

Overall Work Program

2018 – 2019

**Final
Fiscal Year
2018-19 OWP**
May 2018

This annual publication describes Fresno COG's Work Plan, structure, and financial status for the 2017-18 Fiscal Year. The mandated programs and plans required of Fresno COG, along with the variety of Board approved projects, are described and budgeted in this Overall Work Program (OWP) serving as the annual blueprint for agency activities during the fiscal year.



Fresno Council
of Governments

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Glossary of Common Acronyms

AASHTO - American Association of State Highway and Transportation Officials	FTIP - Federal Transportation Improvement Program
AB - Assembly Bill	FY - Fiscal Year
ADA - Americans with Disabilities Act of 1990	GIS - Geographic Information Systems
ADT - Average Daily Traffic	GHG- Green House Gas
ALUC - Airport Land Use Commission	HMF - Heavy Maintenance Facility
AMTRAK -National Railroad Passenger Corporation	HOV - High Occupancy Vehicle
APCD - Air Pollution Control District	HPMS - Highway Performance Monitoring System
ARB - Air Resources Board (also referred to as CARB, California Air Resources Board)	HSR - High Speed Rail
ARRA - American Recovery & Reinvestment Act of 2009	HST - High Speed Train
ATP- Active Transportation Program	IRRS - Interregional Road System
AVA - Abandoned Vehicle Abatement	ISTEA - Intermodal Surface Transportation Efficiency Act of 1991
BAC - Bicycle Advisory Committee	ITIP - Interregional Transportation Improvement Plan
BLA - Bicycle Lane Account	JARC - Jobs Access Reverse Commute
BTA - Bicycle Transportation Account	JPA - Joint Powers Agency
CAAP - California Aid to Airports Program	LAFCO Local Agency Formation Commission
CAC - California Administrative Code	LOS - Level of Service
CALCOG - California Association of Councils of Govts.	LRC - Local Review Committee
CALTRANS-California Department of Transportation	LRT - Light (duty) Rail Transit
CASP - California Aviation System Plan	LTC - Local Transportation Commission
CAA - Clean Air Act (Federal)	LTF - Local Transportation Fund
CCAA - California Clean Air Act	MAP 21 Moving Ahead for Progress in the 21 st Century
CCASP Central California Aviation System Plan	MOU - Memorandum of Understanding
CCR - California Code of Regulations	MPO - Metropolitan Planning Organization
CEQA - California Environmental Quality Act	NHS - National Highway System
CFPG - California Federal Programming Group	NPIAS - National Plan of Integrated Airport Systems
CIP - Capital Improvement Program	OWP - Overall Work Program
CLUP - Comprehensive Land Use Plan	PAC - Policy Advisory Committee
CMAQ -Congestion Mitigation and Air Quality	PIP - Public Involvement Procedures
CMP - Congestion Management Program	PL Funds - Federal Planning Funds
CNG - Compressed Natural Gas	PM-10 - Particulate matter smaller than 10 microns
COG - Council of Governments	PM-2.5 - Particulate matter smaller than 2.5 microns
CTC - California Transportation Commission	PSR - Project Study Report
CTIPS - California Transportation Improvement Program System	PTIS- Public Transportation Infrastructure Study
CTSA - Consolidated Transportation Service Agency	PUC - Public Utilities Code/Commission
DOT - Department of Transportation	PPP - Public Participation Plan
EIR - Environmental Impact Report	RCR - Route Concept Report
EIS - Environmental Impact Statement	REMOVE - Remove Motor Vehicle Emissions
EPA - Environmental Protection Agency (Federal)	RFP - Request for Proposals
EPSP - Expedited Project Selection Procedures	ROG - Reactive Organic Gases
FAA - Federal Aviation Administration	ROP - Rate of Progress Plan
FAX - Fresno Area Express	RSTP - Regional Surface Transportation Program
FCMA - Fresno-Clovis Metropolitan Area	RTIP - Regional Transportation Improvement Program
FCRTA Fresno County Rural Transit Agency	RTMF - Regional Transportation Mitigation Fee
FCTA - Fresno County Transportation Authority	RTP - Regional Transportation Plan
FHWA - Federal Highway Administration	RTPA - Regional Transportation Planning Agency
FRA - Federal Railroad Administration	SB - Senate Bill
FSP - Freeway Service Patrol	SCS - Sustainable Communities Strategy
FSTIP - Federal Statewide Transportation Improvement Program	SH - State Highway
FTA - Federal Transit Administration	SHOPP - State Highway Operation and Protection Plan
	SIP - State Implementation Plan
	SJVAPCD - San Joaquin Valley Air Pollution Control District
	SOV - Single Occupant Vehicle

SR - State Route
SRTP - Short Range Transit Plan
SSTAC - Social Service Transportation Advisory Council
STA - State Transit Assistance
STIP - State Transportation Improvement Program
STP - Surface Transportation Program
TAC - Technical Advisory Committee
TCI - Transit Capital Improvement
TCM - Transportation Control Measure
TDA - Transportation Development Act
TDM - Transportation Demand Management
TDP - Transit Development Plan

TEA - Transportation Enhancement Activities
TEA 21 - Transportation Equity Act for the 21st Century
TIP - Transportation Improvement Programs
TMA - Transportation Management Association
TOD- Transit Oriented Development
TPA - Transportation Planning Agency
TPC - Transportation Policy Committee
TSM - Transportation Systems Management
TTC - Transportation Technical Committee
VMT - Vehicle Miles of Travel
VOC - Volatile Organic Compound

Organization and Management

Overview

Fresno Council of Governments (Fresno COG) is a consensus builder, developing acceptable programs and solutions to issues that do not respect political boundaries. Fresno COG is a voluntary association of local governments – one of California's 38 regional planning agencies and one of 500+ nationwide. In 1967, incorporated city and Fresno County elected officials established the agency, formalizing Fresno COG in 1969 through a Joint Powers Agreement (JPA, included as Appendix M). Fresno COG undertakes comprehensive regional planning with an emphasis on transportation, provides citizens an opportunity to be involved in the planning process and supplies technical service to its members.

Fresno COG's Member Agencies are:

City of Clovis	City of Mendota
City of Coalinga	City of Orange Cove
City of Firebaugh	City of Parlier
City of Fowler	City of Reedley
City of Fresno	City of San Joaquin
City of Huron	City of Sanger
City of Kerman	City of Selma
City of Kingsburg	County of Fresno

The Fresno COG has a "double-weighted" voting system, which provided for an urban/rural balance as opposed to either area dominating. Each member has a percentage vote based on population. To approve any action the vote must pass two tests:

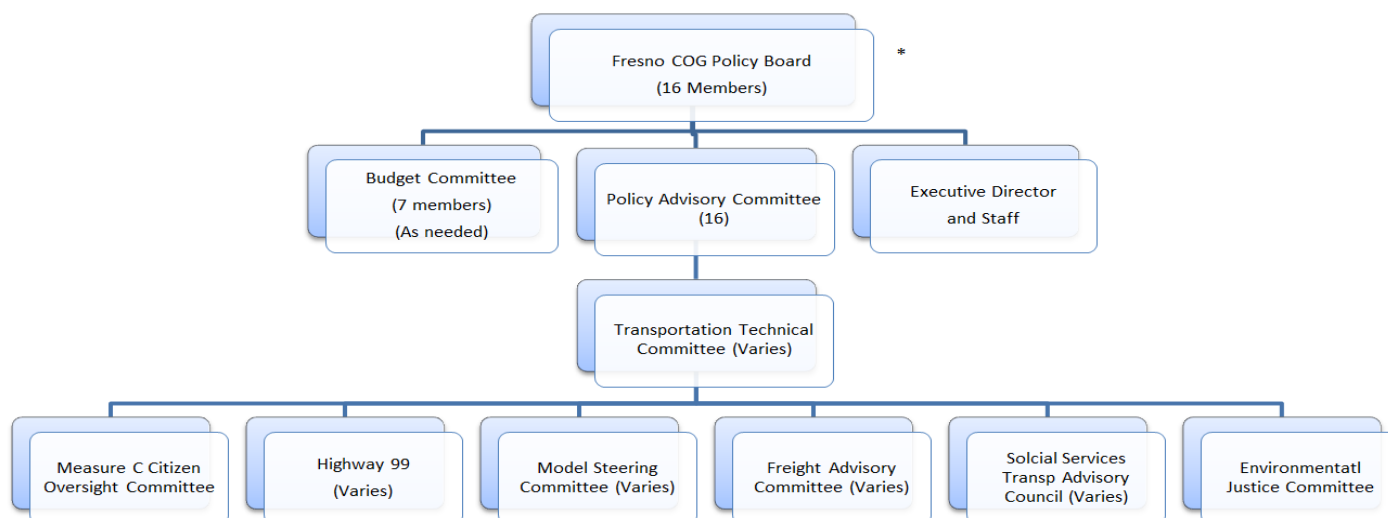
1. Agencies representing **over 40%** of the population must be in favor of an action, and
2. **A majority** of all the members must support the action; that is, nine of the 16 members.

Fresno COG is partially supported by contributed dues from its 16 members; however, the major revenue sources include federal and state grants. The agency has no taxing or legislative authority.

Organizational chart

The adopted organizational structure is shown in Exhibit I. Members are represented on the Policy Board by the mayors of each incorporated city and the chairman of the County Board of Supervisors, or their designated alternates. The Policy Board governs the agency, setting policy and guiding work activities. The Board is assisted in their decision-making process by the Policy Advisory Committee (PAC), comprising each member agency's Chief Administrative Officer. The process is also assisted by expert staff from member agencies, citizen and interest groups, and other stakeholders.

Exhibit 1- Fresno Council of Governments Organization Chart



* Fresno County Regional Transportation Mitigation Fee Agency

Exhibit 2 Fresno Council of Governments Staff Organizational Chart

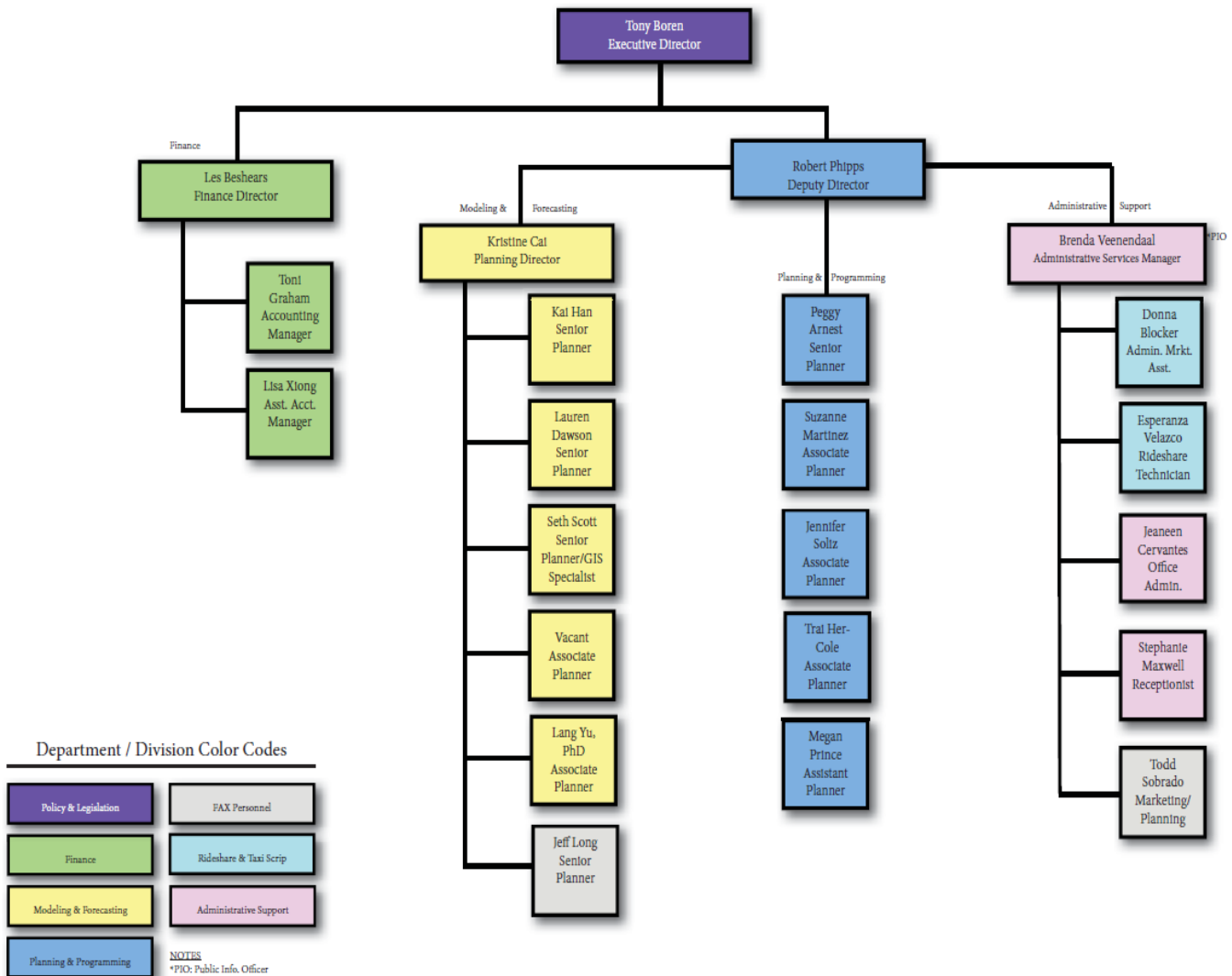
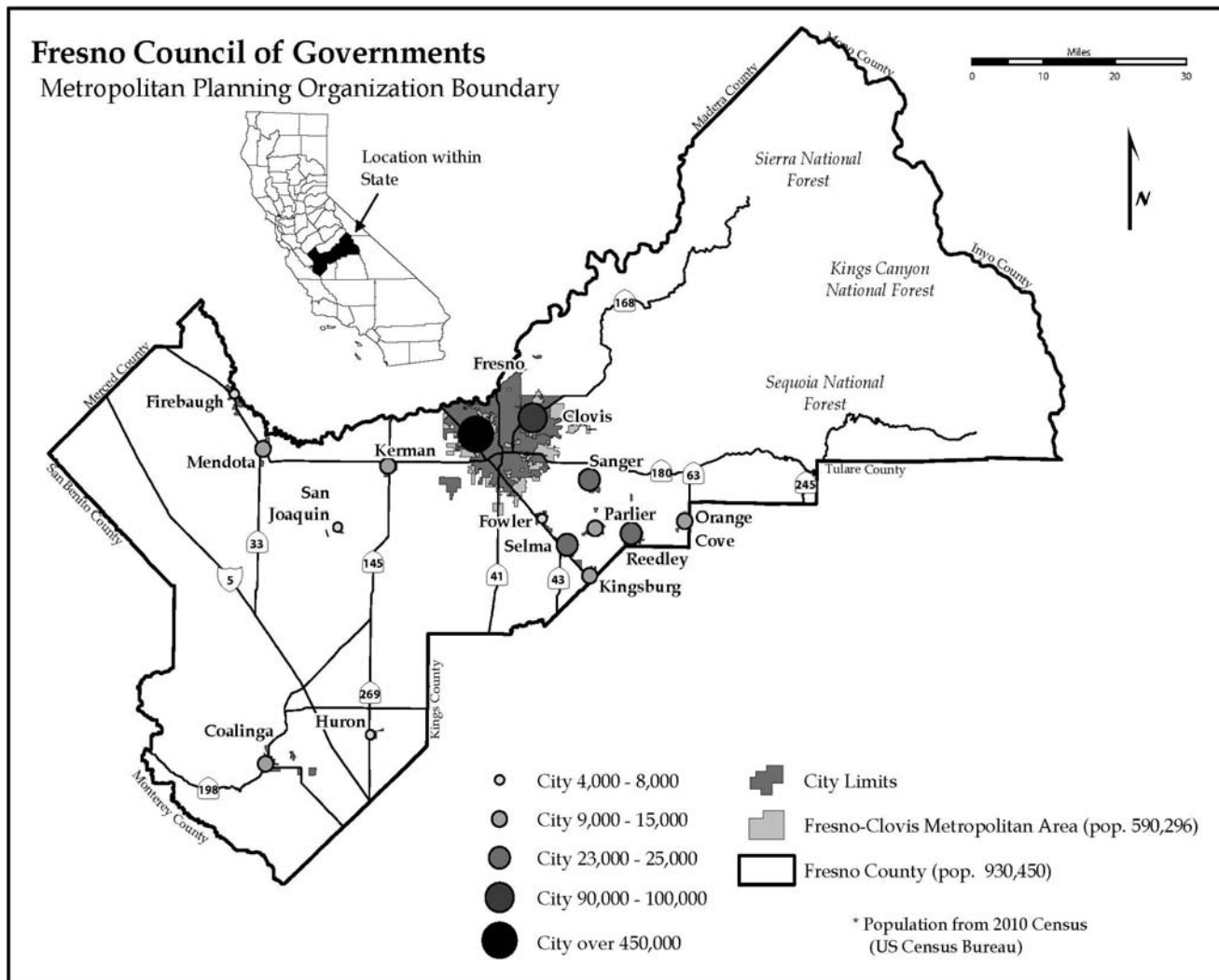


Exhibit 2- Fresno Council of Governments Staff Organizational Chart

Exhibit 3- Metropolitan Planning Organization Boundary



Cooperative Agreements

The institutional arrangements cited herein are specified within Fresno COG's Joint Powers Agreement and were arranged to improve linkages between the regional and member agencies' planning process. Member agencies bear ultimate responsibility for implementing major portions of regional plans.

- Member Agency Working Agreements

Fresno COG and member governments carrying out portions of the Overall Work Program (OWP) execute agreements that indicate procedures and processes for completing work elements. These agreements address the scope of services, transfer of data, personnel liaison and working relationships, time of performance, compensation, records, change orders, severance and/or termination, and required assurances to funding agencies.

- San Joaquin Valley Air Pollution Control District (SJVAPCD)

Fresno COG, along with the other seven Metropolitan Planning Organizations in the San Joaquin Valley, is party to a Memorandum of Understanding (MOU) with the San Joaquin Valley Air Pollution Control District, which was revised and adopted September 9, 2009. The MOU defines a coordinated and cooperative process aimed at ensuring air quality and transportation plans employ maximum effectiveness and compatibility, comply with the Federal Fixing America's Surface Transportation (FAST) Act, the Clean Air Act's conformity provisions, and at ensuring existing resources are used effectively.

Also, the MOU specifically provides for developing transportation control measures required pursuant to the 1990 Clean Air Act Amendments. The eight Valley MPOs have provided the staff and analytical support necessary to develop emission inventories,

emission budgets, and transportation control measures for SJVAPCD to include in State Implementation Plans (SIPs) for the San Joaquin Valley.

- **Eight-County Memorandum of Understanding**

The eight San Joaquin Valley regional transportation planning agencies have executed a memorandum of understanding in response to requirements for a coordinated, comprehensive, regional transportation planning process contained in the FAST Act. This MOU was originally adopted in 1992 and provides for close coordination of planning activities where interregional issues are involved. Major efforts being coordinated include the Regional Transportation Plan and Sustainable Communities Strategies, the Transportation Improvement Program, the transportation air quality conformity process, transportation control measures, Blueprint implementation efforts, transportation & land use modeling, legislative advocacy, goods movement and regional rail. Additional support activities as agreed upon by the COG Directors are also coordinated. The MOU establishes a strong working relationship among the eight Valley transportation planning agencies and satisfies federal requirements to have a cooperative agreement among agencies located within the federal air quality nonattainment area boundaries.

This MOU was revised and adopted September 21, 2006.

The eight Valley MPOs are also charged with addressing AB 32 and SB 375 requirements regarding climate change and greenhouse gas emissions. Cooperative planning activities have been included in a valleywide work plan, of which those applicable to Fresno COG are included in the OWP.

Those activities involving the Fresno COG staff or resources are outlined in the OWP.

- **Fresno-Madera Area Agency on Aging**

A long-standing Memorandum of Agreement between the Fresno COG and the Fresno-Madera Area Agency on Aging recognizes the individual responsibilities each agency has for developing various plans and programs and reviewing specified federally assisted projects under state and federal mandates. Each agency agreed to a review and comment process relevant to all long-range planning activities and annual work programs. Under the MOU, actions by either agency will be consistent with the plans and policies of the other. It also includes specific assurances for close cooperation and coordination in reviewing federally assisted projects and information-sharing.

- **Transportation Policy Committee**

Under a Memorandum of Understanding between Fresno COG and the California State Transportation Agency, Fresno COG established an Areawide Transportation Policy Committee for Fresno County. The Transportation Policy Committee comprises the Mayor of each city in Fresno County, the Chairman of the Fresno County Board of Supervisors, and a representative of California Department of Transportation (Caltrans). One of the Committee's main functions is carrying out the continuing, comprehensive and coordinated transportation planning process for Fresno County.

Rational For Defining the Region

Fresno COG is the state-designated Areawide Clearinghouse for Fresno County, and also the state-designated Regional Transportation Planning Agency for complying with state and federal transportation planning requirements. Institutionally, Fresno COG provides and is given overall direction for regional programs in the OWP and is responsible for administering all of the involved grant programs. Work undertaken by member governments or consultants is handled on a contract basis, subject to the approval of the specific funding agency involved. The Policy Board is responsible for all agreements and work completion, ensuring a regional approach to the comprehensive planning process within the OWP.

The scope of regional activities from MAP-21 is carried out through provisions within the FAST Act. The eight San Joaquin Valley transportation planning agencies cooperate on issues of interregional (or inter-county) importance. The Overall Work Program contains tasks specifically related to satisfying requirements for coordinating the Regional Transportation Plan and Program, conformity assessment, air quality analysis and planning, congestion management and transportation modeling.

Policy Making Process

Fresno COG's Policy Board, comprising Mayors of each incorporated city and the Chairman of the County Board of Supervisors, or their designated representatives, makes policy decisions with assistance from the Policy Advisory Committee (PAC), comprising each member agency's chief administrative officer or a designated representative. With the exception of urgency matters, all items must first be considered by the PAC before submission to the Policy Board.

The Policy Board and PAC are assisted in the decision making process by member agency staff, citizen and interest group input, and various technical advisory committees including: the Transportation Technical Committee, Model Steering Committee, Social Services Transportation Advisory Council, Transportation Reauthorization Subcommittee, Association for the Beautification of Highway 99, Environmental Justice Subcommittee, Measure C Citizen's Oversight Committee, Freight Advisory Committee, the Active Transportation Program Multi-Advisory Committee and the Airport Land Use Commission.

Fresno COG's decision-making process is further enhanced through member representative participation at the policy, administrative and technical levels. Through such participation and interaction, Fresno COG intends that its policies reflect member agencies' interests and regional concerns.

The scope of policymaking responsibilities includes the following:

- A. Evaluating and recommending alternative policies, plans and programs for responsible public agencies' consideration.
- B. Acting as the Fresno County Metropolitan Planning Organization for transportation.
- C. Ensuring all programs and grants-in-aid under Executive Order 12372 are consistent with regional plans and programs.
- D. Administering member agencies' Transportation Development Act (Local Transportation Fund and State Transit Assistance Fund) claims for transit, pedestrian and bikeway and road projects pursuant to the State Transportation Development Act.
- E. Ensuring work required in the OWP is produced through Fresno COG's planning staff, other public agency staff or private consultants.
- F. Maintaining appropriate financial and meeting records for the entire planning program.
- G. Establishing representative advisory committees as needed to assist in preparing plans, programs and in project review.
- H. Complying with congestion management process and air quality transportation conformity requirements.

Coordination Statement

Fresno COG has developed several mechanisms to promote coordination, including diversified membership of the agency itself, its committees, exchanging work programs, joint data use, exchanging plans and other publications, contractual arrangements, informal day-to-day communication and other means. The MOUs among the eight valley transportation planning agencies and the Valley Air District form the framework for regular work sessions to coordinate and collaborate on a variety of issues.

Public Participation

Public participation efforts center around providing information on activities, meetings, plans and reports, and seeking input on Fresno COG's planning activities. Work Element 311 highlights the COG's desire and efforts to encourage more public participation during the transportation planning process, consistent with the FAST Act. This includes public participation during plan and program development as well as throughout the adoption process. Fresno COG's 2016 Public Participation Plan will guide each phase of plan or program development.

Citizens are represented on the following committees:

- Airport Land Use Commission of Fresno County
- Transportation Technical Committee
- Association for the Beautification of Highway 99
- Congestion Management Process (CMP) Steering Committee
- Model Steering Committee
- Environmental Justice Subcommittee
- Social Service Transportation Advisory Council
- Measure C Citizen Oversight Committee
- Measure C Transit-Oriented Development Advisory Committee
- Measure C Transit-Oriented Development Scoring Committee
- Programming Coordination Group
- San Joaquin Valley Greenprint Planning Process Steering Committee
- Active Transportation Program Multi-disciplinary Advisory Group
- Technical Advisory Committee
- Measure C New Technology Reserve Steering Committee
- Ag Mitigation Ad Hoc Committee
- Transportation Needs Assessment Committee
- Regional Transportation Plan Roundtable

The Policy Advisory Committee and Policy Board consider all committee member viewpoints before making a final decision.. Citizens are encouraged to participate in whatever capacity may be appropriate to their cause. All Transportation Technical Committee meetings, Policy Advisory Committee meetings and Policy Board meetings are open and transparent. The Social Services Transportation Advisory

Council holds an annual public hearing on unmet transit needs within the county. Matters of important public consequence, such as federal-aid programs, are announced to the general public through email, web and Facebook postings, and press releases when warranted. Official matters requiring public hearings also require legal notices and are followed up with press releases and a posting on Fresno COG's website and mass emails. Efforts to expand public participation include announcing plan and program development early and often during the planning process, as well as regular progress announcements, e.g. draft availability and public hearing opportunities.

Fresno COG also maintains ongoing consultation and coordination with federally recognized Native American tribes in Fresno County, as well as having representation on advisory committees. Tribal contacts are routinely apprised of important Fresno COG meetings. This includes monthly Policy Board and Regional Transportation Plan meetings. Additionally, Fresno COG participated in the Central Valley Tribal Transportation Environmental Justice Collaborative Project that sought to, in part, increase communication with San Joaquin Valley tribes.

Office policy requires COG staff to inform each member agency's administrative officer of any matter that may be of importance to his community, and staff regularly makes special presentations to the citizens of a particular community to ensure meaningful interaction.

The "Coming Up at Fresno COG" e-newsletter addresses agency activities and opportunities, directing readers back to Fresno COG's website for more information on current and pertinent topics.

Equal Opportunity Statement/Disadvantaged Business Enterprise

Fresno Council of Governments is an equal employment opportunity employer. This policy promotes a diverse workforce and an inclusive, open, work environment free from discrimination and harassment based on race, color, national origin, creed/religion, gender, age, disability, sexual orientation, and disabled Veteran, Vietnam Era Veteran, and marital status.

Furthermore, Fresno COG is subject to the California Fair Employment Practices Act which provides for "the right and opportunity of all persons to seek, obtain, and hold employment without discrimination or abridgment on account of race, religious creed, color, national origin, or ancestry."

Fresno COG complies with Code of Federal Regulations, Title 49, and Part 26 related to Disadvantaged Business Enterprises (DBE) by maintaining a goal targeting eligible federal prime and sub-contract dollars to DBEs.

Staff

The OWP's work element section identifies the anticipated staffing required to accomplish each work element for Fresno COG, member governments, and consultants. Exhibit 2 charts the current organization. .

Transportation Improvement Program (TIP)

The TIP programs capital improvement projects to implement the Regional Transportation Plan, following state and federal regulations. TIP development is consistent with anticipated state and federal fund estimates provided by the California Transportation Commission and, within reason, state funding priorities. TIP development is coordinated among the San Joaquin Valley transportation planning agencies as provided in the agencies' MOU.

TIP projects are assembled from overall recommendations contained in the adopted Regional Transportation Plan and a process established pursuant to federal guidelines, including activities related to the Civil Rights Act's Title IV. Projects will also be selected, as appropriate, from the required Congestion Management System analysis (CMS), the Regional Transportation Plan and the Measure "C" Expenditure Plan. The TIP process is undertaken through a joint committee process to ensure that it represents local agency project needs and that the Policy Board approves the program. Public advisory committee representatives also review documentation to offer input.

Environmental Protection Statement

Fresno COG is committed to environmental planning within the comprehensive planning process. Plan or program-level environmental evaluation occurs in compliance with California Environmental Quality Act (CEQA) requirements and the National Environmental Protection Act (NEPA), when federal funding is involved.

Historic Preservation

Fresno COG is committed to historic preservation and enhancement in the comprehensive planning process. If a proposed policy, plan or project impacts properties in the National Register, a Historic Preservation Assessment is prepared following rules and regulations in Section 600.66 of the Federal Register, Friday, August 22, 1975.

Social, Economic and Environmental Effects

The 2011 Regional Transportation Plan update included a Subsequent Environmental Impact Report for the project. The 2014 and 2018 RTPs includes a Program environmental impact report.

The RTP includes a comprehensive environmental justice analysis examining social impacts for low-income, minority and other vulnerable communities. Fresno COG's Overall Work Program includes a work element dedicated to environmental justice.

Public Transportation Facilities for Elderly and Persons with Disabilities

Fresno COG has an adopted Assembly Bill 120 Action Plan that requires social services transportation programs' coordination and consolidation. This activity is also supported by the SB 826 Implementation Report for the Fresno Consolidated Transportation Services Agency (CTSA) - a progress report required every two years and an inventory update required every four years. Fresno COG also employs an FTA Section 5310 Program Management Plan.

JARC/New Freedom

In 2015, Fresno COG updated the Fresno County Coordinated Public Transit-Human Services Transportation Plan that provides a strategy for serving older adults, persons with disabilities and persons of low income. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of environmental justice populations in Fresno County. The Moving Ahead for Progress in the 21st Century, (MAP-21) included changes that impacted the Coordinated Plan. Map-21 repealed Sections 5316 - Job Access and Reverse Commute and Section 5317 - New Freedom. It retained and strengthened the FTA Section 5310 program, restating the requirement of the Coordinated Plan and providing for funding support for strategies and projects recommended through the Coordinated Plan process. Fresno COG continues to oversee and administer existing JARC and New Freedom grants until fully implemented.

Environmental Justice

The transportation needs of Fresno County environmental justice (EJ) populations have always been an important part of Fresno COG. In spring 2017, an Environmental Justice Advisory Committee was formed to serve Fresno COG's Transportation Technical Committee (TTC). This group has assisted Fresno COG staff in setting thresholds for EJ populations for the Environmental Justice Report within each Regional Transportation Plan, and when Fresno COG staff, the TTC, the Policy Advisory Committee or the Fresno COG Policy Board request recommendations on items involving Environmental Justice populations. Fresno COG staff, with input from Fresno COG's Environmental Justice Task Force, developed the Environmental Justice Report for the Fresno COG 2018 RTP. Staff completed the update of the Fresno COG Title VI Plan in 2016, which U.S. DOT approved on October 12, 2016.

Energy Conservation

Since 1974 the agency has undertaken multiple studies to evaluate energy use and impacts to the Regional Transportation Plan. An Energy Contingency Plan for Fresno Area Express is updated as needed.

Other Technical Activities

Existing Conditions of Travel, Transportation Facilities and Systems Management

The agency continues to undertake and sponsor work regarding travel conditions, transportation facilities and systems management, including an ongoing traffic monitoring program and transit ridership monitoring. This information provides a basis for short-range transportation systems management actions and to assist in calibrating transportation demand models that project anticipated travel demand based upon planned growth.

Important modifications to the system management concept within MAP-21 included an emphasis for MPOs to use a performance-based approach to transportation decision making and planning that has carried forward into the FAST Act. This planning process involves intense coordination with Caltrans and transit agencies to meet three key federal requirements – developing performance measure targets; integrating those measures into the planning process; and developing performance plans for safety, asset management (highway and transit), and congestion. Caltrans policy is to maintain the Bridge, Pavement, Intermodal Transportation Management System and Highway Safety management systems as in the past. Caltrans will continue to rely on periodic input from local agencies to complete the reporting process for this effort. Congestion Management Process activities are still mandated by federal regulation in transportation management areas (which includes Fresno), and COG has established procedures to comply with these regulations as described in Work Element 172.

The Framework for Evaluation of Alternative Transportation Systems Management Improvements

Transportation systems management planning is considered in all short- and long-range plans. Modal connectivity is a standard consideration in the planning process because it enlarges the range of improvements that might meet the system's needs. In addition, data collection from any management systems that might have been developed helps prioritize what types of improvements are most needed in an area for the funds available.

Projections for Economic, Demographic and Land Use Activities for Transportation Planning

Fresno COG relies on its member agencies' economic, demographic, and land use projections as the basis for transportation planning activity, and participates with local agencies to assure that such projections are consistent. These projections are used for modeling anticipated travel demand. Fresno COG serves as the Census Data Center for Fresno County, which will assist in ensuring continuity of countywide projections. A professional demographer/planner is on staff to direct this function.

Refinement of the Regional Transportation Plan through Special Studies

Several special studies have been undertaken in the past, including corridor and small area studies related to streets and highways issues, goods movement, various special transit studies, aviation studies, non-motorized facilities studies, rail studies, etc. Such activity for the current year is identified within the OWP. In addition, a number of interrelated planning grant activities are underway within Fresno COG's planning area as identified in the informational matrix.

The newly updated mode choice peak period model is the primary basis for ongoing transportation and air quality planning activities in Fresno County. The updated model provides a 2014 base year and is capable of making traffic projections for every year to 2040 and beyond. The Fresno COG Activity Based Model is being developed to help analyze transportation decisions and their effect on air quality. It is part of Fresno COG's long range vision for transportation and air quality analysis.

Comprehensive Planning Process

Planning Area

Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With more than \$7 billion a year in commercial crop production, it is the nation's leading agricultural-producing county. The January 2017 population of 995,975 places Fresno as the tenth most populous of the 58 California counties. There are 15 incorporated cities, three federally recognized Native American tribes and the county contains a federally-recognized urbanized area - the Fresno Clovis Metropolitan Area - with a 2016 population of about 628,492. The county comprises four distinct geographic areas; the coastal range on the west, the San Joaquin Valley in the central portions, the Sierra Nevada foothills to the east of the valley, and the Sierra Nevada Mountains along the eastern boundary. Fresno County contains portions of the Sierra and Sequoia National Forests, a portion of Kings Canyon National Park and provides a major access to Sequoia National Park and Yosemite National Park.

Planning Designations and Responsibilities

Fresno Council of Governments (Fresno COG) was established to provide a coordinated approach to address multijurisdictional concerns such as transportation, housing, energy and air quality. Its regional forum provides for the comprehensive planning and intergovernmental coordination necessary to deal with many complex issues.

Regional Transportation Planning Agency (RTPA)

Pursuant to state law, Fresno COG has been designated as the RTPA for the Fresno County regional area, and has the following responsibilities:

Plans & Programs

RTP	Regional Transportation Plan
TSME	Transportation Systems Management Element
RTIP	Regional Transportation Improvement Program (is not a plan or program and is not state law)

Transportation Development Act Administrative Functions

Administrative Function	Period
TDA fund apportionment	Annual
TDA fund claims, make allocations	Monthly
TDA fiscal and compliance audits	Annual
Unmet Transit Needs finding	Annual
Transit Productivity Evaluation	Annual
TDA performance audits	Triennial

Metropolitan Planning Organization (MPO)

Fresno COG is the federally designated Metropolitan Planning Organization for Fresno County. Pursuant to this designation, the agency, in cooperation with the state, is responsible for implementing a continuing, coordinated and comprehensive transportation planning process for Fresno County. The OWP is an integral element of this planning process.

The work program documents planning activities for the program year. It also identifies related planning responsibilities for participating member agencies as well as state, tribal, and federal agencies. The OWP is the programmatic framework of the regional planning process and provides the basis for state and federal funding support. It is developed in accordance with Caltrans' "*Regional Planning Handbook*".

Areawide Planning Organization

Pursuant to federal law, Fresno COG is the designated Areawide Planning Organization for the Fresno County region requiring it to adopt related housing, land use and open space elements when appropriate.

Transportation Management Area

As an urbanized area with more than 200,000 residents, Fresno County has been designated as a federal Transportation Management Area (TMA). TMAs are required to develop and adopt a Congestion Management System that includes project selection and certification procedures. Fresno COG's Policy Board comprises local elected officials. These officials also sit as the governing board of the Fresno County Rural Transit Agency (FCRTA), or as in the case of the City of Fresno, has administrative control over Fresno Area Express (FAX). Fresno COG sitting as the Transportation Policy Committee includes a Caltrans representative.

Measure C (1/2 cent sales tax) Planning Responsibilities

With the reauthorization of Measure C in 2006, Fresno COG is responsible for developing and maintaining the Strategic Implementation Plan in conjunction with its member agencies and Caltrans. The Fresno County Transportation Authority is responsible for expenditure plan's strategic implementation. Local sales tax proceeds, along with other federal, state and local funds, provide the revenue foundation for Measure C project delivery.

Local Clearinghouse

In accordance with Executive Order 12372, the state has designated Fresno COG as the Local Clearinghouse for the Fresno County region, with the responsibility to review and comment on local applications for state and federal funding assistance. The process is designed to provide an opportunity for inter-jurisdictional coordination of federal and federally assisted activities within regional areas.

Census Data Center

Fresno COG also serves as the Affiliate State Census Data Center for Fresno County. Staff responds to requests for Census information from member agencies and the public, including publicly disseminating census reports and announcements, as well as maintaining Census geography.

Fresno COG's website at www.fresnocog.org allows direct access to Census, housing and economic information. Other information is maintained online as well, including a regional directory, agendas and minutes.

Funding the Fresno COG Planning Program

Planning activities are funded through a variety of local, state and federal sources. General funding categories are outlined below. Specific fund commitment by source is detailed in the OWP work element descriptions and budget sections.

LOCAL

Member Dues - Participating member agencies are annually assessed dues proportionate to their percentage of total county population. Since 1973, total dues revenue has been set at \$40,000, except for those years when the COG Policy Board chose to use a lobbyist.

Local Transportation Fund (LTF) - The LTF is derived from ¼-cent of the retail sales tax collected within Fresno County. It is intended to support a balanced transportation system with emphasis on public transportation. The policy is to first fund all Transportation Development Act (TDA) administrative activities "off-the-top". Included would be costs directly attributable to LTF administration and required annual fiscal and compliance audits on monies disbursed from the fund. The balance is available to member agencies and is apportioned based upon proportionate population relative to total county population. Pursuant to state law, specific allocations are apportioned from each member's fund as follows:

- 1) 2 percent is reserved for bicycle and pedestrian facilities
- 2) 5 percent of remaining balance is reserved for social service transportation purposes (Article 4.5)
- 3) 3 percent of remaining balance is reserved, per Council policy, for regional transportation planning work necessary to accomplish Overall Work Program activities.
- 4) The remaining balance is available to (1) meet transit needs and (2) street and road purposes after transit needs have been reasonably met.

Fresno County Transportation Authority (FCTA) - In November 2006 Fresno County voters reauthorized a 20-year ½-cent sales tax for transportation projects within the county. Fresno COG is by law required to develop and adopt a Strategic Implementation Plan for the revenues. A 1/2% of Measure C revenues are allotted to Fresno COG for transportation planning and administrative activities performed by Fresno COG and participating member agencies.

Fresno County Rural Transit Agency (FCRTA) - The FCRTA contracts with Fresno COG for administrative and financial management services, as reflected in OWP Work Element 920.

Fees for Outside Services - Subject to Policy Board authorization, staff provides services (including but not limited to: management, planning, administration, public involvement, grant-in-aid) to other public agencies. Fresno COG is compensated for such services based upon a negotiated fee equal to what is charged to any other grantor agency.

STATE

The state participates in specific planning projects that vary from year to year, as detailed in work element narratives and revenue tables in the appendices.

State Board of Control (Housing) - Fresno COG may submit estimates to the State Board of Control for reimbursement of costs relative to Regional Housing Needs Determination activities.

FEDERAL

Federal Highway Administration (FHWA PL) - FHWA allocates funds to MPOs to support urban transportation planning activities based on area population.

Federal Highway Administration (FHWA State Planning and Research - Partnership Planning Element) - FHWA allocates funds to jointly perform transportation planning studies with Caltrans that have a statewide benefit and/or multi-regional significance.

Federal Transit Administration (FTA) - Fresno COG generally uses several sources of FTA funding:

- 1) **FTA Section 5303** - supports urban transit planning activities.
- 2) **FTA Section 5304** - available to the state for discretionary rural transportation planning activities.
- 3) **FTA Section 5307** - available to Fresno Area Express for program operation and capital purposes. Fresno Transit passes through a portion of these funds to Fresno COG for urban transit planning activities performed for Fresno Area Express.
- 4) **FTA Section 5310** - Enhanced Mobility of Seniors and Individuals with Disabilities. This program provides funding to local governments, private non-profit organizations or public transit operators to support transportation services for the special transportation needs of seniors and individuals with disabilities.
- 5) **FTA Section 5316** - Jobs Access Reverse Commute (JARC). JARC provides funding for local programs, offering access to jobs and reverse commute transportation services for low-income individuals. (Discontinued in MAP-21; however, Fresno COG continues to oversee and administer existing grants)
- 6) **FTA Section 5317** - New Freedom. This program provides funds projects that can provide new public transportation services and alternatives for disabled persons beyond 1990 ADA act requirements. (Discontinued in MAP-21; however, Fresno COG continues to oversee and administer existing grants)

Environmental Protection Agency (EPA 105) - Fresno COG is party to a Memorandum of Understanding with the San Joaquin Valley Air Pollution Control District with specific responsibility for air quality-related transportation planning activities within Fresno County. EPA funds air quality attainment planning activities through its 105 program, which Fresno COG uses when available.

Other Funding Sources

Fresno COG may apply for additional discretionary revenue sources to undertake activities identified within the OWP. Examples from previous years include requests to the San Joaquin Valley Air Pollution Control District for funds available through its AB 2766 process (fees collected on each vehicle registered in the Valley to finance a program focused on projects that reduce emissions).

Status of Comprehensive Planning Process

Summary

Fresno COG has been active in regional planning since 1969 through the following activities:

- Transportation (highways, public transportation, rail, aviation, and non-motorized)
- Congestion Management
- Regional Land Use
- Housing
- Air Quality
- Environmental Conservation
- Transportation Demand Measures
- Open Space
- Seismic
- Water and Sewer
- Technical Assistance to Members

Statutory planning responsibilities have narrowed to focus on regional transportation and housing planning. Fresno COG integrates long-range general planning and specific functional planning among the county, cities and other agencies into a coordinated regional planning process. This planning process links regional policy formulation and implementation through participating member agencies. Major planning activities are more thoroughly discussed within this document's specific work elements.

Fresno COG, through a continuing process of analyzing interrelationships among land use patterns, related infrastructure and transportation elements, responds to shifting public policy resulting from physical, social, economic and environmental constraints.

The process considers both long-range and short-range solutions to regional issues. Long-range planning identifies regional needs at least 20 years into the future and initiates actions to address those needs (e.g. reserving needed rights-of-way through planning reservation or plan lining). Short-range plans evolve from the long-range plan and are more specifically oriented toward programming and construction. Financing major public improvements in accordance with short-range planning objectives continues to be a major concern. Fresno COG provided valuable technical assistance in the reauthorization process for Measure C, 1/2 cent sales tax collected for transportation purposes.

Fresno COG also maintains a socioeconomic database that provides detailed information about both existing and future urban development patterns. The database serves as one input to the Fresno County travel demand forecasting model and proves useful for analyzing other urban infrastructure requirements including sewer, open space, transit, and schools.

MPO Planning Certification Process

To maintain eligibility for federal funding Fresno COG must annually certify that it is complying with all stated federal rules and regulations in conformance with:

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(l) as amended by the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation legislation
- Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d))
- Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California Under 23 U.S.C. 324 and 29 U.S.C. 794
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, February 11, 1994
- Executive Order 13175, Consultation and Coordination with Indian Tribal Governments
- Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 112-141) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26)
- The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38)

In support of this certification Fresno COG maintains on file the following:

- MPO designation letter
- Regional Transportation Plan (Current)
- Regional Transportation Improvement Program (Current)

- Unified Planning Work Program/OWP (Current)
- Air Quality/RTP/TIP Conformity Report (Current)
- Certification on Lobbying Restrictions (Current)
- DBE Goals, consistent with filed Title VI Assurances (Current)

Because the Fresno Urbanized Area is a Transportation Management Area, Fresno COG is subject to a joint review by FHWA and FTA every four years to determine if the planning process meets certification requirements. The most recent joint review was conducted in April 2017. On June 28, 2017 Fresno COG received notification of certification valid for four years. The next review is scheduled for April 2021.

On March 11, 1988, the federal government published the “Common Rule” (49 CFR Part 18 - Uniform Administrative Requirements for Grant and Cooperative Agreements to State and Local Governments). The “rule” governs such things as the accounting systems maintenance, records retention, property management, procurement and contracts. 49 CFR Part 18 is referenced in every federal pass-through grant document that Fresno COG executes with the state.

Regional Transportation Planning Issues

Transportation Reauthorization Issues

On December 4, 2015, the federal surface transportation bill *Fixing America's Surface Transportation* (FAST) Act, was signed into law following its predecessors: the Safe, Accountable, Flexible, Efficient, Transportation, Equity Act, a Legacy for Users (SAFETEA-LU) and the Moving Ahead for Progress in the 21st Century Act (MAP-21). SAFETEA-LU is the last act with current, approved metropolitan planning rules as described in 23 CFR part 450 and MAP-21 set the stage for performance based planning. One of MAP-21's most significant reforms was establishing national goals and performance measures to create a streamlined, performance-based, and multimodal program that addresses the many challenges facing the U.S. transportation system. These challenges include improving safety; maintaining, operating, and rehabilitating current infrastructure conditions; reducing traffic congestion; improving system efficiency and freight movement; protecting the environment and; reducing project delivery delays. . The legislation directs USDOT to work with states and MPOs to develop performance measures related to pavement and bridge condition, safety, congestion, emissions, and freight. States are then directed to set performance targets for each of these measures. MAP-21 made significant changes to the federal transportation program and funds surface programs.

The following core formula programs make up the FAST Act; National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBGP) –which includes a set-aside for Transportation Alternatives, Recreational Trails Program, Surface Transportation Block Grant Program net of TA & Rec Trails – Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings , Metropolitan Planning, and the new National Highway Freight Program.

Funding

The key problem facing all transportation modes is still the lack of available funding for system preservation, management and expansion. State funding for local streets and roads continues to be at risk due to diminishing revenues in the Highway Trust Fund (HTF). The “rate of return” for states regarding how much they receive back from the gas taxes they contribute to the HTF, has plagued reauthorizations for decades. With general fund revenues off-setting the HTF since 2008,, all states are now receiving more back from the federal surface transportation program than the revenues going into the gas tax fund.

California's Metropolitan Planning Organizations and Regional Transportation Planning Agencies strive to implement regional transportation plans and sustainable communities strategies but continue to face challenges when trying to identify strategies for long-term, sustainable and reliable funding solutions. While California's SB 1, enacted in 2017, partially addresses the funding shortfall for state and local infrastructure maintenance, it does little for system expansion.

Travel Demand and Air Quality

The Federal Clean Air Act Amendments of 1990 placed tough new requirements on the sources and causes of air pollution in areas which fail to meet national ambient air quality standards, such as the San Joaquin Valley Air Basin. The Amendments require substantial reductions from all sources of air pollution, including transportation, and establish a strengthened transportation conformity requirement to ensure that these reductions are achieved. The term “air quality transportation conformity” refers to the *process* whereby transportation plans, programs and projects are shown to conform to the requirements of the Clean Air Act Amendments and applicable State Implementation Plans (SIPs).

Consistent with federal direction for a coordinated basin-wide approach to dealing with these pollutants, the San Joaquin Valley Metropolitan Planning Organizations (MPOs) have entered into a Memorandum of Understanding (MOU) as discussed in the “Organization and Management” chapter under the "Cooperative Agreements" section. The eight Valley MPOs also participate in an MOU among themselves and the San Joaquin Valley Air Pollution Control District. Fresno COG staff helps coordinate valley traffic modeling activities relative to air quality requirements, and helps provide consistent application of California Air Resources Board's EMFAC air quality model within the San Joaquin Valley, including participating in periodic updates.

The San Joaquin Valley MPOs are also committed to strategic planning for traffic and air quality modeling activities to support continued plan and program development.

The most significant vehicle emission reductions are achieved through California's motor vehicle control program. Accordingly, state and federal agencies must continue to help implement control strategies to achieve those reductions.

State and federal agencies will likely also play a strong role in providing incentive funding for enhanced infrastructure to support zero- and near-zero emissions technologies.

Livable Communities and Transit Oriented Development

Transportation influences where people live, work and do business. Federal transportation legislation recognizes that transportation decisions have an enormous impact on our air, water and land use patterns, which sets the stage for the recent focus by federal agencies on livable communities. The Livable Communities Initiative seeks to improve mobility and the quality of life by:

- Strengthening the link between transit and community planning;
- Promoting public participation in the planning process; and
- Increasing access to employment through high-quality transit services.

This initiative also promotes walkable communities that provide residents options for mobility beyond the automobile. Walking and bicycle trails encourage an active living that, in turn, protects against such health-related issues as obesity and diabetes -- diseases associated with a sedentary lifestyle.

To improve community mobility and quality of life, transportation plans should coordinate transit planning with community development planning. Livable communities are those in which housing, schools, parks and convenient transit services are within easy walking distance. Transit services should link residents with employment and shopping opportunities. Livable communities will evolve from a combination of careful land-use decisions and well-developed design guidelines. Both land use and transportation planning must consider alternatives to automobiles. Such alternatives as walking, transit and bicycling should be built into the community planning process. Mixed use neighborhoods are another mechanism for establishing livable communities.

Under AB 32 and SB 375, California's 18 MPOs are required to address climate change issues through integrated transportation and land-use planning. The MPOs are required to develop sustainable communities strategies (SCS) in their regional transportation plans. Land use and transportation strategies applied in the SCS include compact development, mixed uses, allocating more growth along major transportation corridors, investment in public transit and active transportation, etc. In addition to meeting CARB's greenhouse gas emission reduction targets, the SCS is intended to also achieve other co-benefits such as farmland preservation, improved air quality and public health, affordable housing and more transportation options, etc.

Capacity Problems / Corridor Needs

While local tax dollars raised by Measure C are helping build needed major facilities, many local streets will experience serious future capacity problems. Fresno COG proposes to identify the magnitude and urgency of these problems. A major unresolved issue is the demand for an east-west travel corridor in the northern portion of the FCMA and southern portion of Madera County, which involves a new river crossing between the two counties. Fresno COG will continue to study potential solutions and facilitate discussions between the jurisdictions. North/south circulation in the FCMA north of McKinley also needs to be analyzed to better define improvements in the SR 168 corridor.

Using Fresno COG's transportation model, local agency staff will continue to identify capacity constraint problems associated with the circulation system. An issue is whether local general plans circulation elements will provide for street and highway development and other modal capacity sufficient to accommodate future mobility needs; what service levels would be associated with future development; and how improvements might be phased.

Fresno COG will continue to work with the cities of Fresno and Clovis and the County to assure that all transportation control measures, such as signal synchronization and computer traffic control systems, as contained within the CMAQ program, are implemented. An FTA grant-funded Intelligent Transportation System Strategic Deployment Plan update was completed in May 2015. A valleywide ITS plan consistent with the Fresno County plan was completed in 2001.

Local Maintenance, Rehabilitation, Reconstruction and New Construction

Although Fresno COG's focus has often been FCMA transportation planning, Fresno County and the 13 rural cities also contribute funding toward the transportation planning process. With this in mind, the Fresno COG will continue to program work activity that assists in developing rural area street systems. The traffic model has been expanded to incorporate a countywide system and refined to allow analysis within rural cities. Rural mobility and connectivity is of extreme concern due to the nature of agriculture as the San Joaquin Valley's economic base. Agriculture depends on the ability to move goods from farm to market. This involves an extensive network of local, regional and state roadways that require ongoing maintenance and rehabilitation. Ongoing review and analysis of inconsistencies among the City of Fresno, City of Clovis and Fresno County circulation elements continues.

Public and Social Service Transportation

State and federal policy both seek improved public transit operations' performance and safety. In past years Fresno COG has annually evaluated individual transit lines and subsystems' performance based on accepted productivity measures. This information comprises the "Transit Productivity Evaluation" and serves as input to the "Short Range Transit Plan" (SRTP) updates and will continue to be developed.

Rural transit service focuses on five main issues: (1) continuing adequate common carrier service, (2) reciprocal fare/transfer programs among rural and metropolitan area services, (3) service to rural residents who live outside city service area boundaries, (4) maintaining adequate and stable funding for additional transportation improvements and (5) maintain uniform fare throughout rural system.

FTA has mandated transit operators to provide better justification of transit services and facilities based on financial capacity. With limited resources and the need for maintaining high productivity, public transit operators have focused on developing efficient transit operations and prudent capital programs. There is a need to develop long-term financial strategies to ensure long-range as well as short-range transit plans are justified and a deterioration of transit services can be prevented. These efforts are now being addressed and will continue to be an integral part of the transit planning process.

Aviation

Fresno County's airports play a vital role in achieving a fully functional and integrated air service and airport system that is complementary to the regional transportation system.

Airports and surrounding land use compatibility is a continuing issue. Local agencies must maintain diligence in the areas surrounding the airports to avoid noise and safety hazard conflicts with incompatible uses. Fresno COG provides land use oversight in and around airports b the Fresno County Airport Land Use Commission (ALUC), which is responsible for conducting airport compatibility land use determinations and relevant planning activities.

Rail

Rail planning in Fresno County has traditionally focused on seven primary issues:

1. Consolidating all Burlington Northern Santa Fe Railway and Union Pacific mainline rail traffic onto the present Union Pacific mainline tracks through Fresno.
2. Additional intercity train service for the San Joaquin route.
3. Constructing a new multimodal station in Fresno.
4. Obtaining abandoned railways through Fresno County for future local transportation purposes.
5. Long-range planning and corridor preservation for future commuter, light rail or other mass transit uses in Fresno County.
6. Expanding train service to Sacramento.
7. Potential commuter light rail in Fresno County.
8. Participating in state high-speed rail feasibility studies.

Of particular importance on an ongoing basis is California's high-speed rail project. Fresno COG will devote considerable staff time and resources to the many different high-speed rail issues. These issues include planning for and securing a heavy-maintenance facility in Fresno or its vicinity and other economic opportunities associated with the high-speed rail project; station-area planning and design; eminent domain; and numerous jurisdictional, financial, environmental, and social equity issues.

Planning Emphasis Areas & Metropolitan Planning Factors

FTA/FHWA Planning Emphasis Areas

Planning emphasis areas (PEAs) are policy, procedural and technical topics that federal planning fund recipients must consider when preparing work programs for metropolitan and statewide planning and research assistance programs. Owing to a change in the Administration, the Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have rescinded California's transportation and air quality program PEAs for Overall Work Program for 2018.

FAST Act Implementation

The FAST Act continues all of the metropolitan planning requirements that were in effect under MAP-21, including the metropolitan and statewide transportation planning processes, consultation with other planning officials and requirements for enhanced performance goals, measures, and targets to be identified as part of the transportation improvement and project selection process. The FAST Act expands the metropolitan planning process to include: improving transportation system resiliency and reliability; reducing (or mitigating) surface transportation storm water impacts; and enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)].

Fresno COG integrated new performance goals, state and regional standards into its continuous, comprehensive and cooperative planning process and in the Regional Transportation Plan. Fresno COG will continue to establish and implement performance measures as part of the transportation planning and programming process, in cooperation with the State, FHWA, FTA and other MPOs. USDOT is developing its federal performance measures pursuant to MAP-21. When finalized, they will require regional and statewide integration. Fresno COG will work closely with Caltrans, the Fresno COG Board and local stakeholders on the development of performance targets, as well as other necessary and appropriate program efforts and developments to address the final rules. Meanwhile, Fresno COG continues to participate in the federal rulemaking process.

	FAST Act Implementation
<i>Work Element</i>	
110 Streets & Highways	X
111 Regional Transportation Modeling	X
112 Traffic Monitoring	X
114 Fresno Co. Intelligent Transp. System	X
115 Regional Transportation Mitigation Fee	X
116 National Park Transit	X
117 Golden State Infrastructure	
120 Regional Public Transp. Plng - FCMA	X
121 Public Transit-Human Services - JARC	X
123 Sustainable Communities Public Transit Plan	X
124 Business Commute Optimization	X
140 Regional Sustainable Infrastructure Planning Program Cycle I	X
141 Regional Pavement Management System	X
142 Regional Sustainable Infrastructure Planning Program Cycle II	X
143 Reverse Triangle Study	
150 Other Modes - Aviation and Rail, Bicycle and Pedestrian.	X
152 High Speed Rail Planning	X
153 Airport Land Use Commission	X
170 Regional Transportation Plan	X
172 Congestion Management	X
180 Air Quality Transportation Planning	X
210 Meas. C Reauthorization Implementation	
211 Meas. C. Citizen Oversight Committee	

212 Meas. C - Rideshare/Vanpool Coordination	
214 Meas. C - Senior/Paratransit/Taxi Scrip	
215 Meas. C - Farmworker Vanpool	
220 Transportation Program Development	X
310 Intergovernmental Coordination	X
311 Public Information and Participation	X
313 Environmental Justice Activities	X
320 Technical Assistance for Member Agencies	X
340 Transportation Demand Management	X
350 Fresno Regional Data Center	X
360 One Voice Advocacy	
411 Ag Farmland Mitigation	
420 Regional Housing Needs/Consolidated Housing Element	
820 Valley Coordination Activities	X
910 COG Administration	
911 OWP/Budget	
912 Local Trans. Fund Administration	X
920 FCRTA Administration	X
930 FCTA Administration	X
940 Freeway Service Patrol	

Elements of the Transportation Planning Process: MPO Planning Factors

In addition to PEAs, MAP-21 issued (Section 134(h)) Federal Planning Factors that emphasize transportation planning considerations from a national perspective. In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into project selection. The MAP-21 National Performance Goals include:

1. Safety—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition—To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction—To achieve a significant reduction in congestion on the National Highway System (NHS).
4. System reliability—To improve surface transportation system efficiency.
5. Freight movement and economic vitality—To improve the national freight network, strengthen rural communities' ability to access national and international trade markets and support regional economic development.
6. Environmental sustainability—To improve the transportation system's performance while protecting and enhancing the natural environment.
7. Reduced project delivery delays—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The eight planning factors (for both metro and statewide planning) are as follows:

1. Support the metropolitan area's economic vitality, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase transportation system safety for motorized and non-motorized users.
3. Increase transportation system security for motorized and non-motorized users.
4. Increase accessibility and mobility for people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency among transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the transportation system's integration and connectivity across and among modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize preserving the existing transportation system.

The FAST Act added the following for consideration:

9. Improve the system's resiliency and reliability and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

Fresno COG, as the regional MPO, intends to continue integrating these principles throughout the transportation planning process. MAP-21 and the FAST Act provide an array of provisions designed to increase innovation and improve efficiency, effectiveness, and accountability in the planning, design, engineering, construction and financing of transportation projects. The metropolitan planning rules state that the planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the planning factors. The matrix below illustrates how the MAP-21 and FAST Act Planning Factors are addressed across work elements in the OWP.

Metropolitan Planning Factors

<i>FAST ACT Factors</i>	Support Economic Activities	Safety for Users	Security for Users	Accessibility/Mobility for People & Freight	Environment/Energy Cons./Quality of Life	Connectivity of System Between Modes	Efficient System Management and Operation	Preserve Existing System	Improve the resiliency and reliability of the system	Reduce or mitigate storm water impacts of surface transportation	Enhance travel and tourism
<i>Work Element</i>											
110 Streets & Highways	■	■	■	■	■	■	■	■	■		■
111 Regional Transportation Modeling	■	■	■	■	■	■	■	■	■		■
112 Traffic Monitoring	■	■	■	■	■	■	■	■	■		
114 Fresno Co. Intelligent Transp. System	■	■	■	■	■	■	■	■	■		
115 Regional Transportation Mitigation Fee	■	■	■	■	■	■	■	■			
116 National Park Transit	■	■	■	■	■	■	■				■
117 Golden State Infrastructure	■	■	■	■	■	■	■	■			■
120 Regional Public Transp. Planning - FCMA	■	■	■	■	■	■	■	■			
121 Public Transit-Human Services - JARC	■	■	■	■	■	■	■	■			
123 Sustainable Communities Public Transit Plan	■	■	■	■	■	■	■	■	■		■
124 Business Commute Optimization	■	■	■	■	■	■	■	■	■		■
140 Regional Sustainable Infrastructure Planning Program Cycle I	■	■	■	■	■	■	■	■	■		■
141 Regional Pavement Management System	■	■	■	■	■		■	■	■		■
142 Regional Sustainable Infrastructure Planning Program Cycle II	■	■	■	■	■	■	■	■	■		■
143 Reverse Triangle Study	■	■	■	■	■	■	■	■	■		
150 Other Modes - Aviation and Rail, Bicycle and Pedestrian.	■	■	■	■	■	■	■	■	■		■
152 High Speed Rail Planning	■	■	■	■	■	■	■				■
153 Airport Land Use Commission	■	■		■		■	■				■
170 Regional Transportation Plan	■	■	■	■	■	■	■	■	■		■
171 Transportation Performance Mgmt.	■	■	■	■	■	■	■	■	■		■
172 Congestion Management	■	■	■	■	■	■	■	■			
180 Air Quality Transportation Planning	■	■	■	■	■	■	■	■	■		
210 Meas. C Reauthorization Implementation	■	■	■	■	■	■	■	■	■		
211 Meas. C. Citizen Oversight Committee	■	■	■	■	■	■	■	■	■		
212 Meas. C - Rideshare/Vanpool Coordination	■	■	■	■	■	■	■	■	■		
214 Meas. C - Senior/Paratransit/Taxi Scrip	■	■	■	■	■	■	■	■	■		
215 Meas. C - Farmworker Vanpool	■	■	■	■	■	■	■	■	■		
220 Transportation Program Development	■	■	■	■	■	■	■	■	■	■	■
310 Intergovernmental Coordination	■	■	■	■	■	■	■	■			
311 Public Information and Participation	■	■	■	■	■	■	■	■			
313 Environmental Justice Activities	■	■	■	■	■	■				■	
320 Technical Assistance for Member Agencies	■	■	■	■	■	■	■	■			■
340 Transportation Demand Management	■	■	■	■	■	■	■	■	■		■
350 Fresno Regional Data Center	■			■		■					
360 One Voice Advocacy	■			■		■	■	■			

410 Resource Planning and Farmland Mitigation	■			■	■					■	
420 Regional Housing Needs/Consolidated Housing Element	■				■					■	
820 Valley Coordination Activities	■	■	■	■	■	■	■	■			
910 COG Administration	■	■	■	■	■	■	■	■			
911 OWP/Budget	■	■	■	■	■	■	■	■			
912 Local Trans. Fund Administration	■		■	■	■	■	■	■			
920 FCRTA Administration	■	■	■	■	■	■	■	■			
930 FCTA Administration	■	■	■	■	■	■	■	■			
940 Freeway Service Patrol		■		■	■		■	■			

Core MPO Planning Functions

FHWA and FTA advise all MPOs to explicitly identify core MPO planning functions in their Overall Work Programs (OWP). The work elements and tasks must provide sufficient detail (i.e. activity description, expected products, schedule, cost, etc.) to explain the purpose and results of the work to be accomplished during the program year. Further, the OWPs must clearly state how all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 conform to FHWA and FTA combined planning grant funding available to the region. (See 23 CFR 420.111 for documentation requirements for FHWA Planning funds).

The Core Functions can be found in 23 CFR 450, Subpart C, and typically include:

- Overall Work Program development and updating
- Public participation and education
- Updating and implementing the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Annual project listing
- Amendments to the RTP and Federal Transportation Improvement Program
- Air quality conformity analysis
- Award, programming, and monitoring of federal, state and regional transportation funds
- Support for timely project delivery
- Data and technical planning assistance for local jurisdictions and agencies
- Regional transportation modeling, analysis, and monitoring
- Congestion Management Process (required for TMAs)

Regional Transportation Planning Work Elements

110 Regional Streets and Highways Planning

Objective

To maintain a continuing, cooperative, and coordinated regional streets and highways planning process that is responsive to local needs as well as state and federal requirements.

Discussion

Fresno COG has maintained an extensive program of streets and highways planning since 1970.

In concert with modeling activities (WE 111) the transportation planning function has delivered a variety of planning analyses, studies and reports. In particular these joint activities defined the magnitude of future traffic problems in the Fresno-Clovis Metropolitan Area (FCMA). This information was instrumental to the Measure C extension, which together with state and federal transportation aid ultimately provide for approximately \$1.7 billion in highway improvements over its 20 year life.

Types of planning activities may include, but are not limited to: identifying transportation corridors for which future projects may be needed in relation to land use development/population growth; identifying routes with high through-truck or high recreational usage that have an impact on local circulation; identifying and addressing the unique needs of non-metropolitan areas and their additional need for connectivity with the metropolitan area; analyzing existing and potential revenue sources; goods movement analysis; and integrating streets and highway projects with their intermodal partners (rail, air, bus, park & ride, etc.).

Projects and programs will be developed that reduce automobile dependency, such as transit, pedestrian and bicycle access compatible with land use that will easily and safely link individuals to alternative modes of transportation, neighborhoods, parks, commerce, social services, job opportunities, etc.. In-line with such efforts, Fresno COG will be working with the cities of Fresno and Clovis to analyze transit-oriented development (TOD) along key regional corridors within the FCMA, such as Blackstone Avenue, Downtown Fresno and the Tower District. The study(s) will focus on both the public infrastructure needs (such as sewer, water, roads, etc.), and enhanced transit service(s) (streetcar, mass transit, etc.), active transportation (biking and cycle tracks, pedestrian amenities, trails, etc.), and traffic pattern (one-way/two-way conversions, etc.) opportunities and options needed/desired to support the higher densities and mixed use development TOD will introduce along these corridors.

The Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP) include projects that focus on improving the quality of life in urban and rural communities while leveraging transportation funds.

Fresno COG uses the major investment analysis methodology to conduct corridor and subarea studies. Specifically, when federal funds are involved, these studies are undertaken in a cooperative manner to identify both the design concept and scope of investment of any proposed project. Fresno COG emphasizes inclusive, cooperative, regional planning and consultation with local officials in both the urban and non-metropolitan areas.

The agencies considered include: the MPO; Caltrans; tribal governments; public transit operators; environmental, resource and permit agencies; local officials; the FHWA and FTA; and, when appropriate, community development agencies, housing authorities, and other stakeholders or agencies which may be impacted by the proposed analysis scope. Citizens and other interested parties must have a reasonable opportunity to participate.

The studies evaluate the effectiveness and cost-effectiveness of alternative investments or strategies, keeping local, state and national goals and objectives in mind and include costs of reasonable alternatives and such factors as mobility improvements; social, economic, and environmental effects; safety; operating efficiencies; land use and economic development; financing; long term operational/maintenance costs; and energy consumption. Examples in 2018-19 include:

Blackstone/Shaw Transportation Corridor Study

Changes to the Blackstone/Shaw Ave. corridor are needed to create a walkable, transit-friendly environment to make infrastructure investments successful. The Blackstone/Shaw corridor study will evaluate mobility and access along a 0.75 mile segment of Blackstone Avenue from Barstow Avenue to Santa Ana Avenue and along a 0.5 mile segment of Shaw Avenue from Del Mar Avenue to State Route 41.

Mendocino (18th Avenue) / State Route 99 Interchange & Mountain View / State Route 99 Interchange Safety and Capacity Study

The project interchanges are believed to have geometric deficiencies that could pose safety concerns. To fully comply with current design standards, the interchanges may require significant or complete reconstruction, which is not feasible at this time. This analysis will

identify any geometric deficiencies and develop interim safety improvements. The analysis will also identify potential capacity improvements that may be necessary within the next 10 years.

Previous Work Completed

Blackstone Corridor Transportation and Housing Study

This study was intended to create a safe, accessible, connected and walkable pedestrian environment that enhances neighborhood quality and promotes walking and transit. This study also provides insight for future private development and public infrastructure projects about how to integrate Fresno City College's (FCC) existing Facilities Master Plan with the City of Fresno's Transit Corridor. .

Transportation planning activities in the last several years have focused primarily upon problems related to major project delivery through Measure "C". There is an ongoing effort to resolve circulation element inconsistencies that exist or develop within the plans of local agencies.

At Caltrans' request, Fresno COG member agencies have used the opportunity to comment upon candidate projects to be included in the State Highways Operation and Protection Program (SHOPP). Another activity involving a cooperative regional planning effort consists of a Caltrans transportation partnership planning grant award to develop a State Route 198 (SR 198) Corridor Preservation and Improvement Strategic Plan.

Streets and Highways Planning Products

1. FCMA Transportation Corridor Studies
2. Special transportation planning studies (ex: Operational Deficiencies and Highway/Local Road Interfaces, etc.)
3. Courthouse Park Bus Rapid Transit (BRT) and Pedestrian Movement/Access planning
4. Blackstone/Shaw Corridor Transportation Study

Streets and Highways Planning Tasks

- | | |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 110.01 | Investigate SB 516 availability for funding litter removal, develop County Service Authority if applicable, manage Caltrans Maintenance Level of Service Reporting and CHP litter enforcement reporting and facilitate identified targeted improvements gauge level of support for Measure C amendment to fund litter removal. |
| 110.02 | Study and evaluate infrastructure needs along Blackstone Avenue corridor to support higher density mixed-use transit-oriented development. |
| 110.03 | Conduct Blackstone/Shaw Corridor Transportation Study |
| 110.04 | Conduct Mendocino (18th Ave) / SR 99 Interchange & Mountain View / SR 99 Interchange Safety and Capacity Study |

110 Regional Streets and Highways Planning															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
Streets & Highways Planning															
110.01 Fresno County Freeway Litter Approach	■		7.5	■	■	■	■	■	■						
110.02 Blackstone TOD Infrastructure	■	■	7.5			■	■	■	■	■	■	■	■	■	■
110.03 Blackstone/Shaw Corridor Transportation Study	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
110.04 Mendocino (18 th Ave) / SR 99 Interchange & Mountain View / SR 99 Interchange Safety and Capacity Study	■	■		■	■	■	■	■	■	■	■	■	■	■	■

110 Regional Streets & Roads

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	FTA 5303	FHWA PL	FHWA Carry Fwd
Salaries	14,823	8,807	19,624	2,581	17,043	
Benefits	3,151	3,073	6,446	848	5,598	
Overhead	10,417	6,572	17,409	2,290	15,119	
Total Staff Costs	28,391	18,452	43,479	5,719	37,760	0
Direct Costs						
Consultants	172,195	230,000	180,000		0	180,000
Total Direct Costs	172,195	230,000	180,000	0	0	180,000
TOTAL	200,586	248,452	223,479	5,719	37,760	180,000
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				656	4,331	20,646
Consultants						
Shaw Blackstone Ped Circulation	150,000					
Mt. View SR 99 Interchg Plan	30,000					
Total	180,000					

111 Regional Transportation Modeling

Objective

To maintain a continuing, cooperative, and coordinated regional transportation modeling process responsive to local needs as well as state and federal requirements.

Discussion

Fresno COG has maintained an extensive modeling program since 1970. Of continuing concern are state and federal requirements that relate to the use of the traffic model for air quality analysis and Sustainable Communities Strategies (SCS) development. With California taking the national and international lead on reducing greenhouse gas emissions (GHG), new tasks are being required of traffic models.

The traffic model has become the key tool to measure the GHG reduction for various land use and transportation strategies. The San Joaquin Valley MPOs have each maintained a four-step model for their planning activities. Fresno COG took the lead to implement a San Joaquin Valley Model Improvement Plan (VMIP) in the two phases. Fresno COG's transportation demand model was updated to improve its sensitivity to smart growth strategies and interregional travel estimates. In addition, all Valley traffic models were converted to the same platform and designed with similar structures. This has enabled better communication and technical exchange among Valley modeling communities, allowing for cost reductions for future model improvements.

The final VMIP2 models were delivered in fall 2016. The Valley's four-step models were enhanced and revalidated using 2012 California Household Travel Survey, American Community Survey and the 2010 Census Transportation Planning Package (CTPP). New fuel price forecast and auto operation costs were applied, as well as a new methodology for interregional trips based on the newly released statewide traffic model. Fresno COG's model base year was brought from 2008 to 2014. The socio-economic data was entirely revamped to include 2010 Census data, housing permits from all 16 member jurisdictions as well as countywide parcel data to update the residential information to 2014 level. To develop a solid employment profile for the region, Fresno COG staff obtained an employment database from the California Employment Development Department (EDD) and InfoUSA commercial employment dataset to complement the EDD dataset. The VMIP2 model was applied in developing the 2018 RTP/SCS.

The initial San Joaquin Valley Model Improvement Plan included preliminary development of an advanced Activity Based Model (ABM) for Fresno County to simulate households and individual travel activities. Individual and household characteristics are tracked throughout the day; trips are part of a larger tour and all trips are linked. ABMs are more sensitive to pricing, time, policies and demographic characteristics such as household income, allowing for greater spatial and temporal details, to better understand the impact of a built environment and accessibility on travel demand. Fresno COG made a significant investment in 2016/17 to update the ABM so that issues such as social equity, pricing and bike & pedestrian trip assignment can be better explored with the finer-grained, behavior-based model. The Fresno COG ABM is expected to be completed in late spring 2018. With the ABM, the region will be able to measure investment benefits such as VMT reduction and health benefits from active transportation projects.

The COG staff also runs the latest EMFAC emissions model for air quality in support of transportation conformity. This activity supports both highway planning activities and the air quality conformity process. Fresno COG is the recognized source of traffic projections for the FCMA, Fresno County and the Caltrans Intermodal Transportation Management System.

Fresno COG helps coordinate Valleywide modeling analysis and participates in the SJV model users group and Model Coordinating Committee. Developing a thorough understanding of air quality issues, in particular as they relate to SIP development, RTP/RTIP conformity and the SCS is important to transportation project delivery for the Fresno region.

Fresno COG staff also used the Envision Tomorrow tool to test various land use scenarios for SB 375 target setting and SCS development. Envision Tomorrow is a software suite used to design and test land use decisions and their effect on transportation and air quality. Fresno COG implemented Cube Land in conjunction with Envision Tomorrow in the 2018 RTP/SCS development process, which introduced an economic dimension to COG's land-use allocation methodology.

In addition, Fresno COG developed an Integrated Transport and Health Impacts Model (ITHIM) to estimate the health benefits from active transportation in Fresno County. The ITHIM model evaluates the health-related benefits of different transportation/land use scenarios based on the reduced number of vehicle miles traveled and increase in biking and walking activities. The ITHIM model was applied in the 2018 RTP/SCS process, and is an important tool for integrating public health with transportation planning.

To provide for a comprehensive understanding of transportation movements and effects between Fresno and Madera Counties, Fresno COG, the Madera County Transportation Commission (MCTC) the counties of Fresno and Madera, and the cities of Fresno and Madera conducted a joint study focusing on vehicular and alternative transportation mode traffic movements along the entirety of the Highway 41 and 99 corridors through both Fresno and Madera Counties. The study better informs local decision-making bodies regarding

commuter patterns and their economic impacts as these agencies continue discussions about development patterns. The study is also intended to improve the regional planning agencies' abilities to implement their SCSs.

Previous Work Completed

Fresno COG, through its traffic model, provides a visible and appreciated service to member agencies, Caltrans and the public. The traffic model is used on a continuing basis to analyze major regional transportation systems, transportation corridors, and specific regional scale land use development proposals. It is also being used in environmental justice analyses for Fresno COG's programs & plans.

Modeling information played an important role in Measure C development and has been used extensively in producing Measure C-project environmental documents and preliminary designs. The traffic model is also being used extensively in the City of Fresno's General Plan Circulation Element and its environmental impact report (EIR). The COG model also played a major role in establishing the Regional Transportation Mitigation Fee (RTMF) program, which is part of the "Measure C Extension" program.

The Fresno COG models were key in developing greenhouse gas emission reduction targets both in 2010 and 2016 for the California Air Resources Board (CARB) as outlined in SB 375, as well as in producing the SCS for the 2014 RTP. The VMIP2 model was applied in the development of 2018 RTP/SCS.

Transportation Modeling Products

1. An activity-based model that can be applied in planning studies
2. Refined four-step model
3. 2018 RTP/SCS

Transportation Modeling Tasks

- 111.01 Troubleshoot and improve VMIP 2 model; fine-tune the peak-hour validation
- 111.02 Provide transportation modeling support for special studies related to transportation systems management strategies and related air quality analysis, major investment analysis, limited transit service evaluations, Transit Oriented Development (TOD), SB 375 target setting etc.
- 111.03 Maintain future year Fresno County traffic forecast model including population and employment projections at traffic analysis zone (TAZ) level. At a minimum, projections are required for the 20-year planning horizon and intermediate planning years consistent with air quality planning requirements.
- 111.04 Provide traffic modeling data as basis for EMFAC air quality model runs in support of air quality planning activities and conformity determinations.
- 111.05 Conduct modeling runs for traffic impact studies for local developments and local general plan development.
- 111.06 Participate in activities related to coordination of traffic modeling activities on a Valleywide basis to include interaction with other valley transportation planning agencies, the SJVAPCD and state and federal agencies as appropriate.
- 111.07 Maintain on-call modeling services contract to provide assistance in creating specialized script files, troubleshooting modeling problems for the four step model and providing staff with specialized training in dealing with the latest air quality regulations. This contract provides the following benefits:
 - Assist COG staff with new and refined script when needed especially for air quality and conformity purposes.
 - Research and develop new scripts and processes that will help staff use the model more effectively
 - Troubleshoot major and minor problems.
 - Assist in the professional development of the COG modeling and demographic staff.
 - Assure that staff is aware of the latest land use techniques and data. Keep staff informed on the latest modeling techniques and software.
- 111.08 Test the ABM for conformity and other planning activities; train COG staff to operate and maintain the ABM.

111 Regional Transportation Modeling																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
111.01 Trouble shoot VMIP2	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
111.02 Support planning process	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
111.03 Maintain future year models	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
111.04 Provide input to EMFAC	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
111.05 Traffic Impact Studies Modeling	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
111.06 Participate Valley Wide	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
111.07 Technical support	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
111.08 Test ABM; staff training	■		20	■	■	■	■	■	■	■	■	■	■	■	■	

111 Regional Transportation Modeling

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA	FTA Carry Fwd	FHWA	LOCAL
Account	2016/17	2017/18	2018/19	5303	Fwd	PL	FUNDS
Salaries	142,325	125,411	176,117	23,164		152,953	
Benefits	30,252	42,368	60,044	7,897		52,147	
Overhead	100,025	92,832	157,709	20,743		136,966	
Total Staff Costs	272,602	260,611	393,870	51,804	0	342,066	0
Direct Costs							
Consultants	165,321	330,200	0	0	0	0	0
Software Support & Maint	51,888	157,800	151,421	0	117,438	0	33,983
Total Direct Costs	217,209	488,000	151,421	0	117,438	0	33,983
TOTAL	489,811	748,611	545,291	51,804	117,438	342,066	33,983
LTF MATCH 11.47%							
TOLL CREDIT MATCH 11.47%				5,942	13,470	39,235	
Consultants							
Total	0						
Software Support & Maint							
Program Customization	10,000						
Program Technical Support	60,000						
City Labs Valley Wide Cube License	44,421						
Anti Virus Maintenance Fee	1,500						
Arcview GIS Maint	5,500						
ITHIM Intergration	10,000						
Server Upgrade	20,000						
Total	151,421						

112 Regional Traffic Monitoring

Objective

To maintain the Fresno Regional Traffic Monitoring Program as a traffic information source for member agencies and the public, and as a validation tool for the countywide traffic model.

Discussion

The traffic monitoring program provides staff and equipment resources to maintain a continuing traffic monitoring program. The cities of Clovis and Fresno and Fresno County engage in traffic monitoring activities. Fresno COG staff is responsible for coordinating the work activities and for the annual traffic monitoring products.

The traffic monitoring program provides for a detailed traffic monitoring database that provides the sampling necessary to respond to federal Clean Air Act requirements. The traffic monitoring program is an important component of the periodic air quality finding, development of Sustainable Communities Strategies as required by SB375 and provides insight into the performance of transportation control measures.

Previous Work Completed

Traffic monitoring provides updated and consistent data on countywide traffic conditions. Fresno COG and its member agencies use this information for day-to-day operations, to maintain a calibrated traffic model, and as a basis for information forwarded to federal and state agencies.

In 2016, Fresno COG worked with City of Clovis, City of Fresno and Fresno County to review the traffic monitoring program and add count locations in City of Clovis and the smaller cities, standardizing the count data reporting format, and increasing the count duration as required by FHWA's traffic count guidelines. The updated traffic count locations and screen lines (imaginary lines across which traffic travels that help detect traffic flow variations) support Fresno COG's countywide transportation model.

Fresno COG has been collecting bike and pedestrian count in support of the activity-based model development. The addition of bike and pedestrian data will also enhance Fresno COG's active transportation planning process. Bike/pedestrian counts taken by the member agencies through the FHWA Bike/Pedestrian Count Pilot Program are reflected in Fresno COG's computer database and online portal of the traffic monitoring program, and shared with Fresno COG's member agencies.

Traffic Monitoring Products

1. Traffic counts including bike/ped. counts from local governments
2. Computer database containing historical traffic monitoring information.

Traffic Monitoring Tasks

- 112.01 Maintain regional traffic monitoring program.
- 112.02 Perform corridor monitoring, bicycle, pedestrian and vehicle counts as necessary.
- 112.03 Prepare Annual Report of regional traffic counts.
- 112.04 Coordinate with development of the Regional Active Transportation Plan and the Congestion Management Plan.
- 112.05 Continue to provide the bike/ped. portable counters to member agencies.
- 112.06 Integrate Highway Performance Monitoring System (HPMS) count locations in Fresno COG's traffic count database.
- 112.07 Synchronize the traffic monitoring program database with latest updates.

112 Regional Traffic Monitoring																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
112.01 Maintain monitoring program	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■	
112.02 Perform special counts	■		10	■	■		■	■	■	■	■	■	■	■	■	
112.03 Prepare Annual Counts Report	■		20							■	■					
112.04 Coordinate ATP & CMP	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■	
112.05 Provide counters to member agencies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
112.06 Integrate HPMS counts	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
112.07 Synchronize traffic database	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	

112 Regional Traffic Monitoring

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA	FHWA	FHWA Carry Fwd
Account	2016/17	2017/18	2018/19	5303	PL	
Salaries	26,267	18,703	61,068	8,032	53,036	
Benefits	5,583	6,352	18,749	2,466	16,283	
Overhead	18,461	13,863	53,302	7,011	46,291	
Total Staff Costs	50,311	38,918	133,119	17,509	115,610	0
Direct Costs						
Equipment	28,805	30,000	35,000	35,000	0	
Agency Pass Thru	126,779	237,200	237,200		0	237,200
Total Direct Costs	155,584	267,200	272,200	35,000	0	237,200
TOTAL	205,895	306,118	405,319	52,509	115,610	237,200
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				6,023	13,260	27,207

Agency Pass Trough	
County Traffic Count Program	147,500
Fresno Traffic Count Program	80,200
Clovis Traffic Count Program	9,500
Total	237,200

Equipment	
Traffic Count/Computer Equipment	35,000
Total	35,000

114 Fresno County Intelligent Transportation System Architecture

Objective

To maintain the 2015 Intelligent Transportation System (ITS) Strategic Deployment Plan and Regional Architecture for Fresno County.

Discussion

ITS projects use electronics, communications or information processing to improve a surface transportation system's safety and efficiency. Because information technology is generally most effective when systems are integrated and interoperable, the U.S. Department of Transportation (USDOT) has established the National ITS Architecture to provide a common structure for the ITS project design. The National Architecture describes what types of interfaces could exist between ITS components and how they exchange information and work together to deliver ITS user service requirements.

A regional ITS strategic deployment plan should include:

- A regional ITS architecture
- Description of the region
- Identification of participating agencies and stakeholders
- Operational concept, including roles and responsibilities of participating agencies and stakeholders
- Any agreements needed for operation
- Regional ITS vision, goals, and objectives
- System functional requirements
- Interface requirements and information exchanges with planned and existing systems
- Identification of applicable standards
- The sequence of projects necessary for implementation
- An ITS architecture maintenance and use plan

A regional ITS architecture illustrates and documents regional integration so that ITS project planning and deployment can take place in an organized and coordinated fashion. Once developed, any ITS project in the region that receives funding from the national highway trust fund must adhere to the regional ITS architecture.

Maintaining the Regional ITS Architecture: As ITS projects are implemented, new ITS priorities and strategies will emerge through the transportation planning process, and the scope of ITS will evolve to incorporate new ideas; therefore, the regional ITS architecture will need to be updated. Fresno Council of Governments (FCOG) is responsible for housing and maintaining the Fresno County Regional ITS Architecture. A maintenance plan guides controlled updates to the regional ITS architecture baseline so that it continues to accurately represent the region's existing ITS capabilities and future plans. Fresno Council of Governments (FCOG) is responsible for housing and maintaining the Fresno County Regional ITS Architecture.

Previous Work Completed

Fresno COG oversaw the Fresno County ITS Strategic Deployment Plan completed in winter 2015/16. The Plan built consensus on applying advanced technologies to allow all public agencies to better manage the existing transportation system over a 20-year timespan. The Plan is not an end in itself; instead it is a framework for regional ITS coordination, programming, and implementation efforts.

Fresno COG staff also coordinated with Caltrans to update the San Joaquin Valley 511 website, 511sjv.org. The website provides many features for the travelers of the San Joaquin Valley including public transit and rideshare information; links to bicycling, CHP and tourist information; real-time weather and traffic data; and links to all the MPOs in the San Joaquin Valley.

Products

1. 2015 Fresno County Intelligent Transportation System Strategic Deployment Plan maintenance, including Regional ITS Architecture
2. Up-to-date 511 SJV website.
3. Statewide ITS Architecture meetings
4. ITS webinars, training and workshops

Tasks

- 114.01 Maintain Regional ITS Architecture
- 114.02 Continuing ITS Education
- 114.03 Use the Regional ITS Architecture to support long range planning
- 114.04 Continue to collaborate with Caltrans to update and maintain the 511 website

114 Intelligent Transportation Systems															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
114.01 Maintain Regional ITS Architecture	■	■	35	■	■	■	■	■	■	■	■	■	■	■	■
114.02 Continuing ITS Education	■		30	■	■	■	■	■	■	■	■	■	■	■	■
114.03 Use the Regional ITS Architecture to support long range planning	■		30	■	■	■	■	■	■	■	■	■	■	■	■
114.04 Maintain the 511 website	■		5	■	■	■	■	■	■	■	■	■	■	■	■

114 Intelligent Transportation Systems

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	FTA 5303	FHWA PL
Salaries	3,258	3,569	4,757	626	4,131
Benefits	693	888	1,188	156	1,032
Overhead	2,290	2,466	3,971	522	3,449
Total Staff Costs	6,241	6,923	9,916	1,304	8,612
TOTAL	6,241	6,923	9,916	1,304	8,612
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				150	988

115 Regional Transportation Mitigation Fee Program

Objective

To administer a Regional Transportation Mitigation Fee Program for Fresno County consistent with the requirements of Measure C.

Discussion

The Measure C half cent sales tax measure established the Regional Transportation Program (RTP-MC), which included a Tier 1 and 2 list of urban and rural street and road projects to offer greater mobility throughout the county. A minimum of 75 percent of State Transportation Improvement Program funds due to the Fresno County region shall be committed to the Tier 1 program. Twenty percent of the program shall be funded through Regional Transportation Mitigation Fee (RTMF) revenues.

Previous Work Completed

- As of January 1, 2015, new RTMF rates were implemented. Under the revised nexus calculation, the fee has reduced approximately 5 percent for residential development and an average of 25 percent for commercial development.
- Fresno COG staff provided traffic analysis pertaining to infill development that provides direct access from residential and commercial development to and from transit.
- An RTMF Joint Powers agency was formed by the cities and County of Fresno.
- Staff developed an administrative manual to guide RTMF fee collections and associated issues.
- An RTMF Q&A appendix to the Administrative Manual is being maintained to clarify recurring RTMF situations.
- Worked with member agencies, the Development Community, and the public to understand and apply the RTMF to their respective projects.
- Implemented a Right-To-Appeal process for the RTMF
- During the FY 2016-17 the total fees collected were \$4,156,507.20.

Products

1. Regional Transportation Mitigation Fee Program.

Tasks

115.01 Administer the Regional Transportation Mitigation Fee Program.

115 Regional Transportation Mitigation Fee Program															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
115.01 Administrate Fee Program	■	■	100	■	■	■	■	■	■	■	■	■	■	■	■

115 Reg. Transportation Mitigation Fee

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	13,745	26,194	19,939	
Benefits	2,921	8,813	6,470	
Overhead	9,659	15,697	17,636	
Total Staff Costs	26,325	50,704	44,045	44,045
Direct Costs				
Consultants		50,000	50,000	50,000
County Counsel	244	5,000	5,000	5,000
Total Direct Costs	244	55,000	55,000	55,000
TOTAL	26,569	105,704	99,045	99,045
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
PB America - Technical Support	50,000
Total	50,000

116 National Park Transit Service

Objective

To plan and administer public transit services from Fresno to Yosemite National Park and reduce GHG emissions and congestion on major and local roads associated with single-occupancy vehicles traveling to/from Yosemite National Park from the Fresno area. This process includes the coordination efforts with multiple regional partners including: the National Park Service; Madera County; Caltrans and multiple municipal jurisdictions along the serviced transit corridors.

Discussion

With several million annual visitors to Yosemite National Park, traffic congestion has become a major issue. On busy summer days, vehicles accumulate in Yosemite Valley and congestion builds until the entire traffic circulation system fails. In an effort to help alleviate this congestion, Fresno COG initiated a study to assess transit service feasibility from the City of Fresno to the National Parks. Successful peer service provided by YARTS (from Merced to Yosemite National Park) and Sequoia Shuttle (from Visalia to Sequoia National Park), from much smaller markets, reinforces market potential. Next a *Draft Service Plan for Fresno-Yosemite Transit Service* was completed in September 2013. This report detailed a service plan for public transit service between Fresno and Yosemite National Park.

In 2014, Fresno COG staff applied for and was awarded \$2,692,527 in CMAQ funding to begin operating the Fresno/Yosemite demonstration transit project. Local matching funds (\$367,000) for this grant are provided by the San Joaquin Valley Air Pollution Control District. In addition, Fresno COG received a Sustainable Communities Planning Grant from Caltrans for \$88,530 with \$11,470 coming from Fresno COG's Local Transportation Funding. These funds were used to plan the project initially.

A round-trip ticket on YARTS is \$30/person. Furthermore, seniors and children (<12) riding without an adult are only charged \$20. Children (<12) riding with adult, ride for free. All tickets include the park entrance fee.

Evaluating this project will be crucial to drawing conclusions about public transit's technical and financial feasibility and its applicability. A critical obstacle is establishing a sustainable funding program. Ongoing funding sources, which are more challenging to secure, are critical to the long-term success of the service. A permanent local funding source and commitment for increased annual contributions from the national park are key elements of a sustainable funding plan. The following are suggested funding milestones towards accomplishing a sustainable funding plan:

- Work with Yosemite National Park to increase its annual contribution
- Pursue federal grant funding (economic development or federal lands grants)
- Establish committed local funding sources (City of Fresno, Fresno County, Madera County, etc.)

Previous Work Completed

Fresno COG contracted with Yosemite Area Regional Transportation System (YARTS) to provide service from Fresno to Yosemite National Park and with Fresno County Rural Transit Agency (FCRTA) to provide Big Trees Transit service from Fresno to Kings Canyon National Park. Two National Park Transit Pilot Projects originating in Fresno began service on May 23, 2015. Big Trees Transit consisted of three roundtrip runs from Fresno to Kings Canyon National Park. To capture the highest possible ridership, Big Trees Transit ran from Memorial Day through Labor Day 2015 and 2016. Yosemite Area Regional Transportation System (YARTS) started service from Fresno to Yosemite National Park on Memorial Day Weekend 2015. During summer of 2015, an average of 1,840 passengers per month rode YARTS on Highway 41. Ridership soared for the holidays as December saw almost 2,500 riders and January more than 2,100. During the peak summer months of 2016, almost 10,000 people used the Fresno-to-Yosemite transit service.

Fresno COG staff was able to secure additional funding for the project, including an FTA Rural Transit 5311(f) grant of \$300,000 and \$345,000 annually from Yosemite National Park. The schedule was trimmed to a summer only (May 15 – September 15) service beginning in 2017. This will allow Fresno COG to stretch the available funding and still continue providing the service when it is most needed. During the 2017 summer season, YARTS on State Route 41 had more than 14,000 riders. In 2017, YARTS was awarded a Federal Lands Access Program (FLAP) grant to provide free rides to all YARTS riders on days when the National Park Service waives entrance fees.

Products

1. Transit service to/from major locations in Fresno and Yosemite National Park Provide fiscal management of YARTS services.

Tasks –National Park Transit Service Planning

116.01 Provide transit service to/from major locations in Fresno and Yosemite National Park via YARTS.

116.02 Provide fiscal management of YARTS services.

116 National Park Transit Service Planning																			
Task Description	C O G	C N T Y	F R E S	FCRTA	C L O V	Y A R T S	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A	J U N
116.01 Provide transit service to/from major locations in Fresno and Yosemite National Park via YARTS	■			■		■	25	■	■	■	■	■	■	■	■	■	■	■	■
116.02 Fiscal Management of YARTS	■			■		■	75	■	■	■	■	■	■	■	■	■	■	■	■

116b Fresno - Yosemite National Park Transit Service

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	FTA 5311(f)	FTA 5307	LOCAL FUNDS
Salaries	0	0	5,788			5,788
Benefits	0	0	1,504			1,504
Overhead	0	0	4,870			4,870
Total Staff Costs	0	0	12,162	0	0	12,162
Direct Costs						
Consultants	864,058	850,000	861,000	222,000	96,555	542,445
Total Direct Costs	864,058	850,000	861,000	222,000	96,555	542,445
TOTAL	864,058	850,000	873,162	222,000	96,555	554,607
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%						

Consultants

YARTA Operations 861,000

117 Golden State Corridor Study

GOLDEN STATE CORRIDOR: ECONOMIC DEVELOPMENT INFRASTRUCTURE IMPROVEMENTS: 100% ENGINEERING DESIGN

Objective

To revitalize the Corridor, enhance economic development, and improve Corridor safety for both commercial purposes as well as local drivers.

Discussion

The proposed area of study is along Golden State Boulevard, a 14.1 mile stretch of old Highway 99 generally from American Avenue to the Mission Street in Kingsburg. The multijurisdictional area of the project passes through the cities of Fowler, Selma, and Kingsburg, and the unincorporated areas under the responsibility of the County of Fresno, but within the sphere of influence of one of the three cities. Improvements along the length of the Corridor will include community planning, economic analysis, infrastructure improvements, pavement rehabilitation, drainage facilities, traffic signals, bicycle lanes and pedestrian/bicycle paths, landscaping, and other hardscape improvements. The goal is to revitalize the Corridor, enhance economic development and improve safety for both commercial purposes as well as local drivers.

To ensure consistent improvement throughout the project, the cities have requested Fresno COG oversee the design phase as a single project and Fresno County Transportation Authority (FCTA) bid and construct the project.

Each city needs to have its own identity, while maintaining a unified “corridor aesthetic” along the entire length of the Corridor.

Upon the construction phase, FCTA will be the implementing agency.

Previous Work Completed

Fresno COG in conjunction with the Fresno County Transportation Authority, the County of Fresno, and the cities of Selma, Fowler and Kingsburg have signed cooperative agreements and have developed an amended scope incorporated into the request for proposals for the final engineering design plans. Preliminary engineering as well as control surveys and mapping have been completed. Recently the County requested the northern limits of the project be extended from Lincoln Avenue to American Avenue, which the Policy Board and the FCTA Board approved. After the revised 30 percent preliminary design plans were completed, public meetings were held to elicit feedback from local elected officials and the public.

Products

1. 60 and 90 percent engineering design plans
2. Public outreach

Tasks

- 117.01 Stakeholder meetings
- 117.02 Agency coordination
- 117.03 Public participation
- 117.04 Staff coordination
- 117.05 Railroad coordination
- 117.06 Permitting
- 117.07 Community planning & economic analysis
- 117.08 Surveys and mapping
- 117.09 Right-of-way acquisition support
- 117.10 Utility coordination/relocation plan
- 117.11 Geotechnical evaluation and report 117.12 drainage report
- 117.13 30 percent design plans
- 117.14 60 percent plans, specifications, estimates
- 117.15 90 percent plans, specifications, estimates
- 117.16 Final engineering design plans
- 117.17 Construction cost estimate
- 117.18 Bidding assistance
- 117.19 Construction support

117 Golden State Corridor Study																
Task Description (IBD)	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
117.01 Stakeholder Meetings	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	■
117.02 Agency Coordination	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	■
117.03 Public Participation	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	■
117.04 Staff Coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	■
117.05 Railroad Coordination	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	■
117.06 Permitting	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	■
117.07 Community Planning & Economic Anal	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	■
117.08 Surveys and Mapping	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	■
117.09 Right of Way Acquisition Support	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	■
117.10 Utility Coordination/Relocation Plan	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	■
117.12 Drainage Report	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	■
117.14 60% Plans, Specifications, Estimates	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	■
117.15 90% Plans, Specifications, Estimates	■	■	15						■	■	■	■	■	■	■	■
117.16 Final Engineering Design Plans	■	■	10											■	■	
117.17 Construction Cost Estimate	■	■	10													■
117.18 Bidding Assistance	■	■	2													■
117.19 Construction Support	■	■	2													■

117 Golden State Corridor

	Actual Cost	Adopted Budget	Annual Budget	LOCAL FUNDS
Budget Account	2016/17	2017/18	2018/19	
Salaries	19,936	18,568	19,475	
Benefits	4,238	5,605	5,938	
Overhead	14,011	13,375	16,971	
Total Staff Costs	38,185	37,548	42,384	42,384
Direct Costs				
Consultants	684,467	3,669,864	350,000	350,000
Agency Pass Thru	497	300,000	300,000	300,000
Grant Administration				
Total Direct Costs	684,964	3,969,864	650,000	650,000
TOTAL	723,149	4,007,412	692,384	692,384
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

120 Regional Public Transportation Planning

Objective

Carry on the continuing public transportation planning process to satisfy the requirements of the Federal Transit Administration under the Fixing America's Surface Transportation (FAST) Act, the Alquist-Ingalls Act (AB-402, 1977) and AB-120 (Statutes of 1979); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Specialized Transportation Services Act (SB-826, 1988); the Federal Clean Air Act Amendments; the 1988 California Clean Air Act and the Americans With Disabilities Act of 1990 (Public Law 101-336); and the Measure C Expenditure Plan.

Discussion

Fresno COG will continue to undertake extensive public transportation planning and monitoring to comply with federal and state requirements and to implement Measure C's public transit elements. Work activities include both short-range and long-range planning tasks. The public transportation operators are involved in virtually all aspects of the COG's planning efforts, so the cooperative process and intermodal considerations, as well as public participation are assured, as the FAST Act requires. Financial analysis and financial planning will be incorporated in all studies.

Fresno County Rural Transit Agency (FCRTA) exists as an administrative, planning, and implementation support umbrella to the subsystems represented in the Joint Powers Agreement constituting the FCRTA. Fresno COG has also designated a Rural Consolidated Transportation Service Agency pursuant to its updated Fresno County Coordinated Public Transit-Human Services Transportation Plan. The Fresno Economic Opportunities Commission (FEOC) and the FCRTA are co-designated to address social service transportation services. The annual edition of the Operations Program and Budget summarizes their specific activities.

Previous Work Completed

COG staff contracted part time (80 percent) to the City of Fresno Department of Transportation/FAX continue to work with the City of Fresno's Development and Resource Management Department to assess transit-friendly development guidelines recommended in the Public Transportation Infrastructure Study (PTIS) and Bus Rapid Transit (BRT) Master Plan, and to review development proposals to encourage transit friendly development. Additionally, COG/FAX staff participated in the City of Fresno's General Plan update, Fulton Corridor Specific Plan and other surrounding neighborhoods' community plans.

FAX installed a new fare collection system as part of a regional fare collection system that will eventually permit all Fresno County public transit agencies to share a common pass and transfer program. FAX and Clovis Transit have installed compatible equipment in their fleets and both systems accept a shared fare media. FAX and Clovis Transit also contracted with Fresno State University to accept student IDs as fare payment, with the university reimbursing for the student fares. This program has been replicated with State Center Community College District and is available for students attending the local junior colleges.

COG/FAX staff completed the Fresno Clovis Urbanized Area Public Transportation Strategic Service Evaluation that examined metro travel patterns through extensive origin and destination studies, transit ride checks and transfer studies, and public and stakeholder input, with a goal of reducing transit travel times and improving linkages to major trip generators.

Staff continues to educate large employers and community groups through site visits and assistance with transit travel training. Public information products are routinely updated and corrected to ensure accurate and timely information. Staff participated in nearly 20 outreach programs within the metropolitan area in 2017. At all of these programs, staff provides information and education about public transit services in Fresno County.

Products

Required Reports

1. Regional Transportation Plan (RTP) Public Transportation Element.
2. Short-Range Transit Plan (SRTP) for the Fresno-Clovis Urbanized Area
3. Short-Range Transit Plan (SRTP) for Rural Fresno County.
4. FAX Facilities Standards Document
5. Consolidated Transportation Services Agencies (CTSA) Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area.
6. Consolidated Transportation Services Agency (CTSA) Operations Program and Budget (OPB) for Rural Fresno County
7. Environmental impact assessments.

Technical Process and Studies

1. Coordinate development proposal reviews with other City departments.
2. Conduct the Fresno COG "Social Service Transportation Advisory Council" meetings (PUC 99238.5).
3. Fresno COG "Unmet Transit Needs staff report" update.
4. Coordinate with the Air District to undertake transportation control measures.
5. Conduct fixed-route and paratransit rider satisfaction surveys.
6. Coordinate the FAX Public Information and Outreach Program.
7. Coordinated BRT service implementation.
8. Coordination (Transit Coordinating Council)
9. Special rural transit studies to respond to unmet transit needs comments.
10. Coordinate and assist in developing a Transit Asset Management Plan
11. Transit Service Evaluation and Monitoring
12. Annual FTA National Transit Database Report.
13. Annual Transit Productivity Evaluation Report.

Tasks

Required Reports

- 120.01 Update FAX's five-year capital program.
 - a. Evaluate FAX's five-year capital program and ensure consistency with RTP and FAX Fleet Plan.
 - b. Ensure that proposed programs are in compliance with federal and state legislation (FAST Act, TDA and AB 2766).
- 120.02 Update the Short-Range Transit Plan for the Fresno-Clovis Urbanized Area.
 - a. Coordinate with FCMA transit service providers.
 - b. Analyze current data related to demographic trends, operating performance and budget.
 - c. Incorporate updated information into capital improvement program.
- 120.03 Update the CTSA Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area (FCMA).
 - a. Coordinate with contracted paratransit service provider to secure required documentation.
 - b. Continue to refine the CTSA process in the FCMA.
 - c. Continue to better coordinate social service transportation.
- 120.04 Undertake environmental assessments as appropriate, as well as alternative analysis if indicated.
 - a. Undertake preliminary assessment of environmental effects of urban public transportation planning reports.
 - b. Conduct re-assessment of environmental effects on rural public transportation planning reports
 - c. Prepare alternative analysis and/or environmental impact reports and conduct public hearings, as required.
- 120.05 Rural Public Transportation Planning.
 - a. Special Rural Transit Studies
 - (1) No staff time is devoted to consultant contracts.
 - (2) Review comments submitted at annual "Unmet Transit Needs" public hearings to determine special rural transit studies. Evaluate current and projected data.
 - (3) Evaluate proposals to expand, reduce or modify service as expressed through the citizen participation and environmental justice process; develop service alternatives as warranted; present draft and final recommendation, review with member agency staff and advisory committees and revise as necessary, finalize implementation schedules and financial commitments.
 - (4) Identify follow-up strategies to ensure timely and systematic Plan implementation by the rural transit operator.
 - (5) Coordinate and consult with the tribal governments. Document tribal government-to-government relations.
 - b. COG staff to support the Social Services Transportation Advisory Council
- 120.06 Agricultural Industries Transportation Services (AITS)
 - a. Review how helping to meet farm workers' transportation needs who travel to neighboring counties for work.
- 120.07 Social Service Transportation Planning.
 - a. Refine the Consolidated Transportation Service Agency's (CTSA's) process in rural Fresno County.
 - (1) Continue providing transportation planning technical assistance to the Fresno Economic Opportunities Commission and the Fresno County Rural Transit Agency, designated Consolidated Transportation Service Agency (CTSA's) for rural Fresno County.
 - (2) Provide evaluation data for annual productivity evaluation process.
 - (3) Review current operations program and budget and its relationship to other technical studies and documents related to rural transportation service including proposals for service expansion/deletion or modification by operators and interested citizens; prepare the annual FY 2017-18 productivity evaluation draft and final report; and continue to respond to 2013-15 Triennial Performance Evaluation recommendations; review with Fresno County staff and advisory committees and revise as necessary, conduct Public Hearings and adopt document.

Technical Process and Studies

- 120.08 Coordinate review of development proposals.
- Evaluate development proposals for regulatory compliance.
 - Identify transit supportive infrastructure and amenities appropriate for proposed development.
- 120.09 Conduct Fresno COG's "Social Service Transportation Advisory Council" meetings.
- 120.10 Prepare Fresno COG's "Unmet Transit Needs Staff Report" and conduct public hearing.
- 120.11 Coordinate air quality planning efforts with the COG as related to transit.
- Coordinate with COG and the air district in implementing TCMs relating to public transit.
 - Coordinate with COG and the air district in formulating trip reduction strategies.
- 120.12 Conduct fixed-route and paratransit passenger and non-rider surveys.
- Develop service and training recommendations based on passenger survey results.
- 120.13 Implement the FAX public information and community outreach program.
- Coordinate community outreach and public information program.
 - Prepare and update passenger information pieces.
 - Prepare and publish FAX fixed-route maps and schedules.
 - Update FAX web site.
 - Develop and implement FAX branding campaign.
- 120.14 Coordinate long-range transit planning with the PTIS and FCMA strategic service evaluation recommendations.
- Coordinate FAX Bus Rapid Transit Plan
- 120.15 Regional transit coordination
- 120.16 Develop FAX's FTA National Transit Database Report.
- Conduct NTDB surveys on a continuous basis.
 - Update NTDB Report.
 - Coordinate Annual NTDB Audit.
- 120.17 Coordinate with the transit agencies on a Transit Asset Management Plan

Transit Service Evaluation and Monitoring

- 120.18 Prepare annual Transit Productivity Evaluation Report.
- Coordinate with other social service transportation providers to evaluate service within the county.
 - Present report to Social Services Transportation Advisory Council for review and comment.
 - Update AB 120 Action Plan

120 Regional Public Transportation Planning																								
Task Description	COG	FCTRATA	FCEOC	FAX	CLOV	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN					
120.01 Update 5-Yr. Capital Program				■			2									■	■	■						
120.02 Update SRTP	■			■	■		10									■	■	■	■					
120.03 Update CTSA OPB			■				8						■	■										
120.04 Undertake EA as appropriate	■	■		■		■	2										■	■	■					
120.05 Rural Public Trans. Planning	■	■		■			15		■			■		■	■	■	■	■	■					
120.06 ATIS Support		■					5	■	■	■	■	■	■	■	■	■	■	■	■	■				
120.07 Social Services Trans. Planning		■					8	■	■	■	■	■	■	■	■	■	■	■	■	■				
120.08 Review Development Proposals				■			15	■	■	■	■	■	■	■	■	■	■	■	■	■				
120.09 Conduct SSTAC		■	■	■			5		■			■		■	■	■	■	■	■	■				
120.10 Unmet Needs Report		■		■			5								■	■	■	■	■	■				
120.11 Coordinate Air Quality Planning				■			2	■	■	■	■	■	■	■	■	■	■	■	■	■				
120.12 Passenger Surveys	■			■			2	■	■	■	■	■	■	■	■	■	■	■	■	■				
120.13 Community Outreach Program				■			5										■	■	■	■				
120.14 Long-Range Planning	■			■			5	■	■	■	■	■	■	■	■	■	■	■	■	■				
120.15 Regional Transit Coordination	■	■		■			2	■	■	■	■	■	■	■	■	■	■	■	■	■				
120.16 Develop NTDB Report				■			2	■	■	■	■	■	■	■	■	■	■	■	■	■				
120.17 Transit Asset Management		■	■	■			2	■	■	■	■	■	■	■	■	■	■	■	■	■				
120.18 Transit Productivity Report							4																	

120 Public Transportation - Urban

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	FTA 5307	LOCAL FUNDS
Salaries	112,329	166,635	176,661	141,329	35,332
Benefits	23,876	62,898	52,327	41,862	10,465
Overhead	0	0	0		
Total Staff Costs	136,205	229,533	228,988	183,191	45,797
Direct Costs					
Grant Specific Travel	1,692	3,000	3,000	2,400	600
Agency Pass Thru	50,000	50,000	50,000		50,000
Total Direct Costs	51,692	53,000	53,000	2,400	50,600
TOTAL	187,897	282,533	281,988	185,591	96,397
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Agency Pass Trough	
FCEOC - CTSA Planning	50,000

121 Fresno COG-Administered Federal Transit Administration (FTA) Grant Programs: Section 5310, Section 5316 (JARC) and Section 5317 (New Freedom)

Objective

The Human Services Transportation Coordination (HSTC) work elements aim is to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that public and non-profit agencies coordinate transportation resources provided through multiple federal programs.

Discussion

Federal transit law, as amended by SAFETEA-LU, required that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Section 5316-Job Access and Reverse Commute (JARC), and Section 5317-New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan and that the plan be developed through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers and other members of the general public. MAP-21 repealed the JARC and New Freedom programs but retained the Section 5310 program, renaming it The Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310), and also continued the requirement for a coordinated plan.

The HSTC provisions include the following activities:

- Require the establishment of a locally developed, Coordinated Public Transit-Human Services Transportation Plan for all FTA human service transportation programs such as the new Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)
- Require the plan to be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.

The HSTC provisions encourage the coordination of federal funding by permitting funding from other non-DOT programs to be used to meet matching funds requirements for transportation services.

Changes within MAP-21 also included providing MPOs in large UZAs the opportunity to become the designated recipient for the Federal Transit Administration Section 5310 program. Fresno Council of Governments has officially notified the state and the FTA regional administrator that it will take over the administration of the 5310 program for the Fresno Urbanized Area. Under MAP-21 this program no longer provides a single apportionment to the state; however, it now provides apportionments specifically for large urban areas. Under the section 5310 formula, funds are allocated using the American Community Survey five-year data set on seniors (i.e., persons 65 and older) and people with disabilities.

Previous Work Completed

- Maintained the FTA Section 5310 Grant Program
- Administered existing FTA Section 5316 and Section 5317 grants
- Fresno COG staff procured nine vehicles for successful 5310 applicants.
- Fresno COG staff developed the Fresno COG Section 5310 Program Management Plan and Grant Application.
- Fresno COG staff also coordinated the 2015 update to the *Coordinated Public Transit-Human Services Transportation Plan*.

Products

1. FTA Section 5310, 5316 and 5317 grant management
2. Notice of funding availability
3. FTA Section 5310 grant vehicles
4. Disabled clients trained to ride public transit

Tasks

- 121.01 Oversee and administer Fresno COG FTA Section 5316 and Section 5317 grants
- 121.02 Notifying eligible local entities of funding availability
- 121.03 Oversee and administer FTA Section 5310 funds
- 121.04 Procure FTA Section 5310 vehicles for successful applicants
- 121.05 FTA Section 5310 application review and scoring
- 121.06 Project selection
- 121.07 Project monitoring
- 121.08 Asset management and property disposition

121 Public Transit - Human Services Transportation – 5310/5316/5317																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
121.01 Administer previously allocated 5316 and 5317 Grants	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	
121.02 Notifying eligible local entities of funding availability (Section 5310)			1						■	■	■	■				
121.03 Oversee and administer 5310 funds			20	■	■	■	■	■	■	■	■	■	■	■	■	
121.04 Procure 5310 vehicles for successful applicants			10	■	■	■	■	■	■	■	■	■	■	■	■	
121.05 Application review and scoring (Section 5310)	■	■	10									■	■	■		
121.06 Project selection (Section 5310)	■	■	6											■	■	
121.07 Project monitoring (Section 5310)	■		30	■	■	■	■	■	■	■	■	■	■	■	■	
121.08 Asset management and property disposition (Section 5310)	■		3	■	■	■	■	■	■	■	■	■	■	■	■	

121 FTA JARRC & New Freedom

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	FTA 5310	FTA 5316/5317	LOCAL FUNDS
Salaries	14,141	15,413	16,433			16,433
Benefits	3,006	3,834	3,947			3,947
Overhead	9,938	10,649	13,610			13,610
Total Staff Costs	27,085	29,896	33,990	0	0	33,990
Direct Costs						
FTA 5316 JARRC		335,753	247,038		234,390	12,648
FTA 5317 New Freedom	70,829	1,219,411	923,255		842,285	80,970
FTA 5310	524,941	593,132	1,431,538	1,323,214	0	108,324
Total Direct Costs	595,770	2,148,296	2,601,831	1,323,214	1,076,675	201,942
TOTAL	622,855	2,178,192	2,635,821	1,323,214	1,076,675	235,932
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				178,107	158,226	
FTA 5310	Total	5310	Match			
FAX 6 Buses	541,000	432,676	108,324			
FEOC 6 Buses	432,676	432,676				
UCPCA 2 Bus 6 Minivans	409,831	409,831				
WestCare of Cal 1 Minivan	48,031	48,031				
Total	1,431,538	1,323,214	108,324			
FTA 5316 JARRC	Total	5316	Match			
FAX Bike Lockers	63,579	50,931	12,648			
FAX Trip Planning Software	183,459	183,459				
Total	247,038	234,390	12,648			
FTA 5317 New Freedom	Total	FTA 5317	Match			
FAX Travel Training	22,358	11,177	11,181			
FAX Bus Station Ramps	105,618	84,495	21,123			
FAX Bus Stop Improvements	221,000	176,800	44,200			
FAX Braille Signs	22,329	17,863	4,466			
FAX Improve 14 Bus Stops	327,475	327,475				
FAX Improve 13 Bus Stops	224,475	224,475				
Total	923,255	842,285	80,970			

123 Fresno Sustainable Communities Long-Range Public Transit Plan

Objective

To update the Public Transportation Infrastructure Study and develop a regional, long-range transit plan for Fresno County, which will be incorporated into the Regional Transportation Plan/Sustainable Community Strategy over time.

Discussion

Fresno County policy makers produced a study concept called the Public Transportation Infrastructure Study (PTIS) to evaluate mobility needs and opportunities, and identify strategies for public transit and transit infrastructure development that would result in transit's wider acceptance and use as a mobility option. The study evaluated existing and planned land uses; mapped residential and employment densities; identified primary travel corridors; and determined the feasibility of various mass transit options. Additionally, it developed a set of strategies for increased transit effectiveness. The study also evaluated route alignments and provided cost estimates (both for capital and operational costs), and ridership projections. The results and recommendations of the study could be used by policy makers to determine how best to pursue a mass transit system for Fresno County.

The PTIS update will incorporate the latest general plans, specific plans, and results from other current studies/plans such as the High Speed Rail Station Plan, Fresno COG's Regional Transportation Plan/Sustainable Communities Strategy, etc., to produce a regional, long-range transit plan that will provide guidance for the transit investment in the Fresno region, and integrate major transit operators' efforts, projects and future operations.

Previous Work Completed

Phase I of the PTIS was completed in May 2006. Phase I included a review of plans and studies, a peer evaluation and an existing land use and infrastructure assessment. The Phase I study focused on Fresno County areas outside of the FCMA.

The PTIS Phase II study began in July 2008. Significant accomplishments included a transit market analysis, including major commute patterns in Fresno County; a public opinion poll that assessed community interest in PTIS-related activities; and a memorandum on trends in land use. The PTIS Final Report, Executive Summary, and associated documents are available at <http://www.fresnocog.org/public-transportation-infrastructure-study>.

Fresno COG and Caltrans held a kick-off meeting for the PTIS update/regional long range transit plan in fall 2016. A Project Development Team (PDT) with representatives from Caltrans, Fresno COG, the Fresno Area Express (FAX), Clovis Transit, and Fresno County Rural Transit Agency (FCRTA) reviewed the proposed draft scope for the PTIS update/regional, long-range transit plan.

A steering committee has produced draft visions and goals, reviewed existing plans and studies, developed an outreach plan and held workshops in both rural and urban areas.

Products

1. Transit alternatives
2. Draft policy recommendations
3. Draft preferred scenario
4. Final report

Tasks

Regional Long Range Transit Plan

- 123.01 Develop objectives and performance measures
- 123.02 Address bicycle and pedestrian integration
- 123.03 Develop and analyze alternatives
- 123.04 Develop Implementation Policy and Strategy Recommendations
- 123.05 Select a preferred scenario
- 123.06 Presentation to COG Board and governing boards of the three transit agencies

123 Fresno Sustainable Communities Long-Range Public Transit Plan																				
Task Description	C O G	C N Y Y	F R E S	F A X	C L O V I S	O T H E R	% of work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
123.01 Develop objectives and performance measures	■	■	■	■	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
123.02 Address bicycle and pedestrian integration	■	■	■	■	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
123.03 Develop and analyze alternatives	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	
123.04 Develop Implementation Policy and Strategy Recommendations	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	
123.05 Select a preferred scenario	■	■	■	■	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
123.06 Presentations	■	■	■	■	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	

123 Fresno Sustainable Communities Long-Range Public Transit Plan

	Actual Cost	Adopted Budget	Annual Budget	FTA	LOCAL FUNDS
Budget Account	2016/17	2017/18	2018/19	5304	
Salaries	1,037	11,359	3,525		3,525
Benefits	221	3,184	967		967
Overhead	729	8,046	3,000		3,000
Total Staff Costs	1,987	22,589	7,492	0	7,492
Direct Costs					
Consultants	24,186	337,827	150,000	132,795	17,205
Grant Administration		6,000	6,000	5,312	688
Total Direct Costs	24,186	343,827	156,000	138,107	17,893
TOTAL	26,173	366,416	163,492	138,107	25,385
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Consultants	
Sus Comm Public Transit Plan	150,000
Total	150,000

124 Minimizing Negative Impacts, Time and Cost of Commuters

Objective

To produce a Business+ Commute Optimization System (B+COS) that can identify optimal business commute alternatives to minimize negative environmental impacts, commute time and costs within the City of Fresno, as the pilot project area.

Discussion

This WE focuses on developing a Business+ Commute Optimization System (B+COS), that can identify optimal business commute alternatives to minimize negative environmental impacts and commute time and costs. The program is designed to ensure the system can extend to any community that shares a commuting destination (e.g., academic institutions, governmental agencies, community developments, and businesses). The direct beneficiary of this research will be the City of Fresno, as the pilot project area.

The proposed system starts with employees or commuters who share a destination and then analyzes negative environmental impacts, commute time and costs for all possible transportation modes of each commuter. An optimization analysis identifies the optimal transportation mode for each employee and the resulting impacts on emissions, cost, and time, as well as monetary incentives for each.

Previous Work Completed

No previous work products have been delivered; however, both active partners Fresno State (CSU Fresno) and University of Colorado at Denver (UC Denver), have conducted rigorous background, methodology and research tasks to formulate the scope of work.

Products

1. **Quarterly Reports** to update the Technical Review Panel (TRP) on accomplished tasks and subtasks. The research team will hold semiannual meetings to receive feedback from the project TRP.
2. A **GIS network** that generate outputs for expected commute time, GHG emissions, air pollution, possible commute routes, commute cost, and expected departure and arrival times of various commute alternatives such as vehicle technologies, ride sharing, combined transportation modes, transit and active transportation options.
3. An **online website service** and associated online database structure to collect data on travel behavior of existing business commute systems and evaluate efficiency of the developed incentivized plans and associated reductions in GHG and air pollution emissions. This online website will integrate an online database structure to facilitate data collection.
4. An **optimization model** that identifies optimum commute alternatives for business employees, considering various travel options (such as vehicle technologies, ride sharing, transit and active transportation options), and constraints (such employee work schedule and trip chaining constraints, and business incentive and budget limits).
5. Three pilot sample application **case studies** providing diverse community data to evaluate the developed system and generate optimum minimal-emission commute plans for employees of CSU-Fresno, UC-Denver, and one government agency and one non-government business, which will be identified later.
6. Professional **training workshops** for transportation planners and businesses to inspire short-term adoption, with the objective of fast-tracking GHG reductions and air pollution emissions from business commutes.
7. Open-access **manual and training videos** for long-term, widespread system adoption, to impact regional, national and potentially international GHG and air pollution emissions resulting from business daily commutes.
8. A **final report** including an estimate of the potential impact of widespread application and strategies for minimizing GHG and air pollution emissions in Fresno, Fresno County, and the San Joaquin Valley; a discussion of future work exploring possible extensions to present plausible solutions that minimize VMT (GHG and air pollution emissions) as well as reduce traffic delay and congestion.

Tasks

- 124.01 Conduct comprehensive literature review
- 124.02 Develop GIS network
- 124.03 Develop website platform to host services
- 124.04 Develop multi-objective optimization model
- 124.05 Evaluate GIS network and optimization model performance
- 124.06 Estimate potential widespread implementation impacts
- 124.07 Explore possible extensions to address SB 743
- 124.08 Prepare system for widespread application/use
- 124.09 Prepare and submit required invoicing and reporting

124 Minimizing Negative Impacts, Time and Cost of Commuters																	
Task Description	C O G	F S U	U C D	O T H E R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
124.01 Comprehensive Literature Review	■	■		■	10	■	■	■	■	■	■						
124.02 Develop GIS Network		■			20				■	■	■	■	■	■	■	■	■
124.03 Develop Website Platform		■	■		15				■	■	■	■	■	■	■	■	■
124.04 Multi-objective Optimization Model			■		25						■	■	■	■	■	■	■
124.05 Evaluate Performance of GIS and Model		■	■		5												
124.06 Estimate Potential Impact of Placement		■	■		5												
124.07 Explore Extensions		■	■		5												
124.08 Prepare System for Widespread Use		■	■		10												
124.09 Administrative Invoicing and Reporting	■	■	■		5	■	■	■	■	■	■	■	■	■	■	■	■

124 Business Commute Maximization

Budget	Actual Cost 2016/1	Adopted Budget 2017/18	Annual Budget 2018/1	FTA	LOCAL
Account	7	2017/18	9	5304	FUNDS
Salaries	477	4,076	3,476		3,476
Benefits	101	1,452	1,228		1,228
Overhead	335	3,059	3,142		3,142
Total Staff Costs	913	8,587	7,846	0	7,846
Direct Costs					
Agency Pass Trough		351,682	211,558	187,292	24,266
Grant Administration		11,129	11,129	9,852	1,277
Total Direct Costs	0	362,811	222,687	197,144	25,543
TOTAL	913	371,398	230,533	197,144	33,389
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Agency Pass Thru	
Business Commute Maximization	120,000
Total	120,000

140 Regional Sustainable Infrastructure Planning Program Cycle I

Objective

Using funding from the 2017-18 SB 1 Sustainable Communities Formula grant, encourage regional planning projects that help implement the SCS and address disadvantaged communities' needs through a competitive process.

Discussion

During the 2014 RTP planning process, community stakeholders discussed a Sustainable Planning and Infrastructure Program to further complement RTP/SCS goals. SB 1, the Road Repair and Accountability Act of 2017, will allow for a reliable source of funds to carry out this program.

CalEnviroScreen 3.0 identifies 13 of the region's 15 incorporated cities, as well as most of unincorporated Fresno County, as disadvantaged communities. In total, 67.6 percent of Fresno County's population, a total of 628,720 residents, falls within this classification. The regional sustainable infrastructure planning program will prioritize planning projects that benefit areas that are the most health burdened based on our region's health priority index, as well as projects that fall within an economically disadvantaged community based on the program criteria. This criteria is consistent with the overarching objectives of health, sustainability and social equity, as well as the Smart Mobility Principles that include health and safety, environmental stewardship, and social equity.

Criteria and eligible applicants for this competitive program have been developed. Regional guidelines will continue to develop through a collaborative process.

Previous Work

N/A

Products

1. Call for projects
2. Project scope of work
3. Request for project proposals
4. Tree canopy consultant contract
5. Draft tree canopy study
6. Final tree canopy study

Tasks

- | | |
|--------|-----------------------------------------------------------------------------------------------------------------------------------|
| 140.01 | Hold subcommittee meetings to develop regional guidelines and final criteria
Responsible Party: Fresno COG and member agencies |
| 140.02 | Coordinate with Caltrans to ensure program meets Caltrans requirements
Responsible Party: Fresno COG |
| 140.03 | Develop scoring committee
Responsible Party: Fresno COG |
| 140.04 | Project Selection
Responsible Party: Fresno COG and a scoring committee that includes representation from member agencies |
| 140.05 | Project Delivery
Responsible Party: Fresno COG and awarded recipients |

140 Regional Sustainable Infrastructure Planning Program															
	C O G	O T H E R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
Task Description															
140.01 Develop Guidelines	■	■	25							■	■				
140.02 Coordinate with Caltrans	■		15							■	■				
140.03 Develop scoring committee	■		10							■					
140.04 Project Selection	■		25									■			
140.05 Project Delivery	■	■	25	■	■	■	■	■	■				■	■	■

140 Sust. Comm. Infrastructure Cycle I

Budget	Actual	Adopted	Annual	SB1	LOCAL
Account	Cost	Budget	Budget	Planning	FUNDS
	2016/17	2017/18	2018/19		
Salaries	0	0	3,001		3,001
Benefits	0	0	896		896
Overhead	0	0	2,601		2,601
Total Staff Costs	0	0	6,498	0	6,498
Direct Costs					
Consultants		155,278	155,278	137,467	17,811
Grant Administration		5,000	5,000	4,426	574
Total Direct Costs	0	160,278	160,278	141,893	18,385
TOTAL	0	160,278	166,776	141,893	24,883
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

141 Regional Pavement Management System

Objective

Using funding from the 2017-18 SB 1 Sustainable Communities Formula grant, the regional pavement management system aims to bring the entire Fresno region to a modern and consistent pavement management platform that will help local jurisdictions plan and manage the roadway repair and maintenance more efficiently.

Discussion

Under-maintained roadways create safety hazards, affect people's daily lives and threaten the goods and service delivery. Preserving the existing transportation system has been a top priority in both the 2014 and 2018 RTP/SCS, which is reflected in the policy element and the funding allocation of both documents. Preservation is also one of the overarching objectives of Caltrans' Sustainable Transportation Planning Grant. The Fresno County Regional Pavement Management System will contribute to the economic vitality and improve safety, which is consistent with the principles of Health and Safety and Robust Economy from Caltrans' Smart Mobility Framework.

The regional pavement system will help nine incorporated cities set up a computerized pavement management program. Eight of the nine cities that will benefit are disadvantaged communities as defined by CalEnviroScreen 3.0. Due to lack of a scientific roadway management system, these agencies were not able to provide a pavement condition index (PCI) when applying for funding for roadway maintenance projects, resulting in less favorable project scoring.

SB 1, the Road Repair and Accountability Act of 2017, provides a reliable fund source to maintain and integrate the State's multi-modal transportation system, infuse funds to local governments and enable communities to catch up with maintenance needs.

The Fresno County Regional Pavement Management System will help the local governments set up the program, conduct initial pavement assessment, calculate PCI, provide cost estimates for different maintenance treatment, train the local staff, and provide analysis and system report. StreetSaver, a software developed and maintained by the Metropolitan Transportation Commission (MTC), will be purchased for the nine agencies included in the regional program: Firebaugh, Mendota, San Joaquin, Coalinga, Huron, Orange Cove, Selma, Fowler and Kingsburg. The regional pavement system will include license fees for the first year for each of the agencies. The agencies will be responsible for maintenance and update of the system after the initial program is completed.

Previous Work Completed

- Survey conducted with member jurisdictions regarding availability of pavement management system

Products

1. Pavement management system software for participating jurisdictions.

Tasks

- | | |
|--------|---------------------------------------------------------------------------------------------------------------|
| 141.01 | Establish a Project Development Team (PDT) to collect input from the cities and discuss RFP |
| | Responsible Party: Fresno COG |
| 141.02 | Issue RFP |
| | Responsible Party: Fresno COG |
| 141.03 | Consultant Interview and Selection |
| | Responsible Party: Fresno COG and a scoring committee that includes representation from the local governments |
| 141.04 | Project kick-off |
| | Responsible Party: Consultant |
| 141.05 | Database migration/creation |
| | Responsible party: consultant |
| 141.06 | Visual evaluation/inspection of pavement condition |
| | Responsible party: consultant |
| 141.07 | Data input, PCI calculation, decision tree development |
| | Responsible party: consultant |
| 141.08 | Budget analysis and draft report |
| | Responsible party: consultant |
| 141.09 | GIS integration, segmentation and map generation |
| | Responsible party: consultant |
| 141.10 | Training |
| | Responsible party: consultant |
| 141.11 | Presentation to TTC/PAC and Policy Board |

Responsible parties: Fresno COG and consultant

141 Regional Pavement Management System																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
141.01 PDT establishment and meeting	■	■	2							■						
141.02 Issue RFP	■	■	5								■					
141.03 Consultant selection	■	■	3									■				
141.04 Project kick-off	■	■	5										■			
141.05 Database migration/creation		■	20										■	■	■	
141.06 Roadway condition assessment		■	20	■									■	■	■	
141.07 PCI and decision tree development		■	20	■	■	■	■									
141.08 budget analysis and draft report		■	15			■	■									
141.10 Training	■	■	5				■	■								
141.11 Presentation	■	■	5					■	■							

141 Pavement Management System

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	SB1 Planning	LOCAL FUNDS
Salaries	0	0	3,706		3,706
Benefits	0	0	1,089		1,089
Overhead	0	0	3,202		3,202
Total Staff Costs	0	0	7,997	0	7,997
Direct Costs					
Consultants		326,014	326,014	288,621	37,393
Grant Administration		8,000	8,000	7,082	918
Total Direct Costs	0	334,014	334,014	295,703	38,311
TOTAL	0	334,014	342,011	295,703	46,308
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

142 Regional Sustainable Infrastructure Planning Program Cycle II

Objective

Using funding from the 2018-19 SB 1 Sustainable Communities Formula grant, encourage regional planning projects that help implement the SCS and address disadvantaged communities' needs through a competitive process.

Discussion

During the 2014 RTP planning process, community stakeholders discussed a Sustainable Planning and Infrastructure Program to further complement RTP/SCS goals. SB 1, the Road Repair and Accountability Act of 2017, will allow for a reliable source of funds to carry out this program.

CalEnviroScreen 3.0 identifies 13 of the region's 15 incorporated cities, as well as most of unincorporated Fresno County, as disadvantaged communities. In total, 67.6 percent of Fresno County's population, a total of 628,720 residents, falls within this classification. The regional sustainable infrastructure planning program will prioritize planning projects that benefit areas that are the most health burdened based on our region's health priority index, as well as projects that fall within an economically disadvantaged community based on the program criteria. This criteria is consistent with the overarching objectives of health, sustainability and social equity, as well as the Smart Mobility Principles that include health and safety, environmental stewardship, and social equity.

Criteria and eligible applicants for this competitive program have been developed. Regional guidelines will continue to develop through a collaborative process.

Previous Work

Under Cycle I of the Regional Sustainable Infrastructure Planning Program, Fresno COG held subcommittee meetings to develop regional guidelines and final criteria; coordinated with Caltrans to ensure the program meets Caltrans requirements and; selected FCRTA expansion (Cycle II) and SR 99 tree canopy projects for funding.

Products

1. Call for projects
2. Project scope of work
3. Request for project proposals
4. Consultant contract for FCRTA expansion program
5. Draft FCRTA expansion report
6. Final FCRTA expansion report

Tasks

- 142.01 Hold subcommittee meetings to develop regional guidelines and final criteria
Responsible Party: Fresno COG and member agencies
- 142.02 Coordinate with Caltrans to ensure program meets Caltrans requirements
Responsible Party: Fresno COG
- 142.03 Develop scoring committee
Responsible Party: Fresno COG
- 142.04 Project Selection
Responsible Party: Fresno COG and a scoring committee that includes representation from member agencies
- 142.05 Project Delivery
Responsible Party: Fresno COG and awarded recipients

142 Regional Sustainable Infrastructure Planning Program Cycle II																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
142.01 Hold subcommittee meetings to develop regional guidelines and final criteria	■		25							■	■	■				
142.02 Coordinate with Caltrans to ensure program meets Caltrans requirements	■		10			■	■	■								
142.03 Develop scoring committee	■		10					■	■	■						
142.04 Project Selection	■		10										■	■		
142.05 Project Delivery		■	45												■	

142 Sustainable Infra Planning Cycle II

	Actual	Adopted	Annual		
Budget	Cost	Budget	Budget	SB1	LOCAL
Account	2016/17	2017/18	2018/19	2018/19	FUNDS
Salaries			3,001		3,001
Benefits			896		896
Overhead			2,601		2,601
Total Staff Costs	0	0	6,498	0	6,498
Direct Costs					
Consultants			155,278	137,467	17,811
Grant Administration		0	5,000	4,426	574
Total Direct Costs	0	0	160,278	141,893	18,385
TOTAL	0	0	166,776	141,893	24,883
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

143 Reverse Triangle Study

Objective

Using funding from the 2018-19 SB 1 Sustainable Communities Formula grant, study the traffic impact from the distribution centers in the Reverse Triangle area located east of SR 41 and west of SR 99, bounded at the north by Church Avenue and the south by American Avenue.

Discussion

Amazon is building a huge e-commerce fulfillment center at Orange and Central avenues. Ulta Beauty is building a similar distribution center at East and Central avenues. Both Amazon and Ulta combined are expected to produce 3,000 new jobs for the centers. In January 2018, the Fresno City Council permitted an industrial business park with up to seven concrete buildings at north of Central between South Orange and South Cedar. The new jobs in the Reverse Triangle area will contribute to the Fresno region's economic development while also bringing serious challenges to the area's transportation systems from commute and commercial traffic.

This SB 1-funded study will convene regional partners such as Caltrans, City of Fresno, Fresno COG, Fresno County, FAX, FCRTA, and other small cities in the County and identify multi-modal strategies to mitigate commute and freight traffic impacts of the on state, regional and local facilities, and establish a connected and coordinated transportation system to move people and goods efficiently in the area.

Products

- Recommendations for mitigation strategies and implementation measures
- Final report

Tasks

143.01 Convene regional partners and establish Steering Committee

143.02 Evaluate the impacts from the study area

143.03 Public engagement

143.04 Identify strategies to mitigate the impacts

143.05 Recommend implementation measures

143.06 Final presentation to the Policy Board

143 Reverse Triangle Study																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
143.01 Establish Steering Committee	x		1	■												
143.02 Evaluate the impacts		x	25		■	■	■									
143.03 Public engagement	x	x	10													
143.04 Identify mitigation strategies		x	25					■	■	■	■					
143.05 Recommend implementation measures		x	28									■	■	■		
143.06 Presentation to the Policy Board	x	x	1												■	

143 Reverse Triangle Study

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	SB1 Planning	LOCAL FUNDS
Salaries	0	0	3,706		3,706
Benefits	0	0	1,089		1,089
Overhead	0	0	3,202		3,202
Total Staff Costs	0	0	7,997	0	7,997
Direct Costs					
Consultants		0	292,002	258,509	33,493
Grant Administration			8,000	7,082	918
Total Direct Costs	0	0	300,002	265,591	34,411
TOTAL	0	0	307,999	265,591	42,408
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Consultants

Total 0

150 Other Modes – Aviation, Rail, Bicycling, Pedestrian

Objective

To maintain a continuing, coordinated planning process in the aviation, rail, bicycling and pedestrian transportation modes.

Discussion

Fresno COG annually monitors federal, state and local developments and requirements that impact these transportation modes. This work element provides the necessary staff resources for this activity. Staff monitors changes, brings these changes to the attention of Fresno COG's committees and Policy Board, and modifies existing modal element plans and the Regional Transportation Plan as necessary. Modal connectivity is regularly evaluated and discussed, then reflected in the long-range plan.

Aviation

Regional Aviation Systems Planning is required by both state and federal funding agencies in order to inventory facilities, evaluate needs (both on the airport and as a result of aircraft activity in the surrounding areas), and forecast demand that will determine funding levels and apportionment. The region's aviation system plan is integrated into the California Aviation System Plan and, ultimately, into the National Plan of Integrated Airport Systems (NPIAS). In the past, Fresno COG has participated developing the California Aviation Capital Improvement Plan (CIP).

Rail

Staff monitors, participates in and reports on the activities of the San Joaquin Joint Powers Authority, which provides for regional governance and management (replacing the former state management) of the Amtrak San Joaquin intercity rail passenger service.

An ongoing rail issue of importance in Fresno County and elsewhere in the San Joaquin Valley is preserving and/or acquiring appropriate railroad corridors that have been abandoned or may be abandoned for freight rail or alternative transportation uses, both short-term and long-term. The San Joaquin Valley Regional Rail Authority, as provided for by SB 325, may be particularly important in this regard.

Staff will also continue to assist any local jurisdiction that seeks to improve former railroad corridors for alternative transportation uses, including landscaped multi-use trails. Consolidating or realigning the Burlington Northern Santa Fe mainline rail traffic onto the Union Pacific mainline corridor from approximately Calwa in the south to the San Joaquin River in the north remains a goal in the Regional Transportation Plan.

High-speed rail planning is addressed in work element 152; however, work element 150 also recognizes the importance of coordinating and integrated planning between, in particular, high-speed rail and intercity passenger rail (Amtrak San Joaquins), and also between high-speed rail and all transportation modes.

Bicycling and Pedestrian Facilities

Fresno COG will continue to assist the cities within Fresno County and the County itself with securing funding for corridors to include bicycle and pedestrian uses.

Fresno COG developed a Regional Active Transportation Plan (ATP), which includes bicycle and pedestrian plans for all member agencies. The Plan provides a countywide inventory of existing conditions and planned countywide priority bicycle and pedestrian networks. Fresno COG's increased involvement in promoting bikeway and pedestrian (including trails) planning, funding and project development will continue in Fiscal Year 2018-19. The 2014 Fresno COG Regional Transportation Plan for the first time contained goals, policies, and explanatory information for the pedestrian transportation mode.

Fresno/Clovis Class IV Separated Bikeway Feasibility Study

The Policy Board approved the Fresno-Clovis Metropolitan Area Class IV Separated Bikeway Feasibility Study in July 2017. This study provided awareness to a new class of bicycle facility that will connect and enhance the active transportation network in the metropolitan region. Products included engineering guidelines and design parameters that communities in Fresno County can use to construct Class IV separated bikeways.

Complete Streets

Fresno COG remains consistent with its Regional Transportation Plan policies concerning Complete Streets (Chapter 6) and will continue to work with its member agencies to provide Complete Streets guidance and training. In addition, competitive funding programs administered by Fresno COG will take the Complete Streets Act into consideration by awarding points to projects within the project scoring and selection criterion process that implement Complete Street policies.

Previous Work Completed

1. Fresno County Regional Active Transportation Plan, February 2018.
2. Fresno/Clovis Class IV Separated Bikeway Feasibility Study, July 2017.
3. Rail analysis of the 119 miles of the San Joaquin Valley Railroad within the portion of Fresno County west of the City of Fresno, accepted November 17, 2011.
4. Comprehensive analysis and summary presentation on draft High-Speed Rail EIR/EIS for the segment Fresno north and the segment Fresno south to COG Committees and Policy Board in September, 2011.
5. Rail analysis of that portion of the San Joaquin Valley Railroad between Reedley and the City of Fresno (26 miles) in Fresno County, accepted February 24, 2011.
6. Updated rail, aviation, and non-motorized modal elements, contained within the Regional Transportation Plan, adopted June 2018
7. Fresno Freight Rail Realignment Study, May 27, 2010.

Products

1. Aviation, rail, bicycling, and pedestrian facilities inventories, reports, plans and products.
2. Memoranda, letters, minutes and notes related to aviation, rail, bicycling, and pedestrian modal element issues.
3. Reports and products related to the Amtrak San Joaquins, the San Joaquin Valley Railroad corridor in Fresno County and the San Joaquin Valley Class 1 Railroad (Union Pacific and Burlington Northern Santa Fe railroads) freight rail issues, Caltrans State Rail Plan, and rail consolidation/realignment.

Tasks

- 150.01 Monitor aviation, rail, bicycling, and pedestrian developments and emerging issues; evaluate and promote connectivity with other transportation modes; and, integrate with air quality planning as appropriate.
- 150.02 Monitor findings and recommendations of the Fresno Freight Rail Realignment Study and provide analysis and staff research on other rail matters as appropriate.
- 150.03 Document issues, provide analysis and staff research on Aviation System Plans and other aviation matters as appropriate.
- 150.04 Monitor and participate in activities of the San Joaquin Valley Rail Committee, including its evolution as the advisory committee to the San Joaquin Joint Powers Authority.
- 150.05 Coordinate with Tulare County and other Valley counties on the potential development of strategies to prevent abandonment of important railroad corridors, in conjunction with appropriate recommendations of the Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study and the San Joaquin Valley Railroad Business Plans (Reedley to Fresno and Firebaugh to Fresno).
- 150.06 Participate in initiatives/studies with regard to identifying and analyzing railroad corridors for preservation and alternative transportation uses, other fixed guideway studies and proposals, and New Technologies under the Measure C New Technology Program.
- 150.07
- 150.08 Participate in the Technical Advisory Committees for the San Joaquin Valley Goods Movement Sustainable Implementation Plan and the San Joaquin Valley I-5 Goods Movement Safety Corridor Study to ensure that the advantages and opportunities provided by the Class I freight railroads and the short line freight railroad are represented.
- 150.09 Monitor and participate in activities of the San Joaquin Joint Powers Agency, the new Regional Governance structure of the Amtrak San Joaquins.
- 150.10
- 150.11 Participate in the Fresno Yosemite International Airport Master Plan Update as an advisory committee member.
- 150.12 Continue communicating and coordinating planning activities with Lemoore Naval Air Station.

150 Other Modes																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
150.01 Monitor new modal issues	■		35	■	■	■	■	■	■	■	■	■	■	■	■	
150.02 Staff support - consolidation	■		1	■	■	■	■	■	■	■	■	■	■	■	■	
150.03 Monitor aviation issues	■		3	■	■	■	■	■	■	■	■	■	■	■	■	
150.04 SJV Rail Committee	■		10	■			■			■			■			
150.05 Rail Corridor Pres./Acq.	■		1	■	■	■	■	■	■	■	■	■	■	■	■	
150.06 New Technologies	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
150.07 Monitor member agency projects and update plans as necessary	■	■	15	■	■	■	■	■								
150.08 Goods Movement SIP/I-5 TACs	■		15	■	■	■	■	■	■	■	■	■	■	■	■	
150.09 Regional Governance	■		13	■	■	■	■	■	■	■	■	■	■	■	■	
150.11 FYI Master Plan Advisory	■		1	■	■	■	■	■	■	■	■	■	■	■	■	
150.12 Lemoore NAS Coordination	■		1	■	■	■	■	■	■	■	■	■	■	■	■	

150 Other Modal Elements

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	10,447	42,893	22,941	22,941
Benefits	2,221	14,851	6,837	6,837
Overhead	7,342	31,950	19,886	19,886
Total Staff Costs	20,010	89,694	49,664	49,664
Direct Costs				
Consultants	60,532	220,000	0	0
Other Misc Expense	111			
Agency Pass Thru			50,000	50,000
Total Direct Costs	60,643	220,000	50,000	50,000
TOTAL	80,653	309,694	99,664	99,664
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Agency Pass Thru

County Trail Master Plan 50,000

152 High Speed Rail Planning

Objective

To assist the California High-Speed Rail Authority, in conjunction with Fresno COG member agencies, FresnoWorks, and interested citizens and organizations, with proposals and initiatives for the high-speed train system, and to identify and evaluate all issues associated with high-speed trains in Fresno County, including passenger station-area planning and design issues, operational issues, ongoing efforts to secure the heavy maintenance facility, and any other issue associated with the planning and implementation of high-speed rail in Fresno County.

Discussion

This Work Element is devoted to the many different high-speed rail issues. These issues include securing a heavy maintenance facility in Fresno or its vicinity and other economic opportunities; station area planning and design; coordination with other transportation modes within the metropolitan area and the entire central San Joaquin Valley region; using eminent domain; and numerous jurisdictional, financial, environmental, operational and social equity issues associated with implementing high-speed rail in Fresno County.

The downtown Fresno high-speed rail passenger station will be located along the Union Pacific corridor centered on the Mariposa Street alignment. The City of Fresno is taking the lead on station-area planning and the Fresno COG intends to be fully involved and informed in recognition of the regional importance of the station facility. The passenger station will function as an intermodal facility, including access to the station by FAX and Rural Transit Agency public transit.

Previous Work Completed

- An “expression of interest” (FresnoWorks) for the High-Speed Train Heavy Maintenance Facility and its submittal to the High-Speed Rail Authority for consideration.
- Fresno Freight Rail Realignment Study/Rail Consolidation, prepared initially in coordination with the high-speed train alignment alternatives.
- Amendment to Measure C to provide \$25 million from the Rail Consolidation Subprogram for property acquisition and infrastructure improvements for the heavy maintenance facility, if the Fresno location is selected.
- Comprehensive presentation to COG Committees and Policy Board on the project-level EIR/EIS for the segment Fresno north and the segment Fresno south.

Products

1. Special high-speed rail planning studies as required, potentially with regard to the heavy-maintenance facility; transportation interface with downtown station; high-speed train passenger station architectural visioning; coordination between high-speed rail and Amtrak intercity rail, etc.
2. Meeting agenda packages, minutes, memoranda, letters, and other documentation related to the Fresno County Heavy-Maintenance Facility Steering Committee (FresnoWorks) and other committees and meetings.

Tasks

- 152.01 Coordinate, consult, and collaborate with the California High-Speed Rail Authority on high-speed rail related plans, programs and studies.
- 152.02 Provide continuing staff support, including meeting preparation and presentation materials, to local groups and committees and the general public on high-speed rail issues.
- 152.03 Document issues, provide analyses and staff research on high-speed rail matters, as appropriate.
- 152.04 Attend and participate in meetings and workshops of the California High-Speed Rail Authority, as appropriate, regarding items of importance and relevance to the Fresno region.
- 152.05 Attend and participate in meetings and other activities of committees and working groups established to assist with activities associated with high-speed rail station-area planning.

152 High-Speed Rail Planning																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
152.01 HSR plans, programs, & studies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
152.02 Staff Support Committees, Public	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
152.03 Other HSR matters as app.	■		20	■	■	■	■	■	■	■	■	■	■	■	■	
152.04 Attend HSRA meetings as app.	■		20	■	■	■	■	■	■	■	■	■	■	■	■	
152.05 Station Area Planning	■	■	40	■	■	■	■	■	■	■	■	■	■	■	■	

152 High Speed Rail Planning

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	FTA 5303	FHWA PL	FHWA Carry Fwd
Salaries	2,131	17,618	5,568	1,465	4,103	
Benefits	453	6,383	1,813	477	1,336	
Overhead	1,497	13,280	4,929	1,297	3,632	
Total Staff Costs	4,081	37,281	12,310	3,239	9,071	0
Direct Costs						
Consultants		50,000	50,000			50,000
Agency Pass Thru	182	140,000	0			
Total Direct Costs	182	190,000	50,000	0	0	50,000
TOTAL	4,263	227,281	62,310	3,239	9,071	50,000
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				372	1,040	5,735
Consultant						
HSR Planning	50,000					

153 Fresno County Airport Land Use Commission

Objective

The Fresno County Airport Land Use Commission coordinates airport land-use planning among state, regional and local agencies, delineating a compatible environment for the airport facility and, in turn, protecting a valuable local investment by adopting land-use policy plans.

Discussion

At the request of the County of Fresno, the Fresno Council of Governments (Fresno COG) has staffed and administratively supported functions of the Fresno County Airport Land Use Commission (ALUC) since 2008. The ALUC reviews land uses and land use changes, rezoning applications, zoning ordinance text amendments, airport master plans and building regulations proposed by local jurisdictions when they are located in one of the eight Fresno County public use or Naval Air Station Lemoore's airport influence areas. This review process determines plan and projects land use consistency with Fresno County Airport Land Use Compatibility Plans (ALUCP) for noise, safety, airspace protection, and aviation easement and protection.

In 2017, Fresno COG received funding from the Department of Transportation's State Aeronautics program to develop a unified Fresno County Airport Land Use Plan. This plan combines all eight existing airport compatibility plans into one document, adding an additional chapter to address the land use compatibility issues and requirements of NAS Lemoore. The plan is expected to be completed in late 2018.

Previous Work Completed

- Draft agenda packets, communicate with ALUC members and conduct ALUC meetings every other month (as needed) to review local agency actions and individual development projects, and determine consistency with the Fresno County Airport Land Use Commission Compatibility Land Use Plan
- Offer full administrative and planning support to the Fresno County Airport Land Use Commission
- Participated in California Airport Land Use Commission Consortium as a statewide forum to support the duties of ALUCs through collaboration and education
- Provided staff leadership and support for the implementation of a \$300,000 Caltrans Division of Aeronautics grant to combine 9 Airport Land Use Compatibility Plans into one document, with ear two of three now complete
- Updated the ALUC Handbook that is distributed to Commissioners
- Provided staff level review on many plans and projects as requested, evaluating any inconsistencies with current ALUCPs

Products

1. Agenda packets, minutes, staff reviews and reports.
2. Written staff reviews of local agency projects or plans and individual development projects to determine consistency with the Fresno County Airport Land Use Compatibility Plan (ALUCP) prior to placing on ALUC agendas
3. Public hearing and public comment received on Final Draft ALUCP
4. Final ALUCP adopted document
5. Updated ALUC Handbook distributed to Commissioners
6. Completed Caltrans Aeronautics quarterly ALUCP grant reporting
7. Updated and maintained ALUC webpage
8. Completed ALUC Form 700 reporting

Tasks

- 153.01 Provide staffing and administrative support functions for the Airport Land Use Commission
- 153.02 Provide technical assistance to local agencies and airports regarding implementation of the adopted Airport Land Use Compatibility Plan, enforced for the nine public use airports in Fresno County as well as portions of NAS Lemoore's airspace
- 153.03 Draft agenda packets, communicate with ALUC members, conduct ALUC meetings every other month (as needed), and provide meeting follow-up communications
- 153.04 Prepare staff reports for the Airport Land Use Commission on matters of land use compatibility or consistency.
- 153.05 Review environmental documents by applying the criteria in the airport land use compatibility plans and guidelines from the Caltrans Airport Land Use Planning Handbook
- 153.06 Review proposed revisions to airport master plans, FAR 150 studies, general plans, heliport layout plans and proposed ordinances
- 153.07 Complete the Airport Land Use Compatibility Plan update, including all required reporting and follow up documentation

- 153.08 Coordinate with Caltrans Division of Aeronautics, the ALUC, Fresno County Airport Operators and the public on the Fresno County Airport Compatibility Land Use Plan update
- 153.09 Coordinate with the state of California, airport authorities and local jurisdictions on matters related to airport land use policies and implementation
- 153.10 Incorporate technical graphics for all county public use airports, including newly adopted airport influence areas and clear and approach zones
- 153.11 Maintain and update Airport Land Use Commission information on the Fresno COG website
- 153.12 Participate in the California Airport Land Use Commission Consortium, a statewide forum to support ALUCs through collaboration and education.
- 153.13 May plan and host a biyearly Cal ALUC Conference in Fresno and may need to develop the Consortium's website to support conference planning.
- 150.14 Continue communicating and coordinating planning activities with Lemoore Naval Air Station

153 Airport Land Use Commission																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
153.01 Provide staffing and Admin. support	■		25	■	■	■	■	■	■	■	■	■	■	■	■	
153.02 Provide technical assistance to local agencies and airports	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
153.03 Prepare agenda packets	■		20	■	■	■	■	■	■	■	■	■	■	■	■	
153.04 Prepare staff reports	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
153.05 Review environmental documents	■		8	■	■	■	■	■	■	■	■	■	■	■	■	
153.06 Review proposed revisions to Plans and studies	■		6	■	■	■	■	■	■	■	■	■	■	■	■	
153.07 Complete Airport Land Use Compatibility Plan Update	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
153.08 Coordinate with Caltrans, ALUC, airports and public	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
153.09 Coordinate on airport land use matters	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
153.10 Technical graphics for airports			2	■	■	■	■	■	■	■	■	■	■	■	■	
153.11 Update ALUC info on Fresno COG website	■		3	■	■	■	■	■	■	■	■	■	■	■	■	
153.12 Participate in the CalALUC Consortium	■	■	3									■	■	■	■	
153.13 Cal ALUC participation and conference planning	■		6			■	■	■	■	■	■	■	■	■	■	
153.14 NAS Lemoore Coordination	■		2	■	■	■	■	■	■	■	■	■	■	■	■	

153 Airport Land Use Commission

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	0 FAA	LOCAL FUNDS
Salaries	10,643	20,552	21,507		21,507
Benefits	2,262	7,293	7,116		7,116
Overhead	7,479	15,407	19,115		19,115
Total Staff Costs	20,384	43,252	47,738	0	47,738
Direct Costs					
Consultants		300,000	80,000	72,000	8,000
Grant Specific Travel		3,000	3,000		3,000
County Counsel	1,775	5,000	5,000		5,000
Total Direct Costs	1,775	308,000	88,000	72,000	16,000
TOTAL	22,159	351,252	135,738	72,000	63,738
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Consultants

Airport Land Use Compatibility Plan 80,000

170 Regional Transportation Plan

Objective

With the adoption of the 2014 and the 2018 Regional Transportation Plan (RTP), Fresno COG maintains a continuous, coordinated and comprehensive planning and implementation process. The 2018 plan includes both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. It addresses the federally required planning factors emanating from MAP-21 and FAST Act, statewide transportation planning emphasis areas and legislative initiatives including SB 375 and AB 32.

The 2018 Plan is fiscally constrained, and is consistent with the Environmental Protection Agency's defined Transportation Conformity process and all local plans. The 2018 RTP also complies with the applicable requirement of 23 CFR Part 450, which regulates metropolitan transportation planning and programming. Additionally, this plan addresses greenhouse gas emission reduction issues not addressed in OWP Element 180 (Air Quality /Transportation Planning) and the emphasis areas included in the new Federal Transportation Act. The 2018 RTP contains a Sustainable Communities Strategy (SCS) as required by California Senate Bill 375, and includes a chapter addressing transportation performance management required under 23 U.S.C. 150(c).

Discussion

Fresno COG worked with its member agencies and the stakeholders to develop a SCS that met the "ambitious and achievable" greenhouse gas emission reduction targets that were set by the California Air Resources Board (ARB), and also advanced the Blueprint smart growth principles that were valued by the communities in Fresno County. The Fresno COG 2018 RTP was adopted by the Fresno COG Policy Board in June 2018.

The 2018 RTP/SCS was launched in the summer of 2016. Member agencies, stakeholders and the public were engaged to provide input for the 2018 RTP/SCS. Fresno COG has developed an Integrated Transport and Health Impact Model (ITHIM) with help from the State and Fresno County Public Health Department. Public health has been integrated in the scenario analysis as part of the performance matrix. Fresno COG also implemented an economic land-use model (Cube Land) to add a layer of economic refinement and realism to its land-use allocation strategies.

RTP development also reflects consistency with Joint Planning Regulations (23 CFR 450; 49 CFR 613), and the FTA and FHWA Strategic Plans that require RTPs to focus on the efficient and environmentally sound movement of both people and goods.

Federal law requires close coordination of planning activities where interregional issues occur. Because the designated nonattainment air basin covers eight counties (Stanislaus, San Joaquin, Merced, Madera, Fresno, Kings, Tulare, and Kern) these eight counties must ensure a continuing comprehensive and coordinated planning process. Additional discussion of Valleywide coordination is found in Work Element 820.

The MAP-21 and FAST ACT require target development for a series of transportation performance measures that have either been finalized or are still going through the Notice of Proposed Rulemaking (NPRM) process. Transportation safety is the first set of measures that were finalized, and Fresno COG incorporated the safety measures identified by the FHWA in the 2018 RTP.

This work element identifies staff time required to begin implementing the 2018 RTP.

Previous Work Completed

In May 2014, the Fresno COG Policy Board directed staff to develop three SCS programs to ensure continuous implementation of strategies in the 2014 RTP/SCS, and address issues raised during the process. These SCS implementation programs are: the Transportation Needs Assessment Program, the Sustainable Infrastructure Planning Grant Program, and the Agricultural Mitigation Program. The Transportation Needs Assessment Program was completed in September 2016; the Agricultural Mitigation Program White Paper was adopted by the Fresno COG Policy Board; the Sustainable Infrastructure Planning Grant Program has been funded with SB 1 formula planning grant and will be launched in early 2018. After two years of diligent work from staff, member agency representatives and stakeholder groups, the 2018 RTP/SCS was adopted in June 2018.

Products

1. RTP Project Mapping Tool
2. RTP Amendments

Tasks

170.02 Maintain information, technical expertise, mapping resources, and additional items as deemed necessary to assist member agencies in both quantifying and addressing the conversion of prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance associated with their proposed projects.

170.03 Develop an online mapping tool for the RTP projects, which will help COG staff, elected officials and the public visualize future transportation investment planned in the RTP/SCS.

170 Regional Transportation Plan															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
170.01 Develop a Sustainable Planning and Infrastructure Program	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
170.02 Ag mitigation support activities	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
170.03 Develop an on-line mapping tool for RTP projects	■		15	■	■	■	■	■	■	■	■	■	■	■	■

170 Regional Transportation Plan

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA	FHWA	FHWA Carry Fwd
Account	2016/17	2017/18	2018/19	5303	PL	
Salaries	182,254	309,738	169,848	22,339	147,509	
Benefits	38,739	106,939	53,699	7,063	46,636	
Overhead	124,622	228,197	149,285	19,635	129,650	
Total Staff Costs	345,615	644,874	372,832	49,037	323,795	0
Direct Costs						
Consultants	123,813	265,000	150,000	0	0	150,000
Workshops	932	12,000	0		0	
Promotion/Outreach	23,206	40,000	0		0	
Total Direct Costs	147,951	317,000	150,000	0	0	150,000
TOTAL	493,566	961,874	522,832	49,037	323,795	150,000
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				5,625	37,139	17,205
Consultants						
RTP Implementation	100,000					
RTP Mapping tool	50,000					
Total	150,000					

171 Transportation Performance Management

Objective

Comply with MAP 21 requirement for Transportation Performance Management and work with federal/state agencies, local governments and stakeholders to establish appropriate targets for the region.

Discussion

Federal transportation bills Moving Ahead for Progress-21st Century (MAP-21) and Fixing America's Surface Transportation (FAST Act) require Metropolitan Planning Organizations (MPOs) to conduct performance based planning and focus on achieving performance outcomes. The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

Transportation performances are managed through different metrics, including safety, bridge and pavement conditions, congestion/system performance and transit asset management. Each performance area contains a series of performance measures that MPOs need to set targets for their respective region.

- Safety: achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - Infrastructure Condition: maintain the highway infrastructure asset system in a state of good repair.
 - Congestion Reduction: achieve a significant reduction in congestion on the National Highway System.

Previous Work Completed

Safety performance is the first measure requiring targets. This includes five safety performance measures: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non-motorized fatalities and serious injuries.

To support this target-setting process, Fresno COG staff gathered historical collision data and conducted a trend analysis for each performance measure. Fresno COG convened a safety target committee to guide the process comprising planners and engineers of member agencies and other stakeholders. The recommended targets are approved by a series of committees, including: the RTP Roundtable, Transportation Technical Committee, Policy Advisory Committee and the Fresno COG Policy Board. The final 2018 safety performance targets for the Fresno region were finalized and submitted to Caltrans in February 2018.

MPOs are also required to establish annual transit asset management (TAM) targets for the four specific performance measures for all public transit providers area within 180 days after the transit providers establish their targets. Fresno COG developed the 2018 regional TAM targets by weighting the targets set by the local transit providers, Fresno Area Express (FAX) and Fresno County Rural Transit Agency (FCRTA). The final 2018 transit asset management targets for the Fresno region were finalized and will be submitted before the October 2018 deadline.

Products

1. Pavement and Bridge Performance Targets
2. System Performance Targets
3. 2019 Safety Performance Targets
4. 2019 Transit Asset Management Targets
5. Database of past and existing safety performance conditions.
6. Database of past and existing pavement and highway performance conditions.
7. Database of past and existing system performance conditions.

Tasks

- | | |
|--------|---------------------------------------------------------------------------------------------------------------------|
| 171.01 | Establish Pavement/Bridge Performance Measures (PM2) targets |
| 171.02 | Collect and analyze existing and historical system performance conditions |
| 171.03 | Establish System Performance Measures (PM3) targets |
| 171.04 | Update safety performance database with latest data and establish 2019 safety performance targets |
| 171.05 | Update transit asset information and prepare for 2019 transit asset management target setting |
| 171.06 | Combine and integrate data from various sources into databases storing all past and existing performance conditions |

171 Transportation Performance Management																
Task Description	C O G	OT HR	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
171.01 Establish Pavement/Bridge Performance Measures (PM2) Targets	■		10	■	■	■	■	■								
171.02 Collect and analyze existing and historical system performance conditions	■		25	■	■	■	■	■								
171.03 Establish System Performance Measures (PM3) Targets	■		25	■	■	■	■	■								
171.04 Update safety performance database with latest data and establish 2019 safety performance targets	■		20		■	■	■	■	■	■	■					
171.05 Update transit asset information and prepare for 2019 transit asset management target setting	■		10									■	■	■	■	
171.06 Combine and integrate data from various sources into databases storing all past and existing performance conditions	■		10						■	■	■	■	■	■	■	

171 Transp Performance Management

Budget	Actual	Adopted	Annual	FTA	FHWA
Account	Cost	Budget	Budget	5303	PL
2016/17	2017/18	2018/19			
Salaries	0	0	38,088	5,010	33,078
Benefits	0	0	12,560	1,652	10,908
Overhead	0	0	33,823	4,448	29,375
Total Staff Costs	0	0	84,471	11,110	73,361
Direct Costs					
Total Direct Costs	0	0	0	0	0
TOTAL	0	0	84,471	11,110	73,361
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				1,274	8,415

172 Congestion Management Process (CMP)

Objective

To implement Fresno COG's 2017 Congestion Management Process (CMP) update and continue to monitor regional congestion and system performance.

Discussion

The Final Rule for the Federal Management and Monitoring Systems (Title 23 Code of Federal Regulations Chapter I, Subchapter F, Part 500) defines an effective CMP as a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet State and local needs.

Fresno COG's Policy Board approved its 2017 CMP update final report in October 2017, guided by a CMP committee that comprised member agencies, Caltrans, transit operators and public stakeholders. The 2017 CMP update process used the most recent edition of FHWA's The Congestion Management Process: A Guidebook to guide the efforts.

Previous Work Completed

Working in partnership with the Federal Highway Administration, Fresno COG identified and developed a scope of work for the 2017 CMP update. The steering committee redefined the CMP network, limit it to the major freeways in the urban area, while also established three performance measures for monitoring, e.g.: travel time index, planning time index and delay. A Congestion Monitoring Dashboard for the Fresno region was developed that provides live-speed information on the website for the major freeways in the Fresno/Clovis Metro Area and also analyzes historical performance based on the identified performance measures. The Committee also defined congestion in Fresno County. Fresno COG identified an approach to integrate the CMP into the TIP planning process. Speed and crash data is mapped and provided to the RSTP project selection process.

As part of the CMP program, Fresno COG received \$20,000 from the FHWA Bicycle-Pedestrian Count Technology Program in spring 2015 to deploy automated pedestrian and bicycle counting equipment and encourage non-motorized count collection efforts in the MPO planning areas. The Bicycle-Pedestrian count program concluded in spring 2016. Member agencies continued to use the portable bike and pedestrian counters in their data collection efforts for bike/pedestrian activities.

Products

1. Congestion Monitoring Dashboard

Tasks

- 172.01 Maintain the Congestion Monitoring Dashboard
- 172.02 Continue to provide bike/pedestrian counters to member agencies for their data collection efforts
- 172.03 Provide speed and crash mapping to the RSTP project selection process for scoring purpose
- 172.04 Monitor and perform the SOV analysis process for any SOV projects on the CMP network

172 Congestion Management Process															
Task Description	C O G	OT HR	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
172.01 Maintain the Congestion Monitoring Dashboard	■		5	■	■	■	■	■	■	■	■	■	■	■	■
172.02 Provide bike/ped counters to member agencies		■	40	■	■	■	■	■	■	■	■	■	■	■	■
172.03 Provide speed and crash data to RSTP scoring process			25							■		■			
172.04 Monitor and conduct SOV analysis	■		30	■	■	■	■	■	■	■	■	■	■	■	■

172 Congestion Management Program

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	FTA 5303	FHWA PL
Salaries	53,362	50,244	31,610	4,158	27,452
Benefits	11,342	16,936	10,373	1,364	9,009
Overhead	37,502	37,171	28,036	3,687	24,349
Total Staff Costs	102,206	104,351	70,019	9,209	60,810
Direct Costs					
Consultants	70,745	75,000	20,000	20,000	0
Total Direct Costs	70,745	75,000	20,000	20,000	0
TOTAL	172,951	179,351	90,019	29,209	60,810
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				3,350	6,975
Consultant					
CMP Update	20,000				

180 Air Quality Transportation Planning

Objective

The Air Quality Transportation Planning Work Element provides for a coordinated transportation and air quality planning process. Both the Federal and California Clean Air Acts require that transportation plans, programs and projects conform to State Implementation Plans (SIPs), and establish the criteria and procedures for determining whether or not they conform.

Discussion

Transportation conformity is required by section 176(c) of the 1990 Federal Clean Air Act. Transportation conformity to a SIP means that on-road transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. In nonattainment and maintenance areas, federal regulations require that Regional Transportation Plans (RTPs), Federal Transportation Improvement Programs (FTIPs) and federally funded or approved highway and transit activities demonstrate transportation conformity. Under the 1990 Federal Clean Air Act Amendments, the US DOT cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to the SIP (Clean Air Act Section 176 (c), codified in 42 USC 7506(c)). The US EPA has issued extensive regulations covering how conformity is determined for transportation planning, programming, and projects in 40 CFR 93 Subpart A. Under the EPA regulations, the RTP's regional transportation conformity analysis must include all regionally significant transportation (road and transit) activities regardless of funding source.

RTP Conformity

Transportation conformity is intended to ensure that federal funding and approval are given to those transportation activities that support the purpose and goals of the SIP. Conformity ensures that these transportation activities do not degrade air quality and that they support attainment of the NAAQS. The MPO and the US DOT (FHWA/FTA) have a responsibility to ensure that the RTP conforms to the SIP.

The Clean Air Act amendments strengthened conformity requirements for transportation projects, necessitating an enhanced level of technical analysis of plans, programs, and projects than had been required in the past. Federal regulation requires that conformity determinations must be conducted at least every four years in "nonattainment" or "maintenance" areas prior to the approval or acceptance of a Regional Transportation Plan (RTP), Transportation Improvement Program (TIP) or certain Plan/TIP amendments. Fresno COG updates the TIP every two years with corresponding Conformity analysis. A Transportation Conformity analysis is also required prior to approval of Federal projects involving FHWA/FTA approval or funding, as well as 24 months after certain SIP actions, and 12 months following the effective date of new nonattainment designations. The requirement for emissions budgets, analysis, and modeling necessitate coordinating this task with Work Elements 110-*Regional Streets and Highways Planning*, WE#111-*Regional Transportation Modeling*, WE#170-*Regional Transportation Plan*, and WE#220-*Transportation Program Development*.

The Federal transportation conformity rule requires interagency consultation on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Interagency consultation is generally conducted through the San Joaquin Valley COG Director's Association-Interagency Consultation Group (IAC). This committee was reorganized and renamed in 2009. It was formerly referred to as the Model Coordinating Committee (MCC). The IAC has been established to provide a coordinated approach to Valley-wide air quality planning, transportation conformity, and transportation modeling issues. The IAC committee membership includes each of the eight Valley MPOs (that are included in the San Joaquin Valley Air Basin), the San Joaquin Valley Air Pollution Control District, the Federal Highway Administration, Federal Transit Administration, the U.S. Environmental Protection Agency, the California Air Resources Board and Caltrans-both Local Assistance and State Headquarters.

Previous Work Completed

1. Updates/presentations/information to member agencies on revisions, amendments and guidance developed from federal and California Clean Air Acts
2. Memorandum of Understanding among and between the eight MPOs in the San Joaquin Valley Air Basin and the SJVAPCD.
3. Emissions travel forecasts
4. Provided updated travel factors to the SJVAPCD
5. Assisted SJVAPCD in development of the 2007 8-hour Ozone Plan, the 2008 PM2.5 Plan, the 2007 PM10 Maintenance Plan and Request for redesignation and the CO Maintenance Plan, 2012 PM2.5 Plan, 2015 PM2.5 Plan, Air District Rules, and Transportation Conformity Determinations (1992, 1993, 1994, 1996, 1998, 2000, 2002, 2004, 2005, 2006, 2008, 2010, 2011, 2012, 2014, 2015, 2017)
6. 2015-16 Congestion Mitigation and Air Quality Improvement Program (CMAQ) call for projects: Process involves series of meetings with member agencies, stakeholders, developing application packet, compiled projects submitted, calculated emission reductions and cost-effectiveness, convened the scoring committee, and presented the committees' recommended projects to the Fresno COG Policy Board for approval. Fresno COG continues to manage and assist member agencies in the delivery of these projects.

7. 2014 Conformity Analysis for the 2015 FTIP and 2014 RTP which received federal approval December 12, 2014 for the 2014 RTP and December 15, 2014 for the 2015 FTIP.
8. 2015 Conformity Analysis Addressing the 2008 Ozone and 2012 PM2.5 Standards for the 2015 FTIP Amendment #8 and the 2014 RTP Amendment #1. Federal approval received 12/30/2015.
9. Conformity Analysis for the 2017 FTIP and the 2014 RTP. Federal approval received December 16, 2016.
10. Project level conformity determinations (hot-spot assessments)
11. Valley-wide Model Steering Committee
12. Statewide Conformity Working Group
13. San Joaquin Valley Clean Cities Coalition
14. California Federal Programming Group.
15. Transportation Conformity in the San Joaquin Valley presentation for Caltrans district project managers
16. 2008 Ozone Conformity Analysis for the 2013 FTIP and 2011 RTP- FCOG adoption May 2013.
17. San Joaquin Valley Plug-In Electric Vehicle Community Assessment-evaluation of the level of PEV readiness among jurisdictions.
18. San Joaquin Valley Plug-In Electric Vehicle Readiness Plan.
19. San Joaquin Valley Plug-In Electric Vehicle Charging Roadmap-siting optimal locations for public charging in the San Joaquin Valley

Products

1. Various air quality efforts/outreach/work products/sharing best practices with the SJVAPCD and other Valley MPOs' support staff. (i.e., development of new incentive programs, evaluation of public outreach programs, providing member contact information for the SJVAPCD)
2. New motor vehicle emission budgets in support of State Implementation Plans (SIPs), new national ambient air quality standards and updates to EMFAC (EMissions FACTor-ARB's mobile source model).
3. San Joaquin Valley COG Directors Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues. The SJV is a multi-pollutant nonattainment, multi-jurisdictional area that requires close collaboration and consultation among many agencies (i.e., FHWA, FTA, SJVAPCD, ARB, Caltrans, the air quality consultant for the eight valley MPO's)
4. Annual Congestion Mitigation and Air Quality (CMAQ) Improvement Program Report
5. Project level conformity determinations (hot-spot assessments)
6. Conformity analysis including model runs for each regionally significant FTIP amendment, and RTP
7. Monitor and implement federal air quality regulations. Assure compliance with regulations.
8. Interregional IAC meetings and Statewide Air Quality Conformity Working Group meetings
9. Valley air quality workshops.
10. Support for member agencies in programming/delivering their CMAQ projects.
11. Updates to Fresno COG Transportation Technical Committee (TTC) Policy Advisory Committee (PAC) and Policy Boards regarding air quality regulatory actions and Fresno COG planning processes.

Tasks

- 180.01 Monitor State and federal guidance related to air quality transportation planning requirements.
- 180.02 Provide technical support and assistance on applicable transportation planning issues to the San Joaquin Valley Air Pollution Control District (SJVAPCD).
- 180.03 Participate with the other Valley MPOs in the San Joaquin Valley COG Director's Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and conformity analysis issues.
- 180.04 Conduct conformity determinations to ensure that the Regional Transportation Plan, FTIP, and subsequent amendments conform to the State Implementation Plans (SIPs), required by laws and regulations.
- 180.05 Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board.
- 180.06 Work with the SJVAPCD and other agencies in determining whether there are TCMs, Reasonably Available Control Measures (RACM) and/or Best Available Control Measures (BACM), which could be pursued for congestion reduction or inclusion in attainment demonstration plans.
- 180.07 Participate in truck and goods movement studies along with the SJVAPCD, MPOs, and other government agencies.
- 180.08 Continue with the ongoing public education process and work to develop outreach programs on conformity, air quality, and other transportation issues.
- 180.09 Provide technical assistance to local agencies in order to conduct emissions calculations and general support for projects funded through the CMAQ program.
- 180.10 Continue to work with the SJVAPCD and California Air Resources Board to jointly evaluate the development of the updated EMFAC (EMissions FACTor model) and current California mobile source control measures on motor vehicle emission projections.
- 180.11 Identify methods, procedures, and/or alternatives to analyzing the effect of transportation modes, infrastructure and land use patterns on air quality.

180.12 Participation in “Valley Takes Charge” partnership with SJVAPCD and the Center for Sustainable Energy to further the work done with the San Joaquin Valley Plug-In Electric Vehicle Readiness Plan in the development of PEV deployment, as well as toolkits, factsheets and other instruments to support local government officials with PEV deployment.

180 Air Quality/Transportation Planning															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
180.01 Monitor State/Federal guidance	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.02 Tech Assist to SJVAPCD	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
180.03 Interagency Consultation Group	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
180.04 Conformity determinations	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
180.05 Submit travel forecasts	■	■	5				■	■	■						
180.06 TCMs/RACM/BACM	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.07 Truck movement studies	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.08 Public Education	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.09 CMAQ Emissions	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
180.10 Evaluate EMFAC Updates	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.11 Evaluate emission impacts	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.12 Valley Takes Charge			5	■	■	■	■	■	■	■	■	■	■	■	■

180 Air Quality/Trans. Planning

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	FTA 5303	FHWA PL	FHWA Carry Fwd
Salaries	68,475	94,802	85,372	11,229	74,143	
Benefits	14,555	33,119	30,721	4,041	26,680	
Overhead	48,124	70,778	77,526	10,197	67,329	
Total Staff Costs	131,154	198,699	193,619	25,467	168,152	0
Direct Costs						
Agency Pass Thru	41,330	65,000	65,000	0	0	65,000
Total Direct Costs	41,330	65,000	65,000	0	0	65,000
TOTAL	172,484	263,699	258,619	25,467	168,152	65,000
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				2,921	19,287	7,456
Agency Pass Through						
Air Quality Liaison - San Joaquin COG	65,000					
Total	65,000					

Transportation Program Development

210 Measure C Reauthorization Implementation

Objective

To provide the organizational structure, planning and staffing for an expenditure plan that guides the Measure C 1/2 cent sales tax measure.

Fresno COG continues to provide planning and financial services for several Measure C programs including the: Regional Transportation Program, Senior Taxi Scrip Program, Carpool Incentive Program, Commuter and Agricultural Worker Vanpool programs and the Regional Transportation Mitigation Fee Program. Fresno COG staff also assists with the Measure C Transit-Oriented-Development Program, the New Technology Reserve Fund and provides staff support to the Measure C Citizen Oversight Committee.

Discussion

In its role as the state designated Regional Transportation Planning Agency for Fresno County, Fresno COG is legislatively responsible for preparing an expenditure plan that identifies the expenditures of revenues generated from a local sales tax measure dedicated to transportation. The reauthorization of Measure C provides dedicated transportation funding revenues to address regional and local needs through 2027.

Products

1. Strategic Implementation Plan
2. Public Transportation Infrastructure Study
3. Senior Taxi Scrip, Measure C Carpool Incentive, Commuter and Agricultural Worker Vanpool Program, and the Regional Transportation Mitigation Fee Program implementation plans and strategies
4. Measure C Regional Transportation Plan Update
5. Measure C Regional Transportation Short-Term Program
6. Updates to the Strategic Implementation Plan for all Measure C Programs that Fresno COG oversees
- 7.
8. Update to the *Regional Transportation Program* component of Measure “C” Expenditure Program
9. Programming of funding updates to the Measure “C” Expenditure Program in the Federal Transportation Improvement Program (FTIP)
10. Implementation, supervision and documentation of the Measure C Taxi Scrip Program, Regional Transportation Mitigation Fee Program, the Commuter and Agricultural Worker Vanpool Programs and the Carpool Incentive Program.
11. Provide staff support for the Measure C Citizen Oversight Committee
12. Update the Measure C Strategic Implementation Plans for Measure C’s Local Funding Subprograms implemented by Fresno COG.
13. List of recommended projects to award screened by the New Technology Multidisciplinary Advisory Group and approved by the FCOG Policy Board to FCTA Board.
14. Implement the New Technology Reserve Fund.
15. Staff support and administration for all aspects of the Measure C Citizen Oversight Committee, including meetings, recruitment, communications, annual report support

Tasks

- 210.01 Update Measure C Strategic Implementation Plans for Measure C’s Regional Subprograms as needed
- 210.02 Address other implementation requests and requirements as issues arise
- 210.03 Administer sixth funding cycle, reconvene the TOD Technical Advisory Committee (TAC) and review the 2017 TOD Program Guidelines and Policies after the sixth funding cycle is completed.
- 210.04 Oversee and document the Measure C: Taxi Scrip Program, Regional Transportation Mitigation Fee Program, Commuter and Agricultural Worker Vanpool Programs, New Technology Reserve Fund and Carpool Incentive Program.
- 210.05 Staff support and administration for all aspects of the Measure C Citizen Oversight Committee, including meetings, recruitment, communications, annual report support
- 210.06 Monitor New Technology Reserve Funding Projects/Contracts awarded in 2017. Assist successful applicants as necessary
- 210.07 Oversee scoring of 2018/19 applications and eventual awarding of funding.

210 Measure “C” Reauthorization Implementation																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
210.01 Update Strategic Implementation Plans as needed	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
210.02 Address other implementation requests and requirements	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
210.03 Administer current funding cycle, and review TOD Program Guidelines and Policies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
210.4 Oversee and document the Measure C: Taxi Scrip Program, Regional Transportation Mitigation Fee Program, Commuter and Agricultural Worker Vanpool Programs, New Technology Reserve Fund and Carpool Incentive Program.	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
210.05 Implement RTMF, Carpool, Vanpool and Taxi Scrip	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■	
210.06 Staff the COC	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
210.07 Monitor New Technology Reserve Funding Projects scored and funding awarded. Assist successful applicants as necessary.	■	■	7.5	■	■	■	■	■	■	■	■	■	■	■	■	
210.08 Oversee scoring of 2018/19 applications and eventual awarding of funding.	■	■	7.5	■	■	■	■	■	■	■	■	■	■	■	■	

210 Measure "C" Extension

	Actual Cost	Adopted Budget	Annual Budget	LOCAL FUNDS
Budget				
Account	2016/17	2017/18	2018/19	
Salaries	113,398	152,655	143,492	143,492
Benefits	24,104	52,109	50,131	50,131
Overhead	77,819	113,296	129,301	129,301
Total Staff Costs	215,321	318,060	322,924	322,924
Direct Costs				
Consultants		30,000	30,000	30,000
Agency Pass Thru		5,514,210	5,514,210	5,514,210
Total Direct Costs	0	5,544,210	5,544,210	5,544,210
TOTAL	215,321	5,862,270	5,867,134	5,867,134
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				
Measure "C" Update	30,000			
Agency Pass Thru				
FSU Transportation Institute	2,977,889			
FCRTA Electric Vehicles	2,536,321			
Total	5,514,210			

211 Measure C Citizen Oversight Committee

Objective

To inform the public and to ensure that the Measure C funding program revenues and expenditures are spent as promised in the 2006 Measure C Extension Expenditure Plan.

Discussion

The 2006 Measure C Extension Expenditure Plan calls for a Citizen Oversight Committee to review spending under the transportation sales tax. The Committee may receive, review and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated above.

Previous Work Completed

The 13-member Citizen Oversight Committee was formed in March 2007, with members appointed by the Fresno County Mayors' Select Committee. The Oversight Committee Meetings continue to be scheduled on an as-needed basis, not typically occurring more than once per month.

Products

1. Local Agency Budget Reports from each agency and program receiving Measure C Local Agency Program funding
2. Citizen Oversight Committee formal annual report
3. Meeting agendas, minutes, attachments
4. Advertisements to fill available COC positions as they come available
5. Maintained COC webpage

Tasks

- 211.01 Prepare, publish and print meeting agendas and materials, notifying the committee and interested parties of agenda packet availability
- 211.02 Design, publish, email, review and submit Citizen Oversight Committee Local Agency Reporting Budget Forms for all local agencies receiving Local Measure C funds
- 211.03 Provide Citizen Oversight Committee members with information and staff support needed to write and publish their formal annual report to the public
- 211.04 Recruit new members to fill available positions due to term expiration or resignation
- 211.05 Communicate with Citizen Oversight Committee members regarding committee business via phone and email
- 211.06 Work as liaison between local agencies and Citizen Oversight Committee members
- 211.07 Update the Fresno COG website with current meeting and committee information
- 211.08 Communicate with FCTA regarding issues and concerns of the committee, and supply the committee with FCTA information and reports

211 Measure C Citizen Oversight Committee																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
211.01 Meeting agendas, materials	■	■	30			■	■	■	■	■	■	■	■	■		
211.02 COC Local Agency Reporting Forms	■	■	25	■	■	■	■	■	■	■				■	■	
211.03 Annual Report assistance	■	■	5	■	■	■	■	■	■							
211.04 Recruiting new members	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	■
211.05 Communication with COC members	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	■
211.06 Liaison between COC and locals	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	■
211.07 Update Fresno COG website	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	■
211.08 Liaison between FCTA and COC	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	■

211 Measure "C" Oversight Committee

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	9,756	10,328	11,727	11,727
Benefits	2,074	3,538	3,842	3,842
Overhead	6,856	7,672	10,397	10,397
Total Staff Costs	18,686	21,538	25,966	25,966
Direct Costs				
Other Misc Expense	309	1,000	1,000	1,000
Total Direct Costs	309	1,000	1,000	1,000
TOTAL	18,995	22,538	26,966	26,966
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

212 Measure C Carpool/Vanpool Programs

Objective

To encourage carpooling and commuter vanpooling in Fresno County.

Discussion

The 2006 Measure C Extension Expenditure Plan funds the carpool incentive and vanpool subsidy programs. Fresno County Transportation Authority (FCTA), charged Fresno COG with administering, overseeing and implementing the Measure C Carpool/Vanpool Programs due to its staff's expertise in ride sharing. The Commuter Vanpool Program provides an equal opportunity for both public and private industry competition, as well as potential public/private partnerships, offering subsidies and reimbursements for new and existing vanpools originating within Fresno County. The Carpool Incentive Program offers Fresno County commuters an opportunity to be chosen for monthly incentive awards by registering for the Measure C Carpool Incentive Program online at www.valleyrides.com, carpooling a minimum of two days per week, and submitting carpool logs through the program's system. Awards are given pending the completion, submission and approval of required online information. Each eligible entry also qualifies participants for annual grand prize giveaways.

Previous Work Completed

Program guidelines were updated and approved in 2017. The updated guidelines include a monthly lease subsidy for existing vanpools operating beyond their second year of vanpooling.

Fresno COG has completed its eighth full year of implementation for the Measure C Carpool Incentive Program hosting an eighth Grand Prize Giveaway in May 2017. COG staff continues to research and secure discounts towards the purchase of incentive awards given away to program participant winners. In response to participant feedback, COG staff continues to award monthly winners \$2000; with one (1) \$1000 award and two (2) \$500 awards, plus, up to an additional \$2000 per month used for other promotional giveaways, contests, etc. COG Rideshare Staff continues to research several new rideshare platform options to update and add new features to the Valleyrides website, with estimates for additions to better serve college campuses as well as existing Valleyrides participants, and development of multi-modal transportation/trip planning options.

During the 2016-2017 fiscal year 14,020 commute logs were submitted into the Valleyrides.com Measure C Carpool system.

Products

1. Rideshare (carpool/vanpool) incentive program
2. Grand Prize Giveaway Event
3. Monthly rideshare awards
4. Valleyrides website, rideshare registrations, ride-match and outreach portal
5. Commuter vanpool subsidy program

Tasks

- 212.01 Coordinate the Measure C Carpool Grand Prize Giveaway event and purchase prizes
- 212.02 Evaluate previous fiscal years' programs and events
- 212.03 Publicize the programs via website, email, public service announcements, community events, presentations, news articles, media and other cost effective means available, offering assistance to employers to help start or promote rideshare programs within their companies
- 212.04 Post and update all related information and forms on Fresno COG and Valleyrides' websites
- 212.05 Receive and evaluate all applications for each vanpool
- 212.06 Field calls from the public, answer emails and assist walk-in traffic
- 212.07 Notify recipients and sign agreements/forms with vanpool providers
- 212.08 Coordinate all aspects of the monthly Measure C Carpool Incentive Award giveaways. Dispense incentive awards at the Fresno COG office. Document all purchases and disbursements
- 212.09 Receive and process monthly vanpool invoices and mail out subsidies and reimbursements
- 212.10 Submit Claim Forms to the FCTA
- 212.11 Complete bi-monthly, quarterly and year-end reports

212 Measure C Carpool/Vanpool Programs																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
212.01 Carpool Grand Prize Giveaway	■	■	15	■								■	■	■	■	
212.02 Evaluate programs	■	■	5	■	■	■						■	■	■	■	
212.03 Publicize Programs	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■	
212.04 Maintain websites	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
212.05 Vanpool applications	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
212.06 Calls, emails walk-in traffic	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	
212.07 Notify/sign providers	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	
212.08 Carpool Monthly Incentive Awards	■	■	12	■	■	■	■	■	■	■			■	■	■	
212.09 Monthly vanpool invoices	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
212.10 Claim forms to FCTA	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	
212.11 Reporting	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■	

212 Measure "C" Ride Share/Van Pool

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	37,367	33,380	38,515	38,515
Benefits	7,943	13,301	14,811	14,811
Overhead	26,261	25,829	35,611	35,611
Total Staff Costs	71,571	72,510	88,937	88,937
Direct Costs				
Supplies/Printing	73	10,440	10,440	10,440
Software Support & Maint		5,000	5,000	5,000
Promotion/Outreach	16,478	60,000	60,000	60,000
Carpool Subsidy	34,978	48,000	48,000	48,000
Prizes & Awards	51,503	32,000	32,000	32,000
Commuter Van Pool Subsidy	99,965	165,000	165,000	165,000
Grant Specific Travel	91	500	500	500
Total Direct Costs	203,088	320,940	320,940	320,940
TOTAL	274,659	393,450	409,877	409,877
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

214 Measure C ADA/Seniors/Paratransit Taxi Scrip Program

Objective

Administer the Measure C Taxi Scrip Program, enhancing senior transportation services for persons 70 years of age and older who live in the Fresno County (service area) region.

Discussion

Measure C funds the Senior Taxi Scrip Program through subsidies each month. Taxi Scrip participants may purchase up to \$100 worth of scrip for \$25. The program is evaluated yearly to determine if it meets intended goals for increased ridership. The Taxi Scrip program should provide an equal opportunity for potential public and private partnerships. Fresno County Transportation Authority (FCTA) charged Fresno COG with administering the Measure C Taxi Scrip Program.

Previous Work Completed

Fresno COG developed implementing guidelines for the Taxi Scrip Program that were approved by the Fresno COG and FCTA Boards in February 2008. The program began implementation in 2008 with program information extended to the media and all Fresno COG contacts via email and hard copy letter, as well as posting all of the information and forms on Fresno COG's website and on Valleyrides.com, Fresno COG's ridesharing website, and video and audio spots developed by the agency responsible for Fresno County Transportation Authority's public outreach.

In 2012, an online user database was created to accommodate all of the information on Taxi Scrip participation and usage. Since that time, the program has grown to a point where scrip automation has become necessary. Staff continues to research and progress toward an automated, online taxi scrip program that no longer requires the use of paper scrip and allows participants to purchase scrip online or by phone using a credit card for payment. Efforts to automate the program previously were temporarily daunted by recent state and municipal regulations that impacted local taxi cab companies. Some or many of the state and local regulations have been resolved allowing cab companies to compete with familiar Transportation Network Companies (TNC's), such as Uber and Lyft. Staff is also continuing its research a partnership with alternative transportation providers and systems, to improve ridership for taxi scrip users. In August 2017 Fresno COG contracted with Fresno EOC as an alternative transportation provider, servicing seniors throughout Fresno County.

Fresno COG holds agreements with several local agencies to make the Scrip available for purchase at their different locations. Staff finalized the fourth agreement with the City of Sanger in January, 2017. Users may also order Taxi Scrip from Fresno COG via mail and in-person by visiting our office. Fresno COG Staff also entered into agreements with 15 taxi service providers in Fresno County. The agreement with taxi service providers was last updated in July, 2017. Staff reviewed and updated to the taxi scrip application form and proxy authorization form. All current scrip users were mailed a notice informing them of recent updates that included new cab fares as approved by the City of Fresno, a revision to the proxy authorization process, the current list of approved taxi cab companies and or providers.

Products

1. Taxi Scrip - Senior transportation subsidy program
2. Outreach program - to seniors, vendors, and taxi service providers
3. Website and taxi scrip automation
4. Management of quality service to seniors by taxi service providers

Tasks

- 214.01 Evaluate reporting procedures and monitor online database for accuracy.
- 214.02 Publicize the Taxi Scrip program via website, email, public service announcements, news articles, community events and other means available to all Fresno County residents
- 214.03 Post all related information and forms on websites and keep updated
- 214.04 Field calls from the public, assist walk-in traffic, and answer emails
- 214.05 Address complaints received from participants regarding Taxi Companies/transportation providers using Fresno COG rules/consequences, and complaint procedures, along with the City's established rules and fines.
- 214.06 Receive and evaluate all applications for Taxi Scrip Program and proxy designation forms
- 214.07 Monitor Taxi Scrip usage and replenish stock as needed.
- 214.08 Receive and process mail orders, invoices, reimbursements and sales. Review taxi company claims for accuracy and reimbursement.
- 214.09 Maintain partnership with various local vendors to act as currency distributors; collecting applications, and preparing quarterly vendor invoice statements.

214.10 Complete bi-monthly, quarterly and annual reports.

214 Measure C ADA/Seniors/Paratransit Taxi Scrip Program																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
214.01 Reporting Procedures	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
214.02 Publicize program	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
214.03 Post on websites	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
214.04 Answer calls and emails	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
214.05 Participant Complaints	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
214.06 Review applications	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
214.07 Swipe Usage/Stock	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	
214.08 Process orders /reimbursement	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■	
214.09 Partnership with vendors	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	
214.10 Compiling Reports	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	

214 Measure "C" ADA/Seniors

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	51,416	52,780	65,201	65,201
Benefits	10,929	21,934	25,966	25,966
Overhead	36,135	41,340	60,882	60,882
Total Staff Costs	98,480	116,054	152,049	152,049
Direct Costs				
Supplies/Printing	13,783	14,000	14,000	14,000
Software Support & Maint	450	60,000	60,000	60,000
Promotion/Outreach	200	50,000	50,000	50,000
Taxi Scrip	409,701	470,000	470,000	470,000
Grant Specific Travel	57	700	700	700
Other Misc Expense	1,598	2,000	2,000	2,000
Total Direct Costs	425,789	596,700	596,700	596,700
TOTAL	524,269	712,754	748,749	748,749
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

215 Measure C Agricultural Worker Vanpool Program

Objective

To administer the Measure C Agricultural Worker Vanpool Program, encouraging vanpooling participation in Fresno County.

Discussion

The 2006 Measure C Extension Expenditure Plan funds a farmworker vanpool program. Fresno County Transportation Authority (FCTA) charged the Fresno COG with administering, overseeing, and implementing the Measure C Agricultural Worker Vanpool Program due to COG's staff expertise in Ridesharing.

The Agricultural Worker Vanpool Program provides an equal opportunity for both public and private industry competition as well as potential public/private partnerships. The program offers subsidies and reimbursements for new and existing vanpools that originate within Fresno County.

Previous Work Completed

The program began in March 2008 with program information extended to the media, farm labor contractors, and all Fresno COG contacts via email and hard copy letter, as well as on Fresno COG's website and on Valleyrides.com, Fresno COG's ridesharing website.

Fresno COG staff re-evaluated the program in July of 2012 to convert to a weekly voucher for the entire van as opposed to a voucher for each individual rider. In early 2018, Fresno COG staff developed and released a request for proposals seeking assistance from community-based organizations, etc., to implement diverse and extensive grassroots outreach resulting in active awareness and participation in the Measure C Agricultural Worker Vanpool program.

Products

1. Vanpool subsidy program for agricultural workers
2. Grassroots outreach program to increase participation
3. Valleyrides website/Spanish – rideshare registration, ride-match, outreach portal

Tasks

- 215.01 Evaluate reporting procedures
- 215.02 Publicize the Agricultural Worker Vanpool program via website, email, community events, public service announcements, news articles, and other means available to all Fresno County residents including the Tribal membership and employees. Launch marketing /mini grant program for public outreach
- 215.03 Post all related information and forms on websites and keep updated
- 215.04 Receive, evaluate, document and process all applications for each Agricultural Worker Vanpool applicant
- 215.05 Notify recipients and sign agreements/forms with vanpool providers.
- 215.06 Receive, evaluate, document and process monthly invoices
- 215.07 Submit Claim Forms to the FCTA
- 215.08 Complete bi-monthly, quarterly and annual reports of the program accomplishments
- 215.09 Field calls and answer emails regarding the program
- 215.10 Finalize, release, and administer Agricultural Worker Vanpool Program Outreach Request for Proposals.

215 Measure C Farmworker Vanpool Program																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
215.01 Reporting Procedures	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
215.02 Publicize the program	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	
215.03 Post on websites	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	
215.04 Vanpool applications	■	■	24	■	■	■	■	■	■	■	■	■	■	■	■	
215.05 Notify/sign providers	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
215.06 Process monthly invoices	■	■	24	■	■	■	■	■	■	■	■	■	■	■	■	
215.07 Claim forms to FCTA	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
215.08 Generate Reports	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
215.09 Answer calls and emails	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	
215.10 Ag Worker RFP/outreach	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	

215 Measure "C" Farm Worker Van Pool

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	22,472	18,146	16,037	16,037
Benefits	4,776	7,164	6,358	6,358
Overhead	15,793	14,004	14,955	14,955
Total Staff Costs	43,041	39,314	37,350	37,350
Direct Costs				
Supplies/Printing		2,000	2,000	2,000
Software Support & Maint			20,000	20,000
Promotion/Outreach		100,000	100,000	100,000
Farm Worker Van Pool Subsidy	280,125	320,000	560,000	560,000
Total Direct Costs	280,125	422,000	682,000	682,000
TOTAL	323,166	461,314	719,350	719,350
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

220 Transportation Program Development

Objective

Identify transportation improvements within a short-range period in compliance with federal and state requirements.

Discussion

State law and federal regulations require regional transportation planning agencies to prepare Transportation Improvement Programs (TIPs). TIPs are formulated on two levels: state and federal. No transportation project can receive either federal or state funds unless it appears in an appropriate TIP.

The Federal TIP is a short-range transportation capital improvement program showing a minimum of four years. It is updated as needed to satisfy federal requirements, but no less than every four years. The first four years are commitments of funding and any additional years shown are for informational purposes only. The Federal TIP is a fiscally constrained document. In addition, the Federal TIP must undergo a separate air quality conformity determination to ensure the short-range projects do not slow the implementation of transportation control measures or degrade the air quality. The Federal TIP must conform to the longer-range Regional Transportation Plan (RTP) and must also incorporate appropriate projects from the Congestion Management Process (CMP). All transportation modes are included in the Federal TIP.

The State Transportation Improvement Program (STIP) is also a short-range transportation capital improvement program. This program experienced significant changes with the passage of SB 45, which encouraged decision making through partnerships; modified the STIP and RTP cycle, program components, and expenditure priorities; and called for greater regional agency fiscal accountability in the STIP process.

Senate Bill 1 (SB 1) will provide funding to new state competitive funding programs as well as increase funding for current state programs including STIP, ATP and Planning Grant programs.

Project funding decisions on the Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality (CMAQ) Program are under the COG's control within federal program guidance, and though Fresno COG administers the Regional Active Transportation Program (ATP), the CTC has the authority to reject or accept regional guidelines and program of projects. Appropriate prioritization and selection processes for the region have been established, and have been modified as the need has arisen. Special emphasis has been given to selecting transportation projects that emphasize "safety", "security", and alignment with the Sustainable Communities Strategy through the regional bid process. Fresno COG has programmed all six years' worth of member agencies STP "lifeline" funds and all of the "lifeline" CMAQ funds. The STP lifeline funds programmed equate to approximately 60 percent of the allocated total. The COG Policy Board decided that 30 percent of the total CMAQ funding would be programmed as "lifeline" funds and would be made available to each member agency based upon a population formula. Member agency CMAQ projects were programmed upon completion of air quality benefit and eligibility assessments.

Previous Work

1. Maintained an RSTP/CMAQ/TAP appropriation process.
2. Provided for consistent presentation of Federal TIP by eight Valley Transportation Planning Agencies, derived from a cooperative process.
3. Maintained a tracking system for RSTP, CMAQ, and ATP projects to ensure Federal funds are either encumbered or reappropriated within the region in a timely manner.
4. Implemented Policies and Procedures for reprogramming surplus RSTP and CMAQ funds.
5. Participated in state-wide California Federal Programming Group meetings on a monthly and/or quarterly basis.
6. Prepared "local" Obligation Plans for RSTP, CMAQ, and TE Programs in order to track regional obligation progress in meeting AB 1012 requirements. The plan also included other projects with federal funding as requested by Caltrans.
7. Prepared an annual listing of transportation projects, as required by law, for which federal funds were obligated during the previous fiscal year. 8. Continued to use the FTIP Amendment Procedures that authorizes the Executive Director to approve Administrative Modifications and specific types of formal amendments in lieu of Policy Board approval. Receiving the MPO and director delegation authority to approve FTIP administrative amendments has significantly reduced the numbers of FTIP Amendment Cycles.
9. Convened the Programming Task Force on an as-needed basis to advise COG staff as it strives to develop a programming process that will facilitate member agencies timely delivery of projects.
10. Continued to use adopted Expedited Project Selection Procedures (EPSP). All projects listed in the four year FTIP are now considered selected and may be advanced within the four year period of the California Federal Statewide Transportation Improvement Program (FSTIP).
11. Continued support to the local agencies in their use of the software system (FresnoTrak).

12. Participated in the development of the State's Active Transportation Program Guidelines and Application Update
13. Updated the guidelines and application for the Fresno COG Regional Competitive Active Transportation Program
13. Developed Scoring Criteria for the Fresno COG Regional Competitive Active Transportation Program.
14. Issued Cycle 3 of Fresno COG's Regional Competitive Active Transportation Program and CTC adopted the program of projects.
15. Served on the evaluation team for the State's ATP.
16. Served on the Active Transportation Technical Advisory Committee as a voting member.
17. Participate in the development process of the California Freight Investment Program Guidelines
18. Staff served as the RTPA vice moderator and moderator for the statewide RTPA group, 2014-2017

Products

1. Federal Transportation Improvement Program (four years of programming every two years).
2. Federal Transportation Improvement Program amendments.
3. Air Quality Conformity Determination for Fresno County.
4. STBG/CMAQ/ ATP Appropriation Process - Published Fund Estimates.
5. Tracking Process for the STBG/CMAQ/TAP-ATP Program / Project Liaison.
6. Tracking Process for STIP Regional Choice Program.
7. Consistent Presentation of TIPs from all eight Valley Regional Transportation Planning Agencies.
8. Compliance Certifications.
9. Implement policies and procedures for monitoring and reprogramming surplus STBG and CMAQ funds.
10. Prepare local obligation plans for STBG, CMAQ, and other state administered funding programs to track local project deliveries in meeting AB 1012 requirements.
11. FTIP amendments to allow changes reflecting project information for member agencies and Caltrans projects.
12. Expedited Project Selection Procedures (EPSP) used to advance or delay eligible project components.
13. Annual Federal Funding Obligation Report.
14. Tribal government relations documentation.
15. Implement and facilitate Caltrans Quarterly Roundtable meetings to discuss current issues dealing with project delivery and to provide feedback on ways to make the delivery process more efficient.

Tasks

- 220.01 Review California Transportation Commission's fund estimate, policies, and federal estimates. Track STIP as related to programming and delivery of projects.
- 220.02 Participate in the statewide RTPA group and subgroups, monitor regional, state and federal transportation issues, including potential and current transportation-related funding programs and opportunities.
- 220.03 Review the Caltrans proposed State TIP, compare with prior State TIPs, and solicit local agency input.
- 220.04 Track and provide for the implementation of new project proposals from member agencies and other eligible public.
- 220.05 Establish project priorities using locally adopted criteria; revise project selection procedures as necessary.
- 220.06 Document progress of prior Regional TIPs.
- 220.07 Work with San Joaquin Valley transportation planning agencies to cooperatively and consistently present the RTIP and provide for ITS Architecture maintenance.
- 220.08 Prepare Regional TIPs, (federal and state) for the California Transportation Commission and appropriate federal agencies.
- 220.09 Analyze and approve FTIP amendments and administrative modifications and transmit them to the state and federal agencies for approval.
- 220.10 Prepare and document project information suitable to making necessary air quality conformity findings.
- 220.11 Prepare compliance certifications.
- 220.12 Track STBG/CMAQ/TAP projects and funds and provide project liaison.
- 220.13 Program new transportation projects utilizing future funding.
- 220.14 Participate in the California Federal Programming Group (CFPG) and related subgroups.
- 220.15 Represent FCOG at monthly California Transportation Commission meetings, Regional Transportation Planning Agencies meetings, and Self Help Coalition meetings, as well as subgroups or technical working groups when needed.
- 220.16 Track any funding augmentation as related to programming and delivery of projects.
- 220.17 Coordinate, consult and collaborate with all tribal governments
- 220.18 Maintain and update the programming project tracking system (FresnoTrak).
- 220.19 Attend and participate in all Caltrans and FHWA-administered MAP-21 and FAST Act workshops and help develop performance-based planning and programming metrics.

220 Transportation Program Development

Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
220.01 Review Fund Estimates	■		3	■	■										
220.02 State RTPAs/Monitor issues and programs	■		8	■	■	■	■	■	■	■	■	■	■	■	■
220.03 Review STIP	■		4	■	■	■	■	■	■	■	■	■	■	■	■
220.04 Solicit New Projects	■		5	■	■	■	■								
220.05 Establish Priority/Proj. Select.	■		6	■	■	■	■	■	■	■	■	■	■	■	■
220.06 Document Implementation	■		6	■	■	■	■	■	■	■	■	■	■	■	■
220.07 Valley RTIP Coord. & ITS Arch.Maint.	■		5	■	■	■	■	■	■	■	■	■	■	■	■
220.08 Prepare & publish TIPs	■		7	■	■	■		■	■	■	■	■			
220.09 Process TIP amendments	■		10	■		■		■		■		■		■	
220.10 Air Quality Conformity	■		4					■	■	■	■	■			
220.11 Compliance Certifications	■		4					■	■	■	■	■			
220.12 Track RSTP/CMAQ & Liaison	■		5	■	■	■	■	■	■	■	■	■	■	■	■
220.13 Program new projects	■		4	■	■	■	■								
220.14 Part. in CFPG and subgroups	■		5	■	■	■		■		■		■		■	
220.15 Participate in CTC, RTPA, SHCC Meetings	■		3	■	■	■	■	■	■	■	■	■	■	■	■
220.16 Track STIP	■		5	■		■		■		■		■		■	
220.17 Coordinate with Tribal Govt.	■		1	■	■	■	■	■	■	■	■	■	■	■	■
220.18 Project Tracking System	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
220.19 Map-21 and FAST Act Implementation	■		5	■	■	■	■	■	■	■	■	■	■	■	■

220 Transportation Prog Development

Budget	Actual Cost 2016/1	Adopted Budget 2017/18	Annual Budget 2018/19	FTA	FHWA	State
Account	7	2017/18	2018/19	5303	PL	PPM
Salaries	102,622	107,465	133,122	16,664	110,032	6,426
Benefits	21,813	40,479	48,381	6,056	39,990	2,335
Overhead	72,123	81,857	121,208	15,173	100,184	5,851
Total Staff Costs	196,558	229,801	302,711	37,893	250,206	14,612
Direct Costs						
Software Support & Maint	53,556	56,000	56,000			56,000
Grant Specific Travel		3,000	3,000			3,000
Grant Administration	2,395					
Total Direct Costs	55,951	59,000	59,000	0	0	59,000
TOTAL	252,509	288,801	361,711	37,893	250,206	73,612
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				4,346	28,699	

Software Support & Maint	
Fresno Track - Echointeractive	56,000
Total	56,000

Services and General Coordination Activities

310 Intergovernmental Coordination

Objective

Promote coordination, cooperation and communication among local agencies, local districts Fresno COG, tribal governments, federal and state agencies on planning matters. Enable various entities, including Native-American tribes, to participate in and review the regional planning process.

Provide the public with information on activities, meetings, planning documents and reports, and seek advice on Fresno COG's planning activities.

Provide local agencies and the public the opportunity to review and comment on federal grant proposals through the local clearinghouse process.

Coordinate Caltrans Sustainable Transportation Planning Grant Program applications, if needed, from member agencies and other organizations that qualify for the grant programs but require Fresno COG to be the lead applicant.

Discussion

Fresno COG helps coordinate decisions of various governmental agencies at the local, tribal, state, and federal level. Transportation planning is an “inclusive” process where both metropolitan as well as non-metropolitan area officials join together to make planning decisions that will benefit the entire Fresno region and not just their own jurisdictions. It is also clear that decisions made in the transportation planning process should be supported with the best available information and data.

Also included in this work element is part of the Fresno COG public information program, specifically most of the internal staff activity. More detail on public participation has been provided in a separate work element, WE 311.

In accordance with Executive Order 12372, the state has designated Fresno COG as the local clearinghouse for the Fresno County region with the responsibility to review and comment on local applications for federal assistance. The process is designed to provide an opportunity for inter-jurisdictional coordination of federally assisted activities within Fresno County.

Fresno COG also supports the state's Environmental Enhancement and Mitigation Program that provides annual funding for transportation related landscaping, public land acquisition, and roadside rest and recreational projects.

Fresno COG continues efforts to outreach to Native-American tribes within Fresno County. Consistent with state and federal guidelines, Fresno COG has provided ongoing consultation with the Native-American tribes to strengthen the government-to-government relationship that has been established between Fresno COG and the Indian tribal governments. The Native-American tribes in Fresno County receive the following information by telephone, mail, email, fax, or in-person visits: the Fresno County Transportation Guide, the Regional Directory, Newsletters, workshop invitations and various grant notices. Occasionally they have responded by sending a representative to attend the meetings, but not in a consistent manner.

To strengthen the relationship that exists between the Native American Tribes and Fresno COG, a staff person has been assigned responsibility for Native American Tribal Government activities so there will be a consistent point of contact for any questions or concerns. This staff member is responsible for ensuring that any pertinent information affecting the Native American Tribes is transmitted to them in a timely manner.

A particular success has been the establishment of a Memorandum of Understanding between Fresno COG and the Big Sandy Rancheria to provide a mutually beneficial protocol for the tribe and Fresno COG to jointly identify, communicate, and coordinate actions of common concern relating to the Fresno COG's and the tribe's transportation plans and programs. Fresno COG staff also assisted the Big Sandy Rancheria in updating their Tribal Transportation Plan. Fresno COG will continue the outreach activities that have been established for the Native American Tribes as well as seek new ways to enhance the government-to-government relationship between Fresno COG and the Native American Tribal Governments. In particular, Fresno COG will make every effort to consult and involve the Native American Tribes in development of future plans and programs including, but not limited to the Short and Long-Range Transit Plans and the Federal Transportation Improvement Program.

Fresno COG will continue to provide staff support to the Association for the Beautification of Highway 99 as needed.

Previous Work Completed

1. Maintained coordinated planning process involving local, tribal, state and federal agencies.
2. Monitored and provided analysis to members on the federal transportation bills including FAST ACT and MAP-21 provisions and Notices of Proposed Rulemaking.
3. Reviewed and commented on major federal and state assistance programs to the Fresno COG Policy Board.
4. Provided support for the Environmental Enhancement and Mitigation Program to member and other interested agencies.
5. Monitored and provided analysis to members on AB 1012 apportionment and obligational authority delivery.
6. Provided staff support to the Association for Beautification of Highway 99. Helped complete the 2016 Update to the Highway 99 Beautification Master Plan.
7. Continued ongoing consultation with Native-American tribal governments in Fresno County.
8. Continued to provide information that may have potential effects on a tribe's land to the tribes in a timely manner.
9. Continued to coordinate Caltrans Transportation Planning Grants applications to Caltrans, if needed, from our member agencies and other organizations that qualify for the grant programs but that require the Fresno COG to be the lead applicant.
10. Coordinated interagency consultation with Madera County, Merced County, and the National Parks Conservation Agency on the National Parks Transit Study.
11. .
12. Continued to provide member agency assistance on grant opportunities through the membership of Efficientgov Grantfinder service.
13. Consulted with resource agencies, state and local agencies responsible for land use management, environmental protection, conservation, historic preservation and Native-American tribal governments concerning the 2018 Regional Transportation Plan.
14. Regional Transportation Plan.
15. Participated in the San Joaquin Valley Technical Assistance Team for the Affordable Housing and Sustainable Communities Program.

Products

1. Library of documents.
2. Information and coordination at the public, local, regional, tribal, state and federal levels.
3. Technical and legislative information assembled, analyzed, reproduced and disseminated to member agencies.
4. Planning certification report.
5. Support efforts of the policy, technical and citizens' advisory committees to resolve regional transportation issues.
6. Comment on proposals for federal assistance and state plans and programs.
7. Provide input into State planning efforts.
8. Develop required products, e.g., OWPs; RTPs; RTIPs, FTIPs.
9. Coordinate the local clearinghouse review process.
10. Comment upon local agency environmental reports and planning studies.
11. Provide staff support to the Association for the Beautification of Highway 99 if needed.
12. Native American Tribal and government-to-government coordination
13. Monthly legislative reports and bill and policy analysis to local agencies.
14. Submit Sustainable Transportation Planning Grant applications to Caltrans, if appropriate.

Tasks

- 310.01 Execute the OWP objectives, tasks, and schedules.
- 310.02 Carry out Fresno COG's process of dissemination, coordination and involvement, evaluation, and review and comment on federally-assisted program and projects.
- 310.03 Participate in environmental document review processes, as appropriate, when applicable to the regional planning process.
- 310.04 Carry out the review and coordination process for state plans and programs as they relate to local and regional plans and as an overall impact on the region.
- 310.05 Execute agreements with other single purpose planning organizations to ensure complete and coordinated review.
- 310.06 Act as liaison with various federal, state, tribal, and local agencies.
- 310.07 Participate with and communicate with other regional agencies on planning matters.
- 310.08 Carry out Fresno COG committee activities/tasks that result from coordinating, participating and reviewing regional planning process.
- 310.09 Encourage public representation within the Fresno COG committee structure.
- 310.10 Fulfill delegated clearinghouse responsibilities.
- 310.11 Provide that all regional planning be carried out in conformance with the provisions of the NEPA-404 MOU.
- 310.12 Continue coordination, consultation and collaboration with Native-American tribal governments, either federally recognized or not, in Fresno County both at the staff and Policy Board levels, including attempts to negotiate MOUs with those tribes not presently covered by an MOU.
- 310.13 Provide staffing for the Association for the Beautification of Highway 99 if needed.

- 310.14 Coordinate Caltrans Sustainable Transportation Planning Grant applications to Caltrans.
 310.15 Continue to consult with local agencies through Fresno Trak regarding federally aided projects in the FTIP and RTP.
 310.16 Staff support for the San Joaquin Valley Technical Assistance Team for the Affordable Housing Sustainable Communities Grant Program.

310 Intergovernmental Coordination																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
310.01 Maintain interagency coord	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
310.02 Maintain COG process	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
310.03 Review environmental doc	■		3	■	■	■	■	■	■	■	■	■	■	■	■	
310.04 Review state plans	■		4	■	■	■	■	■	■	■	■	■	■	■	■	
310.05 Execute review agreements	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
310.06 Liaison w/ gov. agencies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
310.07 Coordinate w/ regional agen	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
310.08 Staff COG committees	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
310.09 Public participation on committee	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
310.10 Local Clearinghouse Review	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
310.11 Conform with NEPA 404 MOU	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
310.12 Consult with Indian Tribes	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
310.13 Staff for SR 99 Committee	■		4	■	■	■	■	■	■	■	■	■	■	■	■	
310.14 Coordinate Planning Grants	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
310.15 Fresno Trak Coordination	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
310.16 AHSC Technical Assistants	■		8	■	■	■	■	■	■	■	■	■	■	■	■	

310 Intergovernmental Coordination

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	51,143	51,008	49,115	49,115
Benefits	10,871	17,328	16,332	16,332
Overhead	35,944	37,810	43,705	43,705
Total Staff Costs	97,958	106,146	109,152	109,152
Direct Costs				
Agency Pass Thru	28,600	45,000	15,000	15,000
Total Direct Costs	28,600	49,750	15,000	15,000
TOTAL	126,558	155,896	124,152	124,152
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Agency Pass Trough	
County Intergovernmental Review	1,000
Fresno Intergovernmental Review	4,000
Clovis Intergovernmental Review	10,000
Total	15,000

311 Public Information and Participation

Objective

Provide the public with information on projects, meetings, plans and reports, and to seek input from the public on Fresno COG's planning activities. This work element is intended to highlight the COG's desire to encourage public participation in the transportation planning process, consistent with federal requirements. This will include public participation in plans and programs as well as throughout the adoption process. Fresno COG's 2016 Public Participation Plan and supporting outreach strategies will be consulted and followed during each phase of plan or program development.

Discussion

Fresno COG complies with all public notification requirements of the California Public Records Act, the California Environmental Quality Act and Assembly Bill 52, as well as applicable state and federal laws. For additional information on those requirements and Fresno COG's application of them see the Fresno Council of Governments 2016 Public Participation Plan.

Fresno COG continues to expand its website's interactive nature, providing the public with an opportunity to view and comment on projects and plans online. Fresno COG's website also provides information on, and links to, public meeting agenda packets and information, calendar listings, opportunities to submit public comment or get involved in a plan or project, documents, surveys, public hearings, news releases and the Fresno COG Regional Directory, Policy Board Directory, Staff Directory and Transportation Guide. Fresno COG's website also contains links to other governmental, transportation and air quality-related sites. In 2017-2018 the website was modernized and updated with increased functionality from an advanced operating system.

Fresno COG uses its public information program to disseminate pertinent transportation-related information to its member agencies. These partners receive regular mailings and emails of agendas, reports, and materials related to Fresno COG's program areas as applicable. In summary, Fresno COG is committed to listening to the public and further commits to providing an environment that is both conducive and receptive to public participation during the planning process.

Previous Work Completed

1. Updated 2016 Public Participation Plan.
2. A public participation process involving speaking engagements; summaries of plans, programs, and technical processes; news releases, newsletters and other informative publications, citizen participants on working committees; participation in community organization and private business events; library circulation of key documents; public notices; public hearings; and the biannual conferences and forums.
3. Fresno COG materials explaining Fresno COG's roles and responsibilities
4. Maintenance of Fresno COG's websites and smartphone applications—www.valleyrides.com and www.fresnocog.org; Completely redesigned the www.fresnocog.org website.
5. Designed, printed and published an electronic version of Fresno COG's Yearly Meeting Calendar
6. Coordinated with the other seven San Joaquin Valley Metropolitan Planning Organizations to develop and implement an eight-county Public Outreach Strategy for the San Joaquin Valley Planning Agencies' Sustainable Communities Strategies included in the 2018 Regional Transportation Plan
7. Partnerships and mini-grant programs for public outreach during the 2018 Regional Transportation Plan
8. Community surveys, meetings and workshops
9. Developed materials in up to six different languages as needed
10. Planned and hosted the eight-county San Joaquin Valley Regional Policy Conference in March 2017
11. Designed e-newsletters, notifications and reminders via the online Constant Contact email software
12. Maintained many databases and email listings of contacts
13. Offered graphic design and editing support to staff members for a variety of projects, plans and projects
14. Published public notices and conducted public hearings and meetings for FTIP, RTP, Conformity, Measure C, Active Transportation Plans and Programs, CycleTracks
15. Maintained an active media listing and forward press releases to those lists as needed, answered inquiries from the media regarding various issues
16. Documented public participation process, with amendments as necessary
17. Regional Directory – updated annually
18. Fresno COG Brochure and Fresno County Transportation Guide
19. Conducted news conferences or offered support to member agencies planning press events
20. Fresno County Transportation Forum
21. Documented outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders
22. San Joaquin Valley Greenprint Process public outreach brochure and webpage

23. Developed and implemented an extensive Public Outreach Strategy for the 2018 Regional Transportation Plan (RTP)

Products

1. Coming Up At Fresno COG newsletters
2. Topical e-news communications developed as needed
3. News releases and media alerts
4. Public hearing notifications- posted and published
5. Public hearings and/or workshops as warranted
6. PowerPoint presentations regarding Fresno COG's programs/projects
7. Annual Calendar of Events
8. Fresno COG Regional Directory
9. Updated Fresno COG website and agenda builder
10. Updated and published Fresno COG brochure and office stationary/envelopes / business cards
11. 2018 Regional Transportation Guide
12. Documents, surveys, outreach and notices published in multiple languages
13. Updated tribal government database and outreach strategy
14. Updated email and mailing databases

Tasks

- 311.01 Maintain and carry out the adopted public participation process of the COG
- 311.02 Communicate with the community and member agencies via the “Coming Up At Fresno COG” e-newsletter and additional topical e-news communications
- 311.03 Prepare news releases and maintain list of media resources, answer media inquiries
- 311.04 Conduct public hearings and public meetings/workshops
- 311.05 Make presentations to local businesses and community groups as needed and/or requested.
- 311.06 Provide graphic design support to all staff, as well as designing Fresno COG public outreach materials
- 311.07 Publicize Fresno COG plans, programs and activities through a variety of online and media sources as well as community partnerships and committees
- 311.08 Publish an Annual Calendar of Events
- 311.09 Respond to public comment
- 311.10 Revise and publish online Fresno COG Regional Directory
- 311.11 Maintain Fresno COG’s websites and databases
- 311.12 Update and reorder Fresno COG brochures, folders, stationery and business cards
- 311.13 Publish the 2018 Regional Transportation Guide if determine it is needed
- 311.14 Conduct news conferences as needed
- 311.15 Host the Social Service Technical Advisory Committee and the Environmental Justice Advisory Committee
- 311.16 Conduct outreach efforts and provide informational materials in languages other than English, as needed
- 311.17 Annual update of the email database listing of tribal governments and unacknowledged tribal communities with a specific outreach strategy for reaching and working with Tribal Governments
- 311.18 Annual update of Fresno COG’s email/ mailing database listings of environmental justice contacts, community-based organizations and neighborhood associations to be updated on a yearly basis

311 Public Participation																	
Task Description	C O G	O T H R	% Of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N		
311.01 Conduct public process	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.02 E-news communication	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.03 Media Relations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.04 Public hearings/meetings	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.05 Presentations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.06 Graphic Design	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.07 Publicize plans/programs/activities	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.08 Publish Annual Calendar	■	■	2					■	■								
311.09 Respond to public comments	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.10 Regional Directory	■	■	3							■	■	■	■	■	■	■	■
311.11 Maintain Fresno COG websites	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.12 Fresno COG materials	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.13 Transportation Guide	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.14 News conferences/interviews	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.15 SSTAC/EJ Task Force/COC	■		8			■		■		■	■	■	■	■	■	■	■
311.16 Outreach and materials translation and provision	■		2	■	■	■	■	■	■	■	■	■	■	■	■	■	■
311.17 Tribal database annual update and outreach strategy	■		2	■	■	■	■										
311.18 EJ, comm. database annual update	■		2	■	■	■	■										

311 Public Participation

311 Public Participation

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA	FTA Carry Fwd	FHWA PL	FHWA Carry Fwd
Account	2016/17	2017/18	2018/19	5303			
Salaries	41,701	54,451	61,633	8,321		49,053	4,259
Benefits	8,864	18,450	20,464	2,763		16,287	1,414
Overhead	29,308	40,336	54,824	7,402		43,634	3,788
Total Staff Costs	79,873	113,237	136,921	18,486	0	108,974	9,461
Direct Costs							
Supplies/Printing	1,068	10,000	10,000		10,000	0	
Software Support & Maint	20,607	25,000	45,000		25,000	0	20,000
Workshops		5,500	5,500		2,850	0	2,650
Translation Services		4,500	4,500			1,620	2,880
Total Direct Costs	21,675	45,000	65,000	0	37,850	1,620	25,530
TOTAL	101,548	158,237	201,921	18,486	37,850	110,594	34,991
LTF MATCH 11.47%							
TOLL CREDIT MATCH 11.47%				2,120	4,341	12,685	4,013

313 Environmental Justice Activities

Objective

Ensure that Fresno County's low-income and minority populations are being included in the transportation planning process by incorporating the environmental justice and Title VI principles.

Discussion

Presidential Executive Order (#12898) issued in 1994 directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." In addition, federal-aid recipients are required to certify and the U.S. Department of Transportation (DOT) must ensure non-discrimination under Title VI of the Civil Rights Act of 1964 and many other laws, regulations and policies.

Metropolitan Planning Organizations (MPOs) serve as the primary forum where state DOTs, tribal governments, transit providers, local agencies and the public develop local transportation plans and programs that address a metropolitan area's needs. MPOs can help local public officials understand how Title VI and environmental justice requirements improve planning and decision making.

The Environmental Justice Report responds to federal guidelines by helping agencies:

1. Make better transportation decisions that meet the needs of all people.
2. Design transportation facilities that fit more harmoniously into communities.
3. Enhance the public-involvement process, strengthen community-based partnerships and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
4. Improve data collection, monitoring and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
5. Partner with other public agencies and private programs to leverage transportation-agency resources to achieve a common vision for communities.
6. Avoid disproportionately high and adverse impacts on minority and low-income populations.
7. Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

Previous Work Completed

1. Completed an update to the Fresno COG Title VI Plan in October 2016.
2. Reconvened the Environmental Justice Subcommittee
Completed the 2018 Fresno COG Environmental Justice Analysis in conjunction with the 2018 RTP to be adopted by the Fresno COG Policy Board in July 2018.

Products

1. Develop EJ Analysis Chapter for 2018 RTP/SCS
2. Develop EJ Analysis Appendix for 2018 RTP/SCS
3. Update Title IV Plan
4. Develop Tribal Coordination Plan

Tasks

- 313.01 Monitor environmental justice, Title VI and DBE rules and regulations as they apply to Fresno COG.
- 313.02 Maintain channels of communication with tribal communities opened as a result of past planning activities. Ensure Tribal consultation and coordination concerning the review of all planning documents that may affect the Tribal Government. Also consider Tribal Government concerns about projects outside tribal jurisdiction that have the potential to impact Native American cultural resources or communities, as well as the needs of individuals within those communities.
- 313.03 Find ways to expand the efforts of Central California Tribal Collaboration Transportation Planning Project
- 313.04 Conduct outreach efforts to and provide informational materials in other languages as deemed necessary
- 313.05 Implement recommendations outlined in the Fresno COG Environmental Justice Report
- 313.06 Maintain the Environmental Justice Subcommittee to review processes and documents and provide advisory comments as needed. Specifically review Fresno COG's Active Transportation Plan to ensure equity considerations are incorporated to bicycle and pedestrian planning goals.
- 313.07 Update Title VI Plan as necessary
- 313.08 Address Comments to Environmental Justice Section of the RTP

- 313.09 Conduct Environmental Justice & Title VI analysis for RTP & FTIP as necessary
- 313.10 Convene Environmental Justice Subcommittee meetings as necessary
- 313.11 Coordinate with Fresno Regional Housing Needs Plan/Consolidated Housing Element with the Environmental Justice Subcommittee
- 313.12 Address the Strategic Growth Council designation of “disadvantaged communities” in relation to the work FCOG is conducting for Title VI and environmental justice communities. Direct the Environmental Justice Advisory Committee to review Fresno COG’s Active Transportation Plan to make sure that disadvantaged communities fully share in the benefits of the program.
- 313.13 Develop Indian Tribal Government Outreach and Consultation Policy

313 Fresno COG Environmental Justice															
Task Description	C O G	O T H R	% of WORK	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
313.01 Monitor of environmental justice, Title VI, & DBE rules	■		5	■	■	■	■	■	■	■	■	■	■	■	■
313.02 Maintain channels of communication with tribal communities opened as a result of past planning activities. Ensure Tribal consultation and coordination concerning the review of all planning documents that may affect the Tribal Government. Also consider Tribal Government concerns about projects outside tribal jurisdiction that have the potential to impact Native American cultural resources or communities, as well as the needs of individuals within those communities.	■		1	■	■	■	■	■	■	■	■	■	■	■	■
313.03 Continue efforts started with the CC Tribal Collaboration Transportation Planning Project.	■		1	■	■	■	■	■	■	■	■	■	■	■	■
313.04 Conduct Outreach/Public Participation for RTP and FTIP	■		14	■	■	■	■	■	■	■	■	■	■	■	■
313.05 Implement recommendations	■		10	■	■	■	■	■	■	■	■	■	■	■	■
313.06 Maintain the Environmental Subcommittee to review processes and documents and provide advisory comments as needed, such as the Regional ATP (Plan).	■		10	■	■	■	■	■	■	■	■	■	■	■	■
313.07 Update Title VI Plan	■		5	■	■	■	■	■	■	■	■	■	■	■	■
313.08 Address Comments to Environmental Justice Section of the RTP	■		5	■	■	■	■	■	■	■	■	■	■	■	■
313.09 Conduct Environmental Justice analysis for FTIP and RTP	■		5	■	■	■	■	■	■	■	■	■	■	■	■
313.10 Convene Environmental Justice Sub Committee meetings as necessary	■		9	■			■			■			■		
313.11 Coordinate EJ Committee with Housing Plans	■		2	■	■	■	■	■	■	■	■	■	■	■	■
313.12 Address the Strategic Growth Council designation of “disadvantaged communities” in relation to the work FCOG is conducting for Title VI and environmental justice communities. Direct the Environmental Justice Advisory Committee to review Fresno COG’s Active Transportation Plan to make sure that disadvantaged communities fully share in the benefits of the program.	■		5	■	■	■	■	■	■	■	■	■	■	■	■
313.13 Develop Indian Tribal Government Outreach and Consultation Policy	■		25	■	■	■	■	■	■	■	■	■	■	■	■

313 Environmental Justice

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	FTA 5303	FHWA PL
Salaries	15,651	19,382	25,485	3,351	22,134
Benefits	3,327	5,992	8,133	1,070	7,063
Overhead	11,000	14,039	22,450	2,953	19,497
Total Staff Costs	29,978	39,413	56,068	7,374	48,694
Direct Costs					
Total Direct Costs	0	0	0	0	0
TOTAL	29,978	39,413	56,068	7,374	48,694
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				846	5,585

320 Technical Assistance

Objective

Provide member agencies, outside agencies and consultants with specialized technical assistance services. The major beneficiaries of this service are the smaller cities with limited technical staff resources. Non-member agencies and others are assisted on a cost-reimbursement basis.

Discussion

Fresno COG staff provides specialized technical assistance services to its member agencies and others. These services are generally related to computer applications for traffic modeling, demographics and related data base maintenance, and for support on accounting related software previously developed by Fresno COG.

These services can also include fiscal management support, computer applications support, traffic engineering studies, and special planning studies. Internal staff capabilities generally determine the kinds of technical assistance available. Under special circumstances, consultant or other agencies' services may be used. For example, Fresno County staff has provided traffic counts and traffic studies in several smaller cities.

General assistance is available to any member agency on an informal basis; however, projects requiring significant commitment of staff resources or external resources will be screened by staff and reported to the Board prior to initiation. This program is fully funded with local resources.

Circuit Planner and Circuit Engineer Programs:

In 2012, with the assistance of Prop 84 funding from the Strategic Growth Council, the Valley MPOs designed a Blueprint Integration Program for the entire Valley that used circuit planners to work with the small cities (with populations under 50,000). The program was successful in keeping the Blueprint's Smart Growth Principles applicable to local planning activities while providing assistance to integrate those concepts related to the transportation and land use connection into local planning processes.

In an effort to address financial concerns, the circuit planner/project development liaison assists local agencies and their staff with the project development process. This involves coordination and collaboration with partnering agencies throughout the planning, programming, and/or project delivery phases. Some of the activities include land use planning issues related to Blueprint and Sustainable Communities Strategy (SCS) integration into planning documents and procedures and project delivery issues that can be improved through a streamlined collaborative approach. Into FY 18/19, circuit rider planning and engineering services have been broken into two contracts, allowing for more focused attention to be placed on the two areas.

Previous Work Completed

1. Reimbursable traffic model runs for traffic impact studies for consultants.
2. Coordination of consulting study on Trails Planning for the City of Fresno, a project fully reimbursed by the City.
3. Assisted many local agencies by participating in oral interview panels for a variety of local agency recruitments.
4. Provided assistance to a variety of local agencies regarding maintenance or establishment of financial systems.
5. Special traffic studies for member agencies.
6. Special model runs for member agency traffic studies.
7. Traffic model runs in support of the General Plans and specific plans analysis.
8. Prepared pollution reduction calculations for member agency CMAQ applications.
9. Bicycle and pedestrian plans.
10. Provided member agencies with portable bike/pedestrian counters for collecting bike/walk activity data. Training for how to use the portable counters was provided as well.
11. Posted information to Fresno COG's website at member agency's request and provided graphic design services.
12. Continually provide Circuit Planner/Engineer assistance (project development liaison)

Products

1. Special services and projects as determined by individual members or non-member users.
2. Bike/pedestrian usage information on selected trails, bike lanes and sidewalks.

Tasks

- 320.01 Provide member agencies and non-member organizations or individuals with specialized services and/or assistance.
 320.02 Provide “circuit planner” and “circuit engineer” consulting assistance to member agencies.
 320.03 Continue to make the portable bike/pedestrian counters available to the member agencies and provide technical assistance in the application of the counters.

320 Technical Assistance															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
320.01 Provide technical assistance	■		40	■	■	■	■	■	■	■	■	■	■	■	■
320.02 Circuit Planner and Engineer consulting assistance	■		55	■	■	■	■	■	■	■	■	■	■	■	■
320.03 Provide the bike/ped. Counters to the member agencies	■		5	■	■	■	■	■	■	■	■	■	■	■	■

320 Technical Assistance to Members

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	34,433	66,621	53,743	53,743
Benefits	7,319	22,677	18,667	18,667
Overhead	24,199	49,409	48,355	48,355
Total Staff Costs	65,951	138,707	120,765	120,765
Direct Costs				
Consultants	84,177	150,000	150,000	150,000
Total Direct Costs	84,177	150,000	150,000	150,000
TOTAL	150,128	288,707	270,765	270,765
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants

Circuit Planner	50,000
Circuit Engineer	50,000
Technical Studies	50,000
Total	150,000

340 Transportation Demand Management Program

Objective

Fresno COG's Valleyrides staff provides Transportation Demand Management (TDM) services, information and support to individual commuters and employers in Fresno County. These TDM services assist with higher vehicle occupancy rates and reduce traffic congestion by expanding the traveler's transportation choice. Federal requirements mandate that non-attainment areas have rideshare/TDM programs.

Discussion

The rideshare objectives are designed to reduce traffic congestion, work-related vehicle miles traveled and automobile emissions, in an effort to improve air quality, conserve energy and prolong the life of existing transportation infrastructures. This is accomplished by encouraging voluntary rideshare activities, that is, carpooling, vanpooling, and bus-pooling, through matching rideshare participants. This is also accomplished by providing information on public transit, alternate work schedules, telecommuting, bicycling or walking as commute options and incentive programs such as preferred parking or Guaranteed Ride Home programs.

Previous Work Completed

Program staff has maintained the Valleyrides program, providing ride matching services within Fresno County. Staff members have also hosted TDM training workshops for employers, made in-house presentations, offered program support, information and organization and hosted major promotional events. Over the years Fresno COG staff has worked with more than 200 employer worksites in the region. These employers have received a variety of services and/or information. The database, website and app are continually maintained, updated and improved. Staff has researched several new rideshare platform options to update and add new features to the Valleyrides website, with estimates for additions to better serve college campuses, existing Valleyrides participants and to offer multi-modal transportation and trip planning options to the community.

Products

1. Ridematch Database
2. Employer Services
3. Information Services/ Program Awareness
4. Valleyrides Database
5. Valleyrides Website
6. Vanpool Services
7. Program Material: Fliers, brochures
8. Monthly/Annual Incentive Awards
9. Rideshare Week
10. Local/Statewide Agency Assistance
11. TDM Administration

Tasks

- 340.01 Ride-matching
 - a. Referrals and assistance to Valleyrides participants.
 - b. Refer applicants to COG's online ride-matching website at www.valleyrides.com. Process all incoming ride-match requests for clients who do not have internet access.
 - c. Cooperate with other ridesharing agencies and employers to facilitate matches.
 - d. Maintain a current and active data base by surveying clients and purging data continually.
- 340.02 Employer Services
 - a. Assist employers by supplying commute option information and services. This includes five Native-American rancherias within Fresno County.
 - b. Maintain involvement in transportation demand management planning issues as they relate to increasing and improving commute alternatives.
 - c. Cooperate with other agencies concerned with congestion management, air pollution, and transportation issues.
- 340.03 Information Services
 - a. Maintain information on alternative transportation services such as: transit, bikeways, vanpools, bus-pools, and park-and-ride lots. Emphasize safety, energy conservation and efficient use of existing transportation facilities and congestion relief and prevention.
 - b. Define, design and distribute informational documents. Fulfill requests for information.

- c. In conjunction with work element 311/Public Participation, staff provides information and support for COG's Fresno County Transportation Guide.
 - d. Enhance and maintain the www.valleyrides.com website information.
 - e. Promote bicycle commuting and safety by continuing to update, print and distribute Bikeway Maps of the Fresno County region.
 - g. Develop "Rideshare Week" Campaign.
 - h. Promote and support Measure C Carpool Incentive Program implementation.
- 340.04 Vanpool Services
- a. Include vanpooling options in Ridesharing presentations.
 - b. Provide vanpool referrals and information assistance to employers and individual clients or groups.
 - c. Operate and Promote the Measure C Vanpool Subsidy Program for commuters and agricultural workers as requested by the Fresno County Transportation Authority. See Work Elements 212 and 215 for detailed information on the programs.
- 340.05 Local/Statewide Agency Assistance
- a. Meet with representatives from city and county agencies, transit districts, bicycle clubs, chambers of commerce and other local associations that may be interested in or affected by the program to coordinate services and information.
- 340.06 Administration
- a. Provide necessary administrative support and supervision, address problem areas as they arise, and seek information and cooperation with other Ridesharing programs.
 - b. Prepare and maintain program records, OWP TDM Element, budget, invoices and quarterly reports.
- 340.07 TDM Program
- a. Identify specific capital projects to utilize any available funding

340 Transportation Demand Management Program																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	J U N
340.01 Ride-matching Services	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	■
340.02 Employer Services	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	■
340.03 Information Services	■	■	35	■	■	■	■	■	■	■	■	■	■	■	■	■
340.04 Vanpool Services	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	■
340.05 Local Agency Assistance	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	■
340.06 Administration	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	■
340.07 TDM Program	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	■

340 TDM Program

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	3,282	4,014	5,075	5,075
Benefits	698	1,591	1,835	1,835
Overhead	2,307	3,101	4,614	4,614
Total Staff Costs	6,287	8,706	11,524	11,524
Direct Costs				
Supplies/Printing		7,750	7,750	7,750
Promotion/Outreach	294	5,000	5,000	5,000
Grant Specific Travel		500	500	500
Total Direct Costs	294	13,250	13,250	13,250
TOTAL	6,581	21,956	24,774	24,774
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

350 Fresno Regional Data Center

Objective

Serve as an Affiliate State Census Data Center and provide assistance to member agencies and the general public in obtaining, analyzing and using Census and other demographic data in support of the areawide transportation planning process. Provide continuing support for traffic simulation modeling requirements, including updating and developing alternative socio-economic scenarios for new projects and land-use scenarios from consultants and member agencies, and providing data support for COG-prepared transportation reports and plans.

Discussion

As part of the Affiliate State Census Data Center for Fresno County, Fresno COG responds to requests for Census information from member agencies and the public in support of transportation planning activities. Staff also coordinates with the Bureau of the Census to disseminate Census reports, announcements, and maintain Census geography. As part of this task, Fresno COG has established a page on its website that provides data by Fresno County jurisdiction, as well as links to U.S. Census data and other information for use by member agencies, other governmental entities and the public.

Fresno COG will monitor the American Community Survey. In addition to general maintenance and support functions, this work element includes data for the Regional Housing Needs Allocation Plan that defines the fair share allocation of housing growth in the County, as well as the general improvement of the models' performance.

Previous Work Completed

1. Maintained socioeconomic data to support traffic modeling.
2. Responded to data requests from governmental agencies, businesses, academic institutions, and the public in support of transportation-related work.
3. Disseminated U.S. Census, State Department of Finance, and other information to member agencies and the public.
4. Developed socio-economic data for Fresno COG-prepared reports and plans.
5. Hosted a workshop for the Census Bureau's Local Update of Census Addresses Operation (LUCA), where regional agencies were trained in how to engage in the 2020 Census address update program.

Products

1. Socioeconomic information for Fresno COG-prepared reports and plans.
2. Special census reports in response to member agency and public requests for transportation data.
3. Affiliate State Census Data Census Reports and other data.
4. Update demographic information for website
5. Various demographic and socioeconomic information in support of traffic modeling activities

Tasks

- 350.01 Maintain Fresno Regional Data Center, which disseminates Census 2010 and other special census reports, assists in obtaining and analyzing and information to aid member agencies and the general public in transportation planning and research.
- 350.02 Develop, maintain and provide support for reports and model.

350 Fresno Regional Data Center															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
350.01 Maintain Regional Data Center	■		50	■	■	■	■	■	■	■	■	■	■	■	■
350.02 Support COG reports and model	■		50	■	■	■	■	■	■	■	■	■	■	■	■

350 Fresno Regional Data Center

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	FTA 5303	LOCAL FUNDS
Salaries	39,399	10,094	31,948	15,974	15,973
Benefits	8,374	3,700	10,519	5,260	5,260
Overhead	27,690	7,632	28,360	14,180	14,180
Total Staff Costs	75,463	21,426	70,827	35,414	35,413
Direct Costs					
Total Direct Costs		0	0	0	0
TOTAL	75,463	21,426	70,827	35,414	35,413
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				4,062	

360 “One Voice” and “Valley Voice” Advocacy

Objective

"One Voice" unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek annual Federal and State funds and advocate for projects and legislative priorities of regional significance. All projects and legislative priorities chosen contribute to an improved quality of life throughout the Fresno County region.

"Valley Voice" brings together elected officials from each of the eight San Joaquin Valley counties and the Regional Transportation Planning Agencies to advocate for infrastructure projects and legislative priorities that will benefit the San Joaquin Valley.

This work element provides local agencies with information on federal and state legislation, regulations, guidelines and policies that affect the Fresno COG and our member agencies.

Discussion

Since 2003, Fresno COG has sponsored a group of member agency elected officials, public administrators and selected staff, to advocate in Washington DC for a number of regionally significant projects and priorities identified by Fresno COG member agencies and various stakeholders. This effort, known as the Fresno COG "One Voice", will be continued in Fiscal Year 2018/19.

Although the "One Voice" effort does not represent the sole advocacy for the Fresno region (Fresno County, individual cities and other public authorities pursue important objectives in Washington and Sacramento as well), it does provide an opportunity to give special focus to a core group of projects and legislative priorities around which the broadest group within the county can unite.

Valley Voice

Fresno COG also participates in Valleywide advocacy trips to Sacramento and Washington D.C. along with the other seven Regional Transportation Planning Agencies in the San Joaquin Valley and the San Joaquin Valley Regional Policy Council. This advocacy effort, termed "Valley Voice" brings together elected officials from each of the eight San Joaquin Valley counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern) and the Executive Directors and staff representing each of the San Joaquin Valley Regional Transportation Planning Agencies.

Fresno COG Legislative Reporting and Analysis

Fresno COG staff also devotes significant time to ongoing legislative activities including, but not limited to, monthly reports detailing pending state and federal legislation in current sessions, bill analysis, regular correspondence to state and federal representatives communicating positions on bills of interest by the Policy Boards, draft bill language, and the development of an annual Fresno COG Legislative Platform and SJV Regional Policy Council Legislative Platform. Fresno COG uses a tracking system called CapitolTrak to assist with the monitoring of statewide legislation.

Previous Work Completed

Fresno COG has organized 16 annual (2003-2017) "One Voice" advocacy trips to Washington D.C., seven annual (2006-2012) "One Voice" advocacy trips to Sacramento and coordinated with other Valley COGs for "Valley Voice" advocacy trips to Sacramento (2008-2017) and Washington D.C. (2009-2017, except in 2012).

Fresno COG created the first annual Legislative Platform in 2008 that outlined the COG's priority legislative and policy issues for advocacy during that year. It is updated annually, and a 2018 Fresno COG Legislative Platform was finalized in early 2018.

Products

1. "One Voice" community advocacy trip to Washington D.C.
2. "Valley Voice" with appropriate action initiatives.
3. Appropriations requests and other funding applications following Washington D.C. visit.
4. Administrative and regulatory relief requests prior and following Washington D.C. visit.
5. Follow-up "Valley Voice" action initiatives.
6. Monthly legislative reports, bill analysis, and regular correspondence to state, federal, and local agency representatives on legislation and policy areas of interest to the Fresno COG.
7. 2018 and 2019 Fresno COG and SJV legislative platform.

Tasks

- 360.01 Maintain 2018 and develop 2019 Fresno COG legislative platform
- 360.02 Regional priorities selection for Fresno COG "One Voice" to Washington D.C
- 360.03 Meeting logistics, sponsorships and materials for Fresno COG "One Voice" to Washington D.C
- 360.04 Travel and trip implementation for Fresno COG's "One Voice" to Washington D.C
- 360.05 Washington D.C. Trip follow-up
- 360.06 Legislative platform for Valley COG's "Valley Voice" to Sacramento
- 360.07 Delegate briefings for Valley COG's "Valley Voice" to Sacramento
- 360.08 Meeting logistics and materials development for Valley COG's "Valley Voice" to Sacramento
- 360.09 Travel associated with Valley COG's "Valley Voice" to Sacramento
- 360.10 Legislative platform and projects for Valley COG's "Valley Voice" to Washington D.C.
- 360.11 Delegate briefings for Valley COG's "Valley Voice" to Washington D.C.
- 360.12 Meeting logistics and materials development for Valley COG's "Valley Voice" to Washington D.C.
- 360.13 Travel associated with Valley COG's "Valley Voice" to Washington D.C.
- 360.14 Monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies.

360 One Voice Advocacy																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	JAN	FEB	MAR	APR	MAY	JUN	
360.1 Develop Legislative Platform	■	■	4					■	■							
360.2 Call for Regional Priorities One Voice D.C.	■	■	5					■	■	■						
360.3 Priorities Selection for Washington D.C	■	■	5								■	■				
360.4 Delegate briefings for Washington D.C	■	■	5						■	■	■	■	■			
360.5 Logistics and materials for Washington D.C	■	■	11			■					■	■	■			
360.6 Travel and implementation Washington D.C. One Voice Trip	■	■	5									■	■			
360.7 Washington D.C. One Voice trip follow up	■	■	2										■	■		
360.8 360.12 Identify legislative platform for Valley COG's to Sacramento	■	■	6		■		■	■			■		■		■	
360.9 360.13 Delegate briefings for Valley COG's to Sacramento	■	■	2								■					
360.10 360.14 Logistics and materials for Valley COG's to Sacramento	■	■	5						■	■						
360.11 360.15 Travel associated with Valley COG's to Sacramento	■	■	2									■				
360.12 Identify legislative platform and projects for Valley COG's Washington D.C.	■	■	8						■	■	■	■				
360.13 Delegate briefings for Valley COG's for Washington D.C.	■	■	2								■	■				
360.14 Logistics and materials for Valley COG's for Washington D.C.	■	■	7							■	■					

360 One Voice Advocacy

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	30,511	34,255	40,242	40,242
Benefits	6,485	11,558	13,922	13,922
Overhead	12,268	15,269	24,444	24,444
Total Staff Costs	49,264	61,082	78,608	78,608
Direct Costs				
Consultants	32,843	33,000	26,000	26,000
Supplies/Printing	2,525	4,113	4,113	4,113
Grant Specific Travel	12,812	24,509	24,509	24,509
Other Misc Expense	21,311	3,802	3,802	3,802
Total Direct Costs	69,491	65,424	58,424	58,424
TOTAL	118,755	126,506	137,032	137,032
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
Simon & Simon	26,000
Total	26,000

Regional Coordination of Transportation, Land Use and Housing

411 Resource Planning and Ag Mitigation

Objective

Coordinate regional resource planning and an ad-hoc committee to provide staff and elected officials with a toolbox of policy options and best practices for mitigating the loss of farmland in Fresno County due to the placement of transportation projects.

Discussion

Fresno COG's Policy Board directed staff to establish an ad-hoc committee to assist member agencies in identifying potential policies and actions to minimize farmland loss associated with transportation facilities' construction. The committee comprised one representative from each of the incorporated 15 cities, the County of Fresno, Fresno LAFCo, Caltrans, the Blueprint Planner's Network, the building/development community, the environmental protection/conservation community, the environmental justice community, and two representatives from the agricultural community.

The Committee proposed seven individual items, including a recommended policy, implementation activities, and additional general recommendations to direct COG assistance efforts and future activities.

Fresno COG staff continues to assist with implementation activities, including additional outreach and coordination with government agencies also discussing and addressing agricultural mitigation. This effort includes monitoring and coordinating Groundwater Sustainability Plans affecting the Fresno region, if required.

In addition, Fresno COG in partnership with the eight valley MPOs developed the San Joaquin Valley Greenprint Phase I and Phase II -- a collection of maps, assembled as a comprehensive, interactive database that catalogs current conditions and trends related to the region's biological, agriculture and water resources. The SJV Greenprint is intended to assist local agencies/organizations and their decision-makers, making available a wide range of current public data on regional resources, compiled in a single repository with interactive mapping capability. Staff will continue to work with the regional planners network to further refine and maintain the SJV Gateway.

Products

1. Information, technical expertise, mapping resources, and additional items as deemed necessary to assist member agencies in both quantifying and addressing the conversion of agricultural lands.

Tasks

- 411.01 Assist member agencies, when requested, with mapping resources for member agencies related to natural resources.
- 411.02 Maintenance of information, technical expertise, mapping resources, and additional items as deemed necessary to assist member agencies in both quantifying and addressing natural resources and the conversion of agricultural lands.
- 411.03 Ongoing coordination with other agencies addressing natural resources and agricultural land conversion and/or conservation.

411 Resource Planning and Ag Mitigation															
Task Description	C O G	O T H R		J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
411.01 Mapping assistance	■	■	30%	■	■	■	■	■	■	■	■	■	■	■	■
411.02 Data and resource maintenance	■	■	30%	■	■	■	■	■	■	■	■	■	■	■	■
411.03 Agency coordination	■	■	40%	■	■	■	■	■	■	■	■	■	■	■	■

411 AG FARM LAND
MITIGATION

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	1,192	7,507	2,269	2,269
Benefits	253	2,703	806	806
Overhead	838	5,649	2,054	2,054
Total Staff Costs	2,283	15,859	5,129	5,129
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	2,283	15,859	5,129	5,129
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

420 Fresno Regional Housing Needs Allocation Plan/Multi-Jurisdictional Housing Element

Objective

Assist member agencies with the Multi-Jurisdictional Housing Element in Fresno County.

Discussion

Cities and counties are required to prepare and adopt a general plan that addresses development of their jurisdiction. The housing element, required by state law since 1969, is a component of the general plan, and includes a local jurisdiction's strategy to address and attain state housing goals.

Housing elements must identify housing needs, resources and constraints as well as quantifiable objectives for the construction, conservation, and rehabilitation of housing units and a housing program to implement the jurisdiction's objectives.

State law requires that existing and projected housing needs of all income levels be documented. The state also mandates that each city and county address the housing needs of all segments of the community in their respective general plan's housing element.

As a means to this end, Councils of Governments are required to prepare Regional Housing Needs Allocation Plans, which include determinations for housing allocations specific to each jurisdiction. These housing allocations include the housing needs of all income levels while avoiding further impacting communities with current relatively high proportions of lower income households.

Previous Work Completed

Fresno COG adopted its last Fresno Regional Housing Needs Allocation Plan on July 31, 2014. The next RHNA plan is not required to be completed until 2023. The MJHE was approved/adopted by each individual agency, and certified by HCD, in spring 2016.

Products

1. Meeting agendas from meetings with member agencies to discuss housing element progress.

Tasks

420.01 Assist Fresno County with coordinating meetings for member agencies to discuss housing element progress.

420 Fresno Regional Housing Needs Plan																				
Task Description		C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
420.01	Assist Fresno County with coordinating meetings for member agencies to discuss housing element progress.	■	■	■	■	■	■	100	■	■	■	■	■	■	■	■	■	■	■	■

420 Regional Housing Needs

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	1,441	8,407	5,729	5,729
Benefits	306	2,716	2,061	2,061
Overhead	1,013	6,154	5,202	5,202
Total Staff Costs	2,760	17,277	12,992	12,992
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	2,760	17,277	12,992	12,992
LTF MATCH 11.47%				
TOLL CREDIT MATCH				
11.47%				

820 Valley Coordination Activities

Objective

Promote coordination, cooperation and communication among the eight San Joaquin Valley Regional Transportation Planning Agencies, including Fresno Council of Governments (Fresno COG), and other federal, state and local governments, related to various regional planning processes.

Discussion

The San Joaquin Valley Regional Transportation Planning Agencies coordinate in multiple activities and documents, examples of which include:

San Joaquin Valley Regional Policy Council

The San Joaquin Valley Regional Policy Council – an advisory association of 16 elected officials comprising two Board members from each of the eight Valley MPOs -- is guided by the Executive Directors' Committee, which develops the agendas and circulates materials to the public.

Executive Directors' Committee

The Executive Directors Committee meets monthly to discuss issues, programs and projects of common concern and potentially, common action. They include federal and state air quality-related requirements, pending legislation, coordinated transportation planning efforts, the California High-Speed Rail project, grant programs and others.

Valley Legislative Affairs Committee

The Valley Legislative Affairs Committee (VLAC) has been established at the staff level with responsibility for tracking legislation and policy that may have a Valley impact, in particular with legislation affecting the duties and responsibilities of the Valley's MPOs.

San Joaquin Valley Goods Movement

In 2007, the San Joaquin Valley Regional Planning Agencies developed the *San Joaquin Valley Regional Goods Movement Action Plan* to understand freight and goods movement issues facing the San Joaquin Valley. In June 2011, the San Joaquin Regional Planning Agencies developed the *Interregional Goods Movement Plan*, which included decision making-making procedures to prioritize projects and identify institutional arrangements and funding.

Regional Transportation Plans

The Valley's Regional Planning Agencies have jointly developed a common chapter for each agency's Regional Transportation Plan since the early 1990s, in response to the federal transportation act in effect at the time. In that chapter the issues that are valley-wide are highlighted and discussed. These issues generally include air quality, high-speed rail, State Route 99 and the need for additional east-west corridors, Amtrak passenger service, the new requirements of SB 375 and any other common discussion items.

State Route 99 Coordination

Fresno COG, along with staff from the other seven RTPAs and Caltrans, have updated the original SR 99 Business Plan, including an updated list of Valley projects on this important north/south trade corridor, a financial plan on how best to make these projects a reality, and highlights the successes since the original Business Plan.

High Speed Rail

Although positions have varied to some degree regarding the exact details of High Speed Rail, its routes and its placement of stations, the Regional Planning Agencies have cooperated on exchanging information and tracking our various positions. At this time, there is no Valleywide consensus or agreement on a position for the advancement of High Speed Rail.

Intercity Rail

Fresno COG is a member of the San Joaquin Joint Powers Authority (Authority) formed pursuant to AB 1779, permissive legislation that provides for regional governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield- Fresno-Stockton-Sacramento-Oakland. With more efficient administration and stronger local/regional support, a regionally managed San Joaquin intercity passenger rail service should result in improved rail passenger service along the San Joaquin Corridor.

Fall Policy Conference/Networking

The annual SJV Regional Policy Conference offers a productive opportunity for networking among Valley MPO staff and elected officials. Fresno COG organized and hosted the Regional Policy Conference in 2017.

Valley Air Quality Coordination

Valley Air Quality Coordination has been established to ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies that are included in the San Joaquin Valley Air Basin, and the San Joaquin Valley Air Pollution Control District (SJVAPCD). The goal is to attain and subsequently maintain federal and state air quality standards.

This coordinated approach also includes submitting vehicle miles traveled forecasts to the SJVAPCD in developing emission budgets, updating existing plans, and developing attainment demonstration plans; joint evaluation of transportation control measures (TCMs); working with local transit agencies and Caltrans to enhance transit services; and working with the SJVAPCD on any studies or projects that work to assure that reductions in criteria pollutants are achieved as well as continuing the ongoing public education programs.

The Valley Regional Planning Agencies' Directors have included funding in their individual budgets to continue the contract for a valley wide air quality coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis. San Joaquin COG is the lead agency for the group on air quality, and is responsible for administering the air quality coordinator's contract.

Valleywide Model Improvements and Coordination

In 2010, the Valley was awarded a \$2.5 million grant for Valleywide model improvements. The valley MPOs used the grant money to update each of the traffic models to be more sensitive to smart growth. The traffic models in the Valley were also converted to the same platform, which set the foundation for better communication and technical exchange among the modeling communities in the Valley. Fresno COG also serves as the valley-wide coordinator for the corporate Cube license, which is the license for the modeling software.

Regional Energy Planning

The eight valley RPAs have led a regional planning effort dating back to 2010 regarding the economic development opportunities of energy that exists in the San Joaquin Valley. The Valley is poised to capture jobs and industry investments, and potentially become a net energy producer and exporter if investment strategies are implemented accordingly and regional assets are appropriately aligned.

Products

1. Regularly scheduled Regional Policy Council and Executive Directors' Committee meetings.
2. Regularly scheduled Valley Legislative Affairs Committee meetings.
3. San Joaquin Valley Legislative Platform and advocacy trips to Sacramento and Washington D.C.
4. Continued participation in the California Partnership for the San Joaquin Valley.
5. SJV Blueprint Coordination
 - Goals, Objectives and Performance Measures based upon Values and Vision
 - Evaluation of alternative "what if" growth scenarios in each county.
 - Values and Vision – gathered from community input
 - a. Selection of preferred county level scenarios for Valleywide analysis.
 - b. Evaluation of four Valleywide alternative scenarios
 - c. Adoption of Smart Growth Principles and Preferred Growth Scenario for Valley
 - Developed Blueprint Roadmap to memorialize the Blueprint planning process, suggest strategies for implementation and provide a toolkit to assist planners with integrating the Blueprint Smart Growth Principles into local planning processes.
6. Developed relevant information and documentation for federal transportation legislation reauthorization.
7. Regional Transportation Plan (RTP) valley-wide chapter.
8. Coordination on policies related to regional transportation needs, including SR 99 and High Speed Rail.
9. Assist with ongoing air quality efforts in the San Joaquin Valley; development of State Implementation Plans (SIPs), SJVAPCD rule development process, and Conformity Determinations.
10. Assist the SJVAPCD in developing new motor vehicle emission budgets for State Implementation Plans (SIPs).
11. Completed the Reasonably Available Control Measure (RACM) Process as needed for State Implementation Plans (SIPs)
12. Coordination on efforts with the SJVAPCD to ensure a comprehensive and cooperative approach to air quality transportation planning.
13. Participation with other Valley TPAs in the San Joaquin Valley MPO Director's Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues.
14. Comments on proposed air quality plans, rules, regulations and new standards.
15. Monitoring of AB 32 and SB 375 requirements for Greenhouse Gases reduction targets that can reasonably be moved forward for consideration and implementation
16. Managed the second phase of the Valley Model Improvement Plan (VMIP): coordinated webinar, training and meetings for the VMIP2; reviewed the billing and monitored the progress for the VMIP2

Tasks

- 820.01 Coordinate Regional Policy Council and Executive Directors' Committee meetings, including tracking of minutes and other relevant records.
- 820.02 Participate in the Valley Legislative Affairs Committee (VLAC), including tracking of legislation, development of advocacy positions.
- 820.03 Participate in meetings of the California Partnership and continued completion of projects that received funding.
- 820.04 Participate in the Regional Policy Conference with Valley RTPAs and Regional Policy Council.
- 820.05 Continue to work with Valley RPAs to ensure Valley's recognition in MAP-21 and FAST Act
- 820.06 Develop a valley-wide chapter for the Regional Transportation Plans.
- 820.07 Continue to work with Caltrans and other RPAs on issues related to plans, projects, and other needs associated with SR 99.
- 820.08 Participate in meetings related to High Speed Rail and Intercity Rail, as associated with appropriate valley-wide efforts, positions and activities.
- 820.09 Continue to investigate alternative methods of coordination of valley-wide activities.
- 820.10 Ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Air Pollution Control District.
- 820.11 Continue to manage the valley-wide corporate licensing for the modeling software; continue to work with valley MPOs on model improvement, including land use and transportation models.

820 Valley Coordination Activities																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
820.01 Regional meetings	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	
820.02 Legislative Advisory Comm.	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
820.03 CA Partnership	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
820.04 Fall Policy Conference	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
820.05 MAP-21/FAST Act monitoring	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
820.06 RTP Valley-wide chapter	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
820.07 SR 99	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
820.08 High Speed/Intercity Rail	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
820.9 Coordination Support	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
820.10 Valley Air Quality Coordination	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
820.11 Valleywide corporate licensing coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	

820 Valley RTPA Coordination

Budget	Actual Cost	Adopted Budget	Annual Budget	FHWA Carry Fwd	LOCAL FUNDS
Account	2016/17	2017/18	2018/19		
Salaries	25,704	49,616	46,090	20,086	26,004
Benefits	5,464	16,553	15,823	6,896	8,927
Overhead	15,692	36,611	41,344	18,018	23,326
Total Staff Costs	46,860	102,780	103,257	45,000	58,257
Direct Costs					
Consultants	115,000	110,000	115,000		115,000
Workshops	54,179	10,000	10,000		10,000
Promotion/Outreach	4,988	5,000	5,000		5,000
Grant Administration					
Total Direct Costs	174,167	125,000	130,000	0	130,000
TOTAL	221,027	227,780	233,257	45,000	188,257
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				5,162	

Consultants	
Valley Wide MPO Coordinator	115,000
Total	115,000

Administration Activities

910 Fresno COG Administration

Objective

To effectively administer Fresno COG's planning program and fiscal operations.

Discussion

Fresno COG administrative functions include managing work activity identified in the Overall Work Program. This work element also includes fiscal management activities related to budget preparation, financial records maintenance, quarterly progress reporting, legal and auditing services.

Previous Work Completed

1. Fresno COG administrative functions, including fiscal management activities, legal and auditing services.

Products

1. Organized files on personnel management.
2. Current administrative manual.
3. Organized financial records.
4. Payroll and warrants.
5. Grant applications.
6. Quarterly reports/annual report to funding agencies and COG Board.
7. Reimbursement claims.
8. Formal policies and procedures manual.
9. COG Board and committee orientation package.
10. Monthly staff meetings.
11. Agendas, minutes, physical arrangements, scheduling, support, and communications for the COG Policy Board, the Policy Advisory Committee and other advisory committees. .

Tasks

- 910.01 Program Management:
1. Maintain Administrative Manual.
 2. Maintain personnel files.
 3. Meet and confer with staff regarding wages, benefits and working conditions.
 4. Prepare grants and contracts.
 5. Coordinate development and administration of OWP and Budget.
 6. Insure program adherence to applicable federal and state regulations and directives to include Affirmative Action Plan and DBE objectives.
 7. Monitor program delivery under the OWP.
 8. Coordinate annual audits and response to audits.
 9. Provide legal counsel when necessary.
 10. Hold monthly internal staff meetings.
- 910.02 Fiscal Management and Reporting.
- a. Maintain Unified Accounting System.
 - b. Prepare monthly progress reports and quarterly fiscal reports to be submitted to the COG Board for review and approval, and reimbursement claims.
 - c. Prepare bi-weekly payroll and monthly warrants.

910 Fresno COG Administration															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
910.01 Program Management	■		60	■	■	■	■	■	■	■	■	■	■	■	■
910.02 Fiscal Management/Reporting	■		40	■	■	■	■	■	■	■	■	■	■	■	■

910 COG Administration

	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	LOCAL
Account	2016/17	2017/18	2018/19	FUNDS
Salaries	48,295	24,356	29,724	29,724
Benefits	10,265	8,690	10,679	10,679
Overhead	33,942	18,181	26,978	26,978
Total Staff Costs	92,502	51,227	67,381	67,381
Direct Costs				
Software Support & Maint	4,763	10,000	10,000	10,000
Grant Specific Travel	1,500	5,000	5,000	5,000
Membership/Dues	14,411	17,500	21,000	21,000
Board Renumeration	14,869	19,200	19,200	19,200
Temporary Help	4,050	4,000	4,000	4,000
Other Misc Expense	9,548	5,000	5,000	5,000
Equipment	20,984	52,722	25,000	25,000
Total Direct Costs	70,125	113,422	89,200	89,200
TOTAL	162,627	164,649	156,581	156,581
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Membership/Dues	
CALCOG	21,000
Total	21,000
Equipment	
Computers	15,000
Office Equipment	10,000
Total	25,000

911 Overall Work Program & Budget Development

Objective

Develop an Overall Work Program (OWP) and budget consistent with federal and state funding priorities and local agency needs.

Discussion

Fresno COG staff prepares the OWP in cooperation with participating local agency staff to reflect federal/state funding priorities as well as local agency needs. It serves to document Fresno COG's planning activities and includes the annual program budget and line-item budget.

Previous Work Completed

1. FHWA approved the final FY 2017-18 OWP in July 2017.
2. Amendment No. 1 to FY 2017-18 OWP was approved by the COG Board on Oct. 26, 2017
3. Amendment No. 2 to FY 2017-18 OWP was approved by the COG Board on November 16, 2017.

Products

1. 2018/19 Fresno COG Overall Work Program and Budget

Tasks

- 911.01 Review Intermodal Planning Group and state OWP guidelines.
- 911.02 Conduct public outreach pursuant to current Fresno COG Public Participation Plan.
- 911.03 Identify local project needs.
- 911.04 Adopt OWP following local agency, IPG and state review.
- 911.05 Process OWP amendments as necessary.
- 911.06 Continually monitor fiscal resources, and maintain sufficient reserves to insure provision of stable services on a year to year basis.
- 911.07 Construct OWP around ongoing revenue sources, with use of carryover funding and discretionary grants for one time projects only.

911 Overall Work Program And Budget																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
911.01 Review OWP guidelines	■		10			■	■	■								
911.02 Public Outreach	■		20				■	■	■	■	■					
911.03 Identify local project needs	■		40				■	■	■	■	■					
911.04 Adopt OWP	■		5												■	
911.05 Process amendments	■		15	■	■	■	■	■	■	■	■	■	■	■	■	■
911.06 Monitor fiscal resources	■		5	■	■	■	■	■	■	■	■	■	■	■	■	■
911.07 Maximize OWP funding	■		5	■	■	■	■	■	■	■	■	■	■	■	■	■

911 Overall Work Program

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	FTA 5303	FHWA PL	LOCAL FUNDS
Salaries	8,778	26,348	17,483	5,828	5,828	5,828
Benefits	1,866	8,886	6,043	2,014	2,014	2,014
Overhead	4,919	18,614	15,711	5,237	5,237	5,237
Total Staff Costs	15,563	53,848	39,237	13,079	13,079	13,079
Direct Costs						
Total Direct Costs	0	0	0	0	0	0
TOTAL	15,563	53,848	39,237	13,079	13,079	13,079
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				1,500	1,500	

912 Local Transportation Funds Administration

Objective

Administer the Local Transportation Fund and State Transit Assistance Fund following the California Transportation Development Act (TDA).

Discussion

Fresno COG, as the Regional Transportation Planning Agency, is responsible for administering the Local Transportation Fund (LTF), and State Transit Assistance Fund (STA) in Fresno County. These funds, based on a portion of the state sales tax, are generally available to local agencies for bicycle and pedestrian facilities, public transportation, social service transportation, and streets and roads projects. Fresno COG's responsibility is to ensure the funds are apportioned, allocated and expended in accordance with current statutory and administrative code requirements. To facilitate the process, staff assists in claim preparation, monitors related legislative activity and monitors expenditures via audits.

In addition, Fresno COG determines Section 8879.55a(2) allocation for the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA); the California Transit assistance Fund (CTAF), and the Low Carbon Transit Operator Program (LCTOP). PTMISEA and LCTOP are administered by Caltrans. CTAF is administered by the State Department of Homeland Security.

Products

1. Records of LTF, and STA apportionments, claim approvals, and allocations. (Continuous)
2. Monthly legislative reports. (Monthly)
3. Fiscal and triennial performance audits.
4. Social Service Transportation Advisory Council Meeting/Public Hearing (re: WE 120)
5. Unmet Transit Needs - Staff Report (re: WE 120)
6. Allocate Section 8879.55a2 PTMISEA, CTAF, LCTOP

Tasks

- 912.01 Ensure apportionment, unmet transit need hearings and findings, audits, and other regional transportation planning agency responsibilities are fulfilled.
- 912.02 Monitor related legislative activity.
- 912.03 Assist in claim preparation with local agencies.
- 912.04 Review claims for conformance with applicable TDA law, the Regional Transportation Plan, and Short Range Transit Plans
- 912.05 Maintain appropriate financial activity records.
- 912.06 Conduct Social Service Transportation Advisory Council meetings/public hearing (re: WE 120).
- 912.07 Update Unmet Transit Needs staff report and conduct public hearing (re: WE 120)
- 912.08 Contract for appropriate fiscal and triennial performance audits.
- 912.09 Allocate PTMISEA, CTAF and LCTOP

912 Local Transportation Funds Administration																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	J U L
912.01 Comply with RTPA Require.	■		5	■	■	■	■	■	■	■	■	■	■	■	■	■
912.02 Monitor legislative activity	■		10	■	■	■	■	■	■	■	■	■	■	■	■	■
912.03 Assist in claims prep.	■		5	■	■	■	■	■	■	■	■	■	■	■	■	■
912.04 Review TDA claims	■		9	■	■	■	■	■	■	■	■	■	■	■	■	■
912.05 Maintain financial records	■	■	50	■	■	■	■	■	■	■	■	■	■	■	■	■
912.06 SSTAC meetings & hearings	■		1												■	
912.07 Update Unmet Trans. Needs	■		1												■	
912.08 Fiscal and performance Audits	■	■	18	■	■	■	■	■	■	■	■	■	■	■	■	■
912.09 Allocate PTMISEA, CTAF and LCTOP	■		1	■	■	■	■	■	■	■	■	■	■	■	■	■

912 Transportation Funds Admin.

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	14,890	15,507	16,838	16,838
Benefits	3,165	5,673	6,098	6,098
Overhead	10,464	11,719	15,317	15,317
Total Staff Costs	28,519	32,899	38,253	38,253
Direct Costs				
County Counsel	11,467	21,000	21,000	21,000
Program Audits	50,154	40,000	85,000	85,000
County Auditor Controller	6,594	8,000	8,000	8,000
Total Direct Costs	68,215	69,000	114,000	114,000
TOTAL	96,734	101,899	152,253	152,253
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

920 Fresno County Rural Transit Agency Administration

Objective

To provide under contract, administrative and fiscal management services for the Fresno County Rural Transit Agency (FCRTA).

Discussion

The FCRTA was formed, thirty-six (36) years ago in 1979 as a Joint Powers Agency, responsible for rural transit operations. Its membership is composed of Fresno County and thirteen (13) rural incorporated cities. By the mutual agreement of its members, the FCRTA is administered by its designated General Manager. An annual fiscal year contract providing for such administrative, fiscal and support services has been, and may continue to be, executed between FCRTA and Fresno COG. This Fiscal Year, the Agency will be led by its General Manager, an Administrative Assistant, Senior Transit Planner, Assistant Transit Planner, and a Finance Manager.

Previous Work

FCRTA has enhanced mobility for many who lack transportation and need access to jobs, education and medical services outside their primary area of residence. In their continued support for sustainable transportation, FCRTA, the California Energy Commission, CALSTART, Valley Air District and Caltrans celebrated having installed 13 new charging stations now open to the public that include back-up energy storage for emergency services. FCRTA also installed solar-powered bus shelters to existing benches that lack shade in rural and disadvantaged areas.

Products

1. FCRTA resolutions related to transit operations.
2. Organized files and correspondence.
3. Contractual agreements between FCRTA, rural incorporated cities, nonprofit corporations, and other transit providers, other municipalities
4. Annual Budget.
5. Accounting records, financial statements, and annual audit reports.

Tasks

- 920.01 Participate with Fresno COG in the rural public transportation planning process.
- 920.02 Participate with Fresno COG in monitoring and evaluating rural transit systems.
- 920.03 Participate with Fresno COG in the Social Service Transportation Planning process, as the co-designated (with Fresno Economic Opportunities Commission) Consolidated Transportation Service Agency (CTSA) for Rural Fresno County. Evaluate the current co-designation to determine applicability resulting from the RFP for Inter-City, Intra-City and Maintenance services.
- 920.04 Coordinate with: Caltrans; Fresno County and each rural incorporated city; further the implementation of the updated Regional Transportation Plan and Rural Short-Range Transit Plan for the Rural Area of Fresno County; Measure C Expenditure Plan.
- 920.05 Prepare and administer grants in conjunction with transit service implementation.
- 920.06 Prepare, Adopt, and amend the Annual Budget.
- 920.07 Negotiate and execute service agreements with rural cities, non-profit corporations, and other municipalities.
- 920.08 Act as broker for the fleet of public transportation vehicles.
- 920.09 Maintain DBE/MBE/WBE/DVBE files.
- 920.10 Acquire fixed assets.
- 920.11 Coordinate with Regional Rideshare Program and Taxi Scrip program.
- 920.12 Comply with state/federal air quality requirements.
- 920.13 Respond to the Americans with Disabilities Act, FTA Drug and Alcohol Substance Abuse, FTA Safety and Security reporting requirements, and comply with Title VI Requirements and Guidelines for Federal Transit Administration Recipients.
- 920.14 Maintain records of financial transactions
- 920.15 Issue warrants for payment of service.
- 920.16 Comply with audit requirements pursuant to the Transportation Development Act
- 920.17 Prepare FCRTA portion of the Transit Productivity Evaluation.
- 920.18 Prepare National Transit Database Report.
- 920.19 Prepare State Auditors Controllers Report
- 920.20 Cooperate with and coordinate with agencies and organizations that are alternative energy advocates such as the Air Resources Board, Calstart, Electrify America and SJV Clean Cities Coalition.
- 920.21 Attend meetings as required, and attend relevant transit industry conferences such as CalACT, CTA and APTA.
- 920.22 Maintain and update FCRTA Website.

920 FCRTA ADMINISTRATION															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
920.01 Participate in planning process		■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.02 Monitor rural transit systems		■	10	■	■	■	■	■	■	■	■	■	■	■	■
920.03 Participate in CTSA process		■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.04 Update SRTP		■	5	■	■	■						■	■	■	■
920.05 Prepare & administer grants		■	5	■	■	■						■	■	■	■
920.06 Prepare annual budget		■	10								■	■	■	■	■
920.07 Negotiate service contracts		■	5										■	■	■
920.08 Broker fleet transit services		■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.09 Maintain DBE Files		■	1	■	■	■	■	■	■	■	■	■	■	■	■
920.10 Acquire fixed assets		■	7	■	■	■	■	■	■	■	■	■	■	■	■
920.11 Coordinate with rideshare		■	1	■	■	■	■	■	■	■	■	■	■	■	■
920.12 Air quality compliance		■	2	■	■	■									
920.13 ADA, drug & alcohol, & safety & security response		■	2	■	■	■	■	■	■	■	■	■	■	■	■
920.14 Maintain finance records	■		15	■	■	■	■	■	■	■	■	■	■	■	■
920.15 Issue warrants	■		2	■	■	■	■	■	■	■	■	■	■	■	■
920.16 Comply with TDA audit	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.17 Prepare Productivity Report	■	■	5		■	■	■	■	■	■					
920.18 Prepare NTD Report		■	3	■	■	■	■	■	■	■	■	■	■	■	■
920.19 Prepare State Auditors Report		■	2		■	■	■								
920.20 Coordinate Alt. Energy entities		■	1	■	■	■	■	■	■	■	■	■	■	■	■
920.21 Attend required meetings	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
920.22 Maintain FCRTA website		■	1	■	■	■	■	■	■	■	■	■	■	■	■
			100%												

920 FCRTA Administration

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	315,638	313,790	410,616	410,616
Benefits	67,091	107,656	135,532	135,532
Overhead	1,971	1,274	0	0
Total Staff Costs	384,700	422,720	546,148	546,148
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	384,700	422,720	546,148	546,148
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

930 Fresno County Transportation Authority Administration

Objective

Provide personnel support services to the Fresno County Transportation Authority.

Discussion

The Fresno County Transportation Authority is responsible for administration and implementation of Measure C's sales tax revenue. The Authority and Fresno COG have executed a contract to have Fresno COG provide salary and personnel administration.

Tasks

1. Provide personnel services to the Authority.

930 Authority Administration

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	LOCAL FUNDS
Salaries	1,167	1,096	1,223	1,223
Benefits	248	401	443	443
Overhead	820	828	1,112	1,112
Total Staff Costs	2,235	2,325	2,778	2,778
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	2,235	2,325	2,778	2,778
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

940 Freeway Service Patrol

Objective

Continue the Freeway Service Patrol in cooperation with Caltrans and the California Highway Patrol, in an effort to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions.

Discussion

The Fresno County Freeway Service Patrol (FSP) provides free assistance, including changing flat tires, refilling radiators, taping leaking hoses, providing one gallon of fuel, and removing stalled vehicles from the freeway, to morning and evening peak-hour commuters. The program operates along approximately 30.4 miles of SR 41, SR-99, SR-168 and SR-180 in the City of Fresno.

Work Element 940 provides the necessary Fresno COG financial contribution and staff resources to achieve the activities and objectives of the Freeway Service Patrol. A 25 percent local match contribution is required of the COG by state law in order to continue with the FSP program. The source of this local match contribution is Transportation Development Act funds.

Previous Work Completed

1. Joint development of the Fresno County Freeway Service Patrol Memorandum of Understanding (MOU) among Caltrans, Fresno COG and the California Highway Patrol, and subsequent amendment to the MOUA comprehensive review and revision of the MOU was undertaken and completed in 2014 and entered into on September 16, 2014.
2. Joint development of the Fresno County Freeway Service Patrol Cooperative Agreement between Caltrans and the Fresno COG and subsequent annual amendments to the Agreement through Fiscal Year 1997-98.
3. Joint development of program supplement agreements and fund transfer agreements between Caltrans and the Fresno COG for the Fiscal Year 1998-99 through Fiscal Year 2014-15 Freeway Service Patrol.
4. Applications for federal transportation funds to provide the additional local match required for the earlier expanded FSP program.
5. Requests for proposals for towing services for 2014-15 through 2016-17.

Products

1. Administration of the FSP tow contract.
2. Report, prepared with Caltrans and the CHP, evaluation of the performance, effectiveness and potential expansion or contraction of the FSP.

Tasks

- 940.01 Coordinate with Caltrans the preparation and execution of a fund transfer agreement for the Freeway Service Patrol for Fiscal Year 2018-19.
- 940.02 Participate with Caltrans and the CHP in monitoring, evaluating, and promoting the FSP.
- 940.03 Administer the FSP Tow contract for Fiscal Year 2018-19.
- 940.04 Monitor and participate as a member of the Statewide Motorist Aid Committee (formerly the FSP Statewide Oversight Committee) and appropriate subcommittees.

940 Freeway Service Patrol																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
940.01 Execute FTA	■		05										■	■	■	
940.02 Monitor/Eval/Promote FSP	■		40	■	■	■	■	■	■	■	■	■	■	■	■	
940.03 Administer FSP Contract	■		40	■	■	■	■	■	■	■	■	■	■	■	■	
940.04 Statewide Motorist Aid Com.	■		15				■									

940 Freeway Service Patrol

Budget Account	Actual Cost 2016/17	Adopted Budget 2017/18	Annual Budget 2018/19	State FSP	LOCAL FUNDS
Salaries	4,149	1,194	1,349	1,079	270
Benefits	882	520	563	450	113
Overhead	2,916	948	1,277	1,022	255
Total Staff Costs	7,947	2,662	3,189	2,551	638
Direct Costs					
Supplies/Printing	225	3,600	3,600	2,880	720
Freeway Service Patrol	420,000	441,000	441,000	352,800	88,200
Equipment	1,242	3,000	3,000	2,400	600
Total Direct Costs	421,467	447,600	447,600	358,080	89,520
TOTAL	429,414	450,262	450,789	360,631	90,158
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Appendices

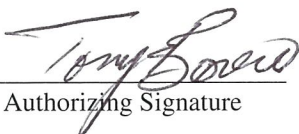
Appendix A- FHWA and FTA Metropolitan Transportation Planning Process Certification

APPENDIX A

FY 2018/2019 FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450, Caltrans and Fresno Council of Governments, Metropolitan Planning Organization for the County of Fresno urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 Subparts B and C;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


MPO Authorizing Signature

Executive Director
Title

5/31/18
Date


Caltrans District Approval Signature

Bruce Chiel
Title

5/31/18
Date

Appendix B-FTA Certifications and Assurances

FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature pages alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: Fresno Council of Governments

The Applicant agrees to comply with applicable provisions of (Categories 01 – 21. _____

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
1.	Required Certifications and Assurances for Each Applicant.	<u>/</u>
2.	Lobbying.	<u>/</u>
3.	Private Sector Protections.	<u>/</u>
4.	Rolling Stock Reviews and Bus Testing.	<u>/</u>
5.	Demand Responsive Service.	<u>/</u>
6.	Intelligent Transportation Systems.	<u>/</u>
7.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	<u>/</u>
8.	Transit Asset Management Plan, Public Transportation Safety Program, and State Safety Oversight Requirements.	<u>/</u>
9.	Alcohol and Controlled Substances Testing.	<u>/</u>
10.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).	<u>/</u>
11.	State of Good Repair Program.	<u>/</u>
12.	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.	<u>/</u>
13.	Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.	<u>/</u>
14.	Enhanced Mobility of Seniors and Individuals with Disabilities Programs.	<u>/</u>
15.	Rural Areas and Appalachian Development Programs.	<u>/</u>
16.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	<u>/</u>
17.	State Safety Oversight Grant Program.	<u>/</u>
18.	Public Transportation Emergency Relief Program.	<u>/</u>
19.	Expedited Project Delivery Pilot Program.	<u>/</u>
20.	Infrastructure Finance Programs.	<u>/</u>
21.	Construction Hiring Preferences.	<u>/</u>

FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2018 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for federal assistance to be awarded by FTA and all FTA Grantees with an active Capital or Formula Award)

AFFIRMATION OF APPLICANT

Name of the Applicant: Fresno Council of Governments

Name and Relationship of the Authorized Representative: Tony Boren, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2018, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2018.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature: Tony Boren

Date: 5/31/18

Name: Tony Boren
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Fresno Council of Governments

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature: Arthur G. Wille

Date: 5/31/18

Name: Arthur G. Wille
Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA and each FTA Recipient with an active Capital or Formula Project or Award must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within FTA's electronic award and management system, provided the Applicant has on file and uploaded to FTA's electronic award and management system this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Appendix C-Debarment and Suspension Certification

Fiscal Year 2018/2019 California Department of Transportation

Debarment and Suspension Certification

*As required by U.S. DOT regulations on governmentwide Debarment and Suspension
(Nonprocurement), 49 CFR 29.100:*

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION

FISCAL YEAR 2018/2019

SIGNATURE PAGE

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature Tony Boren Date 5/31/18

Printed Name Tony Boren, Executive Director

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For Fresno Council of Governments

Signature Arthur Wille Date 5/31/18

Printed Name Arthur Wille

Appendix D - Planning Funds - Eligible Uses

As the name indicates, transportation planning funds (FHWA PL and FTA Section 5303) are to be used for activities associated with the Metropolitan planning process (23 CFR 450). A wide variety of regional transportation planning activities are eligible for transportation planning funds. This list is illustrative, not inclusive.

Regional planning studies and activities:

- Participate in Federal and State Clean Air Act transportation related air quality planning activities.
- Identify and analyze issues relating to integration of transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation.
- Develop and/or modify tools that allow for better assessment of transportation impacts on community livability.
- Consider alternative growth scenarios that provide information on compact development and related infrastructure needs and costs.
- Participate in appropriate local level mandates.
- Involve the public in the transportation planning process.
- Establish and maintain formal consultation with Native American Tribal Governments enabling their participation in local and state transportation planning and project programming activities.
- Identify and document transportation facilities, projects and services required to meet regional and interregional mobility and access needs.
- Define solutions and implementation issues in terms of the multimodal transportation system, land use and economic impacts, financial constraints, air quality and environmental concerns (including wetlands, endangered species and cultural resources).
- Assess the operational and physical continuity of transportation system components within and between metropolitan and rural areas, and interconnections to and through regions.
- Identify the rights of way for construction of future transportation projects, including unused rights of way needed for future transportation corridors and facilities including airports and intermodal transfer stations.
- Investigate methods to reduce vehicle travel and to expand and enhance travel services.
- Incorporate transit and intermodal facilities, bicycle transportation facilities and pedestrian walkways in plans and programs where appropriate.
- Conduct transit needs assessments and prepare transit development plans and transit marketing plans as appropriate.
- Consider airport ground transportation and transportation to ports, recreational areas and other major trip-generating sites in planning studies as appropriate.
- Develop life cycle cost analyses for all proposed transportation projects and services, and for transportation rehabilitation, operational and maintenance activities.

Regional planning consensus efforts:

- Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure.
- Conduct collaborative public participation efforts to further extend transportation planning to communities previously not engaged in discussion.
- Create, strengthen and use partnerships to facilitate and conduct regional planning activities among California Department of Transportation (Department), MPOs, RTPAs, Native American Tribal Governments, transit districts, cities, counties, the private sector and other stakeholders.
- Develop partnerships with local agencies responsible for land use decisions to facilitate coordination of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management.
- Utilize techniques that assist in community-based development of innovative transportation and land use alternatives to improve community livability, long-term economic stability and sustainable development.
- Work with appropriate agencies and developers to reach agreement on proper mitigation measures, and strategies to finance, implement and monitor these mitigation measures; after mitigation measures are implemented and determined to be effective, report status to project sponsors.
- Use partners to identify policies, strategies, programs and actions that enhance the movement of people, goods, services and information.
- Ensure that projects developed at the regional level are compatible with statewide and interregional transportation needs.
- Review the regional project screening process, ranking process, and programming guidelines ensuring comprehensive cost/benefit analysis of all project types are considered.

- Develop and implement joint work programs with transportation and air quality agencies, including transit operators, to enhance coordination efforts, partnerships, and consultation processes; eliminate or reduce redundancies, inefficient or ineffective resource use and overlapping review and approvals.
- Identify and address issues relating to international border crossings, and access to seaports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, military installations; and military base closures.
- Conduct planning and project activities (including corridor studies, and other transportation planning studies) to identify and develop candidate projects for the FY 2008/2009 Federal Transportation Improvement Program (FTIP).
- Preserve existing transportation facilities, planning ways to meet transportation needs by using existing transportation facilities more efficiently, with owners and operators of transportation facilities/systems working together to develop operational objectives and plans which maximize utilization of existing facilities.
- Involve federal and state permit and approval agencies early and continuously in the regional transportation planning process to identify and examine issues to develop necessary consensus and agreement; collaborate with Army Corps of Engineers, National Fish and Wildlife Service, Environmental Protection Agency and other federal agencies responsible for permits and National Environmental Protection Act (NEPA) approvals and with state resources agencies for compliance with California Environmental Quality Act (CEQA).
- Document environmental and cultural resources, and develop and improve coordination between agencies using Geographic Information Services (GIS) and other computer-based tools.

Regional planning documents, consistent with federal and state requirements:

- Regional Transportation Plans (RTP)
- Transportation Improvement Programs (TIP)
- RTP and TIP environmental compliance
- Overall Work Programs (OWP) and Amendments
- Overall Work Program Agreements (OWPA) and Amendments
- Master Fund Transfer Agreements (MFTA)
- Corridor studies

As the name indicates, transportation planning funds (FHWA PL, FTA Section 5303) are to be used for Metropolitan transportation planning process. They cannot be used for project implementation, such as rideshare activities or transit administration, or non-transportation planning Transportation Development Act (TDA) administration. FHWA PL cannot be used for project development such as project initiation documents (PIDs), and project study reports (PSRs) though these activities can be funded with other federal sources. For example, studying whether a traffic impact fee would benefit transportation in the region and even determining appropriate fee levels are acceptable uses, but implementation of the traffic impact fee program goes beyond planning and is not an acceptable use.

In addition, if an agency does not adhere to the Contract and Procurement process outlined in 49 CFR, Part 18.36, federal planning funds cannot be used.

Appendix E- Indirect Cost Allocation Plan (ICAP) Definitions and Areas of Particular Importance

Definitions:

Indirect costs – Those costs incurred for a common or joint purpose benefiting more than one cost objective and not readily assignable to the cost objectives specifically benefited, e.g. cost of renting the office space/building, audit services, postage, utilities, and misc. supplies.

Direct costs – Any cost that can be specifically identified to a final cost objective, e.g. direct labor costs of engineers, project related travel, photocopies, rental of equipment and consultants.

Central Service Cost Allocation Plan – Documentation identifying, accumulating, and allocating or developing billing rates based on the allowable costs of services provided by a government unit on a centralized basis to its departments and agencies. The costs of these services may be allocated or billed to users.

Public Assistance Cost Allocation Plan – A narrative description of the procedures that will be used in identifying, measuring and allocating all administrative costs to all of the programs administered or supervised by State public assistance.

Indirect Cost Rate Proposal – Documentation prepared by a governmental unit or component thereof to substantiate its request for the establishment of an indirect cost rate.

Cost Allocation Plan – The Central Service Cost Allocation Plan, Public Assistance Cost Allocation Plan, and Indirect Cost Rate Proposal.

Indirect Cost Rate Calculation –

$$\frac{\text{Indirect Cost}}{\text{Direct Salaries + Fringe Benefits}}$$

Examples:

Allowable Costs – Audit services, communications, compensation for indirect personnel services, depreciation, rent and travel.

Unallowable Costs – Alcoholic beverages, bad debts, contingencies, contributions and donations, entertainment, lobbying, equipment and other capital expenditures, certain advertising and public relations costs, certain memberships, and general government expenses.

Areas of Particular Importance:

The following items tend to be areas that are of particular importance when reviewing OWP's and its related invoices. If you have any questions regarding a cost on an invoice, please contact HQ Regional Planning staff prior to approval:

- Conflict of Interest
- Inappropriate billings
- Unsupported Direct Labor costs
- Billing of Indirect costs with no approval rate or billing incorrect rate
- Small agencies that share staff and/or accounting systems with other agencies.
- Inaccurate treatment of overtime and the effective hourly rate
- Independent audit-or- (Certified Public Accountant) performing routine accounting functions and providing an opinion on the financial statements.

The following two websites provide additional information about the ICAP procedure and definitions:

CFR Part 225.55:

http://www.whitehouse.gov/omb/fedreg/2005/083105_a87.pdf

2 CFR Part 225.55 has information on definitions, State/Local-Wide Central Service Cost Allocation Plans (Attachment C), Public Assistance Cost Allocation Plans (Attachment D), and the State and Local Indirect Cost Rate Proposals (Attachment E)

Local Assistance Procedures Manual, Chapter 5 Accounting/Invoice Section 5.14 - Obtaining Approval for Indirect Costs:

http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_p/p05accin.pdf

Please contact Caltrans Audits & Investigations staff if there are any questions about the ICAP procedure.

**Attachment
A1**

Fresno Council of Governments
2018/19
Budget

	Direct Costs	Indirect Costs	Ineligible Costs	Other Program Costs	Total Budget
Salaries	1,499,394	455,709	16,412	587,278	2,558,793
Fringe Benefits	510,546	181,694	5,315	187,860	885,415
Total	2,009,940	637,403	21,727	775,138	3,444,208
	A4a	A3a	A3b	A3c	A4e
Indirect Costs					
Telephone		10,500			10,500
Insurance		8,000			8,000
Postage		8,000			8,000
Printing Supplies		13,000			13,000
Office Supplies		32,000			32,000
Publ. & Subscript.		5,100			5,100
Advertising & Legal Notice		8,500			8,500
Computer Supplies		10,000			10,000
Office Lease		213,073			213,073
Bldg. Operating Expense		53,000			53,000
Copier Lease		35,000			35,000
Repair & Maint.		5,000			5,000
Travel Expenses		48,000			48,000
Audit		25,000			25,000
Total Indirect		474,173		0	474,173
		A5a			
Depreciation		3,177			3,177
		A6e			
Subtotal Indirect Costs		1,114,753			
		A1a			
Other Direct Costs				14,867,035	14,867,035
				A5b	
ICAP Carry Forward		227,541			227,541
		A6c			
Total Budget	2,009,940	1,342,294	21,727	15,642,173	19,016,134
	A1b				A5d

Attachment A2

Fresno Council of Governments Cost Carry Forward Provision

Fiscal Year	2015/16	2016/17	2017/18		2018/19
Approved Rate	55.95%	57.96%	55.70%	Proposed Rate	66.78%
Indirect Calculation					
Prior year Carry Forward Indirect Costs Per Single Audit	(6,989)	44,542	117,221	Prior year Carry Forward	227,541
Travel Expense Adj.	1,044,794	1,040,871	A6c	Estimated Indirect Costs	1,114,753
Total Indirect Costs	1,037,805	1,085,413		Total Indirect Costs	A1a 1,342,294
	A6a				
Recovered Costs (Direct Salaries +Benefits) (* Approved Rate)	920,584	857,872		Estimated Direct Salaries + Benefits	2,009,940 A1b
Future Year Carry Forward	117,221	227,541			
	A6c	A6b			
Direct Salaries + Benefits (Per Single Audit)	1,702,263	1,480,111	A6d		

Fresno Council of Governments
2018/19 Indirect Cost Plan

Adjustment for Ineligible Activities

Executive
Director

Salary	202,761
Benefits	65,659
Total Salary & Benefits	268,420

Annual Hours	1,742
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Salary Rate	116.40
Benefit Rate	37.69

Ineligible Activities	
One Voice Advocacy	141
Other Activities	
Total Ineligible Hrs.	141

Ineligible Salaries	16,412
Ineligible Benefits	5,315
Ineligible Costs	21,727

	Professional Staff	FCRTA Staff	FAX Staff	Ineligible Activities	Support Staff	Total Staff
Salaries & Benefits	2,009,940	546,149	228,989		659,129	3,444,207
	A4a	A4b	A4c		A4d	A4e
Executive Director adj.				21,727	(21,727)	0
Executive Assistant adj.				0	0	0
Subtotal	0	0	0	21,727	(21,727)	0
Adj Salaries & Benefits	2,009,940	546,149	228,989	21,727	637,402	3,444,207
				A3b	A3a	
FCRTA Staff		546,149				
FAX Staff		228,989				
Total Other Program Costs		775,138				
		A3c				

Appendix F- Key Federal Contract and Procurement Requirements

Per 49 Code of Federal Regulations, Part 18.36:

- (1) Grantees and sub grantees will maintain a contract administration system which ensures that contractors perform in accordance with the terms, conditions, and specifications of their contracts or purchase orders.
- (2) Grantees and sub grantees will maintain a written code of standards of conduct governing the performance of their employees engaged in the award and administration of contracts. No employee, officer or agent of the grantee or sub grantee shall participate in selection, or in the award or administration of a contract supported by Federal funds if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when:
 - (i) The employee, officer or agent,
 - (ii) Any member of his immediate family,
 - (iii) His or her partner, or
 - (iv) An organization which employs, or is about to employ, any of the above, has a financial or other interest in the firm selected for award. The grantee's or sub grantee's officers, employees or agents will neither solicit nor accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub agreements. Grantee and sub grantees may set minimum rules where the financial interest is not substantial or the gift is an unsolicited item of nominal intrinsic value. To the extent permitted by State or local law or regulations, such standards or conduct will provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the grantee's and sub grantee's officers, employees, or agents, or by contractors or their agents. The awarding agency may in regulation provide additional prohibitions relative to real, apparent, or potential conflicts of interest.
- (3) Grantees and sub grantees will maintain records sufficient to detail the significant history of a procurement. These records will include, but are not necessarily limited to the following: rationale for the method of procurement, selection of contract type, contractor selection or rejection, and the basis for the contract price.
- (4) Grantees and subgrantees will use time and material type contracts only--
 - (i) After a determination that no other contract is suitable, and
 - (ii) If the contract includes a ceiling price that the contractor exceeds at its own risk.
- (5) Grantees and subgrantees alone will be responsible, in accordance with good administrative practice and sound business judgment, for the settlement of all contractual and administrative issues arising out of procurements. These issues include, but are not limited to source evaluation, protests, disputes, and claims. These standards do not relieve the grantee or sub grantee of any contractual responsibilities under its contracts. Federal agencies will not substitute their judgment for that of the grantee or sub grantee unless the matter is primarily a Federal concern. Violations of law will be referred to the local, State, or Federal authority having proper jurisdiction.
- (6) Grantees and sub grantees will have protest procedures to handle and resolve disputes relating to their procurements and shall in all instances disclose information regarding the protest to the awarding agency. A protestor must exhaust all administrative remedies with the grantee and sub grantee before pursuing a protest with the Federal agency. Reviews of protests by the Federal agency will be limited to:
 - (i) Violations of Federal law or regulations and the standards of this section (violations of State or local law will be under the jurisdiction of State or local authorities) and
 - (ii) Violations of the grantee's or sub grantee's protest procedures or failure to review a complaint or protest. Protests received by the Federal agency other than those specified above will be referred to the grantee or sub grantee.
- (7) Grantees will have written selection procedures for procurement transactions. These procedures will ensure that all solicitations:
 - (i) Incorporate a clear and accurate description of the technical requirements for the material, product, or service to be procured. Such description shall not, in competitive procurements, contain features which unduly restrict competition. The description may include a statement of the qualitative nature of the material, product or service to be procured, and when necessary, shall set forth those minimum essential characteristics and standards to which it must conform if it is to satisfy its intended use. Detailed product specifications should be avoided if at all possible. When it is impractical or uneconomical to make a clear and accurate description of the technical requirements, a "brand name or equal" description may be used as a means to define the performance or other salient requirements of a procurement. The specific features of the named brand which must be met by offerors shall be clearly stated; and
 - (ii) Identify all requirements which the offerors must fulfill and all other factors to be used in evaluating bids or proposals.

Appendix G - Deputy Directive Complete Streets – Integrating the Transportation System

California Department of Transportation

Serious drought.
Help save water!

Deputy Directive

Number:	DD-64-R2
Refer to Director's Policy:	DP-22 Context Sensitive Solutions DP-05 Multimodal Alternatives DP-06 Caltrans Partnerships DP-23-R1 Energy Efficiency, Conservation and Climate Change
Effective Date:	10/17/14
Supersedes:	DD-64-R1 (10/2/2008)
Responsible Program:	Planning and Modal Programs

TITLE Complete Streets - Integrating the Transportation System

POLICY

The California Department of Transportation (Caltrans) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of “complete streets” requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

DEFINITION/BACKGROUND

Complete Street - A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.”

The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of “complete streets.”

State and federal laws require Caltrans and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) sections 21200-21212, and Streets and Highways Code (sections 890-894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians, and non-motorized traffic are permitted on all state facilities, unless prohibited (CVC, section 21960). Therefore, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Caltrans’ standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of “complete streets,” manuals, guidance, and training will be updated and developed.

RESPONSIBILITIES

Chief Deputy Director:

- Establishes policy consistent with Caltrans’ objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users.

Deputy Directors, Planning and Modal Programs and Project Delivery:

- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure departmental manuals, guidance, standards, and procedures reflect this directive, and identify and explain Caltrans’ objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

Deputy Director, Maintenance and Operations:

- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures departmental manuals, guidance, standards, and procedures reflect this directive and identifies and explains Caltrans' objectives for multimodal travel.

District Directors:

- Promote partnerships with local, regional, and state agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:

- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that state highway system plans are compatible.
- Ensure projects are planned, designed, constructed, operated, and maintained consistent with project type and funding program to provide for the safety and mobility needs of all users with legal access to a transportation facility.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Chiefs, Divisions of Aeronautics, Local Assistance, Rail and Mass Transportation, Transportation Planning, Research, Innovation and System Information, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Caltrans transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

APPLICABILITY

All Caltrans employees.

Kome Ajise
KOME AJISE
Chief Deputy Director

10/16/14
Date Signed

Appendix H - Certification of Restriction on Lobbying

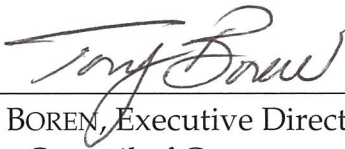
CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, Tony Boren, Executive Director, hereby certify on behalf of the Fresno Council of Governments that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement and the extension, continuation, renewal, amendment or modification of any Federal contract, grant or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$ 10,000 and not more than \$ 100,000 for each such failure.

Executed this 31st day of May, 2018.

By: 
TONY BOREN, Executive Director
Fresno Council of Governments

Appendix I - Resolution of Approval

BEFORE THE FRESNO COUNCIL OF GOVERNMENTS RESOLUTION NO. 2018-12

In the Matter of:)
)
OVERALL WORK PROGRAM)
AND LINE ITEM BUDGET)
_____)

RESOLUTION ADOPTING
THE OVERALL WORK
PROGRAM AND LINE ITEM
BUDGET FOR FISCAL YEAR
2018-19

WHEREAS, the Fresno Council of Governments (Fresno COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to the joint regulations - Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

WHEREAS, the Fresno COG is the State designated Areawide Clearinghouse to coordinate the evaluation and review of Federal and Federally assisted programs and projects as required by the Presidential Executive Order 12372; and

WHEREAS, the Fresno COG is required by Federal and State funding agencies to prepare and submit an Overall Work Program pursuant to the Department of Transportation, Intermodal Planning Group Region IX Guidelines for Metropolitan Planning Organizations; and

WHEREAS, the Fresno COG submits required annual certificates and assurances to the Federal Highway Administration and Federal Transit Administration; and

WHEREAS, Fresno COG staff has sought input from member agencies, including transit operators, and the State with respect to proposed work to be performed to satisfy Federal and State requirements, in addition to local priorities; and

WHEREAS, the Overall Work Program cites activities to which Fresno COG commits to satisfy various Federal regulations including equal opportunity and fair employment practices and Disadvantaged Business Enterprise requirements; and

WHEREAS, the proposed Overall Work Program has been prepared to meet Federal and State requirements; and

WHEREAS, the Overall Work Program is considered to be a guide for work activity and may be considered for amendment by the Fresno COG Policy Board during the 2018-19 fiscal year; and

WHEREAS, the Fresno COG has prepared a line item budget which is consistent with the Overall Work Program, and

WHEREAS, the Overall Work Program has been circulated through the Areawide Clearinghouse process.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG adopts the FY 2018-19 Overall Work Program and Line Item Budget for 2018-19 including statements of commitment to satisfy all Federal and State requirements for grant approval.

BE IT FURTHER RESOLVED that the Fresno COG Executive Director and/or Policy Board Chairman are authorized to execute and submit certifications, assurances, applications and agreements for funding to State, Federal and Local government agencies identified as proposed sources of funding by the FY 2018-19 Overall Work Program; and execute and submit agreements with participating member agencies and auditors; and

BE IT FURTHER RESOLVED, that the Fresno COG will continue to work with State and Federal funding agencies in addition to member agencies on any adjustments to the Overall Work Program and Line Item Budget which may occur subsequent to July 1, 2018

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 31st day of May, 2018.

AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno City, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, Selma, San Joaquin, Fresno County

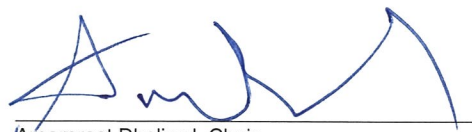
NOE: None

ABSTAIN: None

ABSENT: None

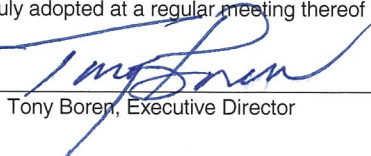
ATTEST:

Signed:


Amarpreet Dhaliwal, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 31st day of May, 2018.

Signed:


Tony Boren, Executive Director

FCRTA ADMIN.	385,162	422,720	546,148	123,428	29%
VALLEY COGS	155,368	144,177	121,960	(22,217)	-15%
FAX FTA MATCH	1,692	600	600	0	0%
In Kind/ Cash Match	25,349	410,039	226,208	(183,831)	-45%
MISC OTHER	477,913	497,631	615,869	118,238	24%
LOCAL SUBTOTAL	4,298,330	14,912,584	11,604,590	(3,307,994)	-22%
 TOTAL REVENUES	 8,591,038	 22,356,424	 19,016,134	 (3,340,290)	 -15%

TOTAL EXPENSES

	Actual Cost 2016/17	Total Adopted Budget 2017/18	Total Proposed Budget 2018/19	Total Budget Increase (Decrease)	Percent Change
<i>SALARIES</i>	24%	11%	13%		
Salaries - COFCG	1,705,489	1,908,791	1,971,514	62,723	3%
Salaries - FCRTA	315,101	315,998	410,617	94,619	30%
Salaries - FAX	113,373	166,635	176,662	10,027	6%
Total Salaries	2,133,963	2,391,424	2,558,793	167,369	7%
<i>BENEFITS</i>	6%	4%	5%		
Vehicle Allowance/Parking Permits	32,250	33,060	32,250	(810)	-2%
Retirement	83,744	358,713	383,819	25,106	7%
Health Insurance	268,218	338,805	346,076	7,271	2%
Dental/Optical	27,763	35,109	36,363	1,254	4%
Life, Disability, & Unemployment Ins.	25,330	32,559	25,423	(7,136)	-22%
Workers Comp	21,647	25,506	24,382	(1,124)	-4%
FICA/Medicare	31,248	34,675	37,102	2,427	7%
BENEFITS SUBTOTAL	490,200	858,427	885,415	26,988	3%
<i>INDIRECT OVERHEAD</i>	5%	2%	2%		
Telephone	10,105	9,500	10,500	1,000	11%
Insurance	5,061	10,000	8,000	(2,000)	-20%
Postage	4,863	9,000	8,000	(1,000)	-11%
Printing Supplies	8,828	12,000	13,000	1,000	8%
Office Supplies	31,286	27,000	32,000	5,000	19%
Publ. & Subscript.	5,067	4,500	5,100	600	13%
Advertising & Legal Notice	6,477	8,500	8,500	0	0%
Computer Supplies	2,128	14,500	10,000	(4,500)	-31%
Office Lease	213,073	213,073	213,073	0	0%
Bldg. Operating Expense	52,648	51,600	53,000	1,400	3%
Copier Lease/Service Contracts	34,809	31,000	35,000	4,000	13%
Repair & Maint.	2,272	7,129	5,000	(2,129)	-30%
Travel Expenses	43,713	48,000	48,000	0	0%
Single Audit	20,400	20,400	25,000	4,600	23%
INDIRECT OVERHEAD SUBTOTAL	440,730	466,202	474,173	7,971	2%
ICAP -Cost Carry Fwd & Depreciation		117,221	230,718	113,497	97%
Total Salaries Benefits & Overhead	3,064,893	3,833,274	4,149,099	315,825	8%
<i>OTHER DIRECT COSTS</i>	65%	83%	78%		

Consultants	3,106,009	7,181,269	3,140,572	(4,040,697)	-56%
Supplies/Printing	17,674	51,903	51,903	0	0%
Software Support/Maint	131,265	313,800	347,421	33,621	11%
Workshops	55,110	27,500	15,500	(12,000)	-44%
Promotion/Outreach	45,165	260,000	220,000	(40,000)	-15%
Carpool Subsidy	34,978	48,000	48,000	0	0%
Prizes & Awards	51,503	32,000	32,000	0	0%
Commuter Van Pool Subsidy	99,965	165,000	165,000	0	0%
Taxi Scrip	409,701	470,000	470,000	0	0%
Farm Worker Van Pool Subsidy	280,125	320,000	560,000	240,000	75%
Grant Specific Travel	46,045	40,209	40,209	0	0%
FTA 5316 JARRC		335,753	247,038	(88,715)	-26%
FTA 5317 New Freedom	70,829	1,219,411	923,255	(296,156)	-24%
FTA 5310	524,941	593,132	1,431,538	838,406	141%
Translation Services		4,500	4,500	0	0%
County Counsel	13,486	31,000	31,000	0	0%
Program Audits	50,154	40,000	85,000	45,000	113%
County Auditor Controller	6,594	8,000	8,000	0	0%
Membership/Dues	14,411	17,500	21,000	3,500	20%
Board Renumeration	14,869	19,200	19,200	0	0%
Temporary Help	4,050	4,000	4,000	0	0%
Other Misc Expense	12,509	11,802	11,802	0	0%
Freeway Service Patrol	420,000	441,000	441,000	0	0%
Equipment	51,034	85,722	63,000	(22,722)	-27%
Agency Pass Trough	247,387	6,704,006	6,442,968	(261,038)	-4%
Grant Administration	2,395	95,266	43,129	(52,137)	-55%
OTHER DIRECT SUBTOTAL	5,710,199	18,519,973	14,867,035	(3,652,938)	-20%
TOTAL EXPENSES	8,775,092	22,353,247	19,016,134	-3,337,113	-15%

FY 2018/19 OWP Spreadsheet
Expenditure by Revenue Source

[illegible]

FY 2018/19 OWP Spreadsheet

Expenditure by PROGRAM

Work Element Description		COG	Programs & Services	Agency Total	
110	REGIONAL TRANSPORTATION MODELING	43,479	180,000	223,479	
111	REGIONAL TRANSPORTATION MODELING	393,870	151,421	545,291	
112	REGIONAL TRAFFIC MONITORING	133,119	272,200	405,319	
114	INTELLIGENT TRANS. SYSTEMS	9,918	0	9,918	
115	REGIONAL TRANS. MITIGATION FEE	44,045	55,000	99,045	
116	NATIONAL PARKS	12,162	861,000	873,162	
117	GOLDEN STATE	42,384	650,000	692,384	
120	PUBLIC TRANSPORTATION - URBAN	228,988	53,000	281,988	
121	JARC	33,990	2,601,831	2,635,821	
123	SUSTIANABLE COMMUNITIES PUBLIC TRANSIT	7,492	156,000	163,492	
124	BUSINESS COMMUTE OPTIMIZATION	7,846	222,687	230,533	
140	SUS. COMM. INFRA. GRANT FY 2017/18	6,498	160,278	166,776	
141	PAVEMENT MANAGEMENT FY 2017/18	7,997	334,014	342,011	
142	SUS. COMM. INFRA. GRANT FY 2018/19	6,498	160,278	166,776	
143	REVERSE TRIANGLE FY 2018/19	7,997	300,002	307,999	
150	OTHER MODAL ELEMENTS	49,664	50,000	99,664	
152	HIGH SPEED RAIL PLANNING	12,310	50,000	62,310	Carry over Balance 06/30/17 997,374
153	AIRPORT LAND USE COMMISSION	47,738	88,000	135,738	2017/18 Estimated Allocation 1,533,516
170	REGIONAL TRANSPORTATION PLAN	372,832	150,000	522,832	2017/18 OWP Programmed (2,454,066)
171	TRANSP PERFORMANCE MANAGEMENT	84,471	0	84,471	2017/18 Estimated Deobligation 685,367
172	CONGESTION MANAGEMENT PROGRAM	70,020	20,000	90,020	Estimated Balance 06/30/18 762,191
180	AIR QUALITY/TRANS. PLANNING	193,619	65,000	258,619	2018/19 Estimated Allocation 1,561,813
210	MEASURE "C" - EXTENSION	322,924	5,544,210	5,867,134	2018/19 OWP Programmed (2,324,004)
211	MEASURE "C" - OVERSIGHT COMMITTEE	25,966	1,000	26,966	Balance 06/30/19 0
212	MEASURE "C" - RIDESHARE/VAN POOL	88,937	320,940	409,877	
214	MEASURE "C" - ADA/SENIORS	152,049	596,700	748,749	
215	MEASURE "C" - FARM VANPOOL	37,350	682,000	719,350	
220	TRANSPORTATION PROG DEVELOPMENT	302,710	59,000	361,710	Carry over Balance 06/30/17 155,288
310	INTERGOVERNMENTAL COORDINATION	109,152	15,000	124,152	2017/18 Estimated Allocation 335,516
311	PUBLIC INFO. AND PARTICIPATION	136,921	65,000	201,921	2017/18 OWP Programmed (430,487)
313	ENVIRONMENTAL JUSTICE	56,068	0	56,068	2017/18 Estimated Deobligation 94,971
320	TECHNICAL ASSISTANCE TO MEMBERS	120,765	150,000	270,765	Estimated Balance 06/30/18 155,288
340	TDM PROGRAM	11,523	13,250	24,773	2018/19 Estimated Allocation 341,543
350	FRESNO REGIONAL DATA CENTER	70,827	0	70,827	2018/19 OWP Programmed (496,931)
360	ONE VOICE ADVOCACY	78,608	58,424	137,032	Balance 06/30/19 0
411	AG FARMLAND MITIDATION	5,129	0	5,129	
420	REGIONAL HOUSING ELEMENT	12,991	0	12,991	
820	VALLEY RTPA COORDINATION	103,257	130,000	233,257	
910	COG ADMINISTRATION	67,380	89,200	156,580	
911	OWP & BUDGET	39,237	0	39,237	
912	TRANSPORTATION FUNDS ADMIN	38,253	114,000	152,253	
920	FCRTA ADMINISTRATION	546,148	0	546,148	
930	AUTHORITY ADMINISTRATION	2,778	0	2,778	
940	FREEWAY SERVICE PATROL	3,189	447,600	450,789	
TOTAL EXPENDITURES		4,149,099	14,867,035	19,016,134	

FHWA-PL CARRY OVER BALANCE

FTA 5303 Allocation

FY 2018/19 OWP Spreadsheet

PY Calculation							Agency
	Work Element Description	COFCG	County	Fresno	Clovis	FCEOC	Total
110	REG STREETS & ROADS	0.27	0.00	0.00	0.00	0.00	0.27
111	REGIONAL TRANSPORTATION MODELING	2.42	0.00	0.00	0.00	0.00	2.42
112	REGIONAL TRAFFIC MONITORING	0.82	1.48	0.80	0.10	0.00	3.20
114	INTELLIGENT TRANS. SYSTEMS	0.06	0.00	0.00	0.00	0.00	0.06
115	REGIONAL TRANS. MITIGATION FEE	0.27	0.00	0.00	0.00	0.00	0.27
116	NATIONAL PARKS	0.07	0.00	0.00	0.00	0.00	0.07
117	GOLDEN STATE	0.26	0.00	0.00	0.00	0.00	0.26
120	PUBLIC TRANSPORTATION - URBAN	1.40	0.00	0.00	0.00	0.50	1.90
121	FTA 5310	0.21	0.00	0.00	0.00	0.00	0.21
123	SUSTAINABLE COMM PUBLIC TRANSIT	0.05	0.00	0.00	0.00	0.00	0.05
124	BUSINESS COMMUTE OPTIMIZATION	0.05	0.00	0.00	0.00	0.00	0.05
140	SUSTAIN COM. GRANTS CYCLE I	0.08	0.00	0.00	0.00	0.00	0.08
141	PAVEMENT MANAGEMENT SYSTEM	0.05	0.00	0.00	0.00	0.00	0.05
142	SUSTAIN COM. GRANTS CYCLE II	0.00	0.00	0.00	0.00	0.00	0.00
143	REVERSE TRIANGLE STUDY	0.30	0.50	0.00	0.00	0.00	0.80
152	HIGH SPEED RAIL PLANNING	0.08	0.00	0.00	0.00	0.00	0.08
153	AIRPORT LAND USE COMMISSION	0.29	0.00	0.00	0.00	0.00	0.29
170	REGIONAL TRANSPORTATION PLAN	2.29	0.00	0.00	0.00	0.00	2.29
172	CONGESTION MANAGEMENT PROGRAM	0.43	0.00	0.00	0.00	0.00	0.43
180	AIR QUALITY/TRANS. PLANNING	1.19	0.00	0.00	0.00	0.00	1.19
210	MEASURE "C" - EXTENSION	1.98	0.00	0.00	0.00	0.00	1.98
211	MEASURE "C" - OVERSIGHT COMMITTEE	0.16	0.00	0.00	0.00	0.00	0.16
212	MEASURE "C" - RIDESHARE/VAN POOL	0.55	0.00	0.00	0.00	0.00	0.55
214	MEASURE "C" - ADA/SENIORS	0.93	0.00	0.00	0.00	0.00	0.93
215	MEASURE "C" - FARM VANPOOL	0.23	0.00	0.00	0.00	0.00	0.23
220	TRANSPORTATION PROG DEVELOPMENT	1.86	0.00	0.00	0.00	0.00	1.86
310	INTERGOVERNMENTAL COORDINATION	0.67	0.01	0.04	0.10	0.00	0.82
311	PUBLIC INFO. AND PARTICIPATION	0.84	0.00	0.00	0.00	0.00	0.84
313	ENVIRONMENTAL JUSTICE	0.34	0.00	0.00	0.00	0.00	0.34
320	TECHNICAL ASSISTANCE TO MEMBERS	0.74	0.00	0.00	0.00	0.00	0.74
331	ZERO NET ENERGY FARMS	0.00	0.00	0.00	0.00	0.00	0.00
340	TDM PROGRAM	0.07	0.00	0.00	0.00	0.00	0.07
350	FRESNO REGIONAL DATA CENTER	0.43	0.00	0.00	0.00	0.00	0.43
360	ONE VOICE ADVOCACY	0.48	0.00	0.00	0.00	0.00	0.48
411	AG FARM Lnd Mitigation	0.03	0.00	0.00	0.00	0.00	0.03
420	REGIONAL HOUSING NEEDS	0.08	0.00	0.00	0.00	0.00	0.08
812	RURAL TRANSIT ALTERNATIVES	0.00	0.00	0.00	0.00	0.00	0.00
820	VALLEY RTPA COORDINATION	0.63	0.00	0.00	0.00	0.00	0.63
910	COFCG ADMINISTRATION	0.41	0.00	0.00	0.00	0.00	0.41
911	OWP & BUDGET	0.24	0.00	0.00	0.00	0.00	0.24
912	TRANSPORTATION FUNDS ADMIN	0.23	0.00	0.00	0.00	0.00	0.23
920	FCRTA ADMINISTRATION	3.35	0.00	0.00	0.00	0.00	3.35
930	AUTHORITY ADMINISTRATION	0.02	0.00	0.00	0.00	0.00	0.02
940	FREEWAY SERVICE PATROL	0.02	0.00	0.00	0.00	0.00	0.02
TOTAL EXPENDITURES		24.61	1.99	0.84	0.20	0.50	28.14

Consolidated Planning Grant

Use of Toll Credits

Work Element Description	FTA/MPO		FTA/MPO		FHWA		FHWA		COFCG		Revenue		TOLL
	5303	CARRY OVER	Toll	Credits	5303	CARRY OVER	PL	Toll	LTF	Other	Total	Credits	
110 REGIONAL STREETS PLANNING	0	0	0	5,719	656	180,000	20,646	37,760	4,331	0	223,479	25,633	
111 REGIONAL TRANSPORTATION MODEL	117,438	13,470	51,804	5,942	0	0	342,066	39,235	0	33,983	545,291	58,647	
112 REGIONAL TRAFFIC MONITORING	0	0	52,509	6,023	237,200	27,207	115,610	13,260	0	0	405,319	46,490	
114 INTELLIGENT TRANS. SYSTEMS	0	0	1,304	150	0	0	8,614	988	0	0	9,918	1,138	
152 HIGH SPEED RAIL PLANNING	0	0	3,239	372	50,000	5,735	9,071	1,040	0	0	62,310	7,147	
170 REGIONAL TRANSPORTATION PLAN	0	0	49,037	5,625	150,000	17,205	323,795	37,139	0	0	522,832	59,969	
171 TRANSP. PERFORMANCE MANAGEMENT	0	0	11,110	1,274	0	0	73,361	8,415	0	0	84,471	9,689	
172 CONGESTION MANAGEMENT PRG	0	0	29,209	3,350	0	0	60,811	6,975	0	0	90,020	10,325	
180 AIR QUALITY/TRANS. PLANNING	0	0	25,466	2,921	65,000	7,456	168,153	19,287	0	0	258,619	29,664	
220 TRANSPORTATION PROGRAM DEV.	0	0	37,893	4,346	0	0	250,205	28,699	0	73,612	361,710	33,045	
311 PUBLIC INFO. AND PARTICIPATION	37,850	4,341	18,486	2,120	34,991	4,013	110,594	12,685	0	0	201,921	23,160	
313 ENVIRONMENTAL JUSTICE	0	0	7,374	846	0	0	48,694	5,585	0	0	56,068	6,431	
350 REGIONAL DATA CENTER	0	0	35,414	4,062	0	0	0	0	35,413	0	70,827	4,062	
820 VALLEY RTPA COORDINATION	0	0	0	0	45,000	5,162	0	0	100,280	87,977	233,257	5,162	
911 OVERALL WORK PROGRAM	0	0	13,079	1,500	0	0	13,079	1,500	13,079	0	39,237	3,000	
TOTAL EXPENDITURES	155,288	17,812	341,643	39,186	762,191	87,423	1,561,813	179,140	148,772	195,572	3,165,279	323,561	323,561

Federal Transit Assistance Grants

Work Element Description	FTA/MPO 5316		FTA/MPO 5317		FTA/MPO 5310		Other	Revenue		TOLL
	Credits	Toll	Credits	Toll	Credits	Toll		Total	Credits	
121 FTA GRANT PROGRAMS	234,390	36,692	842,285	110,390	1,323,214	178,107	235,932	2,961,010	325,189	
TOTAL TOLL CREDITS										648,750

***Fresno Council of Governments
2018/19 Member Dues Schedule****

MEMBER	CENSUS POPULATION 01/01/17	PERCENT	Current DUES SCHEDULE
Clovis	110,762	11.12%	4,448
Coalinga	16,982	1.71%	682
Firebaugh	8,202	0.82%	329
Fowler	6,091	0.61%	245
Fresno City	525,832	52.80%	21,118
Huron	7,186	0.72%	289
Kerman	14,614	1.47%	587
Kingsburg	12,338	1.24%	496
Mendota	11,828	1.19%	475
Orange Cove	9,369	0.94%	376
Parlier	15,500	1.56%	623
Reedley	26,152	2.63%	1,050
Sanger	26,412	2.65%	1,061
San Joaquin	4,070	0.41%	163
Selma	25,156	2.53%	1,010
Fresno Co.	175,481	17.62%	7,048
TOTALS	995,975	100%	40,000
			40,000

* Updated for DOF population estimates in May.

Expenditure by Work Element and Funding Source

2018/19

Consultants	Total	FHWA PL	FTA 5303	FTA 5304	FTA 5307	FTA 5311(f)	FAA	SB1 17/18	SB1 18/19	Local Source
110 Regional Streets & Roads										
"										
"										
115 RTMF Development Fee Program	150,000	150,000								50,000 Measure C
116 National Parks	30,000	30,000								542,445 Air Dist / NPS
117 Golden State	50,000									350,000 Measure C
123 Sustainable Comm Public Transit	861,000				96,555					17,205 LTF
140 Sust. Comm. Infrastructure Cycle I	350,000			132,795						17,811 LTF
141 Pavement Management	155,278									37,393 LTF
141 Sust. Comm. Infrastructure Cycle II	326,014									17,811 LTF
143 Reverse Triangle	155,278									33,493 LTF
152 High Speed Rail	292,002									0
153 Airport Land Use Commission	50,000	50,000								8,000 LTF
170 Regional Transportation Plan	80,000									0
"	100,000	100,000								0
"	50,000	50,000								0
172 Congestion Management Program	20,000		20,000							0
210 Measure "C" Extension	30,000									0
320 Technical Assistance	50,000									30,000 Measure C
"	50,000									50,000 LTF
"	26,000									50,000 LTF
360 One Voice Advocacy	115,000									26,000 Member Dues/Donati
820 Valley RTPA Coordination										115,000 Valley MPOs
Total Consultants	3,140,572	380,000	20,000	132,795	96,555	222,000	72,000	426,088	395,976	1,395,158
Supplies Printing	Total	FHWA PL	FSP	FTA5303	Local	Source				
Supplies/Printing	10,440				10,440	Measure C				
Supplies/Printing	14,000				14,000	Measure C				
Supplies/Printing	2,000				2,000	Measure C				
Annual Report	10,000			10,000		LTF				
One Voice Supplies	4,113				4,113	Member Dues/Donations				
Supplies/Printing	7,750				7,750	LTF				
Supplies/Printing	3,600		2,880		720	LTF				
Total Supplies & Printing	51,903	0	2,880	10,000	39,023					
Software Support/Maint.	Total	FHWA PL	FTA 5303	PPM	Local	Source				
Program Customization	10,000									
Program Technical Support	60,000									
City Labs Valley Wide License	44,421									
Anti Virus Maintenance Fee	1,500				33,983	Valley MPOs				
Arctium GIS Maint	5,500									
ITHIM	10,000									
Server Upgrade	20,000									
Website & App.	5,000									
Trip Management	60,000									
Software Support/Maint.	20,000									
Fresno Track - Web Based Project Tracker	56,000			56,000		Measure C				
Redesign Website	45,000	20,000	25,000			Measure C				
Web Cast Software	10,000					LTF				
Total Software Support & Maintenance	347,421	20,000	142,438	56,000	128,983					
111 Regional Transportation Modeling										
"										
"										
"										
"										
"										
"										
"										
"										
212 Measure "C" Carpool/Van Pool										
214 Measure "C" ADAV Seniors										
215 Measure "C" Farm Worker Van Pool										
220 Transportation Program Development										
311 COG View Internet Home Page										
910 COG Admin										

Expenditure by Work Element and Funding Source

2018/19

Workshops		Total	FHWA PL	FTA 5303	Local	Source
311 Public Participation	Transportation Forum	5,500	2,650	2,850	0	LTF
820 Valley RTPA Coordination	Policy Conference	10,000		10,000		LTF
	Total Workshops	15,500	2,650	2,850	10,000	
Promotion/Outreach		Total	FHWA PL	FTA 5303	Prop 84	Local Source
212 Measure "C" Carpool/Vanpool	Carpool Promotion	60,000				60,000 Measure C
214 Measure "C" ADA /Seniors	Taxi Scrip Promotion	50,000				50,000 Measure C
215 Measure "C" Farm Worker Van Pool	Grass Roots Promotion	100,000				100,000 Measure C
340 Transportation Demand Management	TDM Promotion	5,000				5,000 LTF
820 Valley RTPA Coordination	Valley Wide Outreach	5,000	0	0	0	5,000 LTF
	Total Promotion & Outreach	220,000	0	0	0	220,000
Carpool Subsidy		Total	Local	Local Source		
212 Measure "C" Carpool/Vanpool		48,000	48,000	Measure C		
Prizes & Awards		Total	Local	Local Source		
212 Measure "C" Carpool/Vanpool	Carpool Prizes & Awards	32,000	32,000	Measure C		
	Total Prizes & Awards	32,000	32,000			
212 Measure "C" Carpool/Vanpool	Commuter Van Pool Subsidy	165,000	165,000	Measure C		
214 Measure "C" ADA/ Seniors	Taxi Scrip	470,000	470,000	Measure C		
215 Measure "C" Farm Worker Van Pool	Farm Worker Van Pool Subsidy	560,000	560,000	Measure C		
Grant Specific Travel		Total	FHWA PL	FTA 5307	PPM	Local Source
120 Public Transportation - Urban	APTA Conference	3,000		2,400		600 FAX Match
153 Air Port Land Use Commission	Conference	3,000				3,000 LTF
220 Transportation Program & Development	Travel & Training	3,000			3,000	
212 Measure "C" Carpool/Vanpool	Carpool/Van Pool Travel	500				500 Measure C
214 Measure "C" ADA/ Seniors	Taxi Scrip Travel	700				700 Measure C
340 Transportation Demand Management	TDM Travel	500				500 LTF
360 One Voice Advocacy	One Voice Trip to DC & Sacramento	24,509				24,509 Member Dues/Donations
910 COG Administration	Admin. Travel	5,000				5,000 LTF
	Total Grant Specific Travel	40,209	0	2,400	3,000	34,809
5316 FTA 5316 JARC		Total	FTA 5316	Match	Toll Credit	
121 JARC	FAX Bike Lockers	63,579	50,931	12,648		
	FAX Trip Planning Software	183,459	183,459		36,692	
	Total FTA 5316 JARC	247,038	234,390	12,648		
FTA 5317 New Freedom		Total	FTA 5317	Match	Toll Credit	
121 New Freedom	FAX Travel Training	22,358	11,177	11,181		
	FAX Bus Station Ramps	105,618	84,495	21,123		
	FAX Bus Stop Improvements	221,000	176,800	44,200		
	FAX Braille Signs	22,329	17,863	4,466		
	FAX Improve 14 Bus Stops	327,475	327,475		65,531	
	FAX Improve 13 Bus Stops	224,475	224,475		44,895	
	Total 5317 New Freedom	923,255	842,285	80,970	110,426	
FTA 5310		Total	FTA 5310	Match	Toll Credit	
121 FTA5310		541,000	432,676	108,324		
	FAX 6 Buses					

Expenditure by Work Element and Funding Source

2018/19

-	FCEOC 6 Buses	432,676	432,676	86,535	
-	UCPCA 2 Buses - 6 Minivans	409,831	409,831	81,966	
-	West Care of Cal - 1 Minivan	48,031	48,031	9,606	
	Total 5310	1,431,538	1,323,214	108,324	178,107
311 Public Participation	Translation Services	Total	FHWA PL	Match	0 LTF
		4,500	4,500		
115 RTMF	County Counsel	Total	Local	Local	Source
153 Airport Land Use	Legal Advice	5,000	5,000	RTMF	
912 TDA Administration	Legal Advice	5,000	5,000	LTF	
	Legal Advice	21,000	21,000	LTF	
	Total County Counsel	31,000	31,000		
912 TDA Administration	Program Audits	Total	Local		
	Triennial Performance Audit	45,000	45,000	LTF	
	Program Audits	40,000	40,000		
		85,000	85,000	LTF	
912 TDA Administration	County Auditor Controller	Total	Local	8,000	LTF
	Membership/Dues				
	CALCOG	21,000	21,000	LTF	
	Total Membership Dues	21,000	21,000		
910 COG Administration	Board Remuneration	Total	Local	LTF	
		19,200	19,200		
910 COG Administration	Temporary Help	4,000	4,000	LTF	
211 Measure "C" Oversight Committee	Other Misc Expense	Total	Local		
214 Measure "C" ADA/ Seniors	Committee Meetings	1,000	1,000	Measure C	
360 One Voice Advocacy	Taxi Scrip Misc	2,000	2,000	Measure C	
910 COG Administration	One Voice	3,802	3,802	Member Dues/Donations	
	Organizational Health	5,000	5,000	LTF	
	Total Other Misc. Expense	11,802	11,802		
940 Freeway Service Patrol	Freeway Towing Contract	Total	STATE FSP	Local	Local
		441,000	352,800	88,200	LTF
112 Regional Traffic Modeling	Equipment	Total	FHWA PL	FTA 5303	FSP
910 COG Administration	Traffic Count/Computer Equipment	35,000		35,000	
	Computers	15,000			15,000 LTF
	Office Equipment	10,000			10,000 LTF
940 Freeway Service Patrol	Commercial Radio Rental	3,000			600 LTF
	Total Equipment	63,000	0	35,000	2,400
					25,600
112 Regional Traffic Modeling	Agency Pass Through	Total	FHWA PL	FTA 5304	Prop 84
	County Traffic Count Program	147,500	147,500		Local
	Fresno Traffic Count Program	80,200	80,200		0 LTF
	Clavis Traffic Count Program	9,500	9,500		0 LTF
117 Golden State	City County Preliminary Design	300,000			300,000 Measure C

2018/19

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Appendix K - Intermodal Planning Group Comments

TO: Scott Carson, FHWA
Caltrans District 6, Transportation Planning Division
Caltrans HQ, Office of Regional Planning
Transportation Technical Committee
Policy Advisory Committee
Fresno COG Policy Board

FROM: Tony Boren, Executive Director
Robert Phipps, Deputy Director
Les Beshears, Finance Director

SUBJECT: Comments and responses to Fresno COG's 2018-19 Draft Overall Work Program

In the memo below, staff provides a verbatim copy of all comments received to date on Fresno COG's draft 2018-19 Overall Work Program. Responses are italicized and underlined directly below the original comment.

SCOTT CARSON, FEDERAL HIGHWAY ADMINISTRATION

All – good job on the Draft OWP. A few comments:

Starting on Page 23, the narrative of PEAs, metropolitan planning factors, etc. is someone confused and could be streamlined. The statement that planning factors were 'rescinded' is incorrect – the California specific PEAs issued by FHWA and FTA Region 9 remain in effect and need to be listed in the document – Core Planning Functions and State of Good Repair. These need to be included in this section of the document.

Response: Thank you for your comment. The California-specific PEAs that FHWA and FTA Region 9 provided have been restored for the final OWP.

As noted by Caltrans, and keeping in mind this is a draft document, please ensure that the financial summaries for individual work elements and the summary spreadsheet agree and that the correct funding sources are shown in the OWP. As a reminder, federal funds can generally only be used in state transportation planning requirements where the information developed or activities carried out are directly tied to federal transportation planning requirements, and it is possible depending on the nature of the work that only a portion may be eligible for federal reimbursement.

As to eligibility for SB-1 funds and tasks, because these state funds and requirements, Caltrans makes eligibility decisions. FHWA is neutral in the matter and will not be making eligibility calls or commenting on the content of SB-1 tasks/funds.

Response: Thank you for your comment. Fresno COG has reviewed its financial tables to ensure that all federal funds have been appropriately applied.

Thank you for including a separate work element for Performance Management. Attached is a white paper issued by Caltrans for last week's CFPG meeting that contains an excellent overview of the PM process as Caltrans sees it unfolding over the upcoming months. This material can be used as a template to base PM 1-3 writeups in OWPs, FTIPS, and the RTP. As this material was not available at the time of drafting the OWP there was not necessarily an expectation of what future OWP, FTIP and RTP documentation should contain on the PMs, but his paper is a very good start worth FCOG's time to assimilate.

Response: Thank you for your comment. Fresno COG staff will review the performance management white paper.

As a final overall comment, FHWA has noted in the past on a number of instances that the FCOG OWP's length and level of detail could be simplified and reduced. One suggestion would be to subdivide the OWP into funding categories – state/local/federal and group the tasks within those subdivisions. This would enable faster review of the document if there is not a desire on the part of FCOG to consider a reformatting of the entire OWP at this time. We strongly encourage FCOG for the 2019 draft to consider a format that reduces the overall pagination – perhaps by moving sections that do not change from year to year to URL references on FCOG's website – and to divide the document into sections depending on funding category.

Response: Thank you for your comment. Fresno COG staff reduced the OWP by approximately 16 percent or 33 pages from the 2017-18 document. We will consider reformatting the OWP for 2019-20; however, please note that Caltrans routinely requests more detail in the document as opposed to less.

CALTRANS DISTRICT 6 - TRANSPORTATION PLANNING

FCOG continues to demonstrate their current priorities for transportation planning, development and analysis for the 2018-2019 fiscal year. Upcoming and continued projects consist of their Sustainable Communities Strategies grants: Fresno Long Range Transit Plan, Minimizing Negative Environments Impacts, Time, and Cost of Business Commuters grants, in addition to Regional Sustainable Infrastructure Planning program and Regional Pavement Management Plan funded through the Senate Bill 1 (SB I) formula funds. Also

due for completion is the 2018 Regional Transportation Plan and Sustainable Communities Strategy. FCOG is commended for their ongoing consultation and coordination with Caltrans and its member agencies. Their continued partnership encompasses the interests of the County of Fresno and its policies reflect its member agencies' interests and regional concerns.

Attachment "A" contains the Informational Matrix for the County of Fresno. The matrix lists Planning activities that Caltrans will be involved in the region for FY 2018-2019.

Work Element 123 Sustainable Communities Public Transit Plan, Page 50: Please clarify or add the title of this work element is the Fresno Long Range Transit Plan. Please continue to involve Caltrans in future meetings to ensure approved scope of work, project timeline, and project funding will be maintained and ongoing within the terms of the contract.

Response: Thank you for the comment. Work Element 123's title has been adjusted to follow the recommendation.

Work Element 124 Business Commute Optimization System, Page 52: Please clarify or add the correct title of this work element is Minimizing Negative Impacts, Time and Cost of Commuters. Please continue to involve Caltrans in future meetings to ensure approved scope of work, project timeline, and project funding will be maintained and ongoing within the terms of the contract.

Response: Thank you for the comment. Work Element 124's title has been adjusted to follow the recommendation.

Work Element 140 Regional Sustainable Infrastructure Planning Program, Page 54:

Please include information in regards to this work element is funded by way of Sustainable Communities Formula grant. Please continue to involve Caltrans in future meetings to ensure approved project funding will be maintained and ongoing.

Response: Thank you for the comment. Work Element 140's purpose has been adjusted to follow the recommendation.

Work Element 141 Regional Pavement Study System, Page 56: Please include information in regards to this work element is funded by way of Sustainable Communities Formula grant. Please continue to involve Caltrans in future meetings to ensure approved project funding will be maintained and ongoing.

Work Element 143 Reverse Triangle Study, Page 60: Please include information in regards to this work element is anticipated to be funded by way of a Strategic Partnership SB I grant. FCOG submitted Infrastructure for Prosperity in the Central Valley's Industrial Triangle grant, if project is approved, FCOG will need to amend their OWP to include this grant and specify if grant will be combined with this work element.

Response: Thank you for the comment. Work Element 143's purpose has been adjusted to follow the recommendation.

Work Element 170 Regional Transportation Plan, Page 70: Please continue to involve Caltrans in future meetings to assist in FCOG's development of safety performance targets and development of FCOG's 2018 Regional Transportation Plan and Sustainable Communities Strategy.

Response: Thank you for the comment. Fresno COG will continue to involve Caltrans in future meetings regarding safety performance targets and its 2018 Regional Transportation Plan and Sustainable Communities Strategy.

Work Element 920 Fresno County Rural Transit Agency Administration, Page 124: FCRTA continues to promote and enhance transit opportunities for the elderly, disabled, low income, students, and the general public. Caltrans encourages FCOG and FCRTA to continue to apply for Rural Transit & Intercity Bus - FTA Section 5311 and 5311 (f) funds, Active Transportation Planning Grants, Caltrans Sustainable Transportation Planning grants and FTA Section 5339(b) Bus and Bus Facilities Discretionary Program funding opportunities recently made available to further efforts in transit planning projects.

Fresno County Rural Transit Agency (FCRTA) continues to be in the forefront of establishing public transit service to rural communities throughout the County of Fresno. FCRTA has enhanced mobility for many of whom lack transportation and need access to jobs, education, and medical services outside their primary area of residence. In continuing their support for sustainable transportation FCRTA, California Energy Commission, CALSTART, Valley Air District and Caltrans celebrated the completion of 13 electric vehicle charging stations that are now open to the public to charge their electric vehicles. It also includes back up energy storage for emergency services. FCRTA selected Envision Solar's EV ARC product, which provides EV charging that is solar-powered. Furthermore, these stations are located in all 13 of Fresno County's rural, and often disadvantaged communities. FCRTA continues to find ways to help the transit rider where the agency also installed solar-powered bus shelters to existing benches that lack shade and are also located in rural and disadvantaged areas.

Response: Thank you for the comment. FCRTA's recent efforts to move toward fleet electrification have been included under "Previous Work" in this work element.

CALTRANS HEADQUARTERS – OFFICE OF REGIONAL PLANNING

General Comments

Caltrans appreciates FCOG for submitting a "Response to Comments" letter in Appendix K of the FY 2017-2018 OWP. Thank you for acknowledging the feedback we provided for last year's Draft OWP and incorporating the recommendations into the Final OWP.

Please note that although Federal Highway Administration Metropolitan Planning (FHWA PL) and Federal Transit Administration (FTA) 5303 carryover estimates must be identified in the final OWP, they cannot be identified in the FY 2017-2018 OWPA until a reconciliation letter has been signed by both Caltrans and FCOG certifying the FHWA PL and FTA 5303 carryover amounts. Toll Credit match amounts cannot be modified after the Final OWP is submitted.

Please separate FHWA PL and FTA 5303 Toll Credit amounts into separate columns.

Response: *Fresno COG has added additional columns in its summary funding spreadsheet to distinguish toll credit amounts.*

Comments for Senate Bill (SB) 1 Sustainable Communities Formula-Funded Work Elements

Overall, the activities that will be funded with the SB 1 Sustainable Communities Formula funds appear to be eligible and in alignment with the Sustainable Communities grant objectives.

Consistent with the SB I Sustainable Communities Guidance for Overall Work Programs (posted online at dot.ca.gov/hq/pp_ofi/ces/oripowpindex.html), we request that all SB I funded Work Element narratives clearly state that the activities are being funded with SB 1 Sustainable Communities Formula funds. Work Elements 140 and 141 mention SB I, but should more specifically state that the activities are funded through the SB I Sustainable Communities Formula grants.

Response: *Thank you for the comment. All SB 1-related work elements now include introductory "purpose" language that identifies the funding source and fiscal year in which the funds are programmed.*

Please also identify the FY of award for the SB I Sustainable Communities Formula funds. In addition, consecutive years of SB I Sustainable Communities Formula funds cannot be included in the same Work Element. One option is to create a sub-work element or if the funds are for the same major activity, then it can be phased so we can distinguish between the work being accomplished with the funding from different FYs. It appears that Work Elements 140 and 141 are funded with SB 1 Sustainable Communities Formula funds awarded in FY 2017-18. If so, please include this information in the Work Element budget table or the narrative section.

Response: *Thank you for the comment. All SB 1-related work elements now include introductory "purpose" language that identifies the funding source and fiscal year in which the funds are programmed.*

Specific SB 1 Work Element Comments

Work Element 142, Sustainable Communities Infrastructure Cycle II: It appears that this Work Element was omitted from the Draft OWP but it was included in the *FY 2018-19 OWP Spreadsheet - Expenditure by Revenue Source* (Page 154). Please provide this Work Element to Caltrans Headquarters for review prior to Board approval for these funds.

Response: *Thank you for the comment. This work element has been restored for the final 2018-19 OWP.*

Work Element 143, Reverse Triangle Study, Page 60: This activity appears to be the same as a grant application for FY 2018-19 Strategic Partnerships, entitled, "Infrastructure for Prosperity in the Central Valley's Industrial Triangle." If the grant is awarded, to avoid duplication, this work element would need to specifically describe and distinguish how this work will complement the Strategic Partnerships grant project. Please add a statement about the source of funding (SB I Sustainable Communities Formula) in the Work Element narrative for this activity.

Response: *Thank you for the comment. Should the Reverse Triangle project receive the Strategic Partnership grant, Fresno COG will adjust its OWP accordingly as part of the amendment process.*

Specific OWP Comments

On page 20, the second paragraph under Transportation Reauthorization Issues starts with a " ."

Response: *Thank you for the comment. This typo has been corrected.*

Under "The FAST ACT added the following for consideration" on page 24, please modify numbers 9, 10 and II to read:

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and

10. Enhance travel and tourism.

Also, please modify the Metropolitan Planning Factors table on pages 25-26 to reflect the updated FAST ACT language.

Response: *Thank you for the comment. Staff has modified the language in the Planning Factors section to reflect the recommendation.*

Work Element 124 Business Commute Optimization System, Page 53: The FTA 5303, Local Funds and Total Budget amounts in the Work Element Funding table do not mirror the numbers in the Expenditure by Revenue Source spreadsheet. Please ensure that the correct amounts are consistent in both places.

Response: *Thank you for the comment. This issue has been corrected for the final OWP.*

Work Element 171 Transportation Performance Management, Page 72: The FTA 5303, FHWA PL, FHWA Carry Forward, and Total Budget amounts in the Work Element funding table do not mirror the numbers in the Expenditure by Revenue Source spreadsheet (the budget table is a copy and paste error from Work Element 170). Please ensure that the correct amounts are consistent in all places.

Response: *Thank you for the comment. This issue has been corrected for the final OWP.*

Work Element 220 Transportation Program Development, Page 89: Please ensure that neither FTA 5303 nor FHWA PL funds are used to perform SB I activities.

Response: *Thank you for the comment. WE 220 primarily addresses TIP preparation and monitoring, which is a federal activity. While there is no SB 1 money programmed in this work element, it does include STIP Planning, Programming and Monitoring (PPM) funds.*

Work Element 311 Public Participation, Page 98: The funding amount for FHWA PL Carry Forward in the Work Element Funding Table is \$20,000 more than the Consolidated Planning Grant spreadsheet making the totals different. Please ensure the amounts are correct and that the Funding Table amounts mirror the Consolidated Planning Grant spreadsheet and Expenditure by Revenue Source spreadsheet.

Response: *Thank you for the comment. This issue has been corrected for the final OWP.*

Work Element 313 Environmental Justice Activities, Page 99: Last year Caltrans offered a comment regarding developing a documented procedure that outlines the roles, responsibilities, and key decision points for consulting with Indian tribal governments and Federal Land Management Agencies pursuant to 23 CFR 450.316 (e). Caltrans developed a template for MPO Consultation with Indian Tribal governments and it is available on the Regional Planning website.

Response: *Thank you for the comment. As recommended, staff is developing a tribal coordination plan that is in line with the Caltrans template. The plan should be completed by December 2018.*

Work Element 820 Valley Coordination Activities, Page 114: Please ensure consistency with title throughout the Work Element and budget spreadsheets.

Response: *Thank you for the comment. This issue has been addressed for the final OWP.*

Work Element 911 Overall Work Program and Budget Development, Page 120: Under Tasks, please clarify what "IPG" stands for. Are you referring to CPG funding? IPG is not spelled out in the Work Element or in the Glossary of Common Acronyms.

Response: *Thank you for the comment. IPG refers to the Intermodal Planning Group, which used to be the name for the group comprising representatives from FHWA, FTA and Caltrans who met annually with MPOs to discuss the OWP. That process has now been replaced with earlier meetings in the year to allow for comments and priorities to be addressed prior to the draft OWP being developed.*

ATTACHMENT A
FRESNO COUNCIL OF GOVERNMENTS
PLANNING ACTIVITIES WITHIN THE REGION
FY 2018 - 2019

Informational Element Matrix

The following is a list of planning activities for which Caltrans is responsible for within the MPO metropolitan planning area.

Activity Description	MPO Work Element Number	Funding Type	Product(s)	Work Performed By	Due Date	FSTIP Prgmg.
Caltrans work elements for OWP, progress reports, reimbursement and monitoring	N/A	FED/STATE	OWP Management	Caltrans	On-going	No
IGR/local development reviews	N/A	STATE	Recommended mitigation for development impacts on State facilities	Caltrans	On-going	No
Update Various System Planning Documents	N/A	STATE	Various System Planning Documents	Caltrans	On-going	No
Valley-wide GIS	N/A	STATE	Coordinate Integration of Valley-wide GIS into Caltrans GIS	Caltrans	On-going	No
California Transportation Plan	N/A	STATE	The California Transportation Plan (CTP) 2050. The CTP will assess how MPO's Sustainable Communities Strategies will influence the Statewide Multimodal transportation system.	Caltrans	Updates every 5 years	No
District 6 Bicycle Map	N/A	STATE	Current State Caltrans - District 6 Bicycle Guide	Caltrans	Completed	No
Corridor Preservation Analysis (various locations)	N/A	STATE	Ultimate Freeway and Interchange Footprints	Caltrans	On-going	No
California Partnership for the San Joaquin Valley Strategic Action Proposal	N/A	STATE	Implementation of Land Use and Transportation Work Group recommendations on issues related to Highway 99	Caltrans, CTC, SJV MPOs Local governments, Highway 99 Task Force	In Progress	No
Route 99 Business Plan Update	N/A	STATE	Implement projects in updated Rte 99 Business Plan with funding strategies to ensure timely delivery of projects given available resources	Caltrans in coordination with valleywide MPO	On-going	No

Activity Description	MPO Work Element Number	Funding Type	Product(s)	Work Performed By	Due Date	FSTIP Prgmng.
FCOG RTP/SCS	N/A	FED/STATE	CT Participation on RTP/SCS Roundtable	FCOG/CT	2018	No
CT Sustainable Transportation Communities Planning Grant	N/A	STATE	Blackstone Avenue Corridor SMF Project	City of Fresno/Caltrans	In Progress	No
CT Sustainable Transportation Planning Grants Program	N/A	STATE	Trails Network Expansion Feasibility Plan	City of Fresno/Caltrans	In Progress	No
CT Sustainable Transportation - Sustainable Communities Planning grant	W.E. 124	STATE	Minimizing Negative Environmental Impacts, Time, and Cost of Business Commuters	FCOG, CSUF, Univ. Of Colorado-Denver CT	On-going	No
CT Sustainable Transportation - Sustainable Communities Planning grant	W.E. 123	STATE	Connected: The Fresno County Sustainable Communities Public Transit Plan	FCOG/CT	On-going	No
CT Sustainable Transportation - Sustainable Communities-SB1 Planning grant-Formula	W.E. 140	STATE	Regional Sustainable Infrastructure Planning Program	FCOG/CT	In Progress	No
CT Sustainable Transportation - Sustainable Communities-SB1 Planning grant-Formula	W.E. 140	STATE	Regional Pavement Management System	FCOG/CT	In Progress	No
Mass Transit-Fresno County Rural transit Agency (FCRTA)	N/A	FED/STATE	Coordinate & Administer 5311, CMAQ, Capital, STIP programs w/local agencies to enhance the use of public transportation systems in city and rural areas.	Caltrans/FCRTA	On-going	No
Tribal Consultation	N/A	FED/STATE	Coordinating projects that impact the State Route, Big Sandy, Cold Springs, and Table Mountain Rancherias including Indian Reservation Roads Inventory Program	Caltrans, Tribal Governments	On-going	No

Appendix L - FCOG By Laws

BY-LAWS FOR THE COUNCIL OF FRESNO COUNTY GOVERNMENTS

WHEREAS, the County of Fresno and certain Cities of Fresno County, California, have executed a Joint Powers Agreement creating the Council of Fresno County Governments; and

WHEREAS, the Joint Powers Agreement designates the Council of Fresno County Governments to perform certain duties; and

WHEREAS, the organizational structure, process and functions of the Council of Fresno County Governments are specified in the Joint Powers Agreement;

THEREFORE, BE IT RESOLVED:

1. The By-Laws of the Council of Fresno County Governments shall be specified herein, except that these By-Laws shall not limit, restrict, modify or supercede those activities or duties conferred or implied in the Joint Powers Agreement.
2. Membership in the Council of Fresno County Governments shall be as provided in the Joint Powers Agreement of March 25, 1976.
3. The Council, as specified in the Joint Powers Agreement, shall constitute the governing body of the Council of Fresno County Governments.
4. The Council shall hold regular meetings on the last Thursday of every month, at such time and location as may be prescribed by vote of the membership at a previous meeting. In the event such meeting date should fall on a holiday or the day before a holiday, the membership at its next preceding meeting, or prior thereto, shall fix another convenient date for such regular meetings. If no time or location is so prescribed, the Chairman, or his representative, shall fix said time and location.

Special meetings may be called by the Chairman or his representative at any time. The members shall be notified in writing of all special and regular meetings; written nature of meeting shall be forwarded by first class mail or other appropriate means not less than seven days prior to the meeting.

All regular and special meetings shall be conducted in accordance with the Ralph M. Brown Act, as amended.

5. The duly authorized representatives of a majority of the members in good standing which represent no less than 40% of the total population of the member agencies shall constitute a quorum for the transaction of all business of the Council.

(By-Law Amendment accompanying JPA Amendment No. 5)
6. Except as provided herein or in the Joint Powers Agreement, the most recent edition of Robert's Rules of Order shall constitute the parliamentary authority for the Council.
7. Officers of the Council shall consist of a Chairman and Vice-Chairman, who shall be elected from the duly authorized representatives of members in good standing. Their duties shall be as follows:
 - a. Chairman: To preside over all meetings, maintain order, decide questions of parliamentary procedure, call special meetings, and such other duties as elsewhere herein provided.
 - b. Vice-Chairman: To perform the duties of the Chairman in the absence of such officer or upon disqualification of such officer.

8. Nomination and election of officers shall be held at the March meeting of each year, and such officers shall serve a one-year term. Any vacancy during the term shall be filled by nomination and election of such officer for the remainder of the term.
9. Nominations may be made by a committee of duly authorized members in good standing appointed by the Chairman and approved by the Council or from the floor by duly authorized representatives.
10. An election for each office, beginning with that of Chairman, shall be held immediately after all nominations have been declared closed by the Chairman. If there is more than one nominee for any office, voting shall be by roll call in accordance with the voting formula as established by the Joint Powers Agreement.
11. Officers shall take office immediately after their election or as soon thereafter as practicable, and serve until disqualified or their successors are duly elected, whichever condition occurs first.
12. The Policy Advisory Committee, as specified in the Joint Powers Agreement, and such committees as established by the Council shall select a Chairman and Vice-Chairman in June of each year from among its members. The duties of the Policy Advisory Committee shall be:
 - a. To hold meetings and conduct business as deemed appropriate under the Joint Powers Agreement.
 - b. To advise, recommend to and assist the Council, as required, to carry out Council functions.
 - c. To review and recommend to the Council all business which is to come before the Council, including but not limited to, the annual budget and work program, Overall Program Design, reports, studies, plans and policy items.
 - d. To review and comment on applications submitted to the Council of Fresno County Governments for A-95 review.
13. The Policy Advisory Committee shall hold regular meetings each month, at such time and location as may be prescribed by vote of the committee members. In the event such meeting date should fall on a holiday, or the day before a holiday, the membership at its next preceding meeting, or prior thereto, shall fix another convenient date for such regular meeting. If no time or location is so prescribed, the Chairman, or his representative, shall fix said time and location.

Special meetings may be called by the Chairman or his representative at any time. The members shall be notified in writing of all special and regular meetings; written notice of meeting shall be forwarded by first class mail or other appropriate means not less than seven days prior to the meeting.

Business may be conducted when there are at least five (5) members present to perform the duties of the Policy Advisory Committee. Any motion or action of the Policy Advisory Committee in order to be deemed carried or approved must receive an affirmative vote from a majority of the members present.
14. The Council agenda shall be established by the Executive Director. Subjects for inclusion on the agenda of the Council shall be directed to the Executive Director sufficiently in advance of the Council meeting so as to be reviewed by the Policy Advisory Committee.
 - a. Agenda subjects proposed by the Council shall be referred to the Policy Advisory Committee for its review and recommendation.
 - b. Agenda subjects proposed by persons or organizations not members of the Council shall be placed on the agenda following review and recommendation by the Policy Advisory Committee.
 - c. All subjects on the Council's agenda shall be accompanied by a report from the Policy Advisory Committee, which report shall include the Policy Advisory Committee's voting on the subject.
 - d. The Council Chairman may establish time limits or any other control measure he deems appropriate for presentation or comment.

15. The Council agenda shall be included in written notice of meeting and forwarded to Council members as specified elsewhere herein. Items of an emergency nature which require immediate action by the Council may be added to the agenda upon concurrence of a majority of the members in good standing and representing no less than 40% of the total population of the member agencies.

(By-Law Amendment accompanying JPA Amendment No. 5)

16. All administrative work of the Council shall be performed by or under the direction of an Executive Director, or if specifically directed by the Council, the Policy Advisory Committee. The duties of the Executive Director shall be:
- To serve as Secretary to the Council and Policy Advisory Committee.
 - To serve as Secretary to such committees as the Council may establish.
 - To keep a good and sufficient record of the proceedings and business of the Council.
 - To keep a record and ascertain the qualifications of each duly authorized representative.
 - To maintain files for all reports, correspondence and other business of the Council, the Policy Advisory Committee and other committees as may be established.
 - To coordinate the work program and budget of the Council.
 - To assist member agencies in making application for Federal funds.
 - To maintain a record of all financial transactions.
 - To transmit to his successor all books, records and files of the Council of Fresno County Governments in his possession.
 - To perform such other duties as may be assigned.

17. Membership costs, as specified in the Joint Powers Agreement, shall be due and payable at the start of the Council of Fresno County Governments' fiscal year. The Executive Director shall provide each member agency written notice of its cost due not later than thirty (30) days prior to the due date. If the costs to be shared are not paid within sixty (60) days of the date they are due and payable, the member agency shall immediately be sent written notice by first class mail, advising amount due and consequences of non-payment. If payment is not made within ninety (90) days of the date due and payable, the member agency shall immediately be sent written notice that it is not longer a member in good standing, as specified in the Joint Powers Agreement, and no longer carries voting privileges in the conduct of the business of the Council of Fresno County Governments.

Good standing shall be restored to a member agency immediately after payment of delinquent costs is received.

18. A proposed annual Overall work Program (OWP) for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in January of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary OWP by March 1 of each year.

A proposed annual budget for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in February of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary budget by April 1 of each year. The budget shall be a financial plan to undertake the work program of the Council. The Council shall review and *adopted** the budget and OWP at or before the May meeting.

19. The Fresno County Counsel's Office shall provide all legal services to the Council of Fresno County Governments, the Council and any committees as specified in the Joint Powers Agreement, except the Council may retain independent legal counsel when it deems appropriate.
20. The Council shall be responsible for making all amendments to these By-Laws.
- Proposed amendments may be originated by the Council of any duly authorized representative to the Council.
 - Proposed amendments may not be finally acted upon unless all of the members have been given written notice thereof at a prior meeting or by mail at least 15 days prior to the date of the meeting at which final action is to be taken.

- c. Amendment to these By-Laws shall require the approval of a majority of the governing bodies of the Joint Powers Agreement representing no less than 40% of the total population of the member agencies.

(By-Law Amendment accompanying JPA Amendment No. 5)

**Typographical error contained in original document.*

JPA Amendment No. 3, dated March 25, 1976, replaced the JPA in its entirety, with accompanying full-replacement of By-Laws
JPA Amendment No. 4, dated June 25, 1985, no formal amendment to By-Laws
JPA Amendment No. 5, dated April 27, 1989, with formal amendment to By-Laws

Appendix M – Joint Powers Agreement

FRESNO COUNCIL OF GOVERNMENTS

JOINT POWERS AGREEMENT

THIS AGREEMENT made and entered into this 25th day of March, 1976, by and between the County of Fresno, a political subdivision of the State of California, and the Cities of Fresno, Clovis, Coalinga, Firebaugh, Fowler, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Huron, Sanger, San Joaquin, and Selma all being municipal corporations of the State of California; WITNESSETH:

(Amendment No. 3)

WHEREAS, the President of the United States, through Executive Order 12372 (FR 30959, July 14, 1982), under the authority vested in him by the Constitution and laws of the United States of America, including Section 401 (a) of the Intergovernmental Cooperation Act of 1968 (42 U.S.C. 4231 (a), Section 301 of Title 3 of the United States Code, and Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 (42 U.S.C. 3334) has ordered that Federal agencies shall provide opportunities for consultation by elected officials of those state and local governments that would provide non-Federal funds for, or that would be directly affected by, proposed Federal financial assistance or direct Federal development; and

(Amendment No. 4)

WHEREAS, the President has ordered that, to the extent permitted by law, Federal agencies shall utilize the State process to determine official views of State and local elected officials and, further, to make efforts to accommodate State and local elected officials' concerns with proposed Federal financial assistance and direct Federal development that are communicated through the designated State process; and

(Amendment No. 4)

WHEREAS, the Governor of the State of California has established clearinghouse procedures pursuant to Executive Order 12372 providing for review of and comment on Federally-assisted programs by local elected officials through the Office of Planning and Research (gubernatorial Executive Order D-24-83); and

(Amendment No. 4)

WHEREAS, the Governor has designated the Fresno Council of Governments as the areawide clearinghouse for Fresno County, California; and

(Amendment No. 4)

WHEREAS, planning concerns in the County of Fresno, and the solution to such concerns often transcend municipal boundaries, making it desirable to regularly bring together representatives of the various governments to discuss common problems, develop consensus of policy questions of mutual interest in order to pursue a coordinated course of action without infringing on the political traditions and powers of the individual governments; and

(Amendment No. 3)

WHEREAS, Section 6500, et. Seq. of the California Government Code (Title 1, Division 7, Chapter 5, Article 1) provide for agreements between two or more public agencies to jointly exercise any power common to the contracting parties; and

(Amendment No. 3)

WHEREAS, the City of Fresno by virtue of its charter, and the County of Fresno, and other incorporated cities, parties hereto, by virtue of Sections 65600 and 65604, inclusive, of the California Government Code have the joint and mutual power to create an areawide planning organization.

(Amendment No. 3)

NOW, THEREFORE, in consideration of these premises, the parties hereto mutually agree as follows:

(Amendment No. 3)

CHAPTER 1

ORGANIZATION

1.1 ADDITIONAL MEMBERS: In addition to the named parties to this agreement, any city not now a member and any other city which may be hereafter incorporated within the boundaries of the County of Fresno, may become a member of the Fresno Council of Governments by executing this agreement without prior approval or ratification of the named parties, and shall thereafter be bound by all of the terms and provisions of the agreement as of the date of execution.

(Amendment No. 3)

1.2 COUNCIL; QUORUM; VOTING:

1.2.1 Council: The Council shall be the governing body of the Fresno Council of Governments. The Council shall be composed of one member of the County of Fresno Board of Supervisors, or in his absence such supervisor as may be present, and the mayors of the member cities, or in a mayor's absence such councilman as may be present.

(Amendment No. 8)

1.2.2 Quorum: A majority of the members in good standing of the Organization, which members represent no less than 40% of the total population of the member agencies in good standing, shall constitute a quorum for the transaction of business.

(Amendment No. 5)

1.2.3 Vote of Council: Any motion or action of the Council in order to be deemed carried or approved must receive an affirmative vote of a majority of the member agencies in good standing, which vote must represent no less than 40% of the total population of the member agencies in good standing.

(Amendment No. 5)

1.3 POLICY ADVISORY COMMITTEE: There shall be established a Policy Advisory Committee which shall be composed of the Chief Administrative Officer of each member agency, or his duly authorized representative, or if no such, or similar position exists, the Committee member shall be designated by the member agency's Council representative to serve at his pleasure, and shall be a full-time employee of the member agency. All matters upon which the Council is to act must first be considered by the Policy Advisory Committee and such matters when considered by the Council must be accompanied by the Policy Advisory Committee's comments and recommendations, if any, and voting record except that the Council may at its discretion consider urgent matters other than adoption of the annual budget or work program without prior consideration by the Policy Advisory Committee.

(Amendment No. 3)

1.4 STANDING TECHNICAL COMMITTEES: The Council may establish such technical advisory committees as may be necessary to assist in carrying out the duties as herein set forth in Chapter 2.

(Amendment No. 3)

1.5 COOPERATING MEMBERS: Subject to the approval of the Council, any governmental entity or public agency or nonprofit organization not eligible for membership under paragraph 1.1 of this Agreement may elect to join the Fresno Council of Governments as a cooperating member.

(Amendment No. 4)

1.5.1 Cooperating members shall be entitled to attend all meetings of the Council but shall not be entitled to vote or participate in debate.

(Amendment No. 4)

1.5.2 Cooperating members shall be entitled to receive data, studies, planning documents, special services, technical assistance, and other written materials and services of the Fresno Council of Governments, subject to policies adopted by the Council.

(Amendment No. 4)

CHAPTER 2

POWERS AND DUTIES

2.1 INTERGOVERNMENTAL COOPERATION: The Fresno Council of Governments shall perform clearinghouse review under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966, Title IV of the Intergovernmental Cooperation Act of 1968, and Executive Order 12372 (FR 30959, July 14, 1982). The Fresno Council of Governments may establish committees and execute memoranda of understanding with local, regional, state and federal agencies to facilitate coordination and cooperation. The Fresno Council of Governments shall be the forum for cooperative decision making by principal elected officials of the member agencies.

(Amendment No. 4)

2.2 COMPREHENSIVE PLANNING: The Fresno Council of Governments shall carry out an ongoing areawide comprehensive planning process as hereinafter set forth and may cause to be developed areawide plans and elements with respect to:

2.2.1 Land Use

2.2.4 Transportation

2.2.2 Housing

2.2.5 Water Quality Management

2.2.3 Open Space

2.2.6 Air Quality Management

The Fresno Council of Governments may from time to time develop or coordinate other plans when authorized to do so by the Council.

(Amendment No. 3)

2.3 PLANNING PROCESS: All plans and plan elements and other projects which the Fresno Council of Governments shall prepare or cause to be prepared shall be done to the greatest extent by member agencies. Consulting services may, when authorized by the Council, be utilized to carry out all or portions of the Work Program. Such consulting services contract may be performed by any member agency and no consulting service contract may be tendered to other than a member agency unless each member agency has been provided with a reasonable opportunity to exercise the right of refusal. In the event of any controversy between member agencies regarding the assignment of consulting services, the Council shall make the final determination.

(Amendment No. 3)

All consulting services performed shall be conducted under the authority of the Fresno Council of Governments and in accordance with the approved work program.

(Amendment No. 3)

All plans upon which the Council is to act must first be submitted to the Policy Advisory Committee and such matters when considered by the Council must be accompanied by the Policy Advisory Committee's comments and recommendations, if any, and voting record

(Amendment No. 3)

2.4 CITIZEN INVOLVEMENT: The Fresno Council of Governments shall carry out a process for citizen involvement in major decisions. Such process may include committees, legal notices and public hearings.

(Amendment No. 3)

2.5 LOCAL TRANSPORTATION PLANNING AGENCY: The Fresno Council of Governments shall carry out the duties of a local transportation planning agency as provided by State Law including administration of the local transportation fund and assisting local governments in claiming, obtaining, and utilizing funds as required by the Transportation Development Act of 1973.

(Amendment No. 3)

2.6 TECHNICAL ASSISTANCE: The Fresno Council of Governments may assist member agencies, or cooperating members by providing technical assistance and services including, but not limited to, governmental management, planning, administration, public involvement, and grants-in-aid when and upon such terms as such assistance is approved by the Council.

(Amendment No. 4)

2.7 WORK PROGRAM: The Fresno Council of Governments shall prepare and adopt annually a multi-year work program which contains a description, including objectives and proposed costs, of all activities to be undertaken.

(Amendment No. 3)

2.8 SPECIAL SERVICES: Consistent with the policies approved by the Council, and the Public Records Act, the Fresno Council of Governments may provide data, studies, planning documents and other written materials to private or public organizations or individuals. Such organizations or individuals shall bear the cost of providing said data, studies, documents and materials, including the reasonable cost of staff time spent in reviewing said data, studies, documents and materials with the requesting party.

(Amendment No. 4)

2.9 REGIONAL VANPOOL SERVICES: The Fresno Council of Governments may operate vanpool services within the County of Fresno and enter into a Joint Exercise of Powers Agreement to operate regional van pool services and related activities, including, but not limited to, obtaining grant funds and borrowing funds for purchasing and leasing vans.

(Amendment No. 6)

2.10 PARTICIPATION IN SAN JOAQUIN JOINT POWERS AUTHORITY:

The San Joaquin Joint Powers Authority will be responsible for the following:

- Working with state and federal agencies to plan, program, and secure funding for improvements for intercity rail passenger services and facilities in the San Joaquin Rail Corridor, including the acquisition or leasing, or use by agreement of right-of-way, stations, and station sites; the leasing or acquisition of or use by agreement of equipment, and related activities.
- Negotiate for and accept funds to be expended for the purpose of providing and improving intercity rail passenger services and activities.
- Develop policy, plan and implement improvements, administer and manage the operations and marketing for the San Joaquin Rail Service as part of the California Passenger Rail System.
- Review and comment on facility, service, and operational plans and programs of the agency or agencies planning potential commuter rail service in the San Joaquin Rail Corridor.
- Coordinate facility, service, and operational plans and programs with other organizations, providing rail service in the San Joaquin Corridor or whom the SJJPA may share common facilities, including Caltrain, Capitol Corridor, the BNSF Railway and Union Pacific or their successor agencies or corporations.
- Advocate before local, regional, state, and federal officials and agencies for improvements to services and facilities for the San Joaquin Rail Corridor.

(Amendment No. 7)

2.11 Interregional Public Transportation Services.

The Fresno COG may act as lead agency, apply for and receive grant funding, enter into agreements to provide funding, administration and oversight for interregional public transportation services. Fresno COG's role as lead agency for interregional public transportation services between Fresno County and the abutting counties of Tulare, Kings, Merced, and Madera shall include oversight to assure that operators of interregional public transportation services provided through agreements with Fresno COG comply with state, local and federal regulations and requirements.

(Amendment No. 9)

CHAPTER 3

LIMITATIONS

3.1 MEMBER AGENCY AUTONOMY: Nothing herein shall be construed as limiting in any manner the power of the respective member agencies and all plans, programs and activities shall at all times be carried out in such manner as so to maintain and insure the separateness and autonomy of the member agencies.

(Amendment No. 3)

3.2 SUBMISSION OF PLANS: The council may consider adoption of any areawide plan or element thereof after such plan or element has been submitted to the legislative bodies of the respective member agencies for this consideration at least forty-five (45) days prior to such adoption.

(Amendment No. 3)

3.3 WORK PROGRAM: The Council may consider adoption of any Annual Budget or Work Program after the preliminary Annual Budget or Work Program has been submitted to the legislative bodies for the respective member agencies for their consideration at least forty-five (45) days prior to final adoption.

(Amendment No. 3)

CHAPTER 4

ENTRY INTO FORCE, AMENDMENT, WITHDRAWAL, TERMINATION AND DISSOLUTION

4.1 ENTRY INTO FORCE: This Amendment shall enter into force and become binding upon its adoption by resolution of the governing bodies of no less than one-half of the eligible agencies in Fresno County which in aggregate represent no less than one-half of the population of Fresno County.

(Amendment No. 3)

4.2 AMENDMENT: The Joint Powers Agreement, as well as any of the provisions may be amended by the approval or ratification of such amendment by the governing bodies of no less than one-half of the member agencies which in the aggregate represent no less than 40% of the population of the member agencies and all member agencies shall thereafter be bound by such amendments.

(Amendment No. 5)

4.3 WITHDRAWAL: Any of the parties to this agreement may by action of its governing body withdraw from the Fresno Council of Governments. Such withdrawal shall be accomplished in the following manner:

(Amendment No. 3)

4.3.1 NOTIFICATION OF INTENT: Written notification of intent to withdraw shall be transmitted to each member of the Council, and to the Executive Director. Such notification of intent must be given no less than ninety (90) days prior to formal withdraw action.

(Amendment No. 3)

4.3.2 NOTIFICATION OF WITHDRAWAL ACTION: Written notification of withdrawal action shall be transmitted to each member of the Council, and to the Executive Director. Such notification shall be given no sooner than ninety (90) days from the date of notification of intent as herein above set fourth in 4.31.

(Amendment No. 3)

4.3.3 EFFECTIVE DATE OF WITHDRAWAL: No withdrawal shall be come effective until nine (9) months from the date of notification of withdrawal as hereinabove set forth in 4.32.

(Amendment No. 3)

4.4 TERMINATION: This agreement may be terminated by resolution of the governing bodies of all of the member agencies or by vote of the Council in accordance with the voting procedures set forth in 1.23. Should this agreement be terminated, the Fresno Council of Governments shall be dissolved in accordance with the procedures hereinafter set forth.

(Amendment No. 5)

4.5 DISSOLUTION: Should the Fresno Council of Governments terminate as set forth above, or for any other reason, the President of the Council shall appoint a dissolution committee, which committee shall be approved by the Council. The dissolution committee shall exist for the sole purpose of settling the affairs of the Fresno Council of Governments, and shall be empowered to immediately take control of all lands, buildings, equipment, accounts, case records, and to conduct all business as may be necessary to dissolve the Fresno Council of Governments and dispose of any assets, to settle all liabilities and shall pay the balance to the member agencies which have been in good standing during the year on the same proportionate basis that costs are shared as set forth in Chapter 5. Should the proceeds be insufficient, the deficit shall be paid by the member agencies on the same proportionate basis.

(Amendment No. 3)

CHAPTER 5

FINANCIAL

5.1 COSTS: Costs incurred by Fresno Council of Governments shall be shared on a proportionate basis in the following manner:

5.1.1 A per capita cost shall be calculated by dividing the total cost by the sum of the total population of member cities and the unincorporated population of Fresno County. The annual population figures published by the California State Controller shall be used to determine the per capita cost.

(Amendment No. 3)

5.1.2 The County share shall equal the per capita cost times the unincorporated population of Fresno County.

(Amendment No. 3)

5.1.3 Each member city shall pay an amount equal to the per capita cost times the city's population.

(Amendment No. 3)

5.1.4 If the costs to be shared are not paid within ninety (90) days of the date they are due and payable as set forth in the by-laws, they shall be delinquent and the member agency shall no longer be a member in good standing until payment is made in full.

(Amendment No. 3)

The Fresno Council of Governments may also, when authorized by the Council and the governing body of any member agency, apply for and receive Federal and State grants-in-aid on behalf of the member agency. Nothing contained herein shall prevent the acceptance by the Fresno Council of Governments, for any of its purposes and functions under this agreement, of donations, grants of money, equipment, supplies, materials and services from any member agency the United States or any agency thereof, of State of California.

(Amendment No. 3)

5.2 ANNUAL BUDGET: The preliminary Annual Budget projecting a financial plan to undertake the work for the ensuing fiscal year shall be prepared by the Executive Director and presented, together with the Work

Program, to the Council and the Policy Advisory Committee at their regular February meetings of each year, and to the governing bodies of all member agencies not less than forty-five (45) days prior to the date scheduled for budget adoption by the Council. The Council shall review and adopt the Annual Budget and Work Program at or before the May meeting.

(Amendment No. 3)

5.3 FUNDS: The Treasurer of the County of Fresno shall be the depository and have custody of all money of the Fresno Council of Governments. The Auditor-Controller of the County of Fresno shall draw warrants to pay demands against the Fresno Council of Governments when approved by the Executive Director. All funds received by the Fresno Council of Governments shall be strictly accounted for and the Auditor-Controller shall cause to be made an annual audit of the accounts and records of the Fresno Council of Governments as prescribed in California Government Code Section 6505.

(Amendment No. 3)

5.4 ANNUAL REPORT: The annual audit report shall be included in and become a part of the Annual Report to the Council and the member agencies.

(Amendment No. 3)

CHAPTER 6

SERVICES AND PERSONNEL

6.1 EXECUTIVE DIRECTOR: There shall be established the position of Executive Director of the Fresno Council of Governments. The Executive Director shall be appointed by the Council and shall serve at the pleasure of the Council. The Executive Director shall be the chief executive officer of the Fresno Council of Governments and shall have charge of all projects and property and personnel. The Executive Director shall be bonded for an amount established by the Council.

(Amendment No. 3)

6.2 SERVICES: The Fresno County Counsel's Office shall provide all legal services to the Fresno Council of Governments, the Council and the committees, provided however the Council may elect to retain independent Counsel when deemed necessary.

(Amendment No. 3)

CHAPTER 7

AMENDMENT OF PREVIOUS AGREEMENTS

7.1 SUPERSEDING: This agreement amends in its entirety the original Joint Powers Agreement of the parties hereto dated September 24, 1969, together with the amendments thereto dated January 30, 1970, and April 25, 1971.

(Amendment No. 3)

It is the intent of the parties hereto that all other provisions of the Joint Powers Agreement dated March 25, 1976, shall remain unchanged.

(Amendment No. 4)

It is the intent of the parties hereto that all other provisions of the Joint Powers Agreement dated March 25, 1976, and of Amendment No. 4 dated June 25, 1985, not herein amended shall remain unchanged.

(Amendment No. 5)

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their respective duly authorized offices as of the day and year first hereinabove written.

(Amendment No. 3)

Amendment No. 3, dated March 25, 1976, replaced the Joint Powers Agreement in its entirety.

Amendment No. 4, dated June 25, 1985

Amendment No. 5, dated April 27, 1989

Amendment No. 6, dated September 10, 2010, renamed to Fresno Council of Governments from Council of Fresno County Governments

Amendment No. 7, dated December, 2012, added San Joaquin Joint Powers Authority participation (approved by each member agency)

Amendment No. 8, dated December 2013, changed section 1.2.1 (approved by each member agency)

Amendment No. 9 dated November 2014, added section 2.11 (approved by each member agency)