

Minutes
SPECIAL WORKSHOP
CITY COUNCIL/SUCCESSOR
AGENCY/PUBLIC FINANCE AUTHORITY
MEETING AGENDA
September 3, 2015

1. **CALL TO ORDER – Mayor Ramsey called meeting to order at 5:00 PM. He led the Council and Audience in the Pledge of Allegiance.**

Present:

Assistant Community Development Director

Mary Lou and Dan, Tri-City Engineering

Council Members

Wanda Earls, City Clerk

2. **AWARDS, PRESENTATIONS, APPOINTMENTS AND PROCLAMATIONS (NONE)**
3. **CITIZEN COMMENTS – (NONE)**
4. **PUBLIC HEARINGS (NONE)**
5. **CONSENT CALENDAR (NONE)**
6. **ORDINANCE PRESENTATION, DISCUSSION AND POTENTIAL ACTION ITEMS**

1. Transportation Overview

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. 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 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.

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: 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 the 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 \$370M 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 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.

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

We want to talk about the 7-Year Street Capital Improvement Plan to give the Council an idea of the Vision and to give the 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 we have are:

- Biannual ADA Improvements
- Annual Slurry and Pit fill
- Valley gutter replacement
- Reconstruction, overlays, sidewalks and landscaping, etc.
- Elm Street Beautification
- Forest Street Reconstruction Phase 3 and Phase 4
- 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 2b and Sacramento Street.

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.

Council Member Vosburg asked about timelines.

Mr. Brewer said the paving of the fifteen alleys are 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 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 a while 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.

Mary Lou (construction engineer) is off microphone and cannot be heard sufficiently to record.

3. Construction Management Practices

Prior to 2012 the City did not use Construction Management Services. Since that time, we solicited and created an on-call list for Construction Management Consultants for future projects. We have two major projects using CMC; Coalinga Plaza (costs \$1.49M and the CM contract was just under \$100K, 6% or 7% of the project used to have an onsite specialist for the project. Forest Phase 2 from 3rd to 5th in the amount of \$756K gave us a CM contract of about \$81K almost 11%.

Staff is recommending that we use the services of our engineer (Tri-State Engineering) in conjunction with Public Works for CM services. We can save in the construction management costs. We have no local construction managers they are coming from Fresno or elsewhere. On the Plaza project we had a resident engineer staying at the Baker House during the whole construction phase of the project. You can see how we could get to \$100K for the costs to have somebody out here.

The city engineer with conjunction with Public Works can reduce those costs and travel time. They can use electronic communication with the use of existing staffing and there would be less overhead because of familiarity with the project/s.

When we had construction managers, before they usually made a decision, they were calling me or the city engineer or Public Works to ask advice prior to making a decision. We can cut that out and for years, we have utilized the services of our city engineer for this type of overseeing.

Some of the upcoming projects are Elm Street Phase 3, Forest Phase 3, paving of the 15 alleys and the Elm/Cambridge signal. In terms of estimated costs for CM services, you are looking at \$292K from the above projects. In using the city engineer and public works you are looking at about \$248K which is about a 15% savings. We may even see less depending on the complicity of the projects. Is the Council okay with this recommendation or do you want to see us continue with the CM services for those contacts?

Mayor Ramsey said the reason we went with the CM services was because of the big project on Cambridge Street. In the past, we always depended on our city engineers. We just had a different attitude at the time (part of the council did) he would rather go with the city engineers and save money.

Mr. Brewer said with the Plaza Project he felt it could have gone either way. There was a lot of involvement between the business owners and the public.

Council Member Lander said he agrees with the mayor. Some of the council members wanted to change because of the sports complex. We have used Tri-City Engineering for many years. We have

never had issues with them. He has respect for the expertise and it is a savings. Consensus appears to be to go with the city engineers in the future for CM services.

4. Transportation Related Grant Opportunities

Grant funds staff looks for are biannual and some annual distributions. The Highway Safety and Improvement program is funding the Elm/Cambridge signalization project and also the El Rancho improvements when we made that left hand turn pocket coming north and south of Elm Street.

The Regional Surface Transportation Program (RSTP) funded the phases of Forest Street. Congestion Mitigation Air Quality (CMAQ) Grant which awarded the City for two cycles for the alleys. Because we combined two projects into one larger project, we saved some money and added a couple additional alleys. Our street sweeper was funded through CMAQ as well.

Active Transportation Plan (ATP) we are in second cycle now and awaiting award.

Sustainable Communities' Planning Grant (SCPG) and the Community Development Block Grant (CDBG) are programs that we will, hopefully, take advantage of for infrastructure projects once we get our housing program going with the priority to move forward with the placement of programs with the CDBG monies. We, also, have the HOME fund assisting the Senior Housing Project.

Council Member Lander said there are a lot of avenues where we could use CDBG monies. When that comes around, he would appreciate it if we could see all avenues on how we could use CDBG monies. A lot of that money has gone for different projects but there are other projects that we might have been interested in doing. It is important that the Council be made aware of how that funding can be used.

Mr. Brewer said over the past ten years we were with the County Consortium so the County was the major applicant and we received a small portion of funding each year. Over all the years, we received about \$120K, a very minimal amount. We saved up enough money and we did the Van Ness storm drain project. It took six to eight years to get enough money to do that project. Three years ago, the Council decided to get out of the County Consortium and go Regional Bid. You had to have a Certified Housing Element in order to be approved for CDBG funds on the open competitive market. We were awarded \$1.5M which replaced the housing program we lost when RDA went away. There are infrastructure projects where we can have an array of opportunities for using the funding. With Council direction we want to, at least, replace those housing funds that we lost. On the HOME side the funds were used for the Senior Housing Project. Once we spend 50% of the housing monies we are using for the program, we will be eligible to apply for CDBG again.

What he wanted to show is the number of grants since 2010 we have written or had written. The City has been awarded 8 grants for a total of \$3.5M. The cost to write all those grants is about \$25K. The return on investment is approximately 140% by having these grants written for the City. We want to continue to do that; it is important, especially in a small community like Coalinga where we have

limited street dollars. We want to leverage those funds as much as possible. He thinks they have done a pretty good job doing that.

Council Member Raine asked have we tried to alleviate some of the traffic in residential areas by running Garfield all the way through over the Phelps.

Mr. Brewer said that is in a proposed development plan. When the school farm is developed, there will be a phased infrastructure requirement for that particular development. Based on the current Master Plan Development after the 500th building permit a bridge will be required to be built across the creek. Garfield and Washington and Van Ness are the two major arteries to come into the school farm. That was based on a traffic study that was conducted on the number of units to be developed there.

Council Member Raine asked about the possibility of trying to connect our hospital and our freeway; taking Phelps and going on out where we might be a better resource for accidents on the freeway, etc.

Mr. Brewer said that is something that would be on a County regional perspective. His understanding there is nothing in the works for that.

7. ANNOUNCEMENTS (None)

8. FUTURE AGENDA ITEMS

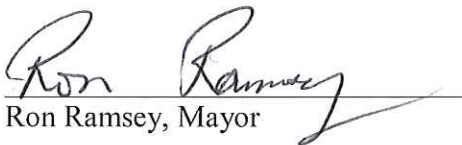
Mayor Ramsey recommended we use the \$2,500 donated by PG&E for Vet's Park for a monument for those who have served our country.

Consensus of the Council is to bring this back at a regularly scheduled Council meeting.

9. CLOSED SESSION (NONE)

10. ADJOURNMENT

Mayor Ramsey adjourned the Special Workshop Meeting at 6:33 PM.


Ron Ramsey, Mayor


City Clerk, Deputy City Clerk

12/3/15
Date