer

City Clerk Wanda Earls

Mr. Mike Salvador was present; he is applying for the chief of police position here in Coalinga. He saw transportation on your agenda today and that prompted his attendance to your meeting.

Planning Commissioners Present: Hill, Sailor Stoppenbrink, Gonzales, (Jacobs Absent)

Staff Present: Assistant Community Development Director Sean Brewer

City Clerk Wanda Earls

<i>Commissioners:</i>	<i>Chairman Hill</i>
	<i>Vice Chairman Sailer</i>
	<i>Commissioner Jacobs</i>
	<i>Commissioner Stoppenbrink</i>
	<i>Commissioner Gonzales</i>

<i>Staff:</i>	<i>Sean Brewer, Assistant Community Development Director</i>
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PUBLIC COMMENTS

None

Under Government Code 54954.3 members of the audience may address the Commission on any item of interest to the public or on any agenda item before or during the Commission's consideration of the item. State law prohibits the Planning Commission from acting on non-agenda items.

INFORMATION/CONSENT CALENDAR

None

PUBLIC HEARINGS

None

DISCUSSION AND/OR POTENTIAL ACTION ITEMS

1. Transportation Overview

Mr. Brewer said he is going to merge these together as part of the presentation.

This is something he discussed with the Commission at the last meeting. Topics to be discussed this evening are as follows::

Transportation and related projects

Overview of funding opportunities as well as funding types that we incur at a City level.

Budgets used for our streets and improvement projects

Overview of funding sources developing our transportation needs on an annual basis:

Sometimes when we are budgeting for streets, that usually come in multiple budget years because of the time it takes to design, implement and construction a project. When we look at the numbers, it is an annual allocation that we get but we don't necessarily budget based on the annual allocation. A lot of times, our expenses will exceed our revenues when it comes to street dollars because the fact is we accumulate funds every year and in some cases every other year with some funds where, finally, we can build a project because we will have enough revenue. You will see some of the global constraints that the City, counties and other jurisdictions have when it comes to funding. It is very limited in terms of what we are receiving. He will give a quick update on what is going on with the legislature in terms to some future transportation opportunities. We have a series of different funding sources that we obtain as a City:

Mr. Brewer gave a PowerPoint presentation as follows:

Annually the City receives California Gas Taxes which is an excise tax imposed on the sale of fuel. Revenue is required to be used for transportation-related projects. The tax rate is 2.25% and we have a California and a US Excise Tax per gallon. We are beginning to see a significant decline in the amount of gas tax because of the more fuel efficient vehicles. This is charged on a per gallon basis. If you have a relatively newer car, you fill up the gas tank, it takes less because you are using less gas. Regardless of the price of gas, it is based on the gallons the taxpayer consumes. The City is seeing almost a \$125K-\$150K reduction in gas taxes which we, in recent years, would have received. Currently, there is some discussion at the legislature about finding ways to bridge that gap as well as trying to find additional means for the deferred maintenance

which we have amounting to \$1.7B annually.

We have a Transportation Development Act Fund (TDAF) which provides funding allocated to transit and non-transit related purposes which comply to the Regional Transportation Plan (FCOG).

The City has two types of funds; you will see the City requesting funds from the LTF which is .25% of the General Sales Tax statewide and the State Transit Assistance Fund which is the sales tax on diesel fuel. We don't have a transit component for this TDA; it goes to the local Council of Governments that administers the regional transit fees. We would not generate enough revenue in transit dollars based on our population percentage in order to be able to fund a local transit operation here in Coalinga.

Measure "C" was adopted in 1986 and is 1/2% sales tax for improving the overall quality of Fresno County Transportation Systems including the County and all fifteen cities. This is only in Fresno County. Other counties and cities have a similar tax; it may be higher or lower because the allocations are based on population. In 2006, this was renewed. In the first 20 years, there was more than \$1B of improvements countywide.

Local agencies receive categorical funding which are ADA, flexible funding and street maintenance. Three different funds are operated out of the Measure "C" Fund. ADA goes toward sidewalks and improvements for pedestrians; the street maintenance side does repair to streets, etc. You have an array of types of projects you can do with flexible funding.

We have the Retail Surface Transportation Program (RSTP). This is allocated by California state taxes utilizing surface transportation program funds which may be used by local entities for projects to preserve and improve the conditions and performance of streets and highways. The State administers the funds, but it is federally funded. There is about \$330M allocated to California. We have the Regional Bid which is the competitive side and we have the Lifeline Funding received on an annual basis. The call for projects on the RSTP funding is every other year and is probably one of the funds that we will request from the Council to approve some grant writing services to write grants for these particular projects on the competitive side.

Congestion Mitigation Air Quality (CMAQ) grant; this was a (cannot understand words) to implement the Clean Air Act of 1990 by supporting surface related projects related to the contribution to air quality improvement and provides congestion release. The Regional Bid was used for our new street sweeper. The Lifeline Funds accumulate every other year and when we have sufficient funds to do a project, will utilize those funds.

We have the TDA Article A which is the street monies where we have \$492K. In the three Measure "C" categories, we have the Streets, ADA, and Flexible Funding. The gas tax is \$500K (there are salaries paid from this fund) and other maintenance costs seen in the budget. There are a lot of line items in the Gas Tax fund compared to the other funds. We normally don't do too many Capital Projects with Gas Tax. We did in the past when we had more funding. We have seen the funds decrease and we know personnel costs don't decrease.

We have the CMAQ Lifeline and the RSTP Lifeline. These are on a biannual basis and amount to \$140K; the RSTP Lifeline is \$235K. These funds have federal ties and lots of federal reporting.

We want to talk about the 7-Year Street Capital Improvement Plan to give the Commission/Council an idea of the Vision and to give the Commission/Council an opportunity to make any changes to the list. It is basically a Capital Improvement Plan (one-time event) designed to address the significant community needs or problems. Our growth projections have not been as high as previously anticipated so we really haven't looked at any capacity increasing projects in the 7-year period. We don't feel there will be a need for any capacity such as street lighting, lane enhancement, pipelines, etc., which would increase the capacity of the

actual vehicles. There will be an adjustment to the General Plan in terms of the needs for that. Our level of service for traffic is at a good level. Major Capital Projects take several years to complete. We find all funding sources that will support the plan(s).

In going from this current fiscal year to the fiscal year 2022, we have identified 17 projects. These projects have been discussed over the years in conjunction with Public Works as well as working with our city engineer who has been here longer than he has and knows the needs and deferred maintenance we have had issues within the past. It has usually been due to a lack of funding. We have a total estimated cost of projects of \$9.3M with estimated revenue of approximately \$9.4M. We wanted to get that number as close as we can because we don't know if the funding will remain the same for the next seven years. One of the things we have seen, historically, is that some of these projects will be encompassed by a grant. It could open up \$500K or \$600K out of the overall estimated costs where we can go ahead and add a project to the CIP once we know we have been awarded a certain project.

The project types are:

- Biannual ADA Improvements
- Annual Slurry and Pit fill
- Valley gutter replacements on California, Washington, Jefferson, Roosevelt and Garfield and Forest to Fifth Street, Polk to Elm, Phelps Avenue, Fresno Street reconstruction, Baker Street, Sunset Street, Fifth Street sidewalk improvement, Forest to Glenn and Elm Avenue Beautification Phase 2.b, Sacramento Street and Fire Department to Polk Street.
- Reconstruction, overlays, sidewalks and landscaping, etc.
- Elm Street Beautification
- Forest Street Reconstruction Phase 3 and Phase 4

Baker Street improvements

Sewer and storm drain improvements

Phelps Street

Fresno Street reconstruction

Sunset Street

Fresno Street

Fifth Street sidewalks improvements

Elm Avenue Beautification Phase 2.b from 3rd to Cherry

Sacramento Street overlay

Current grant-funded projects we are working on now are: Paving of the 15 alleys through grants funding from CMAQ \$783K; Forest Street Reconstruction (3rd to 1st), Elm-Cambridge Signalization currently under

design, Active Transportation Plan, Planning Grant through ATP Cycle One and the Traffic Calming Safety and Enhancement Plan currently being working on. Mr. Brewer said the paving of the fifteen alleys is currently under design with construction starting sometime during the spring/summer. Forest Street reconstruction is probably the summer of next year. Elm/Cambridge signalization is probably the summer of next year. The ATP is currently in planning (had the first kick-off meeting with consultant) and will plan a public workshop for overall planning. The ADA project is currently under construction to include the Veterans' Park. Design basics take awhile and we are concerned about this weather system which might come in. Some projects may be delayed until after the rainy season to avoid the extra cost. We will probably wait until after spring on some of these projects.

Some of the upcoming projects are Elm Street Phase 3, Fifth Steet from Elm to Forest doing some safety improvements for sidewalks, curb/gutters and removing some pretty good sized trees out on Elm Avenue by the Fire Department. We will be paving of the 15 alleys and the Elm/Cambridge signal. These are all currently active projects.

The following are different planning opportunities that we looked at to capitalize on additional funding. We have the Highway Safety Improvement Program (funding Elm/Cambridge); it is a State funded program. We have the Regional Service Transportation program which is RSTP and CMAC; these are regional bids.

(Note from City Clerk. At this time, the tape or tape player began to malfunction so I cannot retrieve the rest of the tape for transcribing. Because of this being such a detailed and huge presentation, I relied on the tape solely and did not take physical notes.)

2. Discussion of the City of Coalinga Capital Improvement Plan (Streets)

This topic is covered in the previous presentation.

DEPARTMENT REPORTS

Because of tape failure there is no transcription of Department Reports. From memory, the City Clerk recalls that Mr. brewer had no update for the Commission in regard to this item.

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COMMUNICATIONS

Comments made by Commissioners or Mr. Brewer are not available due to problems with tape/recorder.

1. Staff Announcements
2. Commissioner Announcements
3. Chairman Announcements

ADJOURN

Chairman Hill adjourned the meeting at 6:25 PM.

Chairman/Vice Chairman

City Clerk/Deputy Clerk

Date



Staff Report- Chairman and Planning Commission

Subject: Transportation Overview
Meeting Date
Project Location:
Applicant:
Owner:
Prepared By:

I. RECOMMENDATION:

II. BACKGROUND:

III. PROPOSAL AND ANALYSIS:

IV. FISCAL IMPACT:

V. REASONS FOR RECOMMENDATION:



Staff Report- Chairman and Planning Commission

Subject: Discussion of the City of Coalinga Capital Improvement Plan (Streets)
Meeting Date
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