



Fresno Council
of Governments

Title VI Program

With Limited English Proficiency (LEP) Plan

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Title VI: FCOG Program Checklist

General Requirements (Chapter III)

- ☒ Title VI Notice to the Public, including a list of locations where the notice is posted
- ☒ Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)
- ☒ Title VI Complaint Form
- ☒ List of transit-related Title VI investigations, complaints, and lawsuits
- ☒ Public Participation Plan, including information about outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts made since the last Title VI Program submission
- ☒ Language Assistance Plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance
- ☒ A table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage the participation of minorities on such committees
- ☒ Primary recipients shall include a description of how the agency monitors its subrecipients for compliance with Title VI, and a schedule of subrecipient Title VI Program submissions
- ☒ A Title VI equity analysis if the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc.
- ☒ A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program. For State DOT's, the appropriate governing entity is the State's Secretary of Transportation or equivalent. The approval must occur prior to submission to FTA.
- ☒ Additional information as specified in chapters IV, V, and VI, depending on whether the recipient is a transit provider, a State, or a planning entity

Requirements of MPOs (Chapter VI)

- ☒ All requirements set out in Chapter III (General Requirements)
- ☒ Demographic profile of the metropolitan area
- ☒ A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process
- ☒ Demographic maps that show the impacts of the distribution of State and Federal funds in the aggregate for public transportation projects
- ☒ Analysis of the MPO's transportation system investments that identifies and addresses any disparate impacts
- ☒ Description of the procedures the agency uses to ensure nondiscriminatory pass-through of FTA financial assistance (if requested)
- ☒ Description of the procedures the agency uses to provide assistance to potential subrecipients in a nondiscriminatory manner (if requested)

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy of actively ensuring nondiscrimination in federally funded activities under Title VI of the 1964 Civil Rights Act. In recent years, a renewed emphasis on Title VI issues and environmental justice has become a more integral focus of the transportation planning and programming process. This document establishes a framework for Fresno Council of Governments (Fresno COG) efforts to ensure compliance with Title VI and related statutes regarding nondiscriminatory delivery of services and benefits under federally funded programs or activities.

Fresno COG is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, creed, national origin, sex or age, as provided in the Title VI of the Civil Rights Act and 49 United States Code Section 5332. This document was prepared by Fresno COG consistent with FTA Circular 4702.1B, dated October 1, 2012.

Governance and the Board

Fresno COG is a consensus builder, developing programs and solutions to issues that do not respect political boundaries. In 1967, incorporated cities and Fresno County elected officials established the agency, formalizing Fresno COG through a joint powers agreement. Fresno COG is a voluntary association of local governments. The agency 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 represented on its Policy Board by the mayor of each incorporated city and the chairman of the County Board of Supervisors, or designated representatives. The Policy Board is a governing body that establishes policy and guides work activities. It is assisted in making decisions by the Policy Advisory Committee (PAC), comprising the Chief Administrative Officer of each member agency, or their designated representatives. Staff from member agencies, tribal governments, interest groups and industry stakeholders comprise the Transportation Technical Committee (TTC), which also assists in the decision-making process.

The Fresno COG has a 'double-weighted' voting system, with each member having a singular agency vote, and a percentage weight based upon population. To approve any action the vote must pass two tests:

- 1) Agencies representing over 40 percent of the population must be in favor of an action, and
- 2) A majority of all the members must support the action; that is, at least nine of the sixteen members.

Fresno County Population

Jurisdiction	2018 Population	Percentage Share
Clovis	113,883	11.31%
Coalinga	16,791	1.67%
Firebaugh	8,112	0.81%
Fowler	6,241	0.62%
Fresno	538,330	53.45%
Huron	7,302	0.72%
Kerman	15,083	1.50%
Kingsburg	12,392	1.23%
Mendota	12,051	1.20%
Orange Cove	9,469	0.94%
Parlier	15,493	1.54%
Reedley	26,390	2.62%
Sanger	26,648	2.65%
San Joaquin	4,119	0.41%
Selma	24,742	2.46%
Balance of County	170,183	16.90%
Total Fresno County	1,007,229	100.00%

**Source: State of California Department of Finance, released May 2018*

Major Functions

Transportation Planning: These tasks are conducted in compliance with both federal and state requirements, generated by COG's designation as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for Fresno County. As such, FCOG is responsible for regularly updating the Regional Transportation Plan (RTP), which sets forth development policies 25 years into the future for highways, transit systems, air transportation, rail transportation, bicycle and pedestrian facilities, and for developing an accompanying Sustainable Communities Strategy (SCS) required by California State Senate Bill 375 (SB 375). Fresno COG's most recent RTP/SCS was adopted in June 2018 for a plan period through 2042. The RTP/SCS seeks to support the region's Blueprint growth vision. It focuses on a more compact growth pattern; improving roadway safety and maintenance; investing in new options for walking, biking and transit; preserving agricultural land and productivity, and; connecting transportation and land-use planning to reduce greenhouse gas emissions and ensure public dollars are used efficiently.

The 2018 RTP financially constrained list reflects \$6,945,236,300 in investments. The table below reflects the project distribution per mode, categorized by percentage of total dollar amount and percentage of total projects.

2018 RTP Revenues Programmed by Transportation Mode

	Total Dollars		Number of Projects	
Bicycle & Pedestrian	\$551,136,000	7.94%	523	16.73%
Streets & Roads Capacity Increasing	\$2,376,021,000	34.21%	372	11.90%
Streets & Roads Operations and Maintenance	\$2,767,824,300	39.85%	2147	68.68%
Transit	\$1,250,255,000	18.00%	84	2.69%
TOTAL	\$6,945,236,300	100.00%	3126	100.00%

Measure C: In 1986, Fresno County voters approved Measure C, a 1/2-cent sales tax for transportation purposes. The COG is required by statute to prepare a Measure C Expenditure Plan and, in 2006, the Measure C Extension Expenditure Plan. The plans are prepared in close consultation and coordination with the cities, the County, Caltrans and the Fresno County Transportation Authority (administrators of the 1/2-cent tax) and various other community stakeholder groups.

Air Quality Planning: Fresno County does not meet the federally required standards for clean air. Therefore, strategies for transportation management are important. Fresno COG continually works with the San Joaquin Valley Air Pollution Control District to achieve cleaner air through transportation planning.

Computerized Transportation Simulation Models: These models aid in providing base information relevant to general plans, circulation elements, and air quality analysis. This tool also predicts travel demand (transit and vehicles on streets) and congestion on existing and planned streets and freeways.

COG's Traffic Monitoring Program: This program provides consistent data on countywide traffic. Selected sites are monitored through traffic counts, which Fresno COG and its member agencies use to determine traffic volumes to support the transportation model.

Fund Administration: MAP-21 restructured core highway formula programs that played a major role in previous RTPs' financial forecasts. The FAST Act continued those changes. Activities under some existing formula programs – such as the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program and the Transportation Enhancement Program were incorporated into the following new core formula program structure:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP Railway-Highway Crossings (set-aside from HSIP)
- Metropolitan Planning

The FAST Act replaced the Transportation Alternatives Program (TAP) under MAP-21 with a set-aside of funds under the Surface Transportation Block Grant (STBG) program to pay for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as: pedestrian and bicycle facilities; recreational trails; Safe Routes to Schools projects; community improvements, such as historic preservation and vegetation management and; environmental mitigation related to stormwater and habitat connectivity.

Fresno COG actively engages in all FAST Act implementation discussions and collaborates with Caltrans, the California Transportation Commission (CTC), local agencies, FHWA and other interested parties, to ensure that MPO input is provided.

Transportation Development Act administration concerns two types of funds: the Local Transportation Fund (LTF), derived from a portion of state sales tax that comes back to local government for bicycle and pedestrian facilities, public transportation, or streets and roads, and the State Transit Assistance Fund (STA), derived from a portion of the motor vehicle fuel sales tax, that supports public transportation services. Both funds are apportioned to member agencies on a population basis, though some of the STA funds are apportioned directly to transit operators based on their fare box revenues.

Rideshare Program: Fresno COG's Ridesharing agency hosts a website at www.valleyrides.com. The site provides free commuter matching for those interested in carpooling or vanpooling in/from Fresno County. The program assists employers in setting up commute alternative programs for their employees, and they support and promote transportation options such as transit, bicycling and telecommuting.

Areawide Grant Application Clearinghouse: Fresno COG serves as a clearinghouse for federal grant applications that are reviewed to determine if proposals would duplicate activities of other agencies and assure there is no conflict with locally adopted plans and policies. The COG does not have the authority to approve or disapprove grants, but does forward its recommendations through the State Clearinghouse and on to the federal funding agency.

Member Agency Assistance: Fresno COG provides specialized technical assistance to member agencies, particularly those with limited staff and financial resources. These services have included fiscal management and computer applications support, traffic engineering studies, technical and/or special planning studies, and partnering as a grant co applicant.

Housing Planning: Fresno COG is involved in housing planning, aiding members with required State Housing Element compliance, most commonly associated with the Regional Needs Housing Allocation (RHNA) process. In 2015-16, Fresno COG also acted as the project coordinator for the region's first Multi-Jurisdictional Housing Element Update, in which 13 of the 16 member agencies elected to coordinate their respective Housing Elements into one document. The next update to the document will begin in 2020.

Freeway Service Patrol: Fresno COG, Caltrans and the California Highway Patrol implement a Freeway Service Patrol along Freeways 41, 99, 168 and 180 through the Fresno/Clovis Metropolitan Area. A private tow truck company is contracted to patrol Monday through Friday during morning and

evening commute hours, providing either free on-the-spot quick-fixes or towing services to stranded motorists.

Fresno COG's One Voice: Fresno COG's advocacy effort unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek federal and state funds annually for regionally significant projects.

For more detailed information related to programs and projects, please see the FY 2018-19 Overall Work Program and Budget at: <https://www.fresnocog.org/project/overall-work-program-owp/>

General Reporting Requirements

FTA Circular 4702.1B provides instructions for this Title VI program update as they apply to Fresno COG in its role as a MPO. The reporting period covered in this document is Fiscal Years (FY) 2016-2017, 2017-2018, 2018-2019.

The following requirements are imposed on all FTA recipients and subrecipients to ensure that their programs, policies and activities comply with the Department of Transportation (DOT) Title VI regulations.

1. Annual Title VI Certification and Assurance

The annual Title VI Certification and Assurances were provided to the FTA via an update in the FTA's Transit Award Management System (TrAMS). Fresno COG's certifications and assurances were last updated May 2019.

Fresno COG staff has also reviewed the latest Title VI triennial reports of transit operators that are required to submit them and has asked transit operators to ensure Fresno COG is provided a copy of their current Title VI reports.

2. Title VI Complaint Procedures and Complaint Form

Fresno COG has developed a complaint procedure and process for investigating Title VI complaints and is consistent with FTA guidelines found in the Circular. The complaint form and direction to public on how to file a complaint (attached under Appendix 3) are also posted on Fresno COG's website in English and Spanish.

Fresno COG's Executive Director and designated staff are responsible for carrying out FCOG's commitment to Title VI and is responsible for overseeing all Title VI-related activities, including the receipt and investigation of any Title VI complaints.

The complaint procedure has five steps, outlined below:

1. **Submission of Complaint:** Any person who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, or national origin, has been excluded from or denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance through Fresno COG may file a written complaint to the Fresno COG Title VI Coordinator.
 - a) Such complaint must be filed within sixty (60) calendar days after the date of the alleged act of discrimination.
 - b) Complaints shall be in writing and shall be signed by the Complainant and/or the Complainant's representative. Complaints shall set forth as fully as possible the facts and circumstances surrounding the alleged discrimination. At a minimum, the complaint shall include the following information:
 1. Name, mailing address, and how to contact the complainant (i.e. telephone number, email address, etc.).
 2. Basis of complaint (i.e., race, color, or national origin).
 3. Date of alleged discriminatory act(s).

4. How, when, where and why Complainant alleges he or she was discriminated against. Include the location, names and contact information of any witnesses.
 5. Other significant information.
2. **Referral to Review Officer:** Upon receipt of the Complaint, the Title VI Coordinator shall review, investigate and evaluate the Complaint, in consultation with the Executive Director. The Title VI Coordinator shall complete the review no later than 45 calendar days after the date Fresno COG received the Complaint. If more time is required, the Title VI Coordinator shall notify the complainant of the estimated time-frame for completing the review. Upon completion of the review, the Title VI Coordinator shall make a recommendation regarding the merit of the Complaint and whether remedial actions are available to provide redress. Additionally, the Title VI Coordinator may recommend improvements to Fresno COG's processes relative to Title VI and environmental justice, as appropriate. The Title VI Coordinator shall forward their recommendations to the Executive Director for concurrence. If the Executive Director concurs, he or she shall issue Fresno COG's written response to the Complainant.
3. **Request for Reconsideration:** If the Complainant disagrees with the response, he or she may request reconsideration by submitting the request, in writing, to the Executive Director within 10 calendar days after its receipt. The request for reconsideration shall be sufficiently detailed to contain any items the Complainant feels were not fully understood by the Fresno COG Title VI Coordinator. The Executive Director will notify the complainant of his decision either to accept or reject the request for reconsideration within 10 calendar days. In cases where the Executive Director agrees to reconsider, the matter shall be returned to the Title VI Coordinator to re-evaluate in accordance with Paragraph 2, above.
4. **Appeal:** If the request for reconsideration is denied, the complainant may appeal the Executive Director's response to the Complaint by submitting a written appeal to Fresno COG's Policy Board no later than 10 calendar days after receipt of the Executive Director's written decision rejecting reconsideration.
5. **Submission of Complaint to the Federal Transit Administration.** If the complainant is dissatisfied with Fresno COG's resolution of the Complaint, he or she may also submit a complaint to the Federal Transit Administration:

Federal Transit Administration's Office of Civil Rights
Attention: Title VI Program Coordinator
East Building 5th Floor – TCR
1200 New Jersey Ave., SE
Washington, DC 20590

6. For further information, including the complaint form, is available at www.fta.dot.gov.

3. Record of Title VI Investigations, Complaints and Lawsuits

In compliance with 49 CFR Section 21.9, FCOG maintains a file of any active transit-related Title VI active investigations conducted by entities other than FTA, lawsuits, and complaints naming FCOG. The files includes a list that describes the date that the investigation, lawsuit or complaint was filed; a c(s); the status of the investigation, lawsuit or complaint; and actions taken by FCOG in response, or

final findings related to, the investigation, lawsuit or complaint. Since the last reporting period in 2016, Fresno COG has had no Title VI investigations, complaints or lawsuits filed against it.

4. Beneficiaries of Protection under Title VI

Fresno COG's Notice to the Public of Rights is included as Appendix 2. Notices are required to be posted in all publicly accessible locations. Fresno COG staff has verified the notices are posted on the website and public areas identified below.

- Notifications posted in Fresno COG's reception/lobby area, all publicly accessible meeting rooms (Sequoia, Ash, and Cypress).
- Notification on website <https://www.fresnocog.org/title-vi/>

Fresno COG Title VI Policy Statement:

Fresno Council of Governments (Fresno COG) assures that no person shall on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of or otherwise subjected to discrimination under any agency-sponsored program or activity. Nor shall sex, age or disability stand in the way of fair treatment of all individuals.

Fresno COG further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

In the event that Fresno COG distributes Federal aid funds to another entity, Fresno COG will include Title VI language in all written agreements and will monitor for compliance. Title VI compliance is a condition of the receipt of federal funds. Fresno COG's Executive Director and Title VI Coordinator are authorized to ensure compliance with provisions of this policy and with the law, including the requirements of Title 23 Code of Federal Regulation (CFR) 200 and Title 49 CFR 21.

Fresno COG acknowledges its responsibility for initiating and monitoring Title VI activities, preparing required reports and other responsibilities as required by Title 23 CFR 200 and by Title 49 CFR 21.

Fresno COG also incorporates a notice of the availability of language assistance into its agendas to alert interested individuals on how to request translation services.

Fresno COG will comply with any requests made by FTA to investigate complaints of discrimination or to resolve concerns about possible noncompliance with Title VI.

5. Provide Meaningful Access to Limited English Proficiency (LEP) Persons

Fresno COG is committed to taking reasonable steps to ensure that all persons have meaningful access to its programs, services, and information, at no additional cost to individuals making the requests.

To develop the LEP Plan, Fresno COG used the U.S. Department of Transportation's four-factor LEP analysis, which considers the following:

1. The number and proportion of LEP persons served or encountered in the eligible service population;
2. The frequency with which LEP persons come in contact with Fresno COG programs, activities or services;

3. The importance to LEP persons of Fresno COG's programs, activities and services; and
4. The resources available to Fresno COG and overall cost to provide LEP assistance.

Based on the "Determination of Need" outlined in the Plan, Fresno COG identified Spanish as the most prevalent non-English language in the region, and the one into which Fresno COG will translate key materials, including transportation information, Title VI information, and certain publicity and outreach materials.

Fresno COG will continue to offer translation assistance as described in the LEP Plan for Unmet Transit Needs hearings, RTP/SCS input opportunities, and other major decision-making processes, and will tailor public participation activities to reflect the unique LEP population(s) within Fresno County. For the RTP/SCS, Fresno COG will continue to seek partnerships with community groups that can assist in strengthening opportunities to meet language needs and gain LEP residents' input. Fresno COG's full LEP Plan is attached as Appendix 1.

6. Public Participation

Fresno COG is required to submit a summary of public outreach and involvement activities undertaken since the last submission and a description of steps taken to ensure that minority and low-income population had meaningful access to these activities.

During the reporting period, Fresno COG continued to expand its outreach and involvement efforts. The efforts summarized below demonstrate the agency's commitment to an inclusive and transparent public engagement process to meaningfully include all populations; race, socio-economic classes and those living within the environmental and economically disadvantaged communities throughout the RTP/SCS process; and, that input received from environmental justice communities has been meaningfully considered.

Fresno COG's Public Participation Plan

Fresno COG's Public Participation Plan (PPP) was adopted by its Policy Board in July 2016. The PPP provides direction for all public participation activities that Fresno COG conducts. It contains the public participation requirements, procedures, strategies and techniques Fresno COG standing committees and staff use for public outreach and participation. The PPP includes a separate outreach strategy for the Regional Transportation Plan update that specifically details strategies to enlist public participation, and states how the public may participate in each step of the RTP process. The full PPP is included under Appendix 5.

2018 Fresno COG Regional Transportation Plan Public Outreach Strategy

Fresno Council of Governments developed and used a comprehensive, inclusive public outreach program that spanned a two-year period from 2016 through the 2018 Regional Transportation Plan (RTP) and Sustainable Communities Strategy's (SCS) final adoption.

The outreach strategy specifically outlined tactics to reach out to nontraditional, as well as traditional audiences, to include them in the transportation planning process. It was designed to help ensure that environmental justice issues were addressed and interested parties had ample opportunity to understand and provide meaningful input while the RTP was in its early stages and throughout the planning process.

Fresno COG staff gathered data and feedback from multiple community-based organizations, stakeholders, partnering agencies, non-profit organizations and the public for the Policy Board and other advisory committees to consider during RTP development and when selecting a preferred Sustainable Communities Strategy. The full RTP Public Outreach Strategy is available at <https://www.fresnocog.org/project/regional-transportation-plan-rtp/>.

Fresno COG's Regional Transportation Plan (RTP) Roundtable

The RTP Roundtable supported Fresno COG staff and COG standing committees in producing the 2018 Regional Transportation Plan and Sustainable Communities Strategy. It was vital that the RTP Roundtable considered issues that supported 2018 RTP/SCS development and provided comments and community-based consensus that supported the Policy Board's final decision on the RTP. The Roundtable comprised 30 seats – 12 held by member agency staff, 15 seats open to a variety of stakeholder groups and three "at large" seats.

The RTP Roundtable members participated in 13 monthly meetings between October 2016 and January 2018, guiding RTP/SCS development and acting in an advisory capacity to Fresno COG's Policy Board. A full list of committee members, minutes and agenda packets from all of the RTP Roundtable meetings are available on Fresno COG's website.

Environmental Justice Advisory Subcommittee

The Environmental Justice Advisory Subcommittee serves Fresno COG's Transportation Technical Committee (TTC), with recommendations that feed into Fresno COG's standard committee process. The subcommittee generally meets when Fresno COG staff, the TTC, the Policy Advisory Committee or the Fresno COG Policy Board requests recommendations on issues involving environmental justice (EJ) populations.

The subcommittee assisted Fresno COG staff in defining the EJ parameters including: thresholds and criteria for EJ communities, including establishing the EJ indicator selection for the SCS scenarios; reviewing and commenting on the draft EJ analysis; EJ population demographics, and; expanded the EJ populations definition to include vulnerable communities for the Environmental Justice Report within the 2018 Regional Transportation Plan. The subcommittee reports all advisory actions to the TTC through the EJ chairperson. Then the TTC's recommendations are referred to the Policy Advisory Committee and Fresno COG Policy Board as needed. The committee also reported to the RTP Roundtable through the EJ's chair, who held a seat on the Roundtable.

The subcommittee has 11 positions to provide full, diverse and equitable representation from designated EJ populations:

- Three Fresno COG member agencies representatives:
 - Local agency - urban
 - East side local agency - rural
 - West side local agency - rural
- Four minority representatives for the following ethnicities representative of Fresno County's population:
 - Hispanic
 - African American
 - Asian
 - American Indian

- Two low-income representatives
- One senior (65 or older) representative
- One person with a disability representative

Fresno COG's Mini-Grant Outreach Program: Community organizations partner for 10 more workshops

Fresno COG provided seven \$5,000 mini-grants to community-based organizations and agencies with existing community contacts, to solicit public input into key activities associated with the preparation of the 2018 Regional Transportation Plan (RTP) and the Sustainable Communities Strategy scenarios. Fresno COG staff exerted extra effort to engage underserved communities that are traditionally hard to reach. This program helped ensure that interested community residents, members of EJ communities and limited English populations had ample opportunity to understand and provide meaningful input on these plans early in the regional planning process.

Recipients received grant funding based on proposed outreach strategies, demographic and geographic coverage and understanding of the mini-grants' purpose.

The partnerships included the following agencies:

2018 RTP Mini Grant Outreach Recipients

- Public Health Institute — Cultiva La Salud
- Fresno State Office of Community and Economic Development (OCED) (East County)
- Fresno State OCED (North Fresno & Clovis)
- Central California Environmental Justice Network (CCEJN)
- Central California Asthma Collaborative
- Tides Center/Leadership Counsel for Justice & Accountability
- Fresno Building Healthy Communities

Mini-grantees began working in late March/early April 2017 and continued through the draft 2018 RTP in spring 2018. They initially worked to encourage participation in the April 2017 Fresno COG RTP/SCS workshop and online survey. Then, each organization organized one or more of the 20 RTP transportation needs workshops in June 2017, handling workshop logistics while Fresno COG staff presented the information and gathered input. Mini-grant recipients were responsible for inviting attendees, publicizing the workshops, materials translation and arranging all needed workshop transportation, interpretation, child care and food.

During the fall 2017 SCS outreach phase, mini-grant groups helped locate and schedule community events or presentations throughout Fresno County. They also provided staff for event booths and interpreters during presentations and one-on-one discussions with the public when necessary.

SCS Scenario Workshops

Fresno COG hosted an interactive public workshop in April 2017, inviting residents to share their vision for the region by expressing their priorities and values related to the scenarios. The workshop was held in Central Fresno with Spanish interpretation, transportation, child care and dinner provided.

During the workshop, COG staff unveiled draft SCS concepts A, B, C and D and explained their similarities and distinctions. Workshop attendees ranked priorities, housing types and transportation options. Participants also provided demographic data using clicker technology. Fresno COG planners availed themselves for question-and-answer sessions both during and after the formal presentation.

Fresno COG staff also developed online presentations in both English and Spanish, accessible through Fresno COG's website using MetroQuest software. The format provided a second means through which the public could view the intuitive presentation, answer the same workshop questions and submit comments. The online presentation and survey were available through May and June 2017.

Staff submitted demographic summaries, scenario survey results and comments from 88 workshop attendees and 412 online participants to the RTP Roundtable, TTC, PAC and Policy Board for review and consideration. Based on that input, the RTP Roundtable formed a subcommittee to modify the existing scenarios and propose updated scenarios for the Roundtable's consideration in May 2017.

The workshops and online forums were publicized through mini-grant recipients, via email, television advertisement and partner websites. Fresno COG contracted with two local television stations to run broadcast and online advertisements prior to the meeting. Multiple e-mail blasts informed government agencies, businesses, community partners and the public. Fresno COG's website comprehensively displayed flyers, meeting materials and updates, while staff posted topics to Fresno COG's Facebook page regarding the public workshop, the RTP/SCS and how to get involved during the planning process.

Demographic polling revealed the following participant demographics:

Workshop - 73 percent minority:

- 51% Hispanic or Latino
- 36% White
- 11% African American
- 3% Other

Online - 36 percent minority

- 20% Hispanic or Latino
- 64% White
- 2% African American
- 5% Asian
- 3% Other

Education

- 50% of workshop attendees held a bachelor's degree or higher
- 73% of online attendees held a bachelor's degree or higher

The age of participants varied

- 16% were 71 or older, online was 2%
- 33% were between the ages of 55-70, online was 32%
- 30% of workshop attendees were between the ages of 35-54, online was 42%

19% were between the ages of 18-34, online was 24%
1% were 17 or younger

June 2017 RTP Project Suggestions Public Workshop

Fresno COG staff, working with the seven RTP mini-grant recipient organizations, hosted 15 community workshops throughout the County between June 5 and July 6, 2017. Each of the 15 workshops included dinner, child care and Spanish presentations when needed, as well as translation and interpretation services.

The June 2017 outreach efforts were focused on providing the public an opportunity to submit transportation project suggestions that could be considered by local agencies in response to Fresno COG's RTP call for projects issued July 1, 2017. In total, 516 people attended workshops with 413 of them participating in the workshop demographic survey.

Fresno COG also developed an online survey in English and Spanish to allow transportation project input for those who could not attend the workshops. The survey was available through July 9, 2017. In total, Fresno COG received online input from 92 participants.

Fresno COG and mini-grantees advertised the workshops via TV spots aired on KSEE 24 and KGPE 47, as well as interviews with Central Valley Today and Univision, a local Spanish-language television station. In addition, staff posted fliers and other information to participating websites. Email blasts announcing the workshops went to Fresno COG's e-newsletter database, which includes 5,372 individuals and boasts a 20% documented open rate. Those announcements were also emailed to partner agency databases and shared through social media. Many organizations shared workshop information at regular meetings, and some had staff going door-to-door, canvassing neighborhoods.

During the workshops and through the online portal, Fresno COG received 1,218 suggestions for projects – 663 from workshop attendees and 555 from online participants in English and Spanish. The suggestions were separated into three categories:

- Streets and Roads – Repairing roads, adding lanes, improving intersections, improving safety, reducing congestion or “other;” 573 suggestions received
- Transit – Adding bus stops or new service, improving service, improving safety, repairing assets or “other;” 251 suggestions received
- Active Transportation – Adding bike lanes, adding or repairing sidewalks or trails, improving safety, adding bike racks, or “other;” 368 suggestions received

Fresno COG staff processed the workshop and online suggestions and forwarded all of them to appropriate local agencies for consideration. All Active Transportation suggestions were also provided to Fresno COG's Regional Active Transportation Plan consultant for consideration.

All of the project suggestions are available on Fresno COG's website, listed by community workshop location or online participation. In addition, a color-coded interactive map of online suggestions is posted to the website enabling viewers to see where suggested projects are located.

The following table summarizes the demographic data received from polling workshop and online participants of the June 2017 effort, compared to Fresno County's regional demographics:

June 2018 Demographic Polling of Outreach Participants

Participant Ethnicity	Percentage of Respondents	Fresno County Population
African American	2%	5%
Asian	5%	10%
Hispanic or Latino	73%	52%
Other	4%	3%
White	16%	31%
Participants with Bachelors Degree or higher	Percentage of Respondents	Fresno County Population
Total all participants	27%	20%
Participant Residence Location	Percentage of Respondents	Fresno County Population
East of Highway 99, non-urban area	36%	22%
Fresno or Clovis	35%	64%
West of Highway 99, non-urban area	23%	12%
Foothill or mountain area	3%	2%
Participant Age	Percentage of Respondents	Fresno County Population
71 or older	10%	7%
55-70	33%	15%
35-54	42%	24%
18-34	14%	26%
17 or younger	1%	29%

SCS Fall 2017 Outreach

Fresno COG released four SCS scenarios for public review and preferred-scenario selection on October 5, 2017. SCS scenario public outreach ran for more than a month-and-a-half, using a three-pronged public participation approach that included the following strategies:

1. Online, interactive surveys, for scenario review and selection in English and Spanish, easily accessible via smart phone or computer
2. Eleven presentations given by request to community organizations and groups
3. Twenty informational booths held at community events throughout Fresno County

Additional outreach included the following:

- Dedicated website developed for access to RTP/SCS information at www.yourvision2042.com
- Videos in English and Spanish explaining the SCS process
- Website links to RTP/SCS information, RTP Roundtable meetings and upcoming agendas
- RTP fact sheet flyers developed in English and Spanish that were handed out at each community event, presentation, standing committee meetings and via all of the mini grant groups

- SCS scenario indicator data results were depicted in graphic form and printed on handouts and large poster boards to use at events and presentations.

Using these visuals and additional, detailed descriptions of the scenarios, staff walked participants through each scenario, pointing out differences between them and answering questions about each one. Each outreach strategy provided opportunity for participants to complete a scenario selection card.

With help from Fresno COG's RTP mini-grants, staff collected 1,339 completed scenario preference surveys from outreach events, online participation and staff presentations. Responses were received from residents living in 29 towns and cities, covering 50 zip codes throughout the Fresno County region.

Staff presented a scenario-preference summary report to the RTP Roundtable, Fresno COG's TTC, PAC and Policy Board prior to preferred-scenario selection. The summary report included scenario selection breakdowns by event type, by city/ town, by zip code and a summary of comments supporting why participants preferred scenarios they selected. Staff also posted all results and comments to www.fresnocog.org for public review.

Demographic polling revealed the participant demographics summarized below for the Fall 2017 effort, in comparison to Fresno County's regional demographics.

Fresno COG's established goal is to effectively engage an overall demographic mirroring that of Fresno County. Minority participant representation totaled 78%, higher than Fresno County's minority population of 70%.

Participant Ethnicity

Participant Ethnicity	Percentage of Respondents	Fresno County Population
African American	2%	5%
Asian	9%	10%
Hispanic or Latino	60%	52%
Other	8%	3%
White	22%	31%

Participant Household Income

Household Income	Percentage of Respondents
< \$14,000	18%
\$15,000 - \$20,000	15%
\$25,000 - \$36,000	15%
\$36,000 - \$50,000	14%
\$50,000 and up	34%

Median respondent household income was \$36,000 - \$49,999 compared to the countywide median household income of \$45,563.

Additional Public Participation related to the RTP/SCS

During the entire RTP planning process, Fresno COG's website held dedicated pages for SB 375, RTP, SCS, public participation, the RTP's financial element, calendar listings, agendas, data, links, presentations, results, videos, minutes, committee processes and various other listings. Fresno COG posted event and public participation opportunities on the agency's Facebook page throughout the process, regularly included information in Fresno COG's e-newsletter "Coming Up at Fresno COG". Up to 4,600 individuals are included in the email lists used to disseminate the e-newsletter.

Fresno COG hosted or attended many meetings with school district personnel, stakeholders, public members and local agencies to clarify issues, share information and listen to needs and concerns. This includes speaking to Fresno COG's standing committees regarding the RTP/SCS. Staff made additional RTP/SCS presentations to community and business groups, chambers of commerce and service groups, as requested.

Copies of the flyers fact sheets and scenario results are attached in Appendix 6.

Public Comment

Fresno COG promoted methods by which the public could submit comments and/or access information at their convenience. Those methods included:

- Workshop or meeting attendance open comments
- Workshop or event comment forms
- Staff contacts on Fresno COG's website
- Universal email address provided for all comments: comment@fresnocog.org
- By phone at 559-233-4148
- By Fax at 559-233-9645
- Via U.S. mail

7. Demographics of Transit Related Non-Elected Committees

A requirement to include demographics of transit related non-elected committees

Fresno COG has one transit related non-elected committee, Social Service Transportation Advisory Council (SSTAC). The SSTAC's membership includes representatives from the region's public transit and private social service agencies, as well as people representing populations that are typically dependent upon public transit: senior citizens, people with disabilities, and low-income residents. The SSTAC reviews transit issues, conducts the annual Unmet Transit Needs (UTN) Assessment process, and collaborates on the allocation and distribution of Transportation Development Act (TDA) funding required for public transit. The table below identifies the racial breakdown of the SSTAC's membership.

Racial Category	Number of Persons
Caucasian	6
Hispanic	5
Armenian	1
Asian	1

When recruiting new members to transit-related, non-elected committees, Fresno COG makes every effort to reach out to a wide variety of groups and organizations to recruit members and encourage the participation of minorities interested in serving/

8. Construction of New Facilities Equity Analysis

A requirement to include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of any constructed facilities.

Fresno COG has not planned for or constructed any facilities during this reporting period.

9. Sub Recipient Title VI Compliance and Monitoring

Compliance and Monitoring

Requirement for primary recipients to include a description of how the agency ensures its subrecipients are complying with Title VI, as well as a schedule of subrecipient Title VI Program submissions.

Fresno COG requires all Subrecipients to enter into agreements with FCOG for projects and must comply with all applicable FTA regulations, policies procedures, directives, including and without limitation those listed directly or by reference. Applicants are also required to describe any lawsuits or complaints that have been received or acted on in the last year based on Title VI of the Civil Rights Act or other relevant civil rights requirements; and provide a status of lawsuits or an explanation of how complaints were resolved including corrective actions taken.

The following language is included in the all procurement request for proposal and attached to all contracts or agreements. Fresno COG will update the current contract boiler template to incorporate this language instead of including it as an attachment agreement.

TITLE VI ASSURANCE

The Council of Governments, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-4 and Title 49, Code of Federal Regulations, department of Transportation, Subtitle A, Office of the Secretary, Part 21 Nondiscrimination in Federally Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority businesses enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or nation origin in consideration of an award.

Below are the listed transit operators/sub recipients who are required to submit a Title VI Plan.

Agency	Title VI Up-to-Date	Date of Plan
Fresno Area Express	Yes	6/30/2016 – 2019 Update Draft Plan Released for public comment August 2019
Fresno County Rural Transit Agency	Yes	4/27/2017
Fresno Economic Opportunities Commission	Yes	4/1/2017
Yosemite Area Regional Transportation System	Yes	7/31/2017

Assistance to Subrecipients

Fresno COG retains a copy of each agency report and provides extensive data and technical assistance to the region's public transit operators, and to multiple social service agencies that provide transportation services for elderly and disabled populations within the region. As the MPO and RTPA, Fresno COG maintains a record of census and other demographic data for Fresno County. This public information is made available to public transit operators and private social service agencies to support the updating and development of their Title VI compliance information. In addition, SSTAC provides a forum for regional public and private social service transit agencies to collaborate on identifying and addressing the transportation needs of every population group within the region.

MPO Program-Specific Reporting Requirements

This section provides information under the “program-specific guidance” (Chapter VI) of the FTA Circular. The FTA recommends that MPOs have an analytical basis in place for certifying their compliance with Title VI. This section will include:

- a) A demographic profile of the metropolitan area that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the Executive Order on Environmental Justice and Title VI;
- b) A metropolitan planning process that identifies the needs of low-income and minority populations; and
- c) An analytical process that identifies the benefits and burdens of metropolitan transportation system investments for different socioeconomic groups, identifying imbalances and responding to the analyses produced.

1. Demographic Profile of Fresno County

Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. As the nation’s third highest-grossing agricultural county, Fresno County’s gross value of agricultural products was \$6.2 billion in 2016¹. The estimated population as of May 2018 was 1,007,229² placing Fresno as the tenth most populous county of the 58 counties in California. There are 15 incorporated cities, and the county contains a federally recognized urbanized area, known as the Fresno-Clovis Metropolitan Area (FCMA), with a population of 636,594. The City of Fresno is now the fifth largest city in the state, with a population of 652,213. The average population growth rate of Fresno County has outpaced that of California and the United States. During the 40-year period from 1970-2010, Fresno County’s population increased by 125% compared to 87% and 52% for the state and nation.

Fresno County has been plagued with high unemployment. The County’s March 2019 unemployment rate was 9.4%, in contrast to 4.6% for the State and 3.9% for the nation³. The 2017 American Communities Survey reports education levels for Fresno County lag behind those of California and the United States. Only 13.3% of persons 25 years of age and older in Fresno County have a bachelor’s degree or higher, compared with 20.4% for the State and 19.1% for the nation. Approximately 14.4% of the residents have less than a ninth-grade education in contrast to 9.7% for the State and 5.4% for the nation. With high unemployment and low educational attainment, Fresno County is plagued with a low median household income. Fresno County’s median household income of \$48,730 is far below the State and nation’s incomes of \$67,169 and \$57,652, respectively.

The residents of Fresno County are more ethnically diverse than that of California and the United States. The 2010 Census reports 67.3% of the County’s inhabitants were minority (non-white) compared to 59.9% for the State of California and 36.3% for the nation. Historical trends and

¹ <https://www.fresnostate.edu/craig/ubc/documents/cencal/2018/6%20Agriculture.pdf>

² DOF E-1 Population Estimates for Cities, Counties, and the State — January 1, 2017 and 2018
<http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/>

³ EDD [https://www.labormarketinfo.edd.ca.gov/file/lfrn\\$pd\\$pd.pdf](https://www.labormarketinfo.edd.ca.gov/file/lfrnpdpd.pdf)

projections predict that Fresno County's Hispanic population is growing as the white population's share of the total is shrinking. Fresno County has high percentages of both minority and low-income populations. The maps below depict the concentration of minority populations and low income populations throughout Fresno County.

Demographic Changes from 2000 to 2010 to 2040

Demographic Changes from 2000 to 2010 to 2040	2000*	2015**	2040***
White	36.2%	31.2%	25.0%
Hispanic or Latino	44.0%	51.6%	58.4%
Black or African American	5.3%	4.7%	4.2%
American Indian and Alaska native	1.6%	0.5%	0.5%
Asian	8.1%	9.6%	9.7%
Native Hawaiian and Other Pacific Islander	0.1%	0.1%	0.1%
Some Other Race	4.7%	2.2%	2.1%

*Source: 2000 Census Data

**Source: 2011-2015 American Community Survey

***Source: Population projections from the California Department of Finance

Population Breakdown by Race

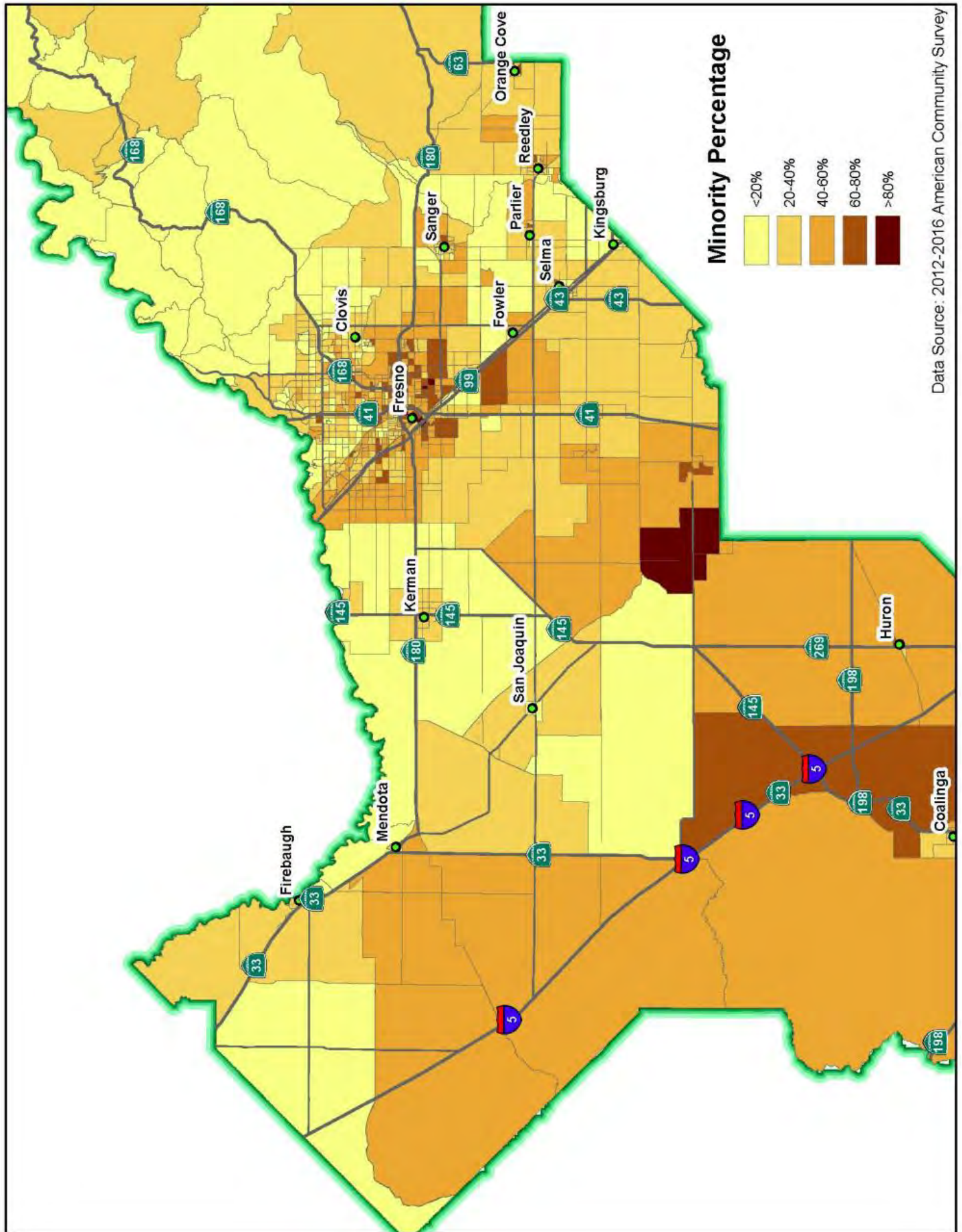
Total Population	956,749	Percentage
White	298,219	31.2%
Hispanic or Latino	494,077	51.6%
Black or African American alone	45,409	4.7%
American Indian and Alaska Native alone	4,608	0.5%
Asian alone	91,670	9.6%
Native Hawaiian and Other Pacific Islander alone	1,341	0.1%
Some Other Race alone	1,818	0.2%
Two or more races	19,607	2.0%
Population for whom poverty status was determined	939,536	Percentage
Individuals below 150% of the Poverty Line	376,076	40%
Non Low-Income	563,460	60%

Source: American Community Survey 2011-2015

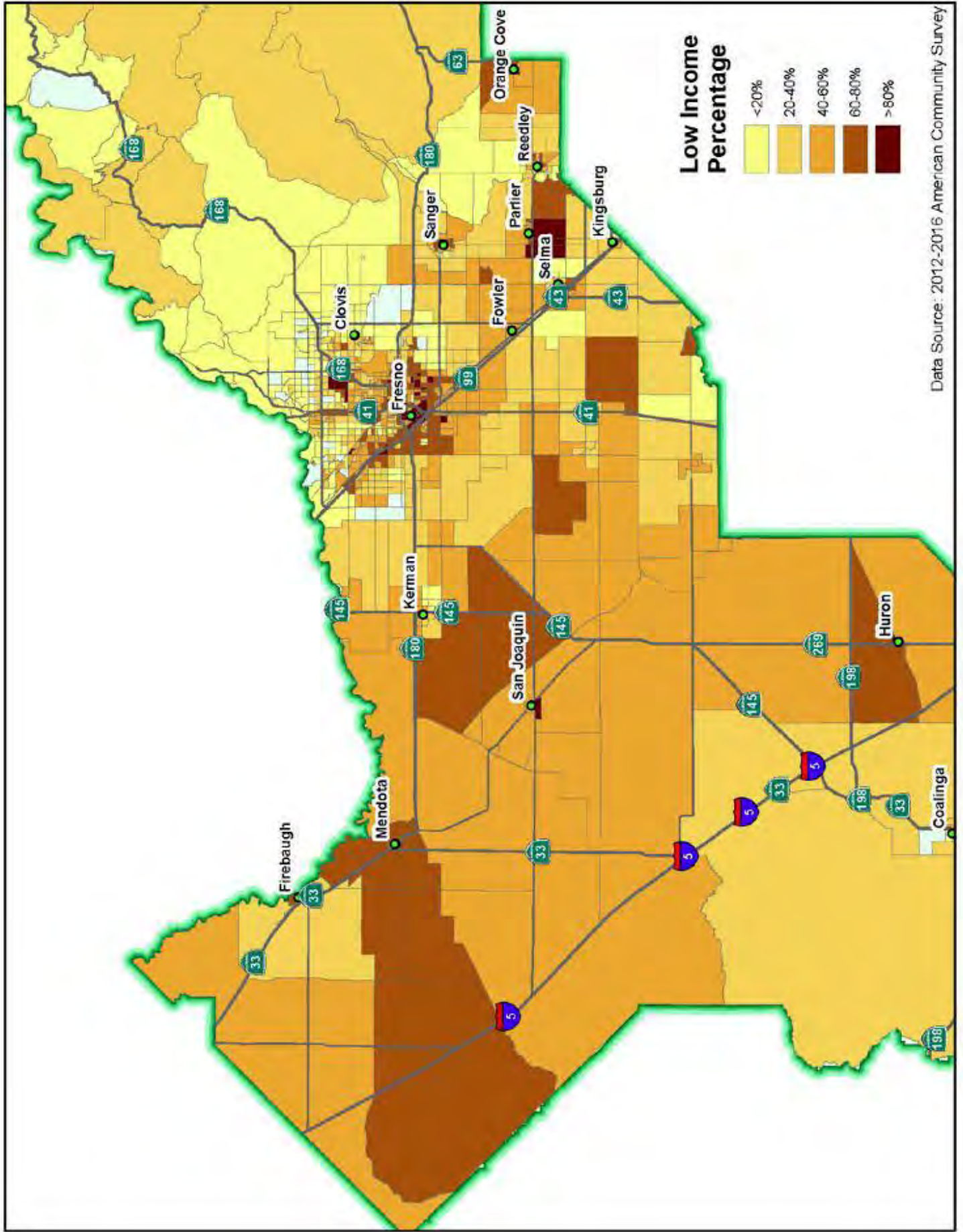
Population Below Poverty Line

Comparison	Population below 150% of the poverty line	Minority Population
Fresno County	40.0%	68.8%
California	26.6%	61.3%
United States	25.0%	37.7%

Source: American Community Survey 2011-2015



Data Source: 2012-2016 American Community Survey



Data Source: 2012-2016 American Community Survey

Equity Analysis

As described in the earlier public participation section of Chapter 3 General Requirements, the EJ subcommittee assisted Fresno COG staff in defining the EJ parameters including: thresholds and criteria for EJ communities, and establishing the EJ indicator selection for the SCS scenarios; reviewing and commenting on the draft EJ analysis, EJ population demographics, and expanded the EJ populations definition to include vulnerable communities for the Environmental Justice Report within the 2018 Regional Transportation Plan.

Defining Population Groups

The EJ Analysis' underlying methodology compares benefits and burdens from proposed policies and investments on Environmental Justice population groups (minority and low-income) and across different geographies (EJ and Vulnerable Communities vs. the remainder of the region) and (EJ vs. the remainder of the region). The section below defines these populations and geographies.

Minority: Minority population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.⁴ Minority populations include persons who identify as any of the following groups as defined by the Census Bureau⁵ in accordance with guidelines provided by the U.S. Office of Management and Budget, as well as DOT Order 5610.2(a).

Low Income: Low-income population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity. The EJ Subcommittee defined persons as low-income if they live in a household with incomes less than 150 percent of the federal poverty level.

The Department of Health and Human Services (HHS) issues annual federal poverty thresholds for individuals based on a combination of an individual's household composition, size and income in Fresno County. In 2017, 100 percent of the federal poverty level was \$12,060 a year for a single person living alone, and approximately \$24,600 a year for a family of four.⁶ As of the 2015 American Community Survey, approximately 26.8 percent of Fresno County's population was living below the federal poverty line.

Fresno COG staff used demographic data from U.S. Census American Community Survey 2015 Summary Tables to develop a database with estimated socioeconomic and travel characteristics. This database was used to map EJ communities within TAZs to determine whether EJ communities are sharing both the benefits and burdens associated with the Plan's projects. A TAZ is an area similar in size to a neighborhood or Census block group. TAZs can range in size from approximately ½ miles square within a metropolitan area to much larger areas in low-density outlying areas of the countryside. There are roughly 2,000 TAZs within Fresno County.

⁴DOT Order 5610.2(a), https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/

⁵ US Census Bureau's definitions for race and ethnicity, see: <http://www.census.gov/topics/population/race/about.html>.

⁶ HHS Poverty Guidelines for 2017 <https://aspe.hhs.gov/poverty-guidelines>

Defining Environmental Justice Communities within Fresno County

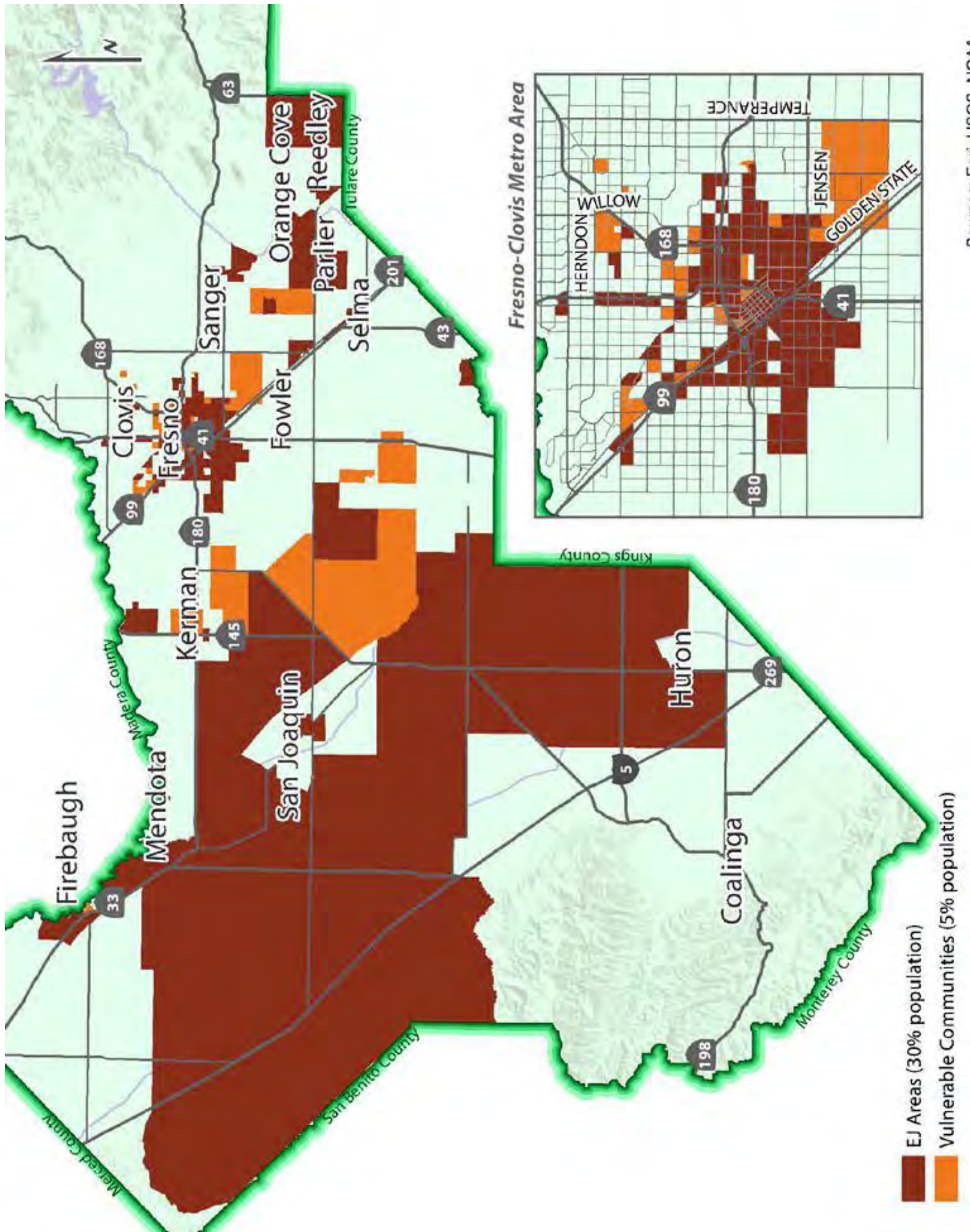
Fresno COG staff used its travel forecasting software to produce EJ communities' travel characteristic estimates, comparing them to non-EJ communities across the county and evaluate travel-related equity issues. To determine whether EJ populations would be affected by a proposed program, project, or activity, the EJ Subcommittee and Fresno COG had to identify "EJ TAZs". The EJ Subcommittee defined EJ TAZs as traffic analysis zones with the highest concentration of minority and/or low income populations, accounting for a total of 30 percent of the entire county's population (EJ TAZ).

The EJ Subcommittee chose to expand the EJ analysis to identify census tracts that were most vulnerable to becoming "EJ TAZs". "Vulnerable Communities" (VC) are defined as low-income TAZs that were not included in the EJ TAZs, and had the highest concentration of the six burdens listed below, accounting for an additional 5 percent of the entire county's population (VC TAZ).

- Housing cost burden = high housing cost-to-income ratio (30%+ income spent on housing)
- Single-parent households
- Elderly (75+)
- Educational attainment = 25 years and older without a high school education
- Linguistic isolation = no one in the household speaks English "very well"
- Persons with disabilities

Out of 1,963 TAZs in Fresno County, 510 are considered EJ communities as defined by the EJ Subcommittee, and 117 TAZs meet the Vulnerable Communities criteria. Combined, there are 627 EJ + VC TAZs that represent 35% of the total Fresno County population.

EJ Community	Low income and/ or minority TAZ	30% of entire county population
VC Community	Low income TAZ that were not included in EJ with highest concentration of: <ul style="list-style-type: none">• Housing cost burden = high housing cost-to-income ratio (30%+ income spent on housing)• Single-parent households• Elderly (75+)• Educational attainment = 25 years and older without a high school education• Linguistic isolation = no one in the household speaks English "very well"• Persons with disabilities	5% of entire county population



Sources: Esri, USGS, NOAA

2. Identifying the Needs of the Low-Income and Minority Populations

Section 6 of the General Reporting Requirement above detailed Fresno COG's extensive public outreach to low income and minority individuals through the mini-grant program. In addition, outreach included using traditional media platforms, social media, print, traditional workshops, hosting evening and weekend workshops or meetings with child care and dinner. Staff also set up booths at resource fairs and farmers markets, as well as presented to city councils, rotary clubs and other civic organizations. All materials were presented in both English and Spanish, and could be made available in other languages if requested, translators were also available to ensure every effort was made to best solicit community input on transportation needs.

During the RTP scenario outreach events, staff collected 1,339 completed scenario preference surveys online or at outreach events and through presentations in 11 communities, from residents living in 29 towns and cities, covering 50 zip codes throughout the county. Of the 1,339, 1,127 ballots included information for income and household size. Of these ballots, approximately 469 were below the EJ Subcommittee-established poverty threshold of less than 150% of the poverty level and 78.1% of those surveyed identified as non-white.

In 2017, Fresno COG launched the Fresno County Regional Long Range Transit Plan (LRTP). This plan will guide transit and multimodal investments and services in the Fresno region through 2050. The plan builds on Fresno COG's 2018 Regional Transportation Plan (RTP) and prior transit planning studies, and will inform the 2022 RTP. More importantly, the LRTP will integrate appropriate and effective public transportation planning and projects into the fabric of the region's overall circulation networks and systems.

The LRTP has been developed in line with state and federal transportation goals, guidance and funding programs. It creates a blueprint for a sustainable, safe, innovative, integrated, and efficient transit system to enhance the region's economy and livability for all.

The plan development process was guided by a diverse steering committee comprising senior staff from all three transit operators, COG, City of Fresno and County staff, and community-based organizations. The Plan itself was developed by a multi-firm consulting team with diverse and extensive experience in transit and transportation planning. Substantial community engagement was undertaken, including workshops and pop-up outreach events in both urban and rural areas and a variety of surveys and stakeholder interviews. The final report was approved by the FCOG Board in April 2019 and is available at <https://www.fresnocog.org/regional-long-range-transit-plan/>.

Fresno COG also developed and approved a Transportation Needs Assessment in July 2016 to address transportation accessibility for all modes including non-motorized transportation such as biking and walking with a focus on disadvantaged communities. With the guidance of a steering committee and a public engagement process, the project scope included data collection and mapping to identify connectivity barriers and a list of prioritized projects. The final report is available at https://www.fresnocog.org/wp-content/uploads/publications/RTP/Implementation/II_C_FCOG_Needs_Assessment_report_compressed.pdf

3. Measuring the Benefits and Burdens

The EJ Analysis is intended to measure both the benefits and burdens associated with the transportation investments and policies included in the 2018 Regional Transportation Plan, and to ensure that environmental justice communities living within Fresno County share equitably in the benefits of the Plan's investments without bearing a disproportionate share of the burdens.

To measure the benefits and burdens of the proposed 2018 RTP projects on disadvantaged communities, the subcommittee and RTP Roundtable approved the following seven quantitative performance measures. Performance measures are separated into four subcategories:

- Transportation
 - Accessibility
 - Mobility
 - Reliability
- Financial
 - Transit Investment Effectiveness
 - Distribution of Investments
- Land use/housing
 - Housing Product Mix
- Air quality
 - Air Contaminant Exposure

This EJ Analysis is a tool to help determine proposed RTP projects' equitable distribution of benefits and burdens, as well as their overall cost/benefit to our residents, especially those living in disadvantaged neighborhoods. The results show that in terms of overall equity, the 2018 RTP's projects appear to distribute benefits and impacts equitably over Fresno County. In most cases, EJ communities fared better than non-EJ communities. There were only a few instances where the EJ communities did not fare better than the non-EJ communities at a subregional level. For example, transit travel times in the rest of the county were higher than in the Fresno-Clovis sphere of influence due to service frequency and travel distance; however, the overall county average for accessibility and mobility was less for EJ TAZs than non-EJ TAZs. Based on the results of the Environmental Justice Analysis, Fresno COG can conclude that EJ communities are not disproportionately burdened by high adverse effects and do share equitably in the benefits from the 2018 RTP/SCS. The complete EJ Analysis is attached as Appendix 7.

Appendix 1: Plan for Engaging Individuals with Limited English Proficiency (LEP)

On August 11, 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency, to clarify Title VI of the Civil Rights Act of 1964. Its purpose was to ensure accessibility to programs and services to eligible persons who are not proficient in the English language.

This executive order states that individuals who do not speak English well and who have a limited ability to read, write, speak, or understand English are entitled to language assistance under Title VI of the Civil Rights Act of 1964, with respect to a particular type of service, benefit, or encounter. It reads in part,

Each federal agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance, and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency's programs and activities.

Not only do all federal agencies have to develop LEP Plans as a condition of receiving federal financial assistance, recipients have to comply with Title VI and LEP guidelines of the federal agency from which funds are provided.

Federal financial assistance includes grants, training, use of equipment, donations of surplus property, and other assistance. Federal funding recipients range from state and local agencies to nonprofits and other organizations. Title VI covers a recipient's entire program or activity.

The US Department of Transportation (DOT) published *Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Person* December 14, 2005. The guidance explicitly identifies MPOs as organizations that must follow this guidance:

The guidance applies to all DOT funding recipients, which include state departments of transportation, state motor vehicle administrations, airport operators, metropolitan planning organizations, and regional, state, and local transit operators, among many others. Coverage extends to a recipient's entire program or activity, i.e., to all parts of a recipient's operations. For example, if DOT provides assistance to a state department of transportation to rehabilitate a particular highway on the National Highway System, all of the operations of the entire state department of transportation—not just the particular highway program or project—are covered by the DOT guidance.

The intent of this Limited English Proficiency Plan is to ensure access to the planning process and information published by Fresno COG where it is determined that a substantial number of residents in Fresno County do not speak or read English proficiently. Fresno COG shall provide appropriate assistance, auxiliary aids, a translator/interpreter for non-English speaking and hearing impaired individuals and/or services when necessary if requested at least three working days in advance of the meeting. If Fresno COG is unable to accommodate a request for a public hearing then the hearing will be continued on a specified date when accommodations are available.

An LEP Plan starts with an assessment to identify LEP individuals who need assistance. Implementation includes language assistance measures, staff training, notification procedures to LEP individuals and plan monitoring.

In addition to this LEP Plan, a separate, related document – Fresno COG’s Public Participation Plan (Appendix 5) – lays out opportunities for the public to get involved in the transportation planning process. Copies of Fresno COG’s Public Participation Plan can be found its website at: [Fresno COG's 2016 Public Participation Plan](#)

Determination of Need

In order to prepare this Plan, Fresno COG underwent the U.S. Department of Transportation’s four-factor LEP analysis, which considers the following:

1. The number and proportion of LEP persons served or encountered in the eligible service population.
2. The frequency with which LEP persons come in contact with Fresno COG programs, activities, or services.
3. The importance to LEP persons of Fresno COG’s program, activities, and services.
4. The resources available to Fresno COG and overall cost to provide LEP assistance.

Factor 1: Number and proportion of LEP persons served or encountered

For planning purposes, Fresno COG looked at American Community Survey data for people who speak English “less than very well” as limited English proficient persons. Table 1 shows the ability to speak English and languages spoken at home for persons 5 years of age and older. The six most frequently spoken languages in the region other than English are Spanish, Hmong, Laotian, Chinese and Cambodian. Table 1 also shows that Spanish-speakers are the only population representing more than 5 percent of the county’s population that is identified as not speaking English very well.

Number of Persons Over 5 years of age with the Ability to Speak English Less Than "Very Well" within Fresno County		
Language	Estimate	Percent
Spanish or Spanish Creole	128,179	14.06%
Hmong	11,286	1.29%
Laotian	3,320	0.37%
Chinese	2,464	0.28%
Mon-Khmer, Cambodian	2,044	0.23%

Vietnamese	2,098	0.24%
Tagalog	2,122	0.24%
Armenian	1,665	0.19%
Arabic	1,142	0.13%
Source: 2011-2015 American Community Survey		

Factor 2: Frequency of LEP populations' contact with programs, activities and services

Fresno COG's prior experience with limited English proficient persons has been primarily with Spanish speakers. Since 2010, Fresno COG has contracted with community-based organizations for each update of its long-range transportation plan to gather input from minority and low-income residents. Such meetings have been helpful in providing insight into the needs and concerns of residents who often do not participate in regional government. Material is translated into the language or languages recommended by the community group.

Factor 3: Importance to LEP population of programs, services and activities

Most Fresno COG programs, activities, and services of importance to LEP persons, in general, are long-term in nature since staff primarily engages in planning activities. However, there are some programs Fresno COG administers that have a larger reach, such as the unmet transit needs outreach notices, a Taxi Scrip program for seniors, a variety of ridesharing programs and a farm worker transportation subsidy. All these program documents are printed in both English and Spanish. Fresno COG serves as the region's transportation accountant and planner rather than a direct provider of services. Fresno COG works to ensure that all segments of the population, including LEP persons, have the opportunity to be involved in the transportation planning process.

Factor 4: Resources available to Fresno COG and overall cost to provide LEP assistance

Providing translation services that allow LEP populations to participate in Fresno COG's core planning and investment policies is a routine practice. Fresno COG works with many advocacy groups representing LEP persons to determine their needs and concerns for planning purposes. Workshops organized by mini-grant recipients for Fresno COG's 2018 RTP/SCS included presentations given in English. Each workshop had interpreters on hand to answer questions and interpret presentations. Translated materials were available at the workshops in five different languages: English, Spanish, Hmong, Punjabi and Laotian. In many cases, the presentations were displayed and delivered in more than one language.

Fresno COG has two staff members who speak Spanish fluently, two fluent Hmong speakers and three staff members who are fluent in Chinese.

Language Assistance Measures

Fresno COG uses several techniques to provide productive opportunities for all interested Fresno County residents to participate in important decisions, regardless of language barriers. This is done in several ways, including:

General Practices:

- Extensive use of visual aids including maps, charts, and photographs to illustrate trends, options, etc.,
- Avoiding complex terminology and technical terms and adapting the presentation / document in a manner that is appropriate to the intended audience.
- Notices widely disseminated through new partnerships with community-based and interest organizations.
- Translation software for the Fresno COG website.
- Translation of key documents including brochures, fact sheets and important planning documents into Spanish.
- Multi-lingual instruction on how to request translation services.
- Tailoring public participation activities to reflect the unique LEP population with a respective community.
- Reviewing prior experiences with LEP populations to determine the types of language services needed.
- Personal interviews and audio recording devices to obtain oral feedback at workshops and meetings.
- Flyers for major community workshops and similar meetings that include instructions on how to request translation services.
- Contracting with a language translation firm for on-call assistance, establish a network of competent translators to call upon for service and have translators available at meetings as requested.
- Fresno COG's website includes Spanish language content including translated versions or summaries of selected documents.
- Public participation plans for Fresno COG's long-range plan include seeking out views of LEP populations.

Local Media

- Work with non-English language media outlets to place articles or public service announcements about Fresno COG's work or announce participation opportunities.
- Purchase advertising in non-English language newspapers, radio stations or television stations to announce public meetings for the planning activities, major corridors or to announce other important transportation news.

Work with Advocacy Groups

- Work to involve in Fresno COG's activities non-profit groups that advocate for persons with limited English proficiency.
- Partner with community groups who can assist in tailoring presentations, meeting materials and announcements to meet the language needs of local participants.

Staff Training

Fresno COG works to instill in staff an awareness of and sensitivity to LEP residents' needs. Staff is trained on procedures for accommodating LEP populations. Some of the issues covered include

information about LEP guidance from the U.S. Department of Transportation, Fresno COG's contract with a language translation firm to assist all staff in translating documents and to obtain translation services for meetings, projects and services.

Notification to LEP or Low Literacy Persons

The public must be informed of their rights under Title VI. This will be done in several ways including:

- Notifications posted in Fresno COG's reception area and meeting rooms.
- Notification on fresnocog.org.
- Documentation that describes a LEP person's right to access Fresno COG services.
- Multi-lingual instruction on how to request translation services.
- Flyers for major community workshops and similar meetings include instructions on how to request translation services.
- Language on routinely printed or electronic announcements for public workshops on key planning efforts that alert interested individuals about how to request translation services.

Maintenance and Monitoring of the Fresno COG LEP Plan

Fresno COG will monitor requests for translation and adjust practices to meet demand while maintaining a basic level of access by LEP populations to key programs and documents. Fresno COG's LEP Plan will be updated periodically as needed to reflect new developments.

Appendix 2: Notifying the Public of Rights Under Title VI

Notifying the Public of Rights Under Title VI

Fresno Council of Governments

- Fresno Council of Governments operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Fresno Council of Governments.
- Fresno Council of Governments opera sus programas y servicios sin distinción de raza, color y origen nacional, de conformidad con el Título VI del Acta de Derechos Civiles. Cualquier persona que cree o que ha sido perjudicada por una práctica discriminatoria ilegal bajo el Título VI, puede presentar una queja con Fresno Council of Governments.
- For more information on Fresno Council of Governments civil rights program, and the procedures to file a complaint, contact 559-233-4148; email TraiH@fresnocog.org; or visit our website at www.fresnocog.org. (click on “About COG” then the “Get Involved” tab)
- A complaint may be filed directly with the Federal Transit administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor – TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.
- If information is needed in another language, contact 559-233-4148.
- Si se necesita información en otro idioma, comuníquese con 559-233-4148.
- Yog tias koj muaj lus hnug ntxiv, thov hu rau 559-233-4148
- 如果信息需要用另一种语言翻译，请联系559-233-4148
- Եթե տեղեկատվությունը անհրաժեշտ է այլ լեզվով, դիմեք 559-233-4148
- Nếu thông tin là cần thiết trong một ngôn ngữ khác, liên hệ 559-233-4148

(This notice is posted in the Fresno COG reception area and meeting rooms.)

Appendix 3: Complaint Procedures

FRESNO COUNCIL OF GOVERNMENTS COMPLAINT PROCEDURES

As a recipient of federal dollars, Fresno COG is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. Fresno COG has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. The complaint procedure has five steps, outlined below:

7. **Submission of Complaint:** Any person who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, or national origin, has been excluded from or denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance through Fresno COG may file a written complaint to the Fresno COG Title VI Coordinator. Such a complaint must be filed within 60 calendar days after the date the person believes the discrimination occurred.
8. **Referral to Review Officer:** Upon receipt of the Complaint, the Title VI Coordinator shall review, investigate and evaluate the Complaint, in consultation with the Executive Director. The Title VI Coordinator shall complete the review no later than 45 calendar days after the date Fresno COG received the Complaint. If more time is required, the Title VI Coordinator shall notify the complainant of the estimated time-frame for completing the review. Upon completion of the review, the Title VI Coordinator shall make a recommendation regarding the merit of the Complaint and whether remedial actions are available to provide redress. Additionally, the Title VI Coordinator may recommend improvements to Fresno COG's processes relative to Title VI and environmental justice, as appropriate. The Title VI Coordinator shall forward their recommendations to the Executive Director for concurrence. If the Executive Director concurs, he or she shall issue Fresno COG's written response to the Complainant.
9. **Request for Reconsideration:** If the Complainant disagrees with the response, he or she may request reconsideration by submitting the request, in writing, to the Executive Director within 10 calendar days after its receipt. The request for reconsideration shall be sufficiently detailed to contain any items the Complainant feels were not fully understood by the Fresno COG Title VI Coordinator. The Executive Director will notify the complainant of his decision either to accept or reject the request for reconsideration within 10 calendar days. In cases where the Executive Director agrees to reconsider, the matter shall be returned to the Title VI Coordinator to re-evaluate in accordance with Paragraph 2, above.
10. **Appeal:** If the request for reconsideration is denied, the complainant may appeal the Executive Director's response to the Complaint by submitting a written appeal to Fresno COG's Policy Board no later than 10 calendar days after receipt of the Executive Director's written decision rejecting reconsideration.
11. **Submission of Complaint to the Federal Transit Administration.** If the complainant is dissatisfied with Fresno COG's resolution of the Complaint, he or she may also submit a complaint to the Federal Transit Administration:
Federal Transit Administration's Office of Civil Rights
Attention: Title VI Program Coordinator

East Building 5th Floor – TCR
1200 New Jersey Ave., SE
Washington, DC 20590

12. For further information, including the complaint form, is available at www.fta.dot.gov.

TITLE VI COMPLAINT FORM

Title VI of the 1964 Civil Rights Act requires that "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." If you feel you have been discriminated against in transit services, please provide the following information in order to assist us in processing your complaint and send it to:

Fresno Council of Governments
ATTN: Fresno COG Title VI Coordinator
2035 Tulare Street, Suite 201
Fresno CA 93721

Phone: 559.233.4148

Fax: 559.233.9645

Please print clearly:

Name: _____

Address: _____

City, State, Zip Code: _____

Telephone Number: _____ (home) _____ (cell)

Person discriminated against:

Address of person discriminated against:

City, State, Zip Code: _____

Please check off why you believe the discrimination occurred:

_____ race or color

_____ national origin

Title VI Complaint Form - Page 2

What was the date of the alleged discrimination?

Where did the alleged discrimination take place?

Please describe the circumstances as you saw it:

Please list any and all witnesses' names and phone number:

What type of corrective action would you like to see taken?

Please attach any documents you have which support the allegation.

Then sign and date this form and send to the Fresno COG Title VI Coordinator (address is listed on page 1).

Your Signature

Print your name

Date

Appendix 4: Public Participation Plan



Fresno Council of Governments

2016 Public Participation Plan

Approved by the Fresno COG Policy Board on July 28, 2016



2016

FRESNO COUNCIL OF GOVERNMENTS 2016 PUBLIC PARTICIPATION PLAN

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FRESNO COUNCIL OF GOVERNMENTS 2016 PUBLIC PARTICIPATION PLAN

1. INTRODUCTION

ABOUT FRESNO COUNCIL OF GOVERNMENTS

As a Metropolitan Planning Organization, the Fresno Council of Governments (Fresno COG) addresses issues of mutual concern to the county and the cities in the Fresno County region, and satisfies Federal and State transportation planning and programming mandates. Fresno COG provides a forum for planning, discussion, and study of area-wide issues, prepares and adopts regional plans and programs, serves as the regional agency for federal and state transportation programs and funding opportunities and addresses other area-wide issues based on the desires of the member jurisdictions. Fresno COG represents its member jurisdictions as planner, programmer, and broker in developing an efficient and effective inter-modal transportation system that provides for the mobility needs of people, goods, and services while protecting the environment.

Fresno COG and its member agencies are responsible for determining policy, adopting plans and programs, and awarding funds to implement these plans. This procedural document is intended to give the Fresno COG elected officials and staff guidance in providing for public involvement and interagency consultation in the regional planning process. It contains procedures and strategies Fresno COG uses to instigate, seek and foster greater public involvement regarding transportation matters within its discretion. Fresno COG's documented participation plan defines a process for providing reasonable opportunities to be involved in the metropolitan transportation planning process.

PURPOSE OF THE PUBLIC PARTICIPATION PLAN

Fresno COG developed this Public Participation Plan (PPP) as a guide to meeting the Metropolitan Planning Organization requirements for early coordination, public involvement and project development. The PPP is intended to provide direction for public participation activities conducted by Fresno COG and contains the requirements, procedures, strategies and techniques used by Fresno COG to communicate with the public and appropriate, affected agencies. This plan defines a process that outlines roles, responsibilities and key decision points for consulting with affected public agencies, the transportation sector, transportation providers and other interested parties, and providing reasonable opportunities to be involved in the metropolitan transportation planning process.

FRESNO COG'S COMMITMENT TO PUBLIC PARTICIPATION

Commitment 1: Early Engagement

- Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to, a reasonable opportunity to comment on the proposed Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS) and the Federal Transportation Improvement Program (FTIP)
- Provide timely notice and reasonable access to information about Fresno COG's issues and processes
- Early coordination with appropriate agencies and the public aids to determine the type of environmental review documents and action required, the scope of the document, the level of analysis, and related environmental requirements, from the inception of a proposal for action to preparation of the environmental review documents

Commitment 2: Access to All

- Employ visualization techniques to describe the RTP and FTIP
- Make public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web
- Hold public meetings at convenient and accessible locations and times
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services
- No individual shall, on the basis or grounds of disability, race, age or sex, be excluded from participation in or be denied the benefits of services, programs, or activities, or be subjected to discrimination by Fresno COG. All public meeting agendas prominently display the following notification:

The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at (559) 233-4148, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG is unable to accommodate an auxiliary aid or translation request for a public hearing, after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

- When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the [metropolitan transportation plan](#) and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the [metropolitan transportation plan](#) and the TIP.

Commitment 3: Response to Public Comment

- Demonstrate explicit consideration and response to public input received during the development of the RTP and the FTIP
- Forward all formal public comments to the Fresno COG Policy Board or appropriate committee for consideration during decision making

Commitment 4: Open Communication

- Provide additional opportunity for public comment, if the final RTP or FTIP differs significantly from the version that was made available for public comment by the Fresno COG and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts
- Coordinate with the statewide transportation planning public involvement and consultation processes

Commitment 5: Review

- Periodically review the effectiveness of the procedures and strategies contained in this PPP to ensure a full and open participation process.

II. FEDERAL AND STATE REQUIREMENTS

Developing an effective public involvement/participation plan involves the identification of techniques designed to meet the needs of a given situation relating to the development of a transportation plan, program, project, or the need for public input regarding the operation and management of a transportation facility. Current Federal statutes and regulations provide general guidelines for public involvement processes and procedures. There is great flexibility available to transportation agencies in developing specific public involvement/participation plans. However, while the set of techniques for any given situation may differ depending upon such factors as demographics and identified potential impacts, the general approach to developing a public involvement/participation plan contains elements that are relevant and responsive to all communities. This information is provided to help practitioners identify legal requirements related to engaging the public that were created to protect and promote good practices. Phrases are provided from statute, regulation, and executive orders relating to different aspects of engaging the public. To understand the broader context of those requirements, we encourage you to refer to the complete statute, regulation, or executive order.

Fixing America's Surface Transportation (FAST) Act

New Federal Surface Transportation legislation, known as the “Fixing America’s Surface Transportation (FAST) Act, (H.R. 22), signed into law in December 2016, underscores the need for public involvement as did its predecessor. The law requires metropolitan planning agencies such as Fresno COG to “provide citizens, affected public agencies, representatives of public transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs and other interested parties with a reasonable opportunity to comment on transportation plans and programs. In addition, MPOs should consult with agencies and officials responsible for tourism and natural disaster risk reduction in developing plans and TIPs.

The FAST Act also requires Fresno COG — when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be non-discriminatory on the basis of race, color, national origin or disability. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987 and a series of federal statutes enacted in the 1990s relating to the concept of environmental justice. The fundamental principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

EXECUTIVE ORDERS

An Executive Order is an order given by the President to federal agencies. As a recipient of federal revenues, Fresno COG assists federal transportation agencies in complying with these orders.

- Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

In February 1994, President William Clinton signed Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, which mandates that federal agencies make achieving environmental justice part of their missions. This order requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed in order to achieve environmental justice. Minority populations are defined in the order as Black/African-American, Hispanic, Asian/Pacific Islander, American Indian and Alaskan Native. Low-income populations are defined in the order as persons whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines, with those at 0 percent of median income classified as low income and those at 50 percent of median income classified as very-low income.

- Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that

all federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services.

- Executive Order 13175 — Consultation and Coordination With Indian Tribal Governments
Establishes regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, to strengthen the government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian tribes.
- Executive Order 12372: Intergovernmental Review of Federal Programs
Executive Order 12372 calls for intergovernmental review of projects to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

THE BROWN ACT (STATE OF CALIFORNIA GOVERNMENT CODE SECTIONS 54950-54962)

The Ralph M. Brown Act governs the meeting and actions of governing boards of local public agencies and their created bodies. Requirements of the Brown Act also apply to any committee or other subsidiary body of a local agency, whether permanent or temporary, decision-making or advisory, which is created by such a governing board. The Brown Act sets minimum standards for open meetings relative to access to the public, location of meetings, notice posting, agenda distribution, and public input. The public agency may adopt reasonable regulations ensuring the public's right to address the agency, including regulations to limit the total amount of time allocated for public testimony. The Fresno COG Board and its standing committees all adhere to these requirements involving proper noticing, access and the ability to address the Board and committees.

Due to time constraints, unscheduled comments by the public may be limited to 3 minutes in length, however the agency encourages interested citizens to provide written copies of presentations to the Board/Committees, particularly if the statement is too long to be presented in its entirety. Citizens unable to attend the meetings may submit their concerns and ideas in writing to staff, who will then present the comments to the respective Board/Committee in either a written or oral format.

AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services. All events held for programs or projects with Federal aid and open to the general public must be made accessible to everyone, including the disabled. Fresno COG is in compliance with the ADA by providing accessible and usable formats, notifications and locations for workshops, meetings and public hearings, consulting with individuals from the disabled community, conducting outreach by maintaining an extensive mailing and email lists, developing contacts, and by other means of notification and accommodation to participate in the planning process.

CODE OF FEDERAL REGULATIONS

The Code of Federal Regulations (CFR) is an annual codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government. The CFR is divided into 50 titles representing broad areas subject to Federal regulation. Each Title is divided into chapters that are assigned to agencies issuing regulations pertaining to that broad subject area. The purpose of the CFR is to present the official and complete text of agency regulations in one organized publication and to provide a comprehensive and convenient reference for all those who may need to know the text of general and permanent Federal regulations. The Metropolitan Planning Organization (MPO) public participation requirements outlined in the CFR (23 CFR 45.316) are carefully considered and addressed throughout this entire PPP.

2008 CALIFORNIA LEGISLATION

State law (SB 375, Steinberg, Chapter 728, 2008 Statutes) calls on agencies such as Fresno COG to develop a Sustainable Communities Strategy — a new element of the Regional Transportation Plan — to integrate planning for growth and housing with long-range transportation investments, to strive to reduce greenhouse gas emissions for cars and light trucks. The law also calls for a separate Public Participation Plan for development of the Regional Transportation Plan and the Sustainable Communities Strategy. Appendix A contains the Public Participation Plan for the Fresno region's long-range transportation plan and Sustainable Communities Strategy.

OTHER REQUIREMENTS

A number of other federal and state laws call on Fresno COG to involve, consult with and notify the public in its decisions. Fresno COG complies with all other public notification requirements of the California Public Records Act, the California Environmental Quality Act and Assembly Bill 52, as well as other applicable state and federal laws.

III. OPPORTUNITIES FOR PUBLIC ENGAGEMENT

FRESNO COG BOARDS, COMMITTEES AND COMMISSIONS

Below are descriptions of each of Fresno COG's standing or advisory boards, committees and commissions. They offer the organization an excellent opportunity for expanding public participation opportunities during the transportation planning process. This is accomplished not only by active membership but by presentations made before them and attendance at the open meetings. To find out more about each group, who staffs them and how to get involved with the work they are doing, contact the Fresno COG at 559-233-4148, email COG staff at brendav@fresnocog.org or view each committee with a link to related webpages on the Fresno COG website at www.fresnocog.org.

The following statement is placed on each Fresno COG formal meeting agenda:

"The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at (559) 233-4148, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG is unable to accommodate an auxiliary aid or translation request for a public hearing, after receiving proper notice, the hearing will be continued on a specified date when accommodations are available."

ACTIVE TRANSPORTATION PROGRAM MULTIDISCIPLINARY ADVISORY GROUP

The Active Transportation Program (ATP) Multidisciplinary Advisory Group (MAG) assists in the development and update of the program guidelines and scoring criteria, and participates in the evaluation of project applications. In forming the MAG, the Subcommittee sought participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools projects, and in projects benefiting disadvantaged communities. The representatives are geographically balanced representing tribal agencies, state agencies, FCOG, local jurisdictions in Fresno County, and non-governmental organizations. The MAG prioritizes and ranks the applications, and ensures that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the state guidelines and in the Fresno COG Regional Competitive ATP Guidelines.

AIRPORT LAND USE COMMISSION OF FRESNO COUNTY

The Airport Land Use Commission (ALUC) is in existence to protect the public health, safety and welfare by ensuring that orderly development and prevention of excessive noise and safety hazards around public use airports is followed in accordance to state and local laws. ALUCs prepare Compatibility Land Use Plans (CLUP), establish the policies on land uses around the airport ensuring

they are compatible with airport operations, evaluate the compatibility of proposed local agency land use policy actions with the relevant provisions in the CLUP, and they review individual development projects to ensure they are within the noise and safety standards in accordance with state laws and the CLUP.

ASSOCIATION FOR THE BEAUTIFICATION OF HIGHWAY 99

The Association for the Beautification of Highway 99 was formed in 1998. Its members include concerned businessmen, community activists, government agency staff and elected officials. The group's role is to advise Caltrans, Fresno County, and the cities of Fresno, Fowler, Selma, and Kingsburg on matters relating to the aesthetics of Highway 99. Fresno COG provides staff support to the Association, and also funded the *Highway 99 Beautification Master Plan* of 2000, and the updated to the 2000 Master Plan which will be completed in late 2016. The Committee typically meets bimonthly at the Fresno COG, on the fourth Monday of the month.

CONGESTION MANAGEMENT PROCESS (CMP) STEERING COMMITTEE

The CMP was developed to provide guidance to the congestion management process, which is required by the federal planning regulations. The CMP Steering Committee consists of representatives from the local cities/the County, Caltrans, transit operators, and the general public. The CMP Steering Committee has extensive technical expertise in traffic engineering, and provides advice on subjects such as traffic monitoring, traffic congestion, system performance, etc. The Committee currently works with Fresno COG on the CMP Update, and reviews and approves important matrix such as performance measures, CMP network, etc.

ENVIRONMENTAL JUSTICE SUBCOMMITTEE

Fresno COG traditionally forms an Environmental Justice (EJ) Task Force to assist Fresno COG in identifying target EJ populations and developing the Fresno COG EJ Plan. The Task Force was composed of transportation planners, community leaders, and representatives of low-income and minority populations. They provided input and guidance during the Regional Transportation Plan (RTP) Update in 2012-2014 to assist staff with development, ensuring it complies with Title VI and Environmental Justice requirements.

Fresno COG is now convening an Environmental Justice Advisory Group, structured to serve as a subcommittee of Fresno COG's Transportation Technical Committee (TTC). The subcommittee would meet when Fresno COG staff, the TTC, the Policy Advisory Committee or the Fresno COG Policy Board request recommendations on items involving Environmental Justice populations. They would also meet to assist Fresno COG staff in setting thresholds for Environmental Justice Populations for Environmental Justice Plans. The subcommittee would report all advisory actions to

the TTC through an Environmental Justice Representative. Then the TTC's recommendations would be referred to the Policy Advisory Committee and Fresno COG Policy Board as needed. The Fresno COG Policy Board approved the following 11 positions on the EJ Advisory Subcommittee:

- One Member agency staff who represents the Urban Fresno County region
- One Member agency staff who represents the West Side of the Fresno County region
- One Member agency staff who represents the East Side of the Fresno County region
- Minority representatives from the following EJ populations: Hispanic, African American, Asian American, Native American
- 2 Low Income Representatives
- One Senior (Person 65 or older)
- One Person with disabilities to represent the disabled community

FRESNO COG POLICY BOARD

Policy decisions are made by the Fresno COG Policy Board. The Board is composed of the mayors of each incorporated city and the Chairman of the County Board of Supervisors, or their designated elected representatives. The Fresno COG Policy Board meets on the last Thursday of each month at 5:30 p.m. at Fresno COG.

FRESNO COUNTY MODEL STEERING COMMITTEE

The Fresno County Model Steering Committee oversees improvements and updates to the travel demand model. The Model Steering Committee is a subcommittee of the Fresno COG Transportation Technical Committee that meets as needed. The model and its assumptions are continually updated based upon the latest planning information.

MEASURE C CITIZEN OVERSIGHT COMMITTEE

The Measure C Citizen Oversight Committee was developed as an advisory body to the Fresno COG Board and the Fresno County Transportation Authority, to inform the public, and to ensure that the Measure C funding program revenues and expenditures are spent as promised to the public. Fresno COG staffs the Committee and provides technical and administrative assistance to support and publicize the Committee's activities, with the staff assignment subject to approval of the Committee. The Committee meets as deemed necessary on the second Thursday of the month at Fresno COG.

MEASURE C NEW TECHNOLOGY COMMITTEE

A The Measure C New Technology Committee works in an advisory fashion to assist COG staff prior to releasing grant applications, by reviewing and updating specific subprogram goals, scope and criteria for project solicitation and selection, and developing a draft timeline for distribution of funds. The committee consists of Fresno COG staff, industry, academia, public, and transit members.

MEASURE C NEW TECHNOLOGY MULTIDISCIPLINARY ADVISORY COMMITTEE

A 12-member Measure C New Technology Multidisciplinary Advisory Group (New Tech MAG) has been established for purposes of reviewing, evaluating, scoring and recommending projects for funding as directed by the Fresno COG Policy Board and the Fresno County Transportation Authority Board. The New Tech MAG will make advisory recommendations to the Fresno COG Policy Board and Fresno County Transportation Authority regarding Measure C New Technology Program project funding.

MEASURE C TRANSIT ORIENTED DEVELOPMENT ADVISORY COMMITTEE

The Measure C TOD Technical Advisory Committee (TAC) was formed to provide guidance to the development of the Measure C TOD program. The TOD program was created as part of the transportation sales measure, Measure C, to encourage transit supportive land use, and boost transit ridership. The TOD TAC developed the TOD program guidelines and policies, which provides guidance for the annual award of grant under the TOD program. The TOD TAC also makes recommendations for any revision or update related to the TOD program Guidelines and Policies.

MEASURE C TOD SCORING COMMITTEE

The Measure C TOD Scoring Committee was created to provide funding recommendation for the Measure C TOD program. The TOD Scoring Committee meets annually. The Committee reviews the TOD grant applications, scores the projects, and makes funding recommendation to Fresno COG's TTC/PAC, and Policy Board. The TOD Scoring Committee consists of COG's member jurisdictions, Fresno County Transportation Authority (FCTA), transit operator, and public members.

NEEDS ASSESSMENT COMMITTEE

As a result of Fresno COG's 2014 RTP/SCS update process, this committee was formed to guide the commissioning of a Transportation Needs Assessment study. The Committee identified the scope for the Needs Assessment study, and reviewed and provided comments to the regional gap analysis and the transportation connectivity/accessibility analysis which is part of the Needs Assessment study and currently being conducted by a consultant team.

POLICY ADVISORY COMMITTEE

The Policy Advisory Committee (PAC) is composed of the Chief Administrative Officer or City Manager of each member agency or their designated representative. With the exception of urgency matters, all items must first be considered by the PAC before submission to the Policy Board. The PAC meets on the second Friday of each month at 10:00 a.m. at Fresno COG.

REGIONAL TRANSPORTATION PLAN ROUNDTABLE

This committee guides the development of Fresno COG's Regional Transportation Plan during the time when the Plan is being updated. RTP's must be updated every 4 years. Membership typically includes Fresno COG staff, Caltrans, member agency representatives, interested stakeholders, transportation sector representatives, business and education representatives and the public-at-large.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

The Fresno COG Policy Board established its Social Service Transportation Advisory Council (SSTAC) in 1988 to aid in its review of transit issues with emphasis on the annual identification of transit needs within Fresno County. Transit needs include the needs of transit dependent and transit disadvantaged persons, including the elderly, disabled and persons of limited means. The Fresno COG's establishment of this Advisory Council is consistent with State law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. All SSTAC meetings are open to the public. Citizens can request to be placed on the mailing list to receive committee agendas. SSTAC meets the third Tuesday of the month, January through June or as needed.

TRANSPORTATION TECHNICAL COMMITTEE

The Transportation Technical Committee (TTC) serves as a standing committee that reviews materials and issues monthly before forwarding them to the Policy Advisory Committee. Membership includes member agency staff and representatives from a wide variety of transportation and community interest groups. The TTC meets on the second Friday of each month at 8:30 a.m. at Fresno COG.

VALLEYWIDE COMMITTEES

Fresno COG staff is also actively involved on Valleywide committees consist of COG staff members from all eight San Joaquin Valley Metropolitan Planning Organizations (MPOs). These groups meet regularly on issues of mutual interest. In addition to the committees or groups listed below, the San Joaquin Valley MPOs are also active in the state's high-speed rail efforts, promotion of State Route 99, goods movement through the Valley, RTP/SCS development and other areas of mutual concern. Together they have developed a San Joaquin Valley Council of Governments website: www.sjvcogs.org

MODEL COORDINATING COMMITTEE

The Model Coordinating Committee (MCC) has been established to provide a coordinated approach to valley air quality, conformity and transportation modeling issues. The committee's goal is to ensure Valleywide coordination, communication and compliance with Federal and State Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) are represented. In addition, the Federal Highway Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee.

PROGRAMMING COORDINATION GROUP

The Valley Programming Coordination Group has been established to provide a coordinated approach to Valley air quality and transportation programming issues. The committee's goal is to ensure Valley wide coordination, communication and compliance with federal and state Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) are represented. In addition, the Federal Highway Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee.

SAN JOAQUIN VALLEY GREENPRINT PLANNING PROCESS STEERING & TECHNICAL ADVISORY COMMITTEES

The Greenprint Planning Process addresses rural land management challenges and opportunities that deepen our understanding of the land, water and living resources in the region and assures that those resources continue to benefit the region economically and environmentally for future generations. The Steering Committee and Technical Advisory Committee will work to assemble the perspectives of the residents of the region into a shared vision, and to identify a series of strategies for the conservation and management of the region's land, water and living resources. These strategies will be developed with extensive public input and will be based on sound science and economics. The resulting "Greenprint" can then serve as a guide to local, state,

federal and private sector decision makers as they make choices about the future of the Valley's resources.

SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES – REGIONAL POLICY COUNCIL

The creation of the San Joaquin Valley Regional Policy Council is a key partnership that exemplifies the Regional Transportation Planning Agencies' approach to working on regional issues. This sixteen member Regional Policy Council was established to discuss and build regional consensus on issues of Valley importance. The Council consists of two elected officials and one alternate appointed from each of the regional planning agencies' policy boards. The Council is positioned to have a unique and potentially pivotal position in further Valley collaborative efforts and improving the quality of life for all Valley residents. The Policy Council provides guidance on common interregional policy issues and also represents the San Joaquin Valley at public forums such as the California Transportation Commission, the Governor and his administration, as well as State and Federal legislative bodies that require a common voice from the San Joaquin Valley.

SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES – DIRECTORS' COMMITTEE

The Valley Executive Directors meet regularly to discuss issues of mutual importance to all of the Valley Metropolitan Planning Organizations. Meeting agendas, minutes and information about the SJV Directors meetings are available online at www.sjvcogs.org.

VALLEY PLANNERS NETWORK

In 2007, as part of the Valleywide Blueprint planning activities, the Regional Planning Agencies sponsored the formation of the Valley Blueprint Planners Network (Planners Network). This group, originally called the SJV Blueprint Professional Planning Review Panel, then the San Joaquin Valley Professional Planners Group; and now the Valley Planners Network (VPN), was created to engage professional planners from counties and cities participating in the Blueprint process. Because Fresno COG serves as the lead agency on the Valley Blueprint activities, it continued to host the group, which is chaired by John Wright, former planning director for the City of Clovis. In 2016, the Office of Community and Economic Development (OCED) at Fresno State took over as the staff lead, while Fresno COG continues to coordinate activities and hosting.

The Planners Network served in an advisory capacity to the Project Managers on major Blueprint activities, such as the selection of the preferred growth scenario. During the Valley Blueprint planning process the Planners Network met quarterly to review and comment on Blueprint issues and progress. Since the adoption of the preferred growth scenario, the Planners

Network continues to meet quarterly to engage local agency staff with regional and state planning topics.

IV. PROJECT OR PLAN SPECIFIC PUBLIC PARTICIPATION REQUIREMENTS

There are two key transportation initiatives that are specially called out in federal law as needing early and continuing opportunities for public participation — development of the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP). These two documents are linked. The long-range Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) prioritizes and guides all Fresno County transportation development over 25 years. While the FTIP is the programming document that identifies funding for only those programs and projects that are included in the RTP/SCS.

REGIONAL TRANSPORTATION PLAN (RTP)

The RTP is the comprehensive blueprint for transportation investment (transit, highway, local roads, bicycle and pedestrian projects), and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much money is available to address critical transportation needs and setting the policy on how projected revenues are to be spent. The RTP is generally updated every four years, with a limited number of amendments as needed. Because of its comprehensive, long-term vision, the RTP provides the earliest and the best opportunity for interested residents and public agencies to influence Fresno COG's policy and investment priorities for Fresno County transportation. It is at this early RTP development stage where investment priorities and major planning-level project design concepts are established, and broad, regional impacts of transportation on the environment are addressed. Under California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes), the RTP must include a SCS to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks.

Opportunities for public participation for the RTP are different for RTP updates versus RTP amendments. RTP Updates include significant revisions to the RTP document, while RTP amendments are generally specific to project scopes, schedules, or costs.

- **RTP Update**

This is a complete update of the most current long-range RTP, which is prepared pursuant to state and federal requirements. The RTP update reflects reaffirmed or new planning priorities and changing projections of growth and travel demand based on a reasonable forecast of future revenues available to the region. As necessary, Fresno COG prepares two technical

companion documents for RTP updates: a program-level Environmental Impact Report per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP may warrant a revision or update to these technical documents.

Both of the RTP and SB 375 updates call for separate Public Participation Plans that specifically addresses outreach for the RTP and the SCS. Appendix A includes Fresno COG's RTP/SCS Public Participation Plan that details the strategies Fresno COG will use to communicate with nontraditional as well as traditional audiences to include them in the transportation planning process. This program will help ensure that environmental justice issues are addressed and that interested members of the public have ample opportunity to understand and provide meaningful input while the RTP is in its early stages and throughout the planning process.

- **RTP Amendment**

An amendment is a major revision to a long-range RTP, including adding or deleting a project, major changes in project costs, and/or design concept and scope (e.g., changing project locations, open to traffic dates, or the number of through traffic lanes). An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to conformity and interagency consultation procedures. Changes to projects that are included in the financially unconstrained portion of the RTP (as information only) do not require an amendment.

- **RTP Administrative Modification**

This is a revision to the RTP for minor changes to project/project phase costs, or funding sources. An administrative modification does *not* require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As such, the public participation process for RTP amendments follows the requirements as outlined for the FTIP, as applicable.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

The Federal Transportation Improvement Program (FTIP) implements the policy and investment priorities expressed by the public and adopted by Fresno COG in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the FTIP as well. The FTIP covers a four-year timeframe, and all projects included in the FTIP must be consistent with the RTP. The FTIP is a comprehensive listing of Fresno County Area surface transportation projects — including transit, highway, local roadways, bicycle and pedestrian investments that:

- Receive federal funds, or are
- Subject to a federally required action, or are
- Regionally significant, for federal air quality conformity purposes.

The FTIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the FTIP also requires a finding of conformity with federal transportation-air quality conformity mandates.

The FTIP is updated every two years, with amendments occurring as needed. FTIP “updates” or “adoptions” are generally considered similar to the Type 5 amendment (see below), and follow a similar public participation process. For FTIP Amendments, FHWA identifies six types, each with specific participation requirements, as indicated below.

Expedited Project Selection Procedures (EPSP) allows eligible projects to be moved between FTIP fiscal years as long as the project cost and scope do not change. Fresno COG staff is federally authorized to utilize EPSP without additional State or Federal approval action. Fresno COG does not require a formal public participation process for EPSP actions. A more detailed description of the EPSP Policy is available from Fresno COG staff upon request and is incorporated into the FTIP document.

Federal rules allow MPOs to group or combine projects that are not considered to be of appropriate scale for individual listing. Such grouped projects are often referred to as “Grouped Projects”, also previously referred to as “Lump Sums”. Fresno COG uses this ability to program Grouped Projects within the FTIP. Such projects may be grouped by function (e.g., bike lanes), work type (e.g., maintenance), or geographical area. Once grouped, the MPO is required to maintain, outside of the FTIP, a detail list of the projects contained in each group called a “Grouped Project Detailed Listing”.

Modifications to the projects or costs within the Grouped Project Detailed Listings are conducted on an as needed basis and do not require a formal public participation process. However, any changes to

the overall Grouped Project costs or scope are done in accordance with the amendment types below. Grouped Project Detailed Listings are made available through the Fresno COG website and distributed to Caltrans and FHWA.

FTIP Technical Correction

Technical corrections may be made by Fresno COG staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the FTIP period; changes to information not required to be included in the FTIP per federal regulations; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope, or schedule within the FTIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

FTIP Amendment Type 1. Administrative Modifications

Administrative Modifications include minor changes to project cost, schedule, or funding sources. Administrative Modifications do not require published public notices, public review and comment or a public hearing, with the exception of certain types of Federal Transit Administration Projects which must go through a formal amendment process. Administrative Modifications only require approval by Fresno COG (***see below). State and Federal agencies are notified, but do not take approval action on Administrative Modifications. Administrative Modifications do not require re-demonstration of fiscal constraint or conformity determination. These modifications are posted on Fresno COG's website at the time of action, and are later posted on Caltrans website.

****Consistent with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) letter dated June 7, 2011, Fresno COG has the discretion to delegate authority to the Executive Director to approve FTIP Administrative Modifications to the Federal State Transportation Improvement Program (FSTIP) consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures. Such delegation of authority was granted as part of Fresno COG's Resolution No. 2011-25 which was reaffirmed on April 26, 2012 and approved by Caltrans on May 11, 2012. The following procedures apply to this delegation of authority: Fresno COG will send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once the administrative modification is approved by Fresno COG, the administrative modification will be deemed part of the Federal State Transportation Improvement Program (FSTIP). Fresno COG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been*

accounted for. Caltrans will conduct periodic reviews of Fresno COG's administrative modification process to confirm adherence to the procedures. Noncompliance with the procedures will result in revocation of the MPO's delegation.

FTIP Amendment (Type 2. Formal Amendment) – Funding Changes

Type 2 amendments primarily include project cost changes that are greater than minor changes identified under Administrative Modification procedures. The projects in a Type 2 amendment do not change in design concept or scope and the conformity analysis years as assumed for the regional analysis of the currently conforming RTP/SCS and the FTIP remain unchanged. Type 2 amendments do not require published public notices or a public hearing, with the exception of certain types of Federal Transit Administration Projects. Type 2 Formal Amendments require approval by Fresno COG, Caltrans, and FHWA/FTA. Publicly accessible notification of a Type 2 formal amendment is posted on Fresno COG's website at least 7 days prior to action, and distributed to local agency partners through Fresno COG's standing committees. Fresno COG will consider public comments on the amendment prior to approval action.

FTIP Amendment (Type 3. Formal Amendment) – Exempt Projects

Type 3 amendments significantly revise, add or delete exempt or non-regionally significant projects or project phases to/from the FTIP. Type 3 amendments require approval by Fresno COG, Caltrans, and FHWA/FTA. Public notification of a Type 3 formal amendment is posted on Fresno COG's website at least 7 days prior to action, and distributed to local agency partners through Fresno COG's standing committees. Type 3 do not require published public notices, or a public hearing, with the exception of certain types of Federal Transit Administration Projects. Fresno COG will consider public comments on the amendment prior to approval action.

FTIP Amendment Type 4. Formal Amendment – Conformity Determination that Relies on a Previous Regional Emissions Analysis

Type 4 amendments primarily include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the adopted RTP/SCS. In this case, the federal approving agencies can use a previous analysis of the project's impact on air quality for approval purposes. Type 4 amendments may be accompanied by an RTP/SCS amendment to maintain consistency. The FTIP amendment and RTP/SCS Amendment (if applicable) follow the same public process. Type 4 amendments require approval by Fresno COG, Caltrans, and FHWA/FTA.

Public notification of a Type 4 formal amendment includes the following:

- Legally noticed 30-day public comment period
- Legally noticed public hearing
- Posting of amendment information on Fresno COG's website during public comment period
- Publishing amendment information as part of the following publicly available Fresno COG agendas: Transportation Technical Committee, Policy Advisory Committee and Fresno COG Policy Board
- Consideration and response to public comments received during comment period

Amendment Type 5. Formal Amendment – Conformity Determination and New Regional Emissions Analysis

Type 5 amendments are the highest level amendment and primarily involve adding or deleting new projects that must be modeled for their air quality purposes as part of the RTP/SCS. Type 5 amendments require an Air Quality Conformity Document that demonstrates conformity with applicable air quality requirements and a new regional emissions analysis. This type of amendment is also used when a non-exempt, regionally significant project makes a change to either the design concept or scope or conformity analysis completion year which is not consistent with the existing regional emissions analysis. The FTIP amendment, Air Quality Conformity Document, and RTP Amendment (if applicable) follow the same public process. Type 5 amendments require approval action by Fresno COG, Caltrans, and FHWA. Public notification of a Type 5 formal amendment includes:

- Legally noticed 30-day public comment period
- Legally noticed public hearing
- Posting of amendment information on Fresno COG's website during public comment period
- Publishing amendment information as part of the following publicly available Fresno COG agendas: Transportation Technical Committee, Policy Advisory Committee, and Fresno COG Policy Board
- Consideration and response to public comments received during comment period

FEDERAL TRANSIT ADMINISTRATION PROGRAM OF PROJECTS PUBLIC PARTICIPATION REQUIREMENTS

As required by federal law and guidance, a Program of Projects (POP) for FTA projects must be developed by the Designated Recipient of FTA funds. The POP is a list of proposed FTA funded projects that must undergo a public review process. Guidance provided by FTA allows the FTIP to function as the POP as long as the public is notified through public notice that the FTIP public review

process satisfies the public participation requirements of the POP. Once the FTIP is approved, the document will function as the POP for recipients of FTA funds in the Fresno COG region. Fresno COG's public participation process for the FTIP is intended to satisfy the funding recipients' public participation process for their POP.

This Public Participation Plan follows the procedures for public involvement associated with the FTIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the FTIP will state that they satisfy the POP requirements of FTA programs such as Section 5307, Section 5337 and Section 5339 Programs.

ANNUAL LISTING OF OBLIGATED PROJECTS

By federal requirement, at the end of each calendar year Fresno COG publishes an annual listing of obligated projects, which is a record of project delivery for the previous year. The listing is also intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from Fresno COG's web site at www.fresnocog.org. Hard copies are also available upon request by contacting the Fresno COG office at (559) 233-4148.

CONGESTION MANAGEMENT PROCESS

Under the new Federal FAST Act legislation, Fresno COG is required to prepare a congestion management process (CMP) document for Fresno County. The CMP is a systematic process for managing congestion. It 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 is currently working on a CMP update, which is expected to be completed in the Spring of 2017.

AIR QUALITY CONFORMITY PUBLIC AND INTERAGENCY CONSULTATION

Fresno COG provides opportunity for early coordination with appropriate agencies and the public in determining the type of environmental review documents an action requires, the scope of the document, the level of analysis, and related environmental requirements. This involves the exchange of information from the inception of a proposal for action to preparation of the environmental review documents.

A dialogue between agencies regarding air quality transportation conformity considerations must take place in certain instances prior to adoption of its RTP/SCS or FTIP. These consultations are conducted through the San Joaquin Valley Interagency Consultation Group which includes representatives of the U.S. Environmental Protection Agency, the Federal Highway Administration

(FHWA), Federal Transit Administration (FTA), the California Air Resources Board (CARB), the San Joaquin Valley Air Pollution Control District, the eight San Joaquin Valley MPOs, and Caltrans Headquarters and District 6 office. These agencies review updates and, in certain instances, amendments to the RTP/SCS and FTIP to ensure they comply to federal transportation conformity regulations via air quality transportation conformity analysis.

INTERGOVERNMENTAL REVIEW VIA REGIONAL AND STATE INFORMATION CLEARINGHOUSES

The intent of intergovernmental review, per Executive Order 12372, is to ensure that the Fresno region's federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in Fresno County with programs/projects for inter-governmental review should submit documentation to Fresno COG and/or the State Clearinghouse in Sacramento (as required by Executive Order 12372), which are responsible for coordinating state and local review of applications for federal grants or loans.

OVERALL WORK PROGRAM (OWP)

The OWP is a critical document for the scheduling and distribution of work, especially the allocation of resources needed to address each task required of Fresno COG. In effect, the OWP constitutes a set of instructions for the planning and programming work to be carried out by staff or consultants each year. Throughout the course of each year, Fresno COG staff works with the local agencies, Caltrans, other transportation planning agencies, other public and private associations and the general public independently and through Fresno COG committees to develop the program for the year. A draft of the OWP is taken through the Fresno COG committee process with a final adoption by the Policy Board in May. Staff and the Board usually begin to gather public input on the OWP in February, prior to the adoption of the Final OWP.

UNMET TRANSIT NEEDS (UTN) ASSESSMENT

Each year, pursuant to the Transportation Development Act (TDA) requirements, Fresno COG, as the RTPA and MPO for Fresno County, is required to identify any unmet transit needs that may exist in the Fresno County region. Should any unmet transit needs be identified, a further determination must be made to establish whether or not those needs are reasonable to meet. In accordance with state law, TDA funds must be allocated first to unmet transit needs, which are found to be reasonable to meet, before any remaining funds can be distributed to local jurisdictions for non-transit purposes. At the conclusion of each UTN process, the Fresno COG Policy Board must adopt a resolution making one of the following three findings: there are no unmet transit needs; there are no unmet transit needs that are reasonable to meet; or there are unmet transit needs, including transit needs that are reasonable to meet.

Under TDA regulations, the UTN Assessment must include the following elements:

1. An annual assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, the handicapped, including individuals eligible for paratransit and other special transportation services, and persons of limited means, including, but not limited to, recipients under the CalWORKs program;
2. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly owned services; and
3. An analysis of the potential alternative public transportation services and specialized transportation services, including privately and publicly owned services.

To further implement the UTN Assessment process, the Fresno COG Policy Board has adopted definitions for both “unmet transit need” and “reasonable to meet” which are reviewed every five years in compliance with the TDA requirements. All unmet transit needs received during the annual UTN Assessment process are reviewed by the Social Services Transportation Advisory Council (SSTAC).

Public participation is an important component in the UTN Assessment process. The TDA requires Fresno COG to hold at least one public hearing for the purpose of receiving public input regarding potential unmet transit needs in the region. Although the TDA only requires Fresno COG to hold one public hearing, staff makes the effort to go beyond the minimum requirements to provide public hearings throughout the region as well as to make presentations about the unmet transit needs process to seniors at congregate meal sites, community groups, and the legislative bodies of local jurisdictions. Public hearings are typically held during a regularly scheduled meeting of the Policy Board. Public notice of the hearing, including the date, time, location, and specific purpose is provided at least 30-days in advance of the meeting through publication in one or more newspapers of general circulation, including a Spanish language publication. Written notification is also provided to those persons and organizations (over 400) that have indicated an interest in the unmet transit needs process, including the private social service agencies and public transit operators that are represented on the SSTAC.

Public hearings are held to give members of the public the opportunity to identify potential unmet transit needs in the region. After the conclusion of a hearing(s), a report is prepared that addresses the three required UTN Assessment elements listed above, analyzes any identified unmet transit need for “reasonable to meet”, and provides a recommended finding for the Policy Board to adopt. Any new

comments received after the public hearing, or during the Policy Board's hearing to adopt the UTN finding, are assessed during the subsequent year's UTN Assessment process.

SB375 mandates that MPO's must meet certain greenhouse gas reductions standards set by the Air Resources Board. Fresno COG, along with other MPO's in the valley have worked diligently on meeting those targets through the use an integrated land use, transportation, and housing plan. The goal is to have greenhouse gas emissions reduced to 2012 levels by 2040. Air quality conformity findings are distributed for a 30-day public comment period, and a public hearing is held by the Fresno COG Policy Board to elicit public input. All applicable posting requirements will be followed.

V. CONSULTATION AND COORDINATION

Fresno COG, the Metropolitan Planning Organization (MPO) for the Fresno County region, needs to consult with groups responsible for other types of planning activities that are affected by transportation in the area (i.e. state and local planned growth, economic development, environmental protection, land use management, conservation and historic preservation, airport operations, and freight interests) and other agencies such as Indian Tribal governments, federal land management agencies and project sponsors. These provisions address both the MPO's preparation of the RTP/SCS and the FTIP.

Crucial decisions whether or not to support or fund a transportation program or project in the region are made in the development of the RTP/SCS. In contrast, the FTIP defines project budgets, schedules and phasing for those programs and projects that are already part of the RTP/SCS. The FTIP does not provide any additional information regarding environmental impacts beyond those found in the program level environmental analysis prepared for the RTP/SCS. Further environmental review occurs at the project delivery agency or jurisdiction with project specific environmental impacts report.

Starting at the RTP/SCS development stage, Fresno COG staff concurrently consults with appropriate agencies regarding the FTIP. Fresno COG consults extensively with many agencies in the preparation of the RTP/SCS. For the FTIP, this consultation includes:

- Communication of the schedule of upcoming amendments and FTIP adoption;
- Special workshops;
- Coordination with agencies for review of preliminary draft documents to agencies before releasing draft documents for public review;
- Presentations on the Draft Formal Amendments to the Standing Committees and the Policy Board.

VI. PUBLIC PARTICIPATION PLAN EVALUATION AND UPDATES

Fresno COG's Public Participation Plan is not a static document, but an on-going strategy that will be periodically reviewed and updated based on our experiences and the changing circumstances of the agency and the transportation community it serves.

As part of every public outreach and involvement program developed for the regional transportation plan, Fresno COG will set performance measures for the effectiveness of the participation program and report on the results. These performance reports will serve to inform and improve future outreach and involvement programs, including future updates to this Public Participation Plan. Additionally, Fresno COG will periodically evaluate various components of the items identified under the RTP Public Outreach Strategy Section IV "Public Participation Strategies" which form the core of Fresno COG's public involvement activities.

This Public Participation Plan may be subject to minor changes from time to time. Any major updates will include a review by Fresno COG's Transportation Technical Committee's, Policy Advisory Committee and Policy Board, 45-day public comment period with wide release and notification of the public about the proposed changes and approval by the Fresno COG Policy Board. We will extend the public comment period by an additional 45 days in instances where major revisions are proposed in response to comments heard. Major updates will include an evaluation of the current Public Participation Plan, using the Section II. Commitments on pages 4 & 5 of this document, as well as the Section VIII. Additional Public Participation Policies as performance measures.

VII. PUBLIC PARTICIPATION STRATEGIES

Fresno COG Staff uses several strategies to provide interested parties with reasonable opportunities to be involved in the planning process. Staff understands that prior to involvement in Fresno COG's planning activities, members of the public must understand what Fresno COG's mission is, and what issues are under consideration.

A list of participation strategies follows that includes tried-and-true approaches as well as new suggestions received during the Public Participation Plan development process. Fresno COG staff will define appropriate outreach strategies for each plan/program on a case-by-case basis, and select appropriate options from the following lists.

Public Meetings/Workshops

- Participate in or speak at meetings of existing agencies/community groups
- Co-host workshops with community groups, business associations, etc.
- Partner with community-based organizations in low-income and minority communities for targeted outreach

Techniques for Public Meetings/Workshops

- Open Houses
- Facilitated discussions
- Question-and-Answer sessions with planners and policy board members
- Break-out sessions for smaller group discussions on multiple topics
- Interactive exercises
- Customized presentations
- Vary time of day for workshops (day/evening)

Visualization Techniques

- Maps
- Charts, graphs, illustrations, photographs
- Table-top displays and models
- Web content and interactive games
- Electronic voting
- PowerPoint slide shows and videos

Polls/Surveys

- Statistically valid telephone polls
- Electronic surveys via Web
- Intercept interviews where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

Focus Groups

- Participants recruited randomly from telephone polls
- Participants recruited by interest area

Printed Materials

- User-friendly documents, including use of executive summaries and simplified or translated language
- Post cards
- Maps, charts, photographs, and other visual means of displaying information

Targeted Mailings/Flyers

- Work with community-based organizations to hand deliver flyers to community members, businesses and schools
- Mail to targeted database lists—either COG’s an outside agency’s or purchased
- Distribute “Take-One” flyers to key community organizations
- Place notices on board transit vehicles and transit hubs

Utilize local media

- News Releases
- Submit human interest stories that center around COG projects
- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Purchase display ads/radio & TV advertising
- Negotiate inserts into local printed media
- Visit minority media outlets to encourage use of Fresno COG news releases
- Place speakers on radio/TV talk shows
- Public Service Announcements on radio and TV
- Develop content for public access/cable television programming
- Civic journalism partnerships

Electronic Access to Information

- Website with updated content and simplified layouts, and translation readily available – www.fresnocog.org
- Audio/videocasts of current and past public meetings/workshops
- Electronic duplication of open house/workshop materials
- Interactive Web with surveys, visuals and opportunity to comment
- Access to maps, charts, plans
- Provide information in advance of public meeting
- Post event/meeting information on online news sites, calendars, community & discussion websites

Notify Public via

- Blast e-mails and e-newsletters
- Notice widely disseminated through new partnerships with community-based and interest organizations
- Social Media accounts on Facebook and Twitter
- Printed materials
- Electronic access to information
- Local Media
- Notices placed on board transit vehicles and at transit hubs
- Public utility bill inserts

Newsletters

- Fresno COG's e-newsletter "Coming Up at Fresno COG"
- Project specific email and print pieces
- Submit articles for publication in community/corporate/online newsletters
- Fresno COG Annual Report

Techniques for Involving Environmental Justice Communities

- Make regular reports to Fresno COG's ongoing committees such as the ADA Advisory Council, SSTAC, etc.
- Grants to community-based organizations to organize & tailor meetings, customize presentation materials, provide incentives and remove barriers to participation in their communities
- "Take One" flyers on transit vehicles and transit hubs
- Outreach in the community (flea markets, churches, health centers, employer sponsored events, etc.)
- Partner with other agencies to reach the public at scheduled meetings/events
- Convert materials going out to the general public to an appropriate reading level
- Translate materials; have interpreters available at meetings as requested
- Include information on meeting notices on how to request translation assistance
- Provide access to and use of information and data that is comparable to the access to and use of the information and data by such members of the public who are not individuals with disabilities
- Robust use of "visualization" techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Use of community and minority media outlets to announce participation opportunities
- When conducting public outreach on regional plans/projects, develop explanations of the impacts to each city or local area involved

Techniques for Reporting on Impact of Public Comments

- Summarize key themes of public comments in staff reports to Fresno COG standing committees
- Direct mail and email to participants from meetings, surveys, etc. to report final outcomes
- Newsletter articles
- Updated and interactive Web content

Other Outreach

- Information/comment tables or booths at community events and public gathering spaces
- Form a public review committee during plan development to review documents for readability
- Form a public outreach committee with representatives from each member agency as well as community groups

VIII. ADDITIONAL FRESNO COG PUBLIC PARTICIPATION POLICIES

The following requirements will apply as deemed appropriate by the Fresno COG management staff and Policy Board Chair:

1. No person shall be denied participation.
2. As required, a public notice will be placed in the legal advertising sections of at least one newspaper of general circulation within the affected community, including a Spanish-language publication when possible.
3. Fresno COG shall provide appropriate assistance, auxiliary aids, a translator/interpreter for non-English speaking and hearing impaired individuals and/or services when necessary if requested 3 working days in advance of the meeting, to afford disabled individuals an equal opportunity. If Fresno COG is unable to accommodate a request for a public hearing then the hearing will be continued on a specified date when accommodations are available. Fresno COG staff is available to speak with members of the public in English and Spanish, and may be available in additional languages. After calling Fresno COG's main line phone number, 559-233-4148, an English or Spanish option is given to each caller. Select your preference. Then when prompted dial 0 for the operator who will connect you to a bilingual staff member.
4. Fresno COG's website shall maintain a link to a translation service for information contained on the agency site.
5. Meeting agendas and minutes are currently made available upon written request via regular mail, and they are added regularly to Fresno COG's internet website. Agendas are also posted at meeting locations are posted at least 72 hours before regular meetings of advisory or standing committees or 24 hours before special meetings. Fresno COG circulates an annotated agenda with supporting documents to all committee members and support staff, and annotated agenda packets are sent to the main branch of the Fresno County library. The Brown Act (CA Government Code 54954.1) also states that any person may request a copy of the agenda or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. That request is valid for the calendar year in which it is filed, and must be renewed following January 1st of each year. The legislative body may establish a fee for mailing the agenda or agenda packet, which fee shall not exceed the cost of providing the service.

6. Public hearings will be held prior to a decision point as a formal means to gather citizen comments and positions from all interested parties for public record and input into the decision making process. Fresno COG hearings are required for the adoption of major plans, programming of money and for the annual Unmet Transit Needs analysis. Notices for public hearings will be published in a general circulation newspaper. Fresno COG will accept prepared comments from the public during the period between the notice and hearing date. These comments will be considered part of the public record. Also during this period, Fresno COG staff will accept questions and provide clarification on issues raised by the public.
7. Fresno COG's media list includes newspapers, radio, magazine, online and television broadcast media, and appropriate community, business or government publications and contacts serving Fresno County.
8. If major amendments are made to any plans or programs during the review and comment period, the plan(s) will be made available for an additional 30-45 day public review and comment period prior to final adoption. Such changes shall also be advertised via news release to all media outlets, on community flyers and on the Fresno COG website as deemed necessary in the specific project area prior to final adoption.
9. The Executive Director or her designee will coordinate with the state to enhance public consideration for the State Transportation Plan or the State Transportation Improvement Plan.
10. For high-profile projects/plans Fresno COG may form an advisory committee specific to that particular plan or project, or determine what, if any, existing committees would appropriately review the plan or project.

2018 Fresno COG Regional Transportation Plan Public Outreach Strategy

*Including a public participation plan for the
Fresno County
Sustainable Communities Strategy*

*Released for public review and comment on May 13, 2016
Scheduled for final approval on July 28, 2016*

Fresno Council
of Governments



Forward:

The 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 elected officials of Fresno County and its incorporated cities informally created the agency, formalizing Fresno COG in 1969 through a Joint Powers Agreement. 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 services to its members.

Fresno COG's Member Agencies:

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

**Public Outreach Strategy
for the
2018 Fresno COG Regional Transportation Plan
and Sustainable Communities Strategy**

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I. Introduction

Regional Transportation Plans (RTPs) are planning documents developed by Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) in cooperation with Caltrans and other stakeholders. They are required to be developed by MPOs and RTPAs per State legislation, (Government Code Section 65080 et seq.) and Federal regulation (Title 23 USC Section 134).

The purpose of the RTP is to establish regional goals, identify present and future needs, deficiencies, and constraints, analyze potential solutions, estimate available funding and propose investments.

A comprehensive public involvement program is an important component for developing a RTP. As Fresno COG undertakes the development of the 2014 RTP a major goal of the public outreach effort is to communicate with nontraditional as well as traditional audiences to include them in the transportation planning process. This program will help ensure that environmental justice issues are addressed and that interested members of the public have ample opportunity to understand and provide meaningful input while the RTP is in its early stages and throughout the planning process.

II. Summary of RTP Public Outreach Plan Requirements

A. RTP Public Participation Requirements:

The RTP Planning Process must foster involvement through a proactive public participation process with the all interested parties. Title 23 CFR Part 450.316(a) states the following concerning participation and consultation:

“The MPO shall develop and use a documented participation plan that defines a process for providing citizens,

- *affected public agencies*
- *representatives of public transportation employees*
- *freight shippers*
- *providers of freight transportation services*
- *private providers of transportation*
- *representatives of users of public transportation*
- *representatives of users of pedestrian walkways and bicycle transportation facilities,*
- *representatives of the disabled*
- *other interested parties*

with reasonable opportunities to be involved in the metropolitan transportation planning process.”

- When significant written and oral comments are received on the draft RTP and as a result of the participation process or the interagency consultation process a summary, analysis and report of the proposed comments shall be made as part of the final RTP

- The public participation plan should be prepared prior to the development of the RTP. The public participation plan should have public input during its preparation and have a 45-day comment period before the MPOs/RTPAs board adopts it. This enhanced public participation plan is a new requirement as a result of SAFETEA-LU. *(Fresno COG's Public Participation Plan was adopted March 22, 2012 – this RTP public outreach strategy is supplemental to that document.)*
- Title 23 CFR part 450.316(a)(1)(iii) now requires the participation plan to use visualization techniques to describe the RTP and FTIP. Visualization techniques range from a simple line drawing or hand written chart to technologically complex web cast public meetings and GIS modeling and computer generated maps. The specific type of visualization technique is determined by the MPO/RTPA.
- The public participation plan and both the draft and adopted RTP shall be posted on the MPO/RTPA's website to the maximum extent practicable and for the life of the RTP.
- It is also recommended MPOs/RTPAs place hard copies of the draft and adopted copies of RTPs in local libraries and other locations where the public would have access to these documents.
- The MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies. Non-MPO public participation efforts shall at minimum develop a documented process that outlines roles, responsibilities and provides outreach efforts to all sectors of the local community.
- MPO's and RTPA's are also encouraged to involve the media, including ethnic media as appropriate, as a tool to promote public participation in the RTP development, review and commenting process.

B. The RTP's Additional SCS Public Participation Requirements:

Public participation and consultation for the development of the RTP remains an essential element of the overall RTP process. Mapping and visualization tools should be used, to the extent practicable, to create visual representations of proposed scenarios, the SCS and the APS, if applicable. Use of these tools will help facilitate more effective and meaningful public involvement in development and refinement of the SCS and APS, if applicable. A Public Participation Plan includes public outreach, public awareness, and public input beginning with the planning stage.

The MPO shall adopt a Public Participation Plan in advance of developing an SCS and/or APS to include:

- 1) Outreach efforts encouraging the active participation of a broad range of stakeholders in the planning process, consistent with the agency's adopted Federal Public Participation Plan. This includes, but is not limited to:
 - affordable housing advocates
 - transportation advocates
 - neighborhood and community groups

- environmental advocates
 - home builder representatives
 - broad-based business organizations
 - landowners
 - commercial property interests
 - homeowner associations
- 2) Consultation with congestion management agencies, transportation agencies, and transportation commissions.
 - 3) Regional public workshops with information and tools providing a clear understanding of policy choices and issues. At least one workshop in each county. At least three workshops for counties with a population greater than 500,000. To the extent practicable, each workshop shall include urban simulation computer modeling to create visual representations of the SCS and APS.
 - 4) Preparation and circulation of a draft SCS (and APS, if one is prepared) not less than 55 days before adoption of a final RTP.
 - 5) For multiple-county MPOs at least three public hearings shall be held on the draft SCS in the RTP (and APS, if any). For a single county MPO, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.
 - 6) A process enabling the public to provide a single request to receive notices, information and updates.

This (SCS) public participation plan is not required to be reviewed or approved by any state agency and is not necessary to be included as part of the RTP. However, the MPO should maintain a record of its public participation efforts relative to the SCS and APS if applicable, and therefore, it is recommended these additional requirements should be included in the federally required public participation plan.

Input and Consultation with Local Elected Officials on SCS Development

During the development of the SCS (and APS if applicable), the MPO must conduct at least two informational meetings in each county for members of the board of supervisors and city councils. Only one informational meeting is needed in each county if it is attended by representatives of the county board of supervisors and city councils that represent a majority of the cities representing a majority of the population in the incorporated areas of that county. The purpose of this meeting (or meetings) shall be to present a draft of SCS (and APS if applicable), to the members of the board of supervisors and city council members in that county and to solicit and consider their input and recommendations.

Continuing with a collaborative transportation planning process, MPOs work and consult with local elected officials as key stakeholders in the regional transportation system. While local elected officials serve on regional agency boards, expanded consultation is required pursuant to

Government Code Section 65080(b)(2)(E) and (F) to provide outreach to all local elected officials and their member jurisdictions affected by the SCS (and APS if applicable).

Pursuant to Government Code Section 65080(b)(2)(G), in preparing an SCS, the MPO shall consider spheres of influence that have been adopted by Local Agency Formation Commissions (LAFCOs) within the region. MPOs should also consult with LAFCOs regarding special districts within the region that provide property-related services such as water or wastewater services, and should consult with these regional special districts, as appropriate, during development of an SCS (and APS if applicable).

Additionally, MPOs should consider consultation with school districts within their region during development of the RTP. School-related trips constitute a significant portion of all vehicle trips.

Interagency Coordination on SCS Development

As the MPO works on RTP development and approval, interagency coordination with both federal and state agencies provides necessary information for the RTP, and notification to all interested parties. Advanced and continuous coordination with all appropriate agencies is highly recommended. MPO development of the RTP should include interagency coordination with, but not limited to, the following entities:

1. Federal agencies including: Federal Highways Administration (FHWA), Environmental Protection Agency (EPA), and Federal Transit Administration (FTA)
2. California Department of Housing and Community Development (HCD)
3. California Air Resources Board (ARB)
4. California Department of Transportation (Caltrans)
5. Appropriate Resources Agencies (see list in Section 4.9)
6. Adjacent MPOs and RTPAs with which the MPO shares a significant amount of interregional travel.

MPOs are also encouraged to work with HCD to incorporate the appropriate Regional Housing Needs Allocation (RHNA) within their RTPs.

C. Other Consultation & Coordination Requirements:

Private Sector Involvement

Federal regulations require private sector involvement as a component of the regional transportation planning process. Title 23 USC Part 134 (g)(4), Title 23 USC Section 135(e) and Title 23 CFR Part 450.316 (a) require the transportation planning process include input from the goods movement industry and other transportation organizations.

Consultation with Interested Parties

Consulting with interested parties on plans, programs and projects shall include individuals or organizations that are mentioned in Title 23 CFR Part 450.316(a). Title 23 CFR Part 450.316(d) requires MPOs to consult with federal land use management agencies as appropriate during the development of RTP. RTPAs shall comply as well. Title 23 CFR part 450.322(g) states that MPOs shall consult as appropriate with state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation during the development of their RTP. RTPAs shall comply with this as well.

The U.S. DOT defines consultation as when: *“one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.”* Some areas of consultation could include transportation, land use, employment, economic development, housing, community development and environmental issues.

The U.S. DOT definition of “interested parties” to be engaged in statewide and metropolitan transportation planning has been expanded. The MPO/RTPA shall provide the following interested parties with reasonable opportunity to comment on the proposed RTP:

1. Citizens
2. Affected public agencies
3. Representatives of public transportation employees
4. Freight shippers
5. Private providers of transportation
6. Representatives of users of public transportation
7. Representatives of users of pedestrian walkways and bicycle transportation facilities
8. Representatives of people with disabilities
9. Providers of freight transportation services
10. Other interested parties.

Native American Tribal Government Consultation and Coordination

Title 23 CFR part 450.316(c) requires MPOs to involve the federally recognized Native American Tribal Government in the development of the RTP and FTIP. RTPAs shall comply as well. Title 23 CFR part 450.316 (a)(1), the participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies and desired outcomes. The requirement of including interested parties in the development of the participation plan and the RTP would include federally recognized or non-federally recognized tribes.

Consultation with Resource Agencies

Title 23 CFR part 450.322(g)(1) & (g)(2) requires that the MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the *2010 RTP Guidelines* 74 development of the transportation plan. The consultation shall involve, as appropriate: (1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available. In addition, the discussion of mitigation activities required by SAFETEA-LU Section 450.322(f)(7) (and described more fully in Section 5.3) shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.

State of California

California Environmental Quality Act (CEQA), consultation with agencies, governments or individuals that could potentially be impacted by transportation projects in the RTP. Government Code Section 65080(b)(2)(B)(v) requires that MPOs develop a sustainable communities strategy (which is part of the RTP) that shall gather and consider the best practically available scientific information regarding “resource areas” and “farmland” as defined in subdivisions (a) and (b) of Government Code Section 65080.01.

Coordinated Public Transit/Human Services Transportation Plans

Title 23 CFR Part 450.306(g) states the regional planning process should be coordinated and consistent with the preparation of the coordinated public transit-human services transportation plan as required by Title 49 U.S.C. Parts 5310, 5316 and 5317.

III. Public Outreach Strategy Objectives for the RTP

Fresno COG's Public Participation Plan calls for setting and measuring progress on involving the public in Fresno COG's Regional Transportation Plan

A. Objectives:

- Solicit participation from a broad range of groups and individuals in the 2018 RTP decision-making process
- Raise awareness and offer opportunities for public input about the 2018 RTP
- Provide information to the residents in the Fresno County region and other stakeholders
- Stimulate dialogue about the transportation challenges facing the Fresno County region
- Develop and incorporate into the 2018 RTP update realistic solutions that address the diverse mobility needs of the region's residents, visitors and business people
- Build public support for, and understanding of, the transportation improvements outlined in the 2014 RTP

B. Performance Measures:

Diversity: Participants must represent a range of socioeconomic, ethnic and cultural, geographic and user (mode) groups. They must also include a range of people with varying interests: social service, business, environment, social justice/equity, etc.

- Targeted groups include all those listed under "Summary of Outreach Requirements" including additional Fresno COG contacts
- Participating citizens represent a cross-section of people of various interests, places of residence and primary modes of travel, as reported on surveys and comments or other communications received throughout the update process

Reach: The program should make every effort to include the greatest number of people possible. Different levels of participation will make it more inviting for people with a range of involvement preferences to join the discussion. The success of the program will be measure by the following:

- Number of comments received
- Number of individuals who actively participated in the Fresno COG RTP 2018 Public Outreach Program, as measured by survey responses, focus group attendance, comments received and community outreach involvement. (excluding repeat attendance)
- Number visits or "views" to the Fresno COG RTP 2018 section website and/or requests for information during active periods of the public outreach and involvement program
- Assessing active participation from residents or their representatives from urban and rural locations.

Accessibility: Every effort should be made to ensure that anyone who wants to participate can do so. This goal can be met by taking the participation activities to where people already are located, whenever possible. It can also be met by providing ways to participate, regardless of individuals' language or ability to attend a meeting, access to the Web, etc.

- Meetings are held in communities and during existing meeting dates/times whenever possible
- 100 percent of meeting locations are accessible by transit with the exception of rural unincorporated communities and other town pockets that lack the public transportation needed to access all viable meeting locations in the area.

- Meetings are linguistically accessible to 100 percent of participants, with 3 working days' advance request for translation. Meeting announcements will offer translation services with advance notice to participants speaking any language with available professional translation services. At most public workshops Fresno COG will automatically provide translators and Spanish language materials as need is anticipated.
- All meetings are accessible under the requirements of the Americans with Disabilities Act (ADA).

Impact: The feedback received through this Outreach and Involvement Program should be analyzed and provided to the Fresno COG Policy Board wherever appropriate. Interested participants should be informed of Board's actions. Decisions to not incorporate recommendations should be noted, with a rationale provided and ready to be discussed.

- 100 percent of written comments received are logged, analyzed, summarized and communicated in time for consideration by staff and the Fresno COG Policy Board
- 100 percent of the written comments are acknowledged in the form received, so that the person making them knows whether his or her comment is reflected in the outcome of a Policy Board action or, conversely, why the Policy Board acted differently.

Education: This outreach program is an opportunity for Fresno COG to inform a wide range of people about transportation issues in the Fresno County region, as well as the link to climate change and sustainable growth, among other issues. Each step of the process should include an educational element, whether it is about Fresno County area transportation in general, specific projects being considered for inclusion in the long-range plan or background on the outreach results to date.

Participant Satisfaction: People who take the time and energy to participate should feel it was worth their while to join in the discussion and debate. The following targeted performance measures are associated with each of the goal topics.

Majority of participants rate the Fresno COG RTP Outreach Program as *Excellent or good* on each of the following performance dimensions (or other specific features to be determined):

- Accessibility (meeting locations, materials presented in appropriate languages for targeted audiences, etc.)
- Adequate notice
- Sufficient opportunity to comment
- Clear understanding of items that are established policy versus those that are open to public influence
- Clear information at an appropriate level of detail
- Educational value of presentations and materials
- Responsiveness to comments received
- Understanding of other perspectives and differing priorities
- Quality of the discussion

IV. Implementation of RTP/SCS Public Outreach Strategies & SCS Participation Plan

Initiating Plan Development – Participation Strategies and Planning

Under state law (SB 375, Steinberg, Chapter 728, 2008 Statutes), Fresno COG must develop a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP) to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks. The law also calls for a Public Participation Plan that addresses outreach for an SCS and the Regional Transportation Plan. Fresno COG is overseeing a Proposition 84 grant which will fund a large part of the SCS Public Outreach Strategies for the eight county San Joaquin Valley area.

Fresno COG intends to implement the following public outreach strategies throughout the development of the 2018 RTP and SCS.

1. Regional Transportation Plan Roundtable

Fresno COG has formed a RTP Roundtable “committee” whose purpose is to support the Fresno COG staff and COG standing committees in their development and preparation of the 2018 Regional Transportation Plan and Sustainable Communities Strategy. The Roundtable is vital to the success of the process as they consider issues that support development of the 2014 RTP/SCS and provide comments and community-based consensus that support the final decision on the RTP by the Fresno Council of Governments’ Policy Board.

The 35-member Roundtable is comprised of a representative from each of our local member agencies, the San Joaquin Valley Air Pollution Control District, LAFCo, Caltrans, public transportation, transportation planners, agriculture, building/development, environment, the Environmental Justice Task Force, Bicycle/Pedestrian advocates, banking/finance or real estate, health, affordable housing, goods movement, broad-based business, Federally recognized tribal governments, and it includes three positions for those who represent the public-at-large.

2. Fresno COG’s Stakeholder Focus Groups

To consult and coordinate the development of the RTP and SCS with stakeholders specifically interested or involved with plans or projects identified in individual work elements, these focus groups will be organized topically and could include the following:

- Non-Motorized Transportation – Users and providers of bicycle, pedestrian and multi-use trails, Fresno COG’s bike/trails committee
- Rail Transportation – Providers and users of rail service and freight shipping
- Aviation – The Fresno County Airport Land Use Commission will be consulted as an aviation focus group.
- Environment– Air District, Environmental Resource Agencies, Community groups with an environmental focus
- Health
- Natural Resources

- Transportation Providers – Providers and users of public, private and school transit services (urban and rural) and public transportation employees, Limousine and taxi company representatives, bus companies, vanpool leasing companies, etc.
- Business and Industry Representatives – Large employers, Chambers of Commerce, business organizations, developers, trucking companies and associations.
- Social Equity – Representatives of the disabled and elderly population including Fresno COG’s Social Services Transportation Advisory Committee and Fresno COG’s Environmental Justice Task Force.
- Other – Representatives from Federally recognized and non-federally recognized tribal governments, school districts representatives, other individuals or organizations that do not specialize in one of the categories listed above.

3. **RTP Survey of the community**

Fresno COG is working with a survey firm to conduct “scientific” surveys whose participants are reflective of the county’s demographics, including the homeless and non-English speaking populations from the urban and rural areas. The consultant will be responsible for preparing a detailed list of findings that assess whether or not values and priorities of the Fresno County community that were identified during the Blueprint Planning Process public outreach efforts still hold true today, as well as assessing whether the transportation priorities defined during Measure C survey development are still priorities to our communities. Survey findings will feed directly into Regional Transportation Plan development, including the drafting of Fresno COG’s Sustainable Communities Strategy.

4. **Community-Based Mini-Grant Outreach Program**

To help ensure diverse and direct input from all populations Fresno COG will award grant funding to community-based organizations, schools, and groups to conduct outreach to individuals not typically involved in the regional transportation planning process. The selected organizations will conduct outreach activities to secure public involvement from stakeholders in their communities and populations currently served, engaging them in the development of the Regional Transportation Plan and generating feedback on the 2014 RTP and SCS.

5. **Emails:** Regular updates regarding RTP development will be included in the “Coming Up at Fresno COG” e-newsletters. Additional emails will be sent to government and other stakeholder agencies seeking their involvement and coordination as required by the Guidance document. If the public would like to submit a single request to receive all notices, information and updates regarding the RTP and SCS development they may do so by contacting Fresno COG staff member Brenda Veenendaal by phone at (559) 233-4148 ext. 219 or via email at brendav@fresnocog.org.

6. **Social Networks:** Updates, workshops and meeting announcements will be posted to the Fresno COG Facebook Fan page as well as any other opportunities to participate in the RTP and SCS development.

7. **Website:** RTP meetings, agendas and packets and public comment/participation opportunities will be available and accessible under the Get Involved, Planning/RTP, Grants (mini-grants) and Announcements sections of the Fresno COG website.

8. **Regularly scheduled meetings:** The following lists of Boards and Committees will be involved in the development of the RTP & SCS as scheduled below.

Fresno COG's Standing Committees and Boards consulted and coordinated monthly:

- **EJ Task Force** – Meets monthly to discuss the Environmental Justice (EJ) Plan update and provide feedback on public outreach to EJ communities
- **RTP Roundtable**—Meets monthly during the development of the RTP and SCS (*See page 12 for a full description of Roundtable*)
- **Transportation Technical Committee (TTC)** - Standing items included on TTC agendas each month brief committee members on RTP and SCS development issues and public outreach opportunities
- **Policy Advisory Committee (PAC)**—Standing items included on PAC agendas each month brief committee members on RTP and SCS development issues and public outreach opportunities
- **Fresno COG Policy Board** - Standing items included on Policy Board agendas each month brief committee members on RTP and SCS development issues and public outreach opportunities

Other Fresno COG committees or boards that will be consulted or coordinated with during the RTP/SCS development:

- **Airport Land Use Commission (ALUC) of Fresno County**
- **Association for the Beautification of 99**
- **Social Service Technical Advisory Council (SSTAC)**
- **Measure C Citizen Oversight Committee**

Previously consulted/involved Fresno COG committees:

- **SB 375 Task Force** – This task force met monthly for one year discussing and defining Greenhouse Gas Reduction targets for the SCS Plan. The Task Force no longer meets, but many members of the committee now sit on the RTP Roundtable.

Valleywide Committees and Boards that will be consulted or coordinated with during the RTP/SCS development.:

- **Model Coordinating Committee/Programming Coordination Group**
- **San Joaquin Valley Greenprint Committee**
- **San Joaquin Valley Regional Planning Agencies – Regional Policy Council**
- **San Joaquin Valley Regional Planning Agencies – Executive Directors Committee**
- **Valley Blueprint Planners Network**

9. **Community Meetings**—Fresno COG staff will make presentations at existing community meetings for organizations and community groups or associations as requested in partnership with the Valleywide SCS Outreach, and as available through additional channels.

10. Technical Working Groups—Fresno COG staff will be working with Technical staff from our member agencies to develop/draft technical portions of the plans that require specific expertise or qualifications. Members of the public are welcome to attend.

11. Local Agency call systems—Some of Fresno COG’s local agencies have calling systems that phone residents to inform them of information pertinent to their community. The cities are willing to send out messages to their residents on our behalf announcing public outreach opportunities.

12. RTP Workshops – Past and Present:

WORKSHOPS PREVIOUSLY HELD:

○ **EJ workshop we had for RTP kick off – June 18, 2012**

Fresno COG hosted a seminar on June 18th as a kick-off for the Regional Transportation Plan development process entitled “Promising Practices for Integrating Social Equity and Health into Regional Planning”. Jonathan London, from the UC Davis Center for Regional Change presented a free, interactive seminar that introduced participants to a range of methods for integrating social equity issues and values into regional planning on issues such as transportation, land use, housing, environmental protection, public health, and youth development. The goal of the seminar was for participants to gain new understanding of how they might use promising practices on social equity on their own work in the San Joaquin Valley, including the development of regional Sustainable Communities Strategies. The seminar was held at Fresno COG, with 81 people registered to attend in person, and 17 webinar locations registered for online attendance.

○ **Regional Transportation Plan Introductory Workshop – August 15, 2012**

Fresno COG hosted a workshop for those who had applied for representation on the RTP Roundtable. All prospective members were given an overview of what the RTP is, what is required of Fresno COG during the RTP and SCS development, a timeline of the processes, and what their role will be as a newly formed Roundtable.

○ **Member Agency Workshop —August 23, 2012**

Fresno COG hosted a workshop for our Policy Board, Policy Advisory Committee and Transportation Technical Committee members giving them an overview of what will be expected of them and their local agency as Fresno COG staff updates the RTP and drafts the new SCS. They were also provided with detailed background information on the SB 375 Target Setting, and SCS scenario planning processes.

FUTURE SCS WORKSHOPS/MEETINGS/HEARINGS:

○ **Required workshops/meetings and hearings on the DRAFT SCS**

Senate Bill 375 requires that at least three regional public workshops with information and tools providing a clear understanding of policy choices and issues on the Draft SCS are held in Fresno County during the SCS process.

Informational meetings must also be held in each county for members of the board of supervisors and city councils on the Draft SCS. Only one informational meeting is needed in each county if it is attended by representatives of the county board of supervisors and city councils that represent a majority of the cities representing a majority of the population in the incorporated areas of that county. The purpose of this meeting (or meetings) shall be to present a draft of the SCS to the members of the board of supervisors and the city council members to solicit and consider their input and recommendations.

Then, at least two public hearings shall be held on the Draft SCS in the RTP (and APS, if any). To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

13. Additional tasks as identified during the process

As appropriate and effective opportunities arise during the RTP and SCS development process each opportunity will be evaluated and discussed. If it is a viable approach to providing public education or receiving public input into the planning process, and if it is financially feasible, it will strongly be considered for implementation.

V. Get Involved in the RTP/SCS Process

How-To Guide

Below you will find a list of how you may participate in the Fresno COG Regional Transportation Plan development and Sustainable Communities Strategy planning process via the participation strategies listed in the previous chapter.

1. Regional Transportation Plan Roundtable

The RTP Roundtable meets monthly on the third Wednesday of each month at 2:00 p.m. unless otherwise noted. Meeting agendas and packet contents are posted to the Fresno COG website at www.fresnocog.org under Agendas.

2. Fresno COG's Stakeholder Focus Groups

If you are a stakeholder specifically interested or involved with plans or projects identified below then you may request to be included in the following focus groups:

- [Non-Motorized Transportation](#)
- [Rail Transportation](#)
- [Aviation](#)
- [Environment](#)
- [Health](#)
- [Natural Resources](#)
- [Transportation Providers](#)
- [Business and Industry Representatives](#)
- [Social Equity](#)
- [Other](#)

Request participation in one of the focus groups by contacting Brenda Veenendaal, Fresno COG Public Outreach Coordinator, at (559) 233-4148, ext. 219, or via email at brendav@fresnocog.org.

3. RTP Survey of the community

Fresno COG is working with a survey firm to conduct “scientific” surveys whose participants are will be selected randomly through a detailed process, and will be reflective of the county’s demographics. Questions included on the survey have already been identified by Fresno COG staff and more cannot be added without increasing the survey budget.

Voluntary participation in the actual survey is not possible. But results will be posted online at the Fresno COG website by the beginning of November, and presentations of the survey findings will be made by the survey consultant to the RTP Roundtable and the Fresno COG Policy Board during their November meetings.

4. Partnership with Valleywide SCS Outreach Strategy Implementation

The Valleywide SCS Outreach Strategy was released for public review and comment on Tuesday, August 28, 2012. Comments may be submitted as indicated on the document.

5. **Community-Based Mini-Grant Outreach Program**

To help ensure diverse and direct input from all populations Fresno COG will award grant funding to community-based organizations, schools, and groups to conduct outreach to individuals not typically involved in the regional transportation planning process. The selected organizations will conduct outreach activities to secure public involvement from stakeholders in their communities and populations currently served, engaging them in the development of the Regional Transportation Plan and generating feedback on the 2014 RTP and SCS.

Requests for Proposals (RFP) will be released to the public by November 1, 2012. A notice of the RFP will be emailed out to all of Fresno COG's contact listings, and it will be emailed or mailed directly to those who have requested notification. It will also be posted on the Fresno COG website with links to it in many locations. The RFP will be included in the agenda packets of Fresno COG's Transportation Technical Committee, Policy Advisory Committee, RTP Roundtable, EJ Task Force and the Fresno COG Policy Board as an information item.

6. **Emails:** Regular updates regarding RTP development will be included in the "Coming Up at Fresno COG" e-newsletters. Additional emails will be sent to government and other stakeholder agencies seeking their involvement and coordination as required by the Guidance document.

If you would like to submit a single request to receive all notices, information and updates regarding the RTP and SCS development you may do so, or you may be added to specific email lists only. To submit a request please contact Brenda Veenendaal, Public Information Officer for the Fresno COG, at (559) 233-4148 extension 219 or email her at brendav@fresnocog.org.

7. **Social Networks:** Updates, workshops and meeting announcements will be posted to the Fresno COG Facebook Fan page as well as any other opportunities to participate in the RTP and SCS development.

8. **Website:** RTP meetings, agendas and packets and public comment/participation opportunities will be available and accessible under the Get Involved, Planning/RTP, Grants (mini-grants) and Announcements sections of the Fresno COG website.

9. **Regularly scheduled meetings:** The following lists of Boards and Committees will be involved in the development of the RTP & SCS as scheduled below. Listed below are each Board and Committee with their typical meeting dates and times and/or where you can find information about their meetings.

Fresno COG's Standing Committees and Boards consulted and coordinated monthly. Meeting agendas and packet materials are available online on the Fresno COG website at www.fresnocog.org under Agendas.:

- **EJ Task Force** – Monthly meeting dates and times are not yet established.
- **RTP Roundtable** – Meets the third Wednesday of each month at 2:00

- **Transportation Technical Committee (TTC)** – *Meets the second Friday of each month at 8:30 a.m.*
- **Policy Advisory Committee (PAC)** -- *Meets the second Friday of each month at 10:00 a.m.*
- **Fresno COG Policy Board**

Other Fresno COG committees or boards that will be consulted or coordinated with during the RTP/SCS development. Meeting agendas and packet materials are available online on the Fresno COG website at www.fresnocog.org under Agendas.:

- **Airport Land Use Commission (ALUC) of Fresno County** –
- **Association for the Beautification of 99** --
- **Social Service Technical Advisory Council (SSTAC)** –
- **Measure C Citizen Oversight Committee** – *Meets the second Thursday of the month. Don't meet each month.*

Valleywide Committees and Boards that will be consulted or coordinated with during the RTP/SCS development – meeting agendas posted to announcement on the Fresno COG website calendar at www.fresnocog.org:

- **Model Coordinating Committee/Programming Coordination Group**
- **San Joaquin Valley Greenprint Committee**
- **San Joaquin Valley Regional Planning Agencies – Regional Policy Council**
- **San Joaquin Valley Regional Planning Agencies – Executive Directors Committee**
- **Valley Blueprint Planners Network**

10. **Community Meetings**—Fresno COG staff will make presentations at existing community meetings for organizations and community groups or associations as requested in partnership with the Valleywide SCS Outreach, and as available through additional channels. *If you would like to request a presentation at a meeting of your organization, agency or group please contact Brenda Veenendaal, Public Information Officer for the Fresno COG, at (559) 233-4148 extension 219 or email her at brendav@fresnocog.org.*
11. **Technical Working Groups**—Fresno COG staff will be working with Technical staff from our member agencies to develop/draft technical portions of the plans that require specific expertise or qualifications. *Members of the public are welcome to attend these meetings as an observer. All meetings will be posted to the Fresno COG website calendar at www.fresnocog.org.*
12. **Local Agency call systems**—Some of Fresno COG's local agencies have calling systems that phone residents to inform them of information pertinent to their community. The cities are willing to send out messages to their residents on our behalf announcing public outreach opportunities.

If your business or agency has a similar system or other method of communication we may utilize to share information with employees or community members please

contact Brenda Veenendaal, Public Information Officer for the Fresno COG, at (559) 233-4148 extension 219 or email her at brendav@fresnocog.org.

13. **Required workshops/meetings and hearings on the DRAFT SCS**

- Senate Bill 375 requires that at least three regional public workshops with information and tools providing a clear understanding of policy choices and issues on the Draft SCS are held in Fresno County during the SCS process.
- Informational meetings must also be held in each county for members of the board of supervisors and city councils on the Draft SCS to solicit and consider their input and recommendations.
- Then, at least two public hearings shall be held on the Draft SCS in the RTP (and APS, if any). To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

All workshop meeting and hearing announcements will be announced via the website, email, and through meeting agenda items for various committees. We will also utilize the media for some announcements through our Valleywide SCS grant funding with press releases and media buys.

14. **Additional tasks as identified during the process**

As appropriate and effective opportunities arise during the RTP and SCS development process each opportunity will be evaluated and discussed. If it is a viable approach to providing public education or receiving public input into the planning process, and if it is financially feasible, it will strongly be considered for implementation.

If you have an outreach idea or opportunity for Fresno COG to consider utilizing please contact Brenda Veenendaal, Public Information Officer for the Fresno COG, at (559) 233-4148 extension 219 or email her at brendav@fresnocog.org.



Fresno COG's contact information:

Fresno Council of Governments (Fresno COG)

2035 Tulare Street, Suite 201

Fresno, CA 93721

559.233.4148 Phone

559.233.9645 Fax

www.fresnocog.org

Appendix B: Partnerships/Organizational Contacts/Committees

The United States Department of Transportation defines consultation as: “one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.” Some areas of consultation could include transportation, land use, employment, economic development, housing, community development and environmental issues.

Existing federal regulations require Metropolitan Planning Organizations (MPOs) to consult with resource agencies, State and local agencies responsible for land use management, environmental protection, conservation, historic preservation and Native American Tribal Governments concerning the development of the Regional Transportation Plan. MPOs must seek input/comments from resource agencies early in the planning process to prevent project delays at a later time. In other words, consulting with resource agencies early in the planning process may lead to better coordination, minimal litigation, possible project cost savings and an upfront understanding of resource agency issues. The following tables list the agencies that Fresno COG contacts for early consultation during the development of the RTP/SCS.

Federal Agencies:	
Centers for Disease Control and Prevention, National Center for Environmental Health	U.S. Department of Homeland Security, Federal Emergency Management Agency
Federal Highway Administration	U.S. Department of the Interior, Office of Environmental Policy and Compliance
Federal Railroad Administration, Office of Policy and Plans	U.S. Department of Transportation
Federal Railroad Administration, Office of Environmental Policy and Compliance	U.S. Environmental Protection Agency, REGION IX
Federal Transit Administration	U.S. Environmental Protection Agency, Office of Air Quality Planning
Naval Air Warfare Center Weapons Division	U.S. Environmental Protection Agency, Federal Activities Office, CMD-2
U.S. Army Corps of Engineers Sacramento and San Francisco Districts	U.S. Fish and Wildlife Service
U.S. Department of Agriculture	U.S. Geological Survey, Office of Environmental Affairs
U.S. Department of Agriculture, Forest Service, and Natural Resources Conservation Service	U.S. National Park Service, Pacific Great Basin System Support and Pacific West Region
U.S. Department of Energy	
State Agencies:	
California Air Resources Board	California State Transportation Agency (CalSTA)
California Environmental Protection Agency	California Transportation Commission
California Department of Conservation, Farmland Mapping and Monitoring Program	California Water Institute
California Department of Forestry	California Department of Water Resources
California Department of Health Services	Caltrans - Headquarters, Districts 6 & 10, Divisions of Aeronautics & Rail and Mass Transportation
California Department of Housing and Community Development	Governor's Offices of Planning and Research and Emergency Services (Cal OES)
California Department of Water Resources	State Department of Fish and Wildlife Environmental Services Division
California High Speed Rail Authority	State Office of Historic Preservation, Archaeological Inventory
California Highway Patrol	Strategic Growth Council
California Public Utilities Commission	

Tribal Governments:

Cold Springs Rancheria of Mono Indians	Dunlap Band of Mono Historical Preservation Soc
Dumna Wo-Wah Tribal Government	Wuksache Indian Tribe/Eshom Valley Band
Santa Rosa Rancheria	Kings River Choinumni Farm Tribe
Big Sandy Rancheria	North Fork Rancherian Tribal Office
Table Mountain Rancheria	Sierra Nevada Native American Coalition
Tule River Indian Reservation	Choinumni Tribe

Regional Agencies:

Association of Monterey Bay Area Governments	Sacramento Area Council of Governments
CalVans	San Diego Association of Governments
Inyo County Planning Department	San Joaquin Council of Governments
Kern Council of Governments	San Joaquin Valley Air Pollution Control District
Kings County Association of Governments	San Luis Obispo Council of Governments
Local Agency Formation Commission	Southern California Association of Governments
Madera County Transportation Commission	Stanislaus Council of Governments
Merced Association of Governments	Tulare County Association of Governments
Metropolitan Transportation Commission	Valleyrides
Monterey County Planning Department	

Local Agency Elected Officials, City Managers and Planning Staff:

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

Rail:

Union Pacific Railroad	BNSF Corporation
High Speed Rail Authority	San Joaquin Valley Railroad

Aviation:

Association of California Airports	New Coalinga Municipal Airport
California Airport Land Use Consortium	Reedley Municipal Airport
Firebaugh Airport	Selma Airport
Fresno Chandler Executive Airport	Sierra Sky Park Airport
Fresno Yosemite International Airport	William R. Johnston Municipal Airport
Harris Ranch Airport	

Schools and School Districts:

Alvina Elementary	Mendota Unified
Big Creek Elementary	Monroe Elementary
Burrel Elementary	Orange Center Elementary
Caruthers Unified	Pacific Union Elementary
Central Unified	Parlier Unified
Clay Elementary	Pine Ridge Elementary
Clovis Unified	Raisin City Elementary
Coalinga-Huron Unified	Riverdale Unified
Firebaugh-Las Deltas Unified	Sanger Unified
Fowler Unified	Selma Unified
Fresno Unified	Sierra Unified
Golden Plains Unified	Washington Colony Elementary
Kerman Unified	Washington Unified
Kings Canyon Unified	West Park Elementary
Kingsburg Elementary	Westside Elementary
Kingsburg High School	California State University Fresno
Laton Unified	

Other Agencies and Organizations:

American Farmland Trust	Mead & Hunt
Aries Consultant	Pacific Gas and Electric
California Native Plant Society	Placer Land Trust
California Trucking Association	Provost & Pritchard Engineering
California Wildlife Federation	Ricondo & Associates
C&S Companies	Sierra Club Tehipite Chapter
Gouveia Engineering	Sierra Research Consulting Firm

Appendix C: Other Organizational Contacts:

These contacts receive newsletters, annual reports and any “special” mailings or emails such as notices, project specific newsletters or flyers as requested. If you would like to have your agency added to this listing, please provide your agency contact information to Fresno COG staff at 559-233-4148 or brendav@fresnocog.org:

1000 Friends of Fresno	A Recovery Center for Chemical Dependency
Adult Protective Services	Alzheimer’s Disease and RDA
American Lung Association of Central CA	American Protective Services, Inc.
American Red Cross	Asian Interpreting Services
Association for Retarded Citizens	Balderas Elementary School
Bella Vida Group Home	Big Brothers, Big Sisters
Boys and Girls Clubs of Fresno	Burlington Northern Santa Fe Railroad
California Armenian Home	California Conservation Corps
Catholic Charities, Diocese of Fresno	California Dept. of Fish and Game
California Department of Rehabilitation	California Detoxification Corp. Baart Clinic
CSUF (Several Departments)	Central Community Church
Central Valley Aids	Central Valley Regional Center
Center for Independent Living	Central Valley Indian Health Center
Centro La Familia	Children and Family Services
Children’s Services Network	Civil Air Patrol
Clovis Chamber of Commerce	Clovis Unified School District
Coalinga Senior Center	Coalinga-Huron Recreation & Parks
Coalition for Community Trails	Community Food Bank
Comprehensive Youth Services	Deaf and Hard of Hearing Service
Delno Terrace Elderly Housing	East Fresno Baptist Church
Easter Seal Society of Central CA	Employment Development Department
EOC Local Conservation Corps	Evangelicals for Social Action/LOVE Inc.
Exceptional Parents Unlimited	Fowler Chamber of Commerce
Firebaugh Community Health Center	Frente Indigena Oaxaqueno Binacional
Fresno Air National Guard	Fresno Association of Realtors
Fresno Bee	Fresno City College
Fresno County Adult Services	Fresno County Adult Protective Services
Fresno County Bicycle Coalition	Fresno County Democratic Party
Fresno County Fire Protection District	Fresno County Hispanic Comm. on Alcohol
Fresno County Info. & Referral Network	Fresno County Office of Education
Fresno County Sheriff’s Office	Fresno Covenant Foundation
Fresno Cycling Club	Fresno Fire Department
Fresno Food Bank	Fresno Metro Ministry
Fresno Pacific University	Fresno Police Department
Fresno Rescue Mission	Fresno Unified School District
Fresno West Economic Development Corp.	F.X. Singleton Emergency Food
Golden Valley Girl Scouts	Governor’s Office of Emergency Services
Habitat for Humanity	Highway City Thrift Center
Hinton Center	Hmong-American Advisory
Hispanic Chamber of Commerce	Housing Authority
Hy-Pana Convalescent Hospital	I-5 Social Services Cooperation, Inc.
Interdenominational Refugee Ministries	Kerman Senior Center
Kingsburg Office of Emergency Services	Kingsburg Senior Center
Lao Buddhist Temple	Lao Family Community
Lao Veterans of America	Las Casitas Village, Sr. Nutrition
Leadership Council for Justice and Accountability	
Malaga Community Center	Mennonite Disaster Services
Mosqueda Center, Senior Nutrition	New United Way
National Parks Conservation	North-Central Fire Department

Older Adult Social Services
People First
Proteus
Reedley Senior Services
San Joaquin River Conservancy
San Joaquin Senior Center
Senior Citizens Village
SER-Jobs for Progress, Inc.
Sierra Oaks Senior Center
S.P.C.A.
Ted C. Wills Center, Senior Nutrition
United Hmong Foundation
USDA Forest Service
Valley Caregivers Resource Center
Volunteer Bureau
Woodward Park Mobile Homeowners Assn.
Workforce investment Board
Young Women's Christian Association

Parlier Senior Services
Poverello House
Reedley Chamber of Commerce
Salvation Army
San Joaquin River Parkway Trust
Selma Senior Center
Sequoia Safety Council
Sierra National Forest
Southern Baptist Convention
State Center Community College District
United Cerebral Palsy of Central CA
United Way of Fresno County
Valley Advocacy & Communications Center
Victory Christian Fellowship
Winners on Wheels
World Relief Refugee Services
Young Men's Christian Association

The Fresno Bee

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Central Valley
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Customer
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Customer Account
332627

Payor Account
332627

Customer Address
2035 TULARE ST STE 201, ,
FRESNO CA 93721-2004 USA

Payor Address
2035 TULARE ST STE 201, ,
FRESNO CA 93721-2004 USA

Customer Phone
559-233-4148

Payor Phone
559-233-4148

Sales Rep.
chall@fresnobee.com

Order Taker
chall@fresnobee.com

PO Number
Brenda Veenendaal

Payment Method

Blind Box

Tear Sheets
0

Proofs
0

Affidavits
1

Net Amount
\$942.76

Tax Amount
\$0.00

Total Amount
\$942.76

Payment Amt
\$0.00

Amount Due
\$942.76

Ad Number
0002443245-01

Ad Size
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Color
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Product Information
Placement/Classification

Inserts

Cost

Position

Run Dates

Run Schedule Invoice Text

PUBLIC NOTICE

#2443245

May 13, 2016

PUBLIC NOTICE

Fresno Council of Governments (Fresno COG)
Public Participation Plan release for 45-day review

The Fresno Council of Governments (Fresno COG) is releasing their Draft 2016 Public Participation Plan (PPP) for 45-day public review and comment and is requesting your review of the draft document. The 45-day public review and comment period for this document begins on May 13, 2016 and will be extended until June 30, 2016 to provide additional time for public comment. The PPP is an update to the previously adopted 2012 PPP. It is a document intended to give the Fresno COG elected officials and staff guidance in providing for public involvement and inter-agency consultation early and often during the regional planning process. It contains policies, guidelines and procedures Fresno COG commits to implement to seek and foster open public involvement during the decision-making process, regarding all transportation matters within its discretion. It defines the processes for providing reasonable opportunities to be involved in the metropolitan transportation planning process, how to receive information about available opportunities, and whom to contact for more information.

Fresno COG will hold a public hearing on the Draft 2016 Public Participation Plan during the Fresno COG Policy Board's regularly scheduled meeting at 5:30 p.m. on Thursday, June 30, 2016 in the Fresno COG Sequoia Conference Room located at 2035 Tulare St., Suite 201, Fresno, California. The hearing will consider the Adoption of Fresno COG's 2016 Public Participation Plan. Public comments are welcomed at the public hearing or they may be submitted in writing, prior to the hearing, to the following mailing or email addresses, attention Brenda Veenendaal, Fresno COG Public Information Officer:

Fresno COG Office
2035 Tulare Street, Suite 201
Fresno, California 93721,
brendav@fresnocog.org

After addressing all comments, the 2016 Public Participation Plan will be considered for adoption, by resolution, by the Fresno COG Policy Board at a regularly scheduled meeting to be held on Thursday, July 28, 2016 at 5:30, also at the address listed above.

Individuals with disabilities may call Fresno COG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3- working-day advance notice) to participants speaking any language with available professional translation services.

All documents are available for public review at either the COG Office, located at 2035 Tulare Street, Suite 201 in Downtown Fresno, 559-233-4148, or on the World Wide Web at www.fresnocog.org. Please contact Brenda Veenendaal with any questions about the plan at (559) 233-4148 by 5:00 pm on June 30, 2016.

###

TONY BOREN, Executive Director
Fresno Council of Governments

FRS- The Fresno Bee:Print:FRS- Full Ru 1 \$942.76

0300 - Legals Classified

0301-Legals & Public Notices

5/13/2016

#2443245 May 13, 2016 PUBLIC NOTICE Fresno Council of

Appendix D: Public Notice Documentation Item 2

The Fresno Bee
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Central Valley
The Valley's Lifestyle Magazine

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Customer Account
332627

Payor Account
332627

Customer Address
2035 TULARE ST STE 201, ,
FRESNO CA 93721-2004 USA

Payor Address
2035 TULARE ST STE 201, ,
FRESNO CA 93721-2004 USA

Customer Phone
559-233-4148

Payor Phone
559-233-4148

Sales Rep.
chall@fresnobee.com

Order Taker
chall@fresnobee.com

PO Number **Payment Method** **Blind Box**
Brenda Veenendaal

Tear Sheets **Proofs** **Affidavits**
0 0 1

Net Amount **Tax Amount** **Total Amount**
\$527.00 \$0.00 \$527.00

Payment Amt **Amount Due**
\$0.00 \$527.00

Ad Number **Ad Size** **Color**
0002452412-01 2.0 X 62 Li <NONE>

Product Information **# Inserts** **Cost**

Placement/Classification

Position

Run Dates

Run Schedule Invoice Text

FRS-Vida en el Valle:Print:FRS-VIDA FR 1 \$527.00

0200 - Announcements

0275-Misc. Announcements

5/18/2016

#2452412 May 13, 2016 PUBLIC NOTICE Fresno Council of

PUBLIC NOTICE

#2452412

May 13, 2016

PUBLIC NOTICE Fresno Council of Governments (Fresno COG) Public Participation Plan release for 45-day review

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Fresno, California 93721,
brendav@fresnocog.org

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Individuals with disabilities may call Fresno COG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

All documents are available for public review at either the COG Office, located at 2035 Tulare Street, Suite 201 in Downtown Fresno, 559-233-4148, or on the World Wide Web at www.fresnocog.org. Please contact Brenda Veenendaal with any questions about the plan at (559) 233-4148 by 5:00 pm on June 30, 2016.

###

TONY BOREN, Executive Director
Fresno Council of Governments

Appendix E: Public Comment - Comments Received

From: Bryan-Sanchez, Jennifer@DOT [mailto:jennifer.bryan-sanchez@dot.ca.gov]
Sent: Wednesday, June 29, 2016 11:36 AM
To: Brenda Veenendaal
Subject: RE: Fresno COG Draft 2016 Public Participation Plan

Good Morning Brenda,

Regarding the Draft 2016 Public Participation Plan, Caltrans District 6 staff has the following comments:

- Page 6 - Federal and State Requirements: This section should include the Executive Order 13175 and AB 52.
- Page 10 - III. Opportunities for Public Engagement, Active Transportation Program Multidisciplinary Advisory Committee: Caltrans recommends that District participate in the Active Transportation Program Multidisciplinary Advisory Group. This recommendation is in relation to state routes that serve as main streets and other state facilities within Fresno County.

Should you have any questions please feel free to contact me. Thanks and have a wonderful day.

Jennifer Bryan-Sanchez
Associate Transportation Planner
Caltrans-DO6
1352 W. Olive Avenue
Fresno, CA 93728
(559)488-7307

July 7, 2016

VIA ELECTRONIC MAIL

Jennifer Bryan-Sanchez
Associate Transportation Planner
Caltrans-DO6
1352 W. Olive Avenue
Fresno, CA 93728

RE: Comments on Fresno Council of Governments 2016 Public Participation Plan and 2018 Regional Transportation Plan Public Outreach Strategy

Dear Jennifer,

I would like to thank you for reviewing and commenting on Fresno COG's 2016 Public Participation Plan (2016 PPP) and 2018 Regional Transportation Plan Public Outreach Strategy. This letter is in response to your comments, with an explanation of how each comment affected the final draft plan.

Your comment:

Page 6 - Federal and State Requirements: This section should include the Executive Order 13175 and AB 52.

Fresno COG's Response: In response we have added Executive Order 13175 to the 2016 PPP page 8 in the listing on Section II's Federal and State Requirements as follows:

▪ Executive Order 13175 — Consultation and Coordination With Indian Tribal Governments

Establishes regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, to strengthen the government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian tribes.

We also added AB 52 in Section II under the heading "Other Requirements". It is mentioned in the same paragraph stating we comply with the California Environmental Quality Act, page 9 of the 2016 PPP.

Your comment:

Page 10 - III. Opportunities for Public Engagement, Active Transportation Program Multidisciplinary Advisory Committee: Caltrans recommends that District participate in the Active Transportation Program Multidisciplinary Advisory Group. This recommendation is in relation to state routes that serve as main streets and other state facilities within Fresno County.

Fresno COG's Response: Two Caltrans District 6 staff members are very actively involved on that committee – Pedram Mafi and Jim Perrault.

Again, thank you for your comments. If you have any questions about our responses please contact me at 559-233-4148 ext. 219 or via email at brendav@fresnocog.org.

Sincerely,

Brenda Veenendaal
Senior Regional Planner
Public Information Officer
Fresno Council of Governments

Appendix E: Public Comment - Comments Received

From: Darlene Christiansen [mailto:Darlene.Christiansen@fresno.gov]
Sent: Tuesday, May 24, 2016 6:26 PM
To: Brenda Veenendaal
Subject: RE: Fresno COG Draft 2016 Public Participation Plan

Hi Brenda,

A few comments on Appendix B – under State Agencies:

- The Caltrans listing may have been cut off. I believe it should have a comma after Aeronautics, and then say “Division of Rail and Mass Transportation”.
Current listing: Caltrans - Headquarters, Districts 6 & 10, Division of Aeronautics Division of Rail.
- You may want to add the Governor’s Office of Emergency Services, aka Cal OES, since they handle a portion of transit-specific Prop1B funding.
- You may want to add the California State Transportation Agency (CalSTA). Here’s a link to their site if you need more info: <http://www.calsta.ca.gov/>.

Best,
Darlene



July 7, 2016

VIA ELECTRONIC MAIL

Darlene Christiansen
Fresno Area Express
City of Fresno

RE: Comments on Fresno Council of Governments 2016 Public Participation Plan and 2018 Regional Transportation Plan Public Outreach Strategy

Dear Darlene,

I would like to thank you for reviewing and commenting on Fresno COG's 2016 Public Participation Plan (2016 PPP) and 2018 Regional Transportation Plan Public Outreach Strategy. This letter is in response to your comments, with an explanation of how each comment affected the final draft plan.

Your comment: A few comments on Appendix B – under State Agencies:

- The Caltrans listing may have been cut off. I believe it should have a comma after Aeronautics, and then say "Division of Rail and Mass Transportation".
Current listing: Caltrans - Headquarters, Districts 6 & 10, Division of Aeronautics Division of Rail.

Fresno COG's Response: Thank you, that has been corrected and added.

Your comment:

- You may want to add the Governor's Office of Emergency Services, aka Cal OES, since they handle a portion of transit-specific Prop1B funding.

Fresno COG's Response: Thank you, that has been corrected and added.

Your comment:

- You may want to add the California State Transportation Agency (CalSTA). Here's a link to their site if you need more info: <http://www.calsta.ca.gov/>.

Fresno COG's Response: Thank you, that has been corrected and added.

Sincerely,

Brenda Veenendaal
Senior Regional Planner
Public Information Officer
Fresno Council of Governments

Appendix E: Public Comment - Comments Received



June 30, 2016

Brenda Veenendaal, Senior Regional Planner & Public Information Officer
Fresno Council of Governments
2035 Tulare Street, Suite 210
Fresno, CA 93721

RE: Comments on Fresno Council of Governments 2016 Public Participation Plan and 2018 Regional Transportation Plan Public Participation Plan

Dear Ms. Veenendaal,

We are writing to provide comments on the Fresno Council of Governments' (Fresno COG) 2016 Public Participation Plan and 2106 Regional Transportation Plan Public Participation Plan (Plan). We thank you for the opportunity to submit comments to help guide Fresno COG's efforts to make the transportation planning process equitable and inclusive of all residents of Fresno County. We hope to work in partnership to create a comprehensive and equitable public process that is inclusive of diverse voices and communities.

We are pleased to see strategies and objectives in the draft Plan that clearly lay out the importance of community engagement. We believe the strategies and objectives in the draft provide a clear roadmap to how Fresno COG will meet its objectives. We offer the following recommendations in an effort to strengthen the current draft to ensure that public outreach efforts are inclusive of all Fresno County residents.

I. Fresno COG 2016 Public Participation Plan Commitments

We applaud Fresno COG's commitments laid out in the draft plan. We firmly believe that early engagement, accessibility, responsiveness and transparency will lead to strong policies and programs that will advance and meaningfully meet the needs of all communities. While

Fresno COG references early and ongoing communication with diverse audiences throughout the five proposed commitments, we recommend that Fresno COG include an explicit sixth commitment to partner with diverse community based organizations to ensure broad based engagement in all transportation related activities and upcoming 2018 Regional Transportation Plan/Sustainable Communities Strategy (2018 RTP/SCS).

II. Establish the Environmental Justice Committee as a stand-alone committee

While we appreciate Fresno COGs efforts to provide multiple opportunities for engagement through multiple committees, we respectfully request that the Environmental Justice Committee be established as a stand-alone committee that reports directly to the Policy Board instead of as a subcommittee to the Transportation Technical Committee. Low-income communities of color are disproportionately burdened by multiple sources of pollution and have traditionally lacked access to basic services such as adequate and reliable public transit and pedestrian and biking infrastructure to support active travel. Fresno County residents in environmental justice communities will not shift their mode of travel unless we provide real transportation choices that get resident to where they need to go and disparate impacts are addressed. This can only be achieved through a committee dedicated to assessing and providing recommendations on proposed Fresno COG policies and programs that will further the needs of environmental justice communities.

III. Additional Public Participation Strategies

A. Develop partnership with local schools

To increase community resident participation, we suggest Fresno COG coordinate closely with local schools to host workshops and public hearings. Schools serve as key resource centers for many communities and in particular, low income communities of color. Close partnerships with teachers, principals and superintendents have led to strong public participation in efforts aimed at improving services and conditions in local communities. These facilities are also readily accessible to the community; they are often within walking or biking distance and accessible through public transportation. Often residents have a well-established working relationship with schools making it a familiar space, and it is more affordable.

B. Engage bilingual staff

We believe it is important for Fresno COG staff to be in direct communication with community residents. It is crucial for non-English speaking residents to be able to communicate directly to COG staff over the phone to provide input or raise concerns without having to rely on a third party. Residents from disadvantaged rural communities who lack access to public transportation are often not able to attend public workshops in certain areas of the County. We recommend Fresno COG establish a clear process through which residents can contact staff directly in their native language.

C. Performance measures

We commend Fresno COG for acknowledging the need to consistently evaluate performance. To build on this, we suggest Fresno COG incorporate performance measures in the Plan that

will be used to assess public outreach efforts. This will allow the public to understand how Fresno COG will measure its efforts and to provide meaningful feedback based on their experiences.

D. Use of social media

As part of the social media outreach strategy proposed in the Plan, we recommend Fresno COG include schools as a main location to post and distribute bilingual flyers/notices inviting residents to public workshops or hearings. This is especially important in the disadvantaged unincorporated communities that do not have access to broadband or internet services. The schools act as the principal resource for residents to access public information.

IV. Development of 2018 RTP/SCS

We look forward to working closely with Fresno COG to develop the 2018 RTP/SCS. While we are in strong support of the various strategies identified in the draft Plan, we recommend that Fresno COG identify a clear process through which scoring criteria will be determined to rank and prioritize transportation projects; land use scenarios will be modeled; policies and programs will be developed; and finally, development of performance evaluation criteria. We further recommend that at each stage of this process Fresno COG provide ample opportunity for public review and input.

Finally, we applaud Fresno COG for its efforts to ensure broad based community engagement by providing grants to local community based organizations. We are in strong support of continuation of this program as we saw its success in the development of the 2014 RTP/SCS.

* * * * *

We thank you for your time and consideration. We look forward to working with Fresno COG to ensure barriers to public participation are removed and ensure that input from low income communities is reflected in Fresno COG policies and programs. Please feel free to contact me with any question at (559) 369 2790.

Sincerely,

Leticia Corona
Community Advocacy Director
Leadership Counsel for Justice and
Accountability

Marty Martinez
Northern California Policy Mgr.
Safe Routes to School National Partnership

Genoveva Islas
Executive Director
Cultiva La Salud

Nayamin Martinez, MPH
Central California Environmental Justice
Network

Kevin D. Hamilton, RRT
Chief Executive Officer
Central California Asthma Collaborative
Medical Association of Health Associates

Susie Rico-Vasquez, MPH
Community Engagement Director-Fresno
American Lung Association

Sophia DeWitt
Better Blackstone Project Manager
Fresno Metro Ministry

Charles Ashley
Fresno Resident

Wendy Alfsen
Executive Director
California Walks

July 7, 2016

VIA ELECTRONIC MAIL

Leticia Corona
Community Advocacy Director
Leadership Counsel for Justice and Accountability
lc Corona@leadershipcounsel.org

RE: Comments on Fresno Council of Governments 2016 Public Participation Plan and
2018 Regional Transportation Plan Public Outreach Strategy

Dear Leticia,

We first would like to sincerely thank the following agencies for taking time to review and
comment on the 2016 Fresno Council of Governments Public Participation Plan and the
2018 Regional Transportation Plan Public Outreach Strategy:

- Leadership Counsel for Justice and Accountability
- Safe Routes to School National Partnership
- Cultiva La Salud
- Central California Environmental Justice Network
- Central California Asthma Collaborative
- Medical Association of Health Associates
- Community Engagement Director-Fresno
- American Lung Association
- Fresno Metro Ministry
- California Walks
- As well as Fresno resident, Charles Ashley.

Your comments were encouraging and helpful, and each comment will be responded to
individually in this letter. As you will notice in the Final Draft version of the 2016 Public
Participation Plan (PPP), many comments resulted in additions or changes to the document
language. Where a change was not made in the plan language we have provided an
explanation as to the finding. If you are concerned with any of the additions, changes or lack
thereof, please contact Brenda Veenendaal directly via phone, email or mail to set up a time
to discuss any possible issues and solutions.

I. Fresno COG 2016 Public Participation Plan Commitments

Your comment:

We applaud Fresno COG's commitments laid out in the draft plan. We firmly believe that
early engagement, accessibility, responsiveness and transparency will lead to strong policies
and programs that will advance and meaningfully meet the needs of all communities. While
Fresno COG references early and ongoing communication with diverse audiences
throughout the five proposed commitments, we recommend that Fresno COG include an
explicit sixth commitment to partner with diverse community based organizations to ensure

broad based engagement in all transportation related activities and upcoming 2018 Regional Transportation Plan/Sustainable Communities Strategy (2018 RTP/SCS).

Fresno COG's response:

Fresno COG's firm commitment to partnership with community agencies for the 2018 RTP/SCS development outreach is reflected in the RTP Public Outreach Plan, Appendix A of the 2016 PPP. The section of the 2016 PPP in which you request we include that commitment refers to overarching commitments to public outreach agency wide as required by Federal or State legislation. Therefore, it would not be the appropriate location in the PPP for a specific, project-based, stand-alone commitment such as this. However, we do mention it on page 28 of the PPP that addresses Public Participation Strategies, in two bullet points under Public Meetings/Workshops. We also have a line item budgeted amount committed to RTP Mini Grants in the Fresno COG 2016-2017 Overall Work Program recently approved by the Fresno COG Policy Board under Work Element 170, section 170.06. It is a strong commitment, and we look forward to working with the community organizations for yet another very successful and enhanced outreach effort.

II. Establish the Environmental Justice Committee as a stand-alone committee

Your comment:

While we appreciate Fresno COGs efforts to provide multiple opportunities for engagement through multiple committees, we respectfully request that the Environmental Justice Committee be established as a stand-alone committee that reports directly to the Policy Board instead of as a subcommittee to the Transportation Technical Committee. Low-income communities of color are disproportionately burdened by multiple sources of pollution and have traditionally lacked access to basic services such as adequate and reliable public transit and pedestrian and biking infrastructure to support active travel. Fresno County residents in environmental justice communities will not shift their mode of travel unless we provide real transportation choices that get resident to where they need to go and disparate impacts are addressed. This can only be achieved through a committee dedicated to assessing and providing recommendations on proposed Fresno COG policies and programs that will further the needs of environmental justice communities.

Fresno COG's response:

The establishment of our Environmental Justice committee format and positions was approved by the Fresno COG Policy Board earlier this year at their February 2016 meeting (Item IIE). Staff proposed the new format for several reasons outlined as follows:

1. Due to the nature of the work completed, the EJ Committee should be a subcommittee of the Transportation Technical Committee (planners, community and transportation stake holders), rather than the Policy Advisory Committee (city managers) or Policy Board (elected officials).
2. In the past, Environmental Justice (EJ) Task Forces were formed during the RTP development processes to establish EJ performance measures. However, once the measures were established, the Task Force was disbanded or, as in the case of the 2014 RTP EJ Task Force, most members ceased attending continued Task Force meetings. With this format, any of the standing committees could request that the Environmental Justice Committee weigh in on any given item during the year, keeping the subcommittee viable and the work relevant to Fresno COG's planning responsibilities.

3. Previously, EJ Task Force work was established as a stand-alone Advisory Committee. Therefore, their comments, agenda items and work completed did not always require review, input or communication to Fresno COG's standing committees and subsequent Policy Board. With this new format, establishing the EJ Committee as a subcommittee to the Transportation Technical Committee, all items addressed on the subcommittee agenda and work completed would automatically be reported to the entire Transportation Technical Committee, Policy Advisory Committee and Policy Board, fostering better communication with the Policy Board members.

III. Additional Public Participation Strategies

A. Develop partnership with local schools

Your comment:

To increase community resident participation, we suggest Fresno COG coordinate closely with local schools to host workshops and public hearings. Schools serve as key resource centers for many communities and in particular, low income communities of color. Close partnerships with teachers, principals and superintendents have led to strong public participation in efforts aimed at improving services and conditions in local communities. These facilities are also readily accessible to the community; they are often within walking or biking distance and accessible through public transportation. Often residents have well established working relationship with schools making it a familiar space, and it is more affordable.

Fresno COG's response:

Thank you for your valuable recommendation. Fresno COG is actively seeking innovative ways to develop and implement outreach strategies that will open the doors to increased public participation. Fresno COG did invite and meet with School District Superintendents and other representatives during the development of the current RTP/SCS and they remain in our contact databases. Local school representatives are included on Fresno COG committees such as the Active Transportation Program Multidisciplinary Advisory Group and the Programming Subcommittee Group, helping to develop funding guidelines, evaluating, scoring and awarding project funds. We have also held several workshops and events with the Safe Routes to School National Partnership, as we value the safety and security of our youth and the impact they have on planning and implementing alternative modes of transportation.

Fresno COG staff also manages a circuit planning team currently working on a school traffic safety zone plan with the City of Kingsburg, further assisting our agencies with addressing the safety and security of youth in transportation. These efforts work to provide outreach, support, and promotion through the schools.

During the development of the 2014 RTP/SCS effort, part of our outreach implementation strategies consisted of hosting many public meetings at school facilities, and flyers were distributed to the schools we were meeting at. Unfortunately the curriculum requirements of the districts did not allow ample time for schools to address the RTP/SCS issues as part of the school day's curriculum, resulting in workshop attendees indicating that they did not receive workshop notification through school flyers. During past RTP outreach processes staff also disseminated flyers to various elementary schools inviting parents and families to meetings, but received no participation as a result of that effort. Fresno COG plans to work

closely with community organizations like yours to strengthen the relationships needed with schools in the local communities and this would be best achieved as part of the mini-grant outreach programs planned for RTP/SCS development. Furthermore, in response to your recommendations, language has been added to the first bullet point under Targeted Mailings/Flyers on page 29 of the 2016 PPP incorporating school district outreach goals to the outreach strategies. We welcome discussing outreach goals and implementation strategies with you as we move forward collectively.

B. Engage bilingual staff

Your comment:

We believe it is important for Fresno COG staff to be in direct communication with community residents. It is crucial for non-English speaking residents to be able to communicate directly to COG staff over the phone to provide input or raise concerns without having to rely on a third party. Residents from disadvantaged rural communities who lack access to public transportation are often not able to attend public workshops in certain areas of the County. We recommend Fresno COG establish a clear process through which residents can contact staff directly in their native language.

Fresno COG's response:

Staff strongly agrees with this comment. Several Fresno COG staff members are bilingual, two of which were recently hired. Our staff is happy to speak with community members by phone or at public meetings in Hmong, Spanish, and Chinese. We also publish notifications on all public meeting agendas on how to request an interpreter for any language and for any Fresno COG public meeting, free of charge. Language is already included on pages 10 and 32 of the 2016 PPP indicating how community members may request interpretation assistance prior to Fresno COG public meetings. Fresno COG's phone system is also accessible in English and Spanish. However, in response to this comment language has been added to the 2016 PPP on page 4, and a description has been added to page 32 regarding the languages currently available by phone should community members wish to call and speak with our staff.

In addition, Fresno COG historically offers free transportation to all community members via bus or van to scheduled workshops (RTP/SCS) as funding allows, as well as free child care and meals.

C. Performance measures

Your comment:

We commend Fresno COG for acknowledging the need to consistently evaluate performance. To build on this, we suggest Fresno COG incorporate performance measures in the Plan that will be used to assess public outreach efforts. This will allow the public to understand how Fresno COG will measure its efforts and to provide meaningful feedback based on their experiences.

Fresno COG's response:

Page 27 of the 2016 PPP states that Fresno COG will develop performance measures specifically for the 2018 RTP Public Outreach Strategy, which is located on page 10 of that

document (see Appendix A). Staff has also drafted new language addressing 2016 PPP performance measures, now included on page 27 of the document.

D. Use of social media

Your comment:

As part of the social media outreach strategy proposed in the Plan, we recommend Fresno COG include schools as a main location to post and distribute bilingual flyers/notices inviting residents to public workshops or hearings. This is especially important in the disadvantaged unincorporated communities that do not have access to broadband or internet services. The schools act as the principal resource for residents to access public information.

Fresno COG's response:

Once again, during past RTP outreach processes staff also disseminated flyers to elementary schools inviting parents and families to outreach meetings but received no participation as a result of that effort. Perhaps the relationships Fresno COG needs to establish in the local communities to make that effort successful would be best established as part of the mini-grant outreach programs planned for RTP/SCS development and then continued where communities felt the effort was valuable to them.

IV. Development of 2018 RTP/SCS

Your comment:

We look forward to working closely with Fresno COG to develop the 2018 RTP/SCS. While we are in strong support of the various strategies identified in the draft Plan, we recommend that Fresno COG identify a clear process through which scoring criteria will be determined to rank and prioritize transportation projects; land use scenarios will be modeled; policies and programs will be developed; and finally, development of performance evaluation criteria. We further recommend that at each stage of this process Fresno COG provide ample opportunity for public review and input.

Finally, we applaud Fresno COG for its efforts to ensure broad based community engagement by providing grants to local community based organizations. We are in strong support of continuation of this program as we saw its success in the development of the 2014 RTP/SCS.

Fresno COG's response:

As you requested above, Fresno COG will identify a clear process through which scoring criteria will be determined to rank and prioritize transportation projects; land use scenarios to be modeled; policies, needs and programs that will be developed; and finally, the development of the SCS performance evaluation criteria. We will also continue to provide ample opportunity for public review and input during each stage or phase of the RTP and SCS development.

Fresno COG staff is planning a kick-off meeting for late summer/early fall 2016 at which a clear process for all of those items will initially be discussed. The planning process will continue to be evaluated by Fresno COG's standing committees and the Policy Board, and will be open to public input and formal comment. However, Fresno COG will not be including those processes in the 2018 RTP Public Outreach Strategy at this time, as the

timeline and federal and state guidelines for those processes have not be finalized by state and federal agencies yet.

Once again, Fresno COG sincerely thanks you for your comments and participation in our planning efforts . We truly look forward to working with each of you in various capacities as we move forward. Please do not hesitate to contact us to further discuss your comments and Fresno COG's responses.

Sincerely,

A handwritten signature in blue ink that reads "Brenda Veenendaal". The signature is fluid and cursive, with the first name "Brenda" being more prominent than the last name "Veenendaal".

Brenda Veenendaal

Senior Regional Planner & Public Information Officer

Fresno Council of Governments

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Fresno COG's contact information:

Fresno Council of Governments (Fresno COG)

2035 Tulare Street, Suite 201

Fresno, CA 93721

559.233.4148 Phone

559.233.9645 Fax

www.fresnocog.org



Fresno Council
of Governments

Appendix 5: Sample Publicity

Escenario A: Invertir en Comunidades Existentes



Meta: Reducir la necesidad de que los residentes de ciudades pequeñas y comunidades rurales hagan largos viajes al núcleo urbano para bienes y servicios comunes.

Este escenario presenta una visión del condado de Fresno, donde los bienes y comodidades se invierten en ciudades pequeñas y comunidades rurales, reduciendo su dependencia en servicios urbanos y fomentando barrios sólidos y completos

¿Como invertiremos en el transporte?

Inversión Prioritaria

- Mantener y reparar las carreteras existentes
- Fomentar el desarrollo de las comunidades existentes
- Promover comunidades completas (uso mixto, desarrollo de relleno y no dispersado, vecindarios caminables)

Inversión Moderada

- Mejoras operacionales (coordinación de las señales)
- Mantener los activos de tránsito existentes
- Extender el tránsito urbano y rural (agregar nuevas líneas)
- Promover el transporte compartido (agrupar en camioneta, bicicleta/carro compartido)
- Proporcionar enlaces de tránsito al transporte activo

Inversión Limitada

- Ampliar la red de carreteras
- Fomentar el desarrollo cerca del tránsito de alta calidad
- Desalentar el desarrollo de tierras agrícolas y de recursos

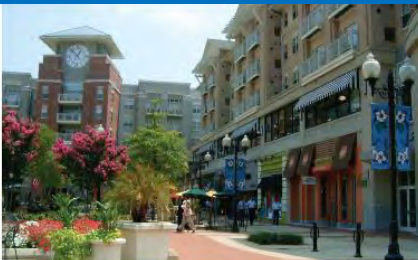
Vecindarios Caminables



Eficiencia Operacional



Uso Mixto y Rellenar



Mantener y Reparar Carreteras



Scenario A: Investing in Existing Communities



Goal: Reduce the need for residents of small cities and rural communities to make long trips to the urban core for common goods and services.

This scenario presents a vision of Fresno County where amenities and assets are invested in small cities and rural communities, reducing their reliance on urban services and fostering robust, complete neighborhoods.

How will we invest in transportation?

Priority Investment

- Maintain and repair existing roads
- Encourage development in existing communities
- Promote complete communities (mixed-use, infill, walkable neighborhoods)

Moderate Investment

- Operational improvements (signal coordination)
- Maintain existing transit assets
- Extending urban and rural transit (adding new lines)
- Promote ridesharing (vanpool, bike/car sharing)
- Provide transit links to active transportation

Limited Investment

- Expand roadway network
- Encourage development near high-quality transit
- Discourage development of farm and resource land

Walkable Neighborhoods



Operational Efficiency



Mixed-Use and Infill



Maintain & Repair Roads



9 Hechos

Acerca del Plan Regional de Transporte de Fresno COG para el año 2042



El **Plan Regional de Transporte, o RTP** como lo llamamos, es un plan maestro de 25 años que describe las necesidades de transporte de la región con un plan de financiamiento y más de 3,000 proyectos diseñados para satisfacer nuestras futuras necesidades de transporte.



1 Durante los próximos 22 años, aproximadamente 350,000 personas más vivirán en la región del condado de Fresno. Eso es más de 1.3 millones de miembros de la familia, amigos y vecinos para el año 2040.

2 Tenemos que planificar ese crecimiento - cómo vamos a alojar y transportar a la gente de manera que proporcione oportunidades económicas equilibradas con el cuidado del medio ambiente y nuestros residentes más vulnerables.

3 Una de las principales consideraciones del RTP es la Estrategia de Comunidades Sostenibles (SCS), un plan para reducir las Emisiones de Gases de Efecto Invernadero.

4 El SCS trabaja para encontrar la combinación correcta de estrategias de transporte y uso de la tierra que trabajen en conjunto para acomodar cómodamente a nuestros futuros residentes y a la vez minimizar nuestra huella de carbono.

5 El SCS incluye múltiples opciones de alojamiento y transporte para satisfacer una amplia gama de empleos y estilos de vida individuales, mientras ayuda a conservar las tierras de cultivo, el agua y otros valiosos recursos.

6 Para construir un SCS primero tuvimos que averiguar qué estrategias de crecimiento son las mejores para la sostenibilidad y los valores de nuestra región.

7 Se desarrollaron cuatro escenarios SCS que varían en cuanto a qué valores y estrategias tienen prioridad sobre otros. Pero todos están unidos en un deseo de mejorar la calidad de vida en nuestra región.

8 Los escenarios A, B, C y D se encuentran al dorso de esta hoja para su revisión. Por favor, díganos cuál de estos cuatro escenarios le gusta más.

9 Seleccione un escenario antes del 9 de Noviembre de 2017 y obtenga más información sobre este proceso en:

www.yourvision2042.com

SCS Escenarios



Acerca de los cuatro escenarios de la Estrategia de Comunidades Sostenibles

Cada uno de los cuatro escenarios busca lograr que nuestra región sea más sostenible de maneras ligeramente diferentes. Mientras los escenarios varían sobre cuales valores y estrategias tienen prioridad sobre los demás, todos están unidos en un deseo de mejorar nuestra calidad de vida. Por favor, tómese un momento para explorar cada una de las cuatro opciones y use el internet antes del 9 de noviembre de 2017 para decirnos qué escenario prefiere en www.YourVision2042.com.

A El escenario A se centra en mantener nuestras carreteras existentes, mejorar la calidad del aire y facilitar la vida de nuestras comunidades más vulnerables. De hecho, el Escenario A proporciona una visión equilibrada que busca maximizar nuestras inversiones en el transporte. Con este escenario, los residentes disponen de una gama de opciones de transporte, tales como autobuses, transporte compartido en automóvil o en van, y otras opciones de transporte compartido, lo que permite llegar a donde se necesita sin tener que depender siempre de su vehículo privado.



C El escenario C reinvierte en las comunidades más desfavorecidas de nuestra región al proporcionar mejores servicios de tránsito y alentar un mayor crecimiento en las ciudades pequeñas y en las localidades rurales. Al centrarse en las necesidades de estas poblaciones, el Escenario C mejora el acceso de las comunidades desfavorecidas a bienes y servicios.



B El escenario B contempla una región en la que su hogar, su lugar de trabajo, y sus opciones de compras están lo suficientemente cerca para poder tomar el autobús, caminar o andar en bicicleta con más frecuencia. Este escenario se centra en invertir en proyectos de bicicletas y peatones en áreas urbanas densas para utilizar sus vehículos menos.



D Escenario D: Todos queremos viajar sin tener que preocuparnos por los retrasos y los baches. El escenario D incrementa la inversión en nuestras calles y carreteras existentes al centrarse en la buena reparación, rehabilitación y mantenimiento de un sistema de transporte limpio y operado con fluidez.



Acerca del Consejo de Gobiernos de Fresno (Fresno COG)

Fresno COG es una asociación de gobiernos locales, formada en 1967, con las 15 ciudades y el Condado de Fresno que componen nuestra membresía. Somos la agencia regional de planificación de transporte para la región del Condado de Fresno, desarrollando planes para actividades relacionadas con el transporte entre cinco y 25 años en el futuro.

Búsquenos en el internet en www.fresnocog.org



Fresno Council
of Governments

The Central California Environmental Justice Network &
the Fresno Council of Governments invites you to a

Community Workshop

*Do you want new projects to improve transportation and
quality of life of Firebaugh residents?*

*Join other community members at a fun and interactive workshop
where you can discuss and share your ideas!!*

FREE dinner & childcare!!!

WHEN: TUESDAY JUNE 27, 2017

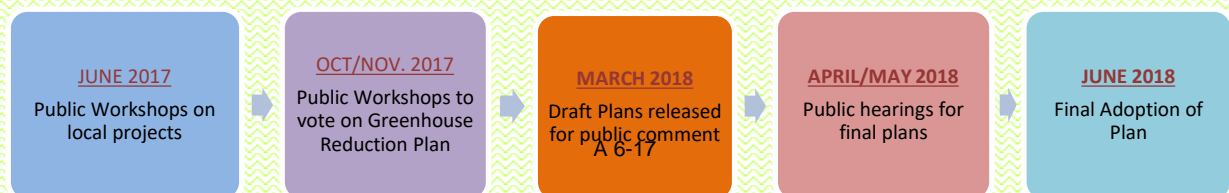
TIME: 6:00 PM – 8:00 PM

**WHERE: Firebaugh Historical
Community Center
1655 13th St, Firebaugh 93622**

For more information and to confirm your attendance please call:

Nayamin Martinez:559-351-6398

Regional Transportation Plan Timeline:



La Red de Justicia Ambiental del Centro de California
y el Consejo de Gobiernos de Fresno le invitan a un

Taller Comunitario

*¿Le gustaría ver nuevos proyectos que mejoren la
transportación y la calidad de vida de
los residentes de Firebaugh?*

*Por favor venga y comparta sus ideas con otros miembros de la comunidad
en un taller interactivo y divertido!!*

!!CENA & cuidado de niños GRATIS!!

CUANDO: MARTES 27 DE JUNIO, 2017

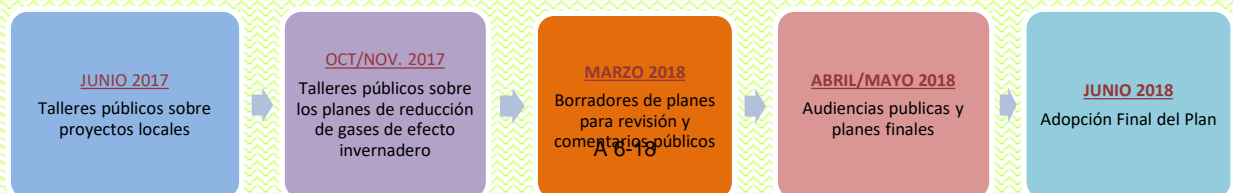
HORA: 6:00 PM – 8:00 PM

**LUGAR: Firebaugh Historical
Community Center
1655 13th St, Firebaugh 93622**

Para mas información y confirmar su asistencia por favor llame a:

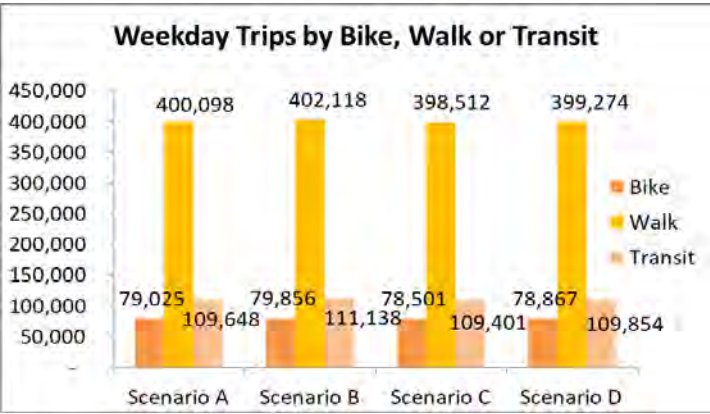
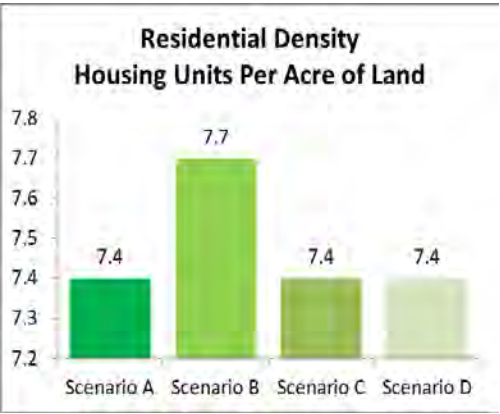
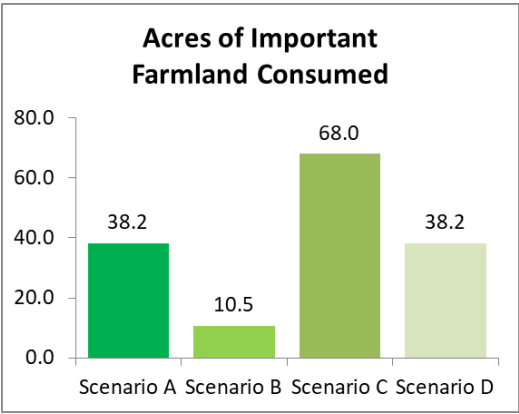
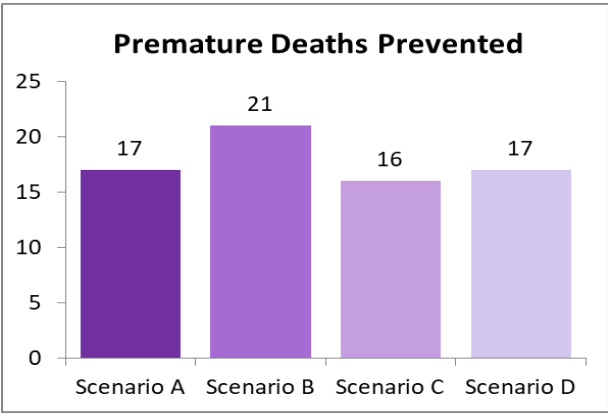
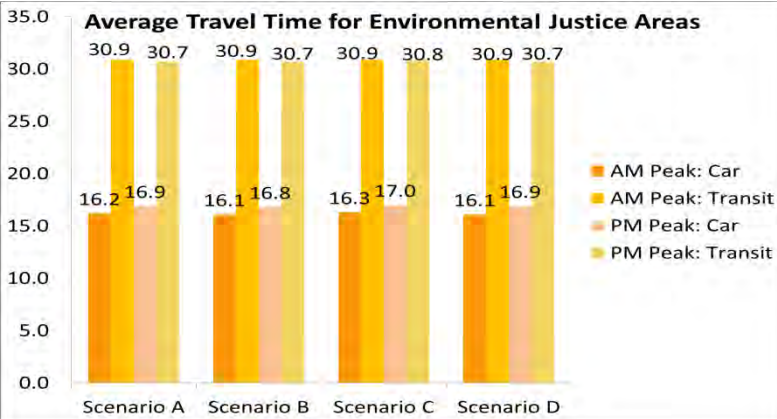
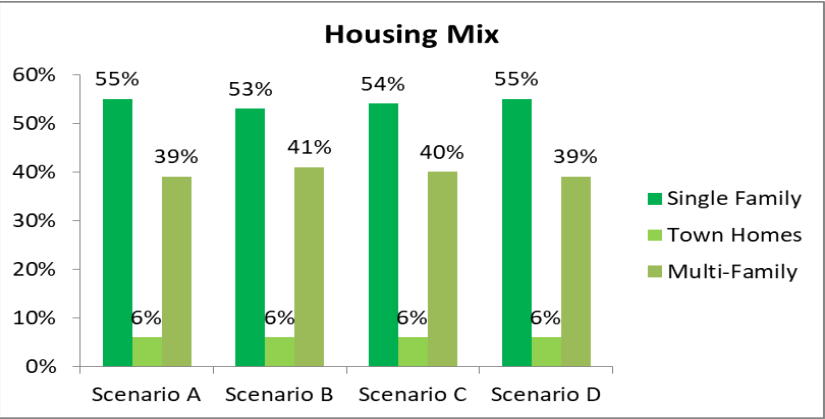
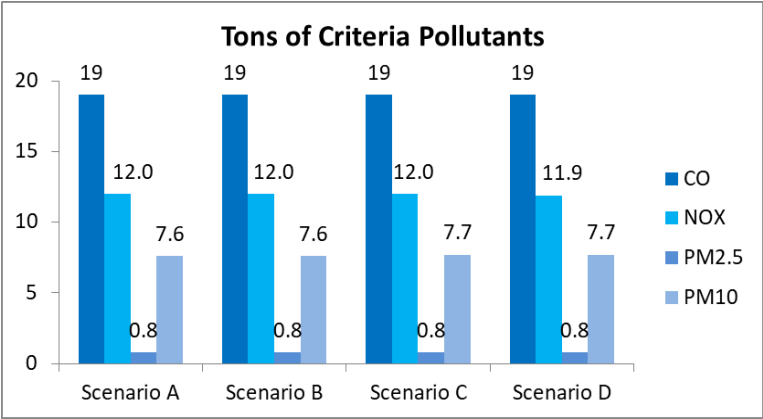
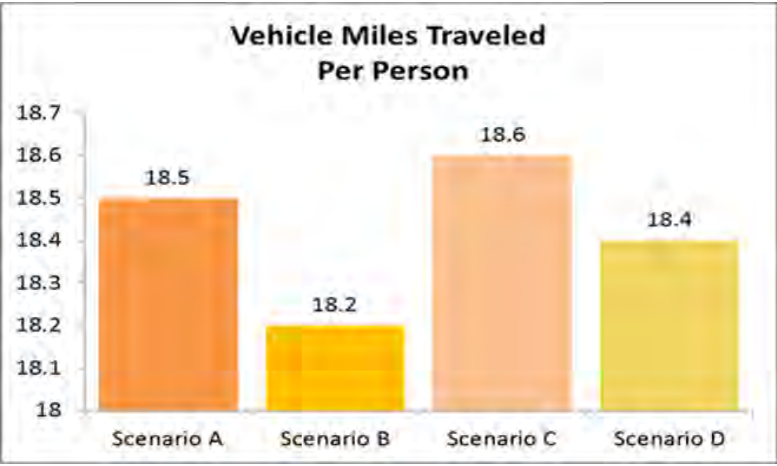
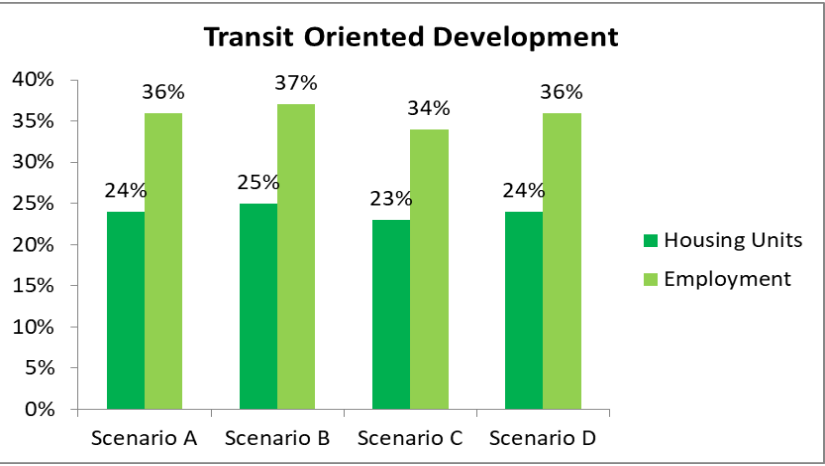
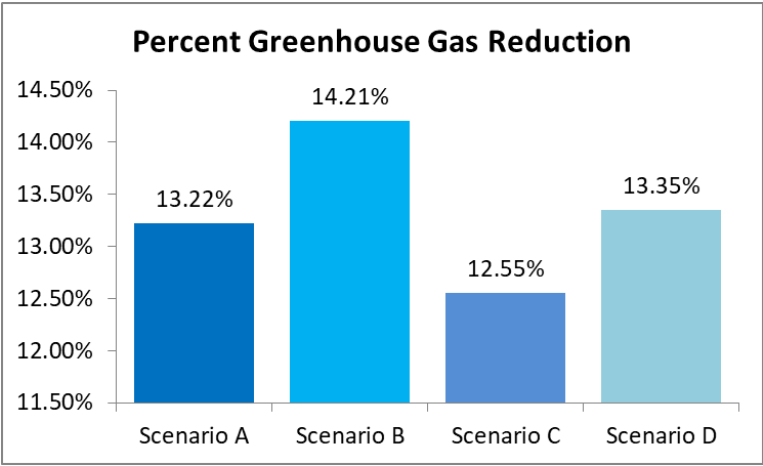
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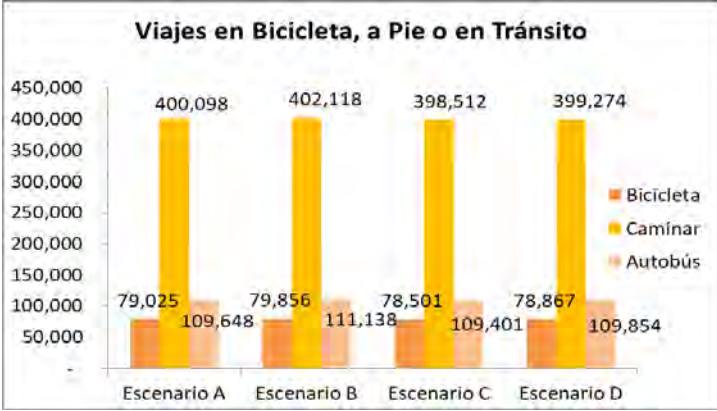
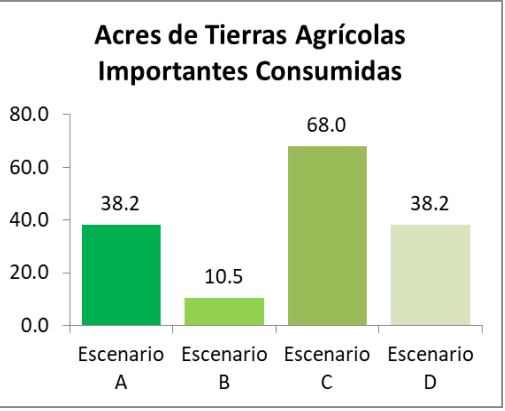
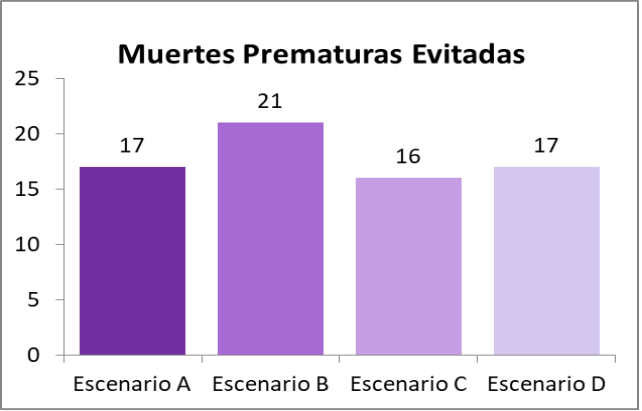
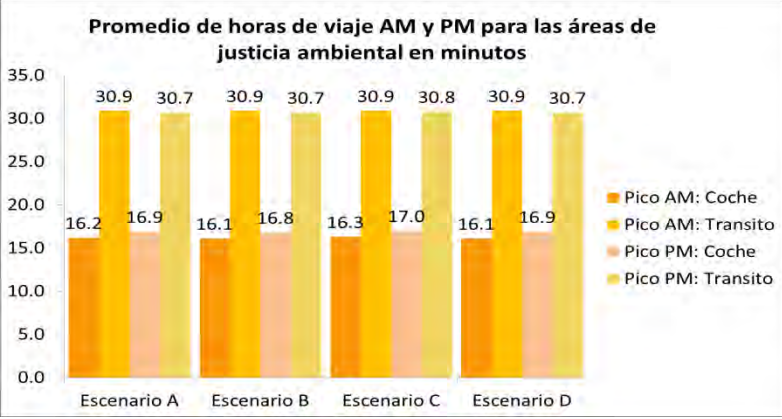
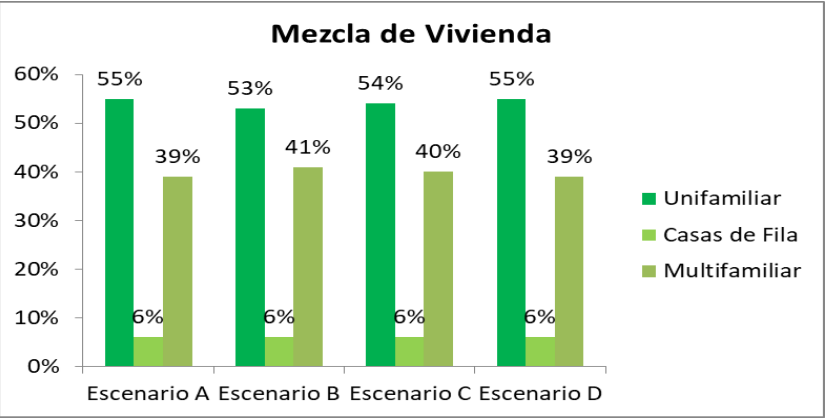
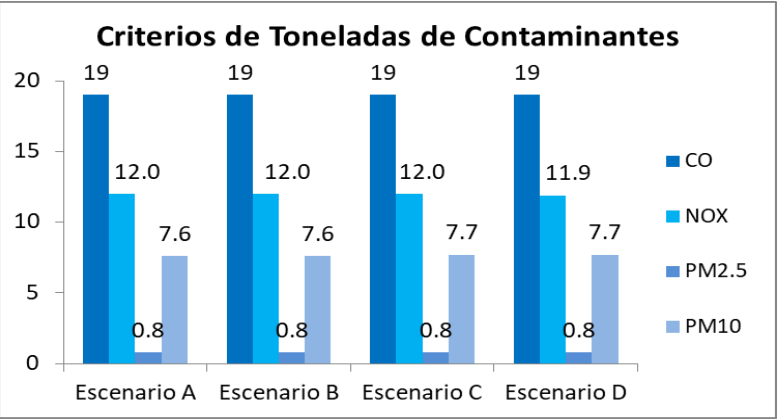
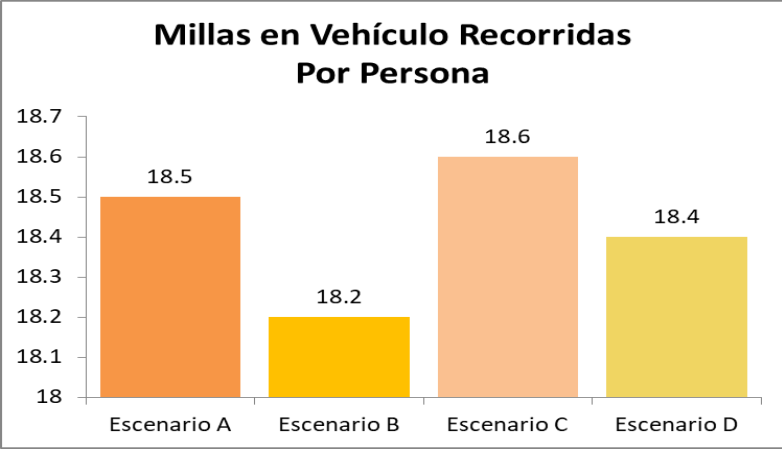
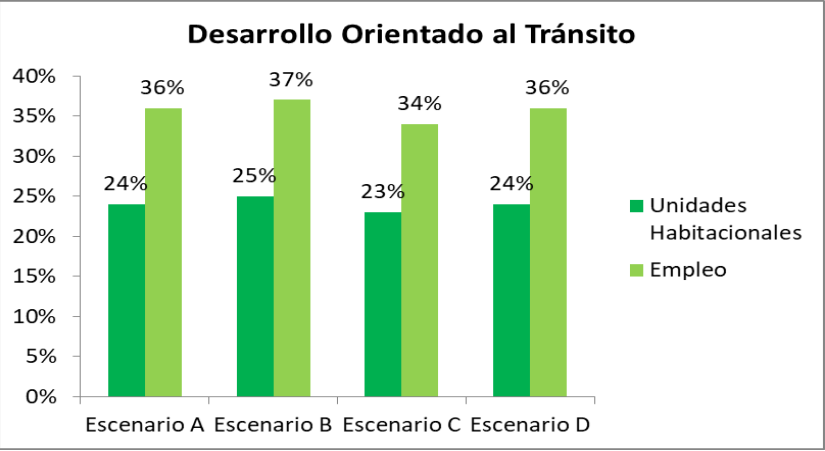
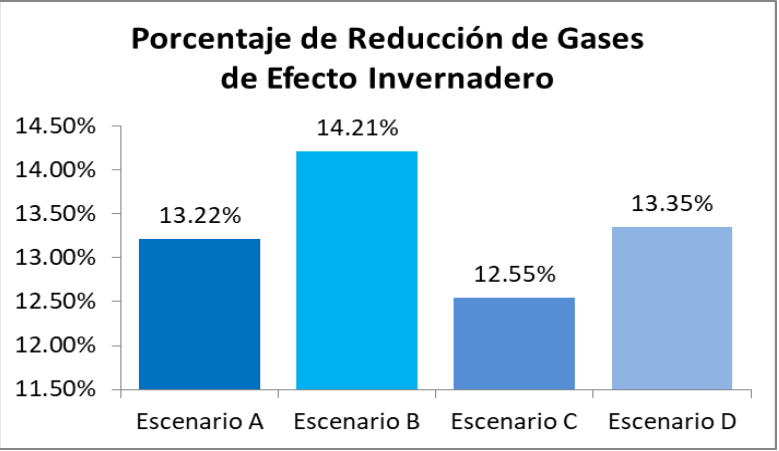
Performance Criteria/Indicator		Scenario Results			
Indicator	Definition	Scenario A	Scenario B	Scenario C	Scenario D
Quality of Life					
Premature deaths prevented	Number of premature deaths prevented estimated by ITHIM model	17 premature deaths prevented	21 premature deaths prevented	16 premature deaths prevented	17 premature deaths prevented
Transportation					
Vehicle Miles Traveled (VMT)	Total VMT and per capita VMT reduction against 2005	Total VMT: 23,237,196 Per capita VMT: 18.5 Per capita % reduction: -9.1%	Total VMT: 22,965,757 Per capita VMT: 18.2 Per capita % reduction: -10.1%	Total VMT: 23,417,728 Per capita VMT: 18.6 Per capita % reduction: -8.4%	Total VMT: 23,197,667 Per capita VMT: 18.4 Per capita % reduction: -9.2%
Active transportation and transit travel	Weekday person trips by transit, walk and bike modes	Transit: 109,648 trips Walk: 400,098 trips Bike: 79,025 trips	Transit: 111,138 trips Walk: 402,118 trips Bike: 79,856 trips	Transit: 109,401 trips Walk: 398,512 trips Bike: 78,501 trips	Transit: 109,584 trips Walk: 399,274 trips Bike: 78,867 trips
Average travel time for environmental justice areas	Average AM and PM peak travel time for environmental justice areas by car and transit	AM Peak Car: 16.2 minutes AM Peak Transit: 30.9 minutes PM Peak Car: 16.9 minutes PM Peak Transit: 30.7 minutes	AM Peak Car: 16.1 minutes AM Peak Transit: 30.9 minutes PM Peak Car: 16.8 minutes PM Peak Transit: 30.7 minutes	AM Peak Car: 16.3 minutes AM Peak Transit: 30.9 minutes PM Peak Car: 17.0 minutes PM Peak Transit: 30.8 minutes	AM Peak Car: 16.1 minutes AM Peak Transit: 30.9 minutes PM Peak Car: 16.9 minutes PM Peak Transit: 30.7 minutes
Air Quality					
Greenhouse Gas emission reduction	Per capita greenhouse gas reduction against 2005	2035: -13.22%	2035: -14.21%	2035: -12.55%	2035: -13.35%
Criteria pollutants emissions	Tons of pollutants released per a typical day : Carbon Monoxide, Nitrogen Oxide, Particulate Matter 10, and Particulate Matter 2.5	Carbon Monoxide: 19 tons Nitrogen Oxide: 12 tons Particulate Matter 10: 7.6 tons Particulate Matter 2.5: 0.8 tons (All pass conformity)	Carbon Monoxide: 19 tons Nitrogen Oxide: 12 tons Particulate Matter 10: 7.6 tons Particulate Matter 2.5: 0.8 tons (All pass conformity)	Carbon Monoxide: 19 tons Nitrogen Oxide: 12 tons Particulate Matter 10: 7.7 tons Particulate Matter 2.5: 0.8 tons (All pass conformity)	Carbon Monoxide: 19 tons Nitrogen Oxide: 11.9 tons Particulate Matter 10: 7.7 tons Particulate Matter 2.5: 0.8 tons (All pass conformity)
Land Use					
Important farmland consumed	Total acres of important farmland (prime, unique and of statewide importance) consumed due to new growth.	38.2 acres	10.5 acres	68.0 acres	38.2 acres
Residential density	Average housing units per acre of <u>new growth</u>	7.4 Housing Units per acre	7.7 Housing Units per acre	7.4 Housing Units per acre	7.4 Housing Units per acre
Transit-oriented development	Share of the region's growth in households and employment within half-mile of Bus Rapid Transit (BRT)	Housing Units: 24% Employment: 36%	Housing Units: 25% Employment: 37%	Housing Units: 23% Employment: 34%	Housing Units: 24% Employment: 36%
Housing Mix	Percentage of housing by types	Single Family: 55% Town Homes: 6% Multi-family: 39%	Single Family: 53% Town Homes: 6% Multi-family: 41%	Single Family: 54% Town Homes: 6% Multi-family: 40%	Single Family: 55% Town Homes: 6% Multi-family: 39%
Scenario Summaries →		• Meets the recommended GHG reduction target (13%)	• Exceeds the recommended GHG reduction target (14%)	• Meets the recommended GHG reduction target (13%)	• Meets the recommended GHG reduction target (13%)
		• <i>Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded</i>	• <i>Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded</i>	• <i>Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded</i>	• <i>High investment in road maintenance; moderate investment in expanded roadway capacity and active transportation; all transit projects funded</i>
		• Assumes balanced Countywide growth	• Assumes more growth in Fresno-Clovis Metro Area	• Assumes more growth in small cities and rural communities	• Assumes balanced Countywide growth
		• Moderately aggressive land-use strategies (lowest residential density and multi-family development) - identical to Scenario D	• Most aggressive land-use strategies (highest projections for residential density, multi-family, and mixed-use development)	• More aggressive mixed-use and multi-family strategies	• Moderately aggressive land-use strategies (lowest residential density and multi-family development) - identical to Scenario A
		• Significant improvement in farmland conservation	• Vast improvement in farmland conservation	• Improvement in farmland conservation	• Significant improvement in farmland conservation

The Sustainable Communities Strategy (SCS) works to find the right combination of land use and transportation strategies to comfortably accommodate our future residents while minimizing greenhouse gas emissions.



Criterio de Desempeño/Indicador		Resultados de Escenarios			
Indicador	Definición	Escenario A	Escenario B	Escenario C	Escenario D
Calidad de Vida					
Muertes prematuras evitadas	Número de muertes prematuras evitadas estimadas por el Modelo Integrado de Impacto Sobre el Transporte y la Salud (ITHIM)	17 muertes prematuras evitadas	21 muertes prematuras evitadas	16 muertes prematuras evitadas	17 muertes prematuras evitadas
Transporte					
Millas en vehículo recorridas (VMT) reducido	Total de millas en vehículo recorridas y reducidas contra 2005	Total VMT: 23,237,196 millas Por persona VMT: 18.5 millas Por persona % de reducción: -9.1%	Total VMT: 22,965,757 millas Por persona VMT: 18.2 millas Por persona % de reducción: -10.1%	Total VMT: 23,417,728 millas Por persona VMT: 18.6 millas Por persona % de reducción: -8.4%	Total VMT: 23,197,667 millas Por persona VMT: 18.4 millas Por persona % de reducción: -9.2%
Transporte activo y tránsito	Viajes entre Semana en bicicleta, a pie o en tránsito	Tránsito: 109,648 viajes A pie: 400,098 viajes En bici: 79,025 viajes	Tránsito: 111,138 viajes A pie: 402,118 viajes En bici: 79,856 viajes	Tránsito: 109,401 viajes A pie: 398,512 viajes En bici: 78,501 viajes	Tránsito: 109,584 viajes A pie: 399,274 viajes En bici: 78,867 viajes
Tiempo de viaje para las áreas de justicia ambiental	Promedio de horas de viaje AM y PM para las áreas de justicia ambiental	Pico AM Coche: 16.2 minutos Pico AM: Tránsito: 30.9 minutos Pico PM Coche: 16.9 minutos Pico PM: Tránsito: 30.7 minutos	Pico AM Coche: 16.1 minutos Pico AM: Tránsito: 30.9 minutos Pico PM Coche: 16.8 minutos Pico PM: Tránsito: 30.7 minutos	Pico AM Coche: 16.3 minutos Pico AM: Tránsito: 30.9 minutos Pico PM Coche: 17.0 minutos Pico PM: Tránsito: 30.8 minutos	Pico AM Coche: 16.1 minutos Pico AM: Tránsito: 30.9 minutos Pico PM Coche: 16.9 minutos Pico PM: Tránsito: 30.7 minutos
Calidad del Aire					
Reducción de emisión de gases de efecto invernadero	Reducción de emisión de gases de efecto invernadero contra 2005	2035: -13.22%	2035: -14.21%	2035: -12.55%	2035: -13.35%
Criterios de emisión de contaminantes	Toneladas de contaminantes lanzados por un día típico	Monóxido de Carbono: 19 toneladas Óxido de Nitrógeno: 12 toneladas Materia Particular 10: 7.6 toneladas Materia Particulada 2.5: 0.8 toneladas (Todos pasan la conformidad)	Monóxido de Carbono: 19 toneladas Óxido de Nitrógeno: 12 toneladas Materia Particular 10: 7.6 toneladas Materia Particulada 2.5: 0.8 toneladas (Todos pasan la conformidad)	Monóxido de Carbono: 19 toneladas Óxido de Nitrógeno: 12 toneladas Materia Particular 10: 7.7 toneladas Materia Particulada 2.5: 0.8 toneladas (Todos pasan la conformidad)	Monóxido de Carbono: 19 toneladas Óxido de Nitrógeno: 11.9 toneladas Materia Particular 10: 7.7 toneladas Materia Particulada 2.5: 0.8 toneladas (Todos pasan la conformidad)
Uso de la Tierra					
Tierras de cultivo importantes consumidas	Total de hectáreas de tierras de cultivo importantes (prima, únicas y de importancia estatal) consumidas debido al nuevo crecimiento	38.2 acres	10.5 acres	68.0 acres	38.2 acres
Densidad residencial	Promedio de unidades de vivienda por acre de <u>nuevo</u> crecimiento	7.4 unidades de vivienda por acre	7.7 unidades de vivienda por acre	7.4 unidades de vivienda por acre	7.4 unidades de vivienda por acre
Desarrollo orientado al tránsito	La parte del <u>crecimiento</u> de la región en hogares y el empleos a menos de media milla del Tránsito de Autobus Rápido (BRT)	Unidades de Vivienda: 24% Empleo: 36%	Unidades de Vivienda: 25% Empleo: 37%	Unidades de Vivienda : 23% Empleo: 34%	Unidades de Vivienda : 24% Empleo: 36%
Mezcla de vivienda	Porcentaje de viviendas por tipos	Unifamiliar: 55% Casas en Fila: 6% Multifamiliar: 39%	Unifamiliar: 53% Casas en Fila: 6% Multifamiliar: 41%	Unifamiliar: 54% Casas en Fila: 6% Multifamiliar: 40%	Unifamiliar: 55% Casas en Fila: 6% Multifamiliar: 39%
Metas del Escenario →		<i>Comunidades saludables y seguras con una gama equilibrada de opciones de transporte</i>	<i>Aire limpio y comunidades activas y saludables</i>	<i>Comunidades robustas y prósperas, con énfasis en la inversión en áreas desfavorecidas</i>	<i>Una red de carreteras e ciente y en buen estado</i>
Estrategias de Escenario →		<i>Proporcionar una gama de opciones de transporte a todos los residentes del condado de Fresno, tales como autobuses y viajes compartidos en automóvil o en van, con un enfoque en mejorar la calidad del aire</i>	<i>Invertir en proyectos de bicicletas y peatones en zonas urbanas y densas para alentar a la gente a usar menos su automóvil</i>	<i>Fomentar el crecimiento y la inversión en las pequeñas ciudades y las comunidades desfavorecidas existentes</i>	<i>Mantener, reparar y mejorar las calles y caminos existentes</i>

La Estrategia de comunidades sostenibles (SCS) trabaja para encontrar la combinación correcta de uso de la tierra y transporte estrategias para acomodar cómodamente a nuestros futuros residentes y minimizar las emisiones de gases de efecto invernadero.



Appendix 6: 2018 RTP/SCS Environmental Justice Analysis

Appendix H

Kingsburg, California - *Downtown at Christmas time*

Environmental Justice Report

2018 Regional Transportation Plan

Appendix H

Environmental Justice Analysis



March 2018

INTRODUCTION

This report summarizes key findings from the Environmental Justice Analysis for Fresno Council of Governments' 2018 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the Fresno County region. The analysis demonstrates Fresno COG's compliance as a metropolitan planning organization (MPO) with federal requirements related to Title VI and Environmental Justice in the RTP development process. At the federal level, requirements include: civil rights protections against discrimination in federally-funded programs and federal aid recipients on the basis of a person's race, color, or national origin; and federal environmental justice objectives aimed at avoiding disproportionately high and adverse effects on minority and low-income populations. At the state level, requirements include: civil rights protections against discrimination on the basis of sex, race, color, religion, ancestry, national origin, ethnic group identification, age, mental disability, physical disability, medical condition, genetic information, marital status, or sexual orientation. At the regional level, Fresno COG has adopted environmental justice principles and objectives that promote equity throughout the agency's regional planning efforts. (See detailed goals and strategies in Chapter 2: Policy Elements and Chapter 4: Action Element).

Environmental justice means identifying and addressing disproportionately high and adverse effects if any as a result of the RTP/SCS programs and policies on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens. This also includes the full and fair participation by all potentially affected communities in the transportation decision making process. The analysis helps policymakers, local jurisdictions and the public understand the equity-related implications of implementing the RTP in the region, especially in the disadvantaged communities.

TITLE VI AND ENVIRONMENTAL JUSTICE OVERVIEW

Title VI states that "No person...shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI establishes the basis for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. Civil rights have expanded to include sex, age, and disability through the Federal-Aid Highway Act of 1973, Age Discrimination Act of 1975, the Rehabilitation Act of 1973, and Americans with Disability Act of 1990. Title VI was further amended in 1987 to extend non-discrimination requirements for federal aid recipients to all of their programs and activities, not just those funded with federal funds. At the state level, California Government Code Section 11135 prohibits discrimination on the basis of sex, race, color, religion, ancestry, national origin, ethnic group identification, age, mental disability, physical disability, medical condition, genetic information, marital status, or sexual orientation by any agency receiving state funding.

Additionally, Title VI not only bars intentional discrimination, but also unjustified disparate impact discrimination. Disparate impacts result from policies and practices that are neutral on their face (i.e., there is no evidence of intentional discrimination), but have the effect of discrimination on protected groups. Title VI prohibits discrimination by recipients of federal financial assistance on the basis of race, color, and national origin, including the denial of meaningful access for limited English proficient (LEP) persons.

Furthering the principles of environmental justice (EJ), the 1994 Presidential Order (Executive Order 12898) directed every federal agency to make environmental justice part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of all programs, policies, and activities on minority populations and low-income populations. Reinforcing Title VI, this presidential order ensures that every federally funded project nationwide considers the human environment when undertaking the planning and decision-making process. The Presidential memorandum accompanying E.O. 12898 underscored certain provisions of existing law that help ensure

all communities and persons live in a safe and healthful environment, and identified Title VI as one of several federal laws that should be applied “to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects.”¹

To implement and ensure compliance with these statutes, federal and state agencies have issued a series of orders, regulations and guidance on environmental justice. The U.S. Department of Transportation (DOT) issued DOT Order 5610.2 in 1997 to “summarize and expand upon the requirements of Executive Order 12898 on Environmental Justice.” The order is used as a framework for incorporating Environmental Justice into every DOT activity, policy, and program. Expanding on DOT Order 5610.2, in December 1998 the Federal Highway Administration (FHWA) issued FHWA Order 6640.23 that requires the FHWA to implement Environmental Justice practices described in both DOT Order 5610.2 and Executive Order 12898 into all FHWA activities. DOT Order 5610.2 was updated in 2012, reaffirming DOT’s commitment to environmental justice and clarifying certain aspects of the original Order.² FHWA Order 6640.23A was issued in June 2012, updating and replacing the previous 1998 Order.³ Fresno COG is subject to these laws and executive orders.

The overlap between the statutory obligation placed on Federal agencies under Title VI to ensure nondiscrimination in federally assisted programs administered by State and local entities, and the administrative directive to Federal agencies under the Executive Order to address disproportionate adverse impacts of Federal activities on minority and low-income populations explain why Title VI and Environmental Justice are often paired. The clear objective of the Executive Order and Presidential memorandum is to ensure that Federal agencies promote and enforce nondiscrimination as one way of achieving the overarching objective of environmental justice.⁴

The Environmental Justice Analysis is intended to measure both the benefits and burdens associated with the transportation investments included in the 2018 Regional Transportation Plan, and to ensure environmental justice communities living within Fresno County share equitably in the benefits of the Plan’s investments without bearing a disproportionate share of the burden.

FRESNO COG’S ROLE

As a federally designated MPO, Fresno COG is required to comply with the above mentioned rules and policies. A RTP Environmental Justice Analysis assures that Fresno COG conforms to federal EJ principles, policies and regulations, including Title VI. Fresno COG is required by law to determine whether the RTP/SCS benefits low-income and minority communities equitably and whether the Plan’s transportation investments have any disproportionate negative effects on minority and/or low-income populations in the Fresno COG region, and to minimize negative impacts where they exist. To certify compliance with Title VI and address environmental justice, Fresno COG’s three main principles underlying environmental justice are:

¹ https://www.epa.gov/sites/production/files/2015-02/documents/clinton_memo_12898.pdf

² DOT Order 5610.2(a), https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/

³ FHWA Order 6640.23A, <https://www.fhwa.dot.gov/legregs/directives/orders/664023a.cfm>

⁴ FTA Circular 4702.1B: Title VI Requirements and Guidelines For Federal Transit Administration Recipients
https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf

- *To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.*
- *To provide opportunities for full and fair participation by all potentially affected communities in the transportation decision making process.*
- *Prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations*

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to developing, implementing and enforcing environmental laws, regulations, and policies.

Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.

Meaningful involvement means that:

- People have an opportunity to participate in decisions about activities that may affect their environment and/or health
- The public's contribution can influence the regulatory agency's decision
- Community concerns will be considered in the decision making process
- The decision makers seek out and facilitate the involvement of those potentially affected

PLAN DEVELOPMENT PROCESS

The 2018 RTP was developed with meaningful and extensive participation from key stakeholders, including community-based advocates, labor organizations, public agencies, business groups, and individual residents. This section describes the public outreach efforts focused on specifically reaching and engaging EJ communities and EJ population groups. Details on overall public participation activities for the RTP process is described in Chapter 6: Public Participation.

Consistent with FCOG's 2016 Public Participation Plan and Title IV Program: Plan or Engaging Individuals with Limited English Proficiency (LEP), Appendix 1⁵, outreach for the RTP incorporated strategies to engage LEP community members by providing interpretation, translated flyers, television and social media campaigns in Spanish and other languages as requested. See public engagement section for additional details.

Environmental Justice Subcommittee

The Environmental Justice Subcommittee was created and serves under Fresno COG's Transportation Technical Committee (TTC). The subcommittee generally meets when Fresno COG staff, the TTC, the

⁵Appendix 1 – Fresno Council of Governments Plan For Engaging Individuals with Limited English Proficiency
http://www.fresnocog.org/wp-content/uploads/publications/EJ_and_Title_VI/FINAL_Fresno_COG_Title_VI_Program_2016.pdf

Policy Advisory Committee or the Fresno COG Policy Board request recommendations on issues involving EJ populations. Subcommittee members report all advisory actions to the TTC through an EJ representative. Then the TTC's recommendations are referred to the Policy Advisory Committee and Fresno COG Policy Board as needed. The subcommittee also reports to the RTP Roundtable through the Subcommittee Chair, who holds a seat on the Roundtable.

The subcommittee has 11 positions to provide full, diverse and equitable representation from designated EJ populations:

- Three Fresno COG member agencies representatives:
 - Local agency urban
 - East side local agency rural
 - West side local agency rural
- Four minority representatives for the following ethnicities representative of Fresno County's population:
 - Hispanic
 - African American
 - Asian
 - American Indian
- Two low-income representatives
- One senior (65 or older) representative
- One person with disabilities

The Environmental Justice Subcommittee helped to shape the development of the EJ Analysis. The subcommittee met five times to determine the thresholds and criteria for EJ populations. The following is a summary listing of the main topics discussed:

- Regional Transportation Plan: purpose and goals
- Selecting the EJ indicator for the SCS Scenarios
- Federal definition of EJ populations
 - Minority
 - Low Income
- Expanding EJ populations to include the following "Vulnerable Communities":
 - Elderly
 - No vehicle availability
 - Single parent household
 - Housing cost burden: >30% household income spent on housing
 - Educational attainment: over 25 years old without a high school diploma
 - Linguistic isolation: no one in household speaks English "very well"
 - Persons with disabilities
- Fresno County demographics (focused on race & income levels)
- Selection of EJ population parameters
- Selection of Performance Indicators for EJ analysis
- Approval of EJ thresholds and methodology
- Draft EJ Analysis review and comment

The EJ subcommittee approved that Access to Community Resource: Combination of both Mobility and Accessibility as the SCS indicator; established and approved the methodology and threshold for the countywide EJ population and the low income threshold.

Outreach and Public Engagement Efforts

As discussed above, RTP Chapter 6: Public Participation details the RTP's overall outreach process, and includes several strategies and tools specifically for engaging disadvantaged communities and EJ populations. For example, Fresno COG's mini-grant program provided seven, \$5,000 grants for community-based organizations to assist COG staff in soliciting ongoing public input for key activities associated with the 2018 RTP/SCS, including developing scenarios, soliciting RTP projects and selecting a preferred scenario. Several mini-grantees walked door-to-door to meet with neighbors, used online marketing, e-blast and social media communication; canvased EJ communities with surveys, engaged schools to distribute materials and attended community- and civic group-sponsored events. The mini-grant recipients included:

- Public Health Institute — Cultiva La Salud
- Fresno State Office of Community and Economic Development (OCED) (East County)
- Fresno State OCED (North Fresno & Clovis)
- Central California Environmental Justice Network (CCEJN)
- Central California Asthma Collaborative
- Tides Center/Leadership Counsel for Justice & Accountability
- Fresno Building Healthy Communities

Mini-grantees began working in late March/early April and continued through the draft 2018 RTP's release in spring 2018. They initially worked to encourage participation in the April 2017 Fresno COG RTP/SCS workshop and online survey.

The outreach campaign included hosting evening community workshops and meetings, providing meals for families, providing childcare services, translating all materials and presentations into Spanish and providing onsite interpretation. Beyond traditional meetings and workshops, staff and mini grantees utilized television ads and social media posting as well as attended community/civic events, resource fairs and farmers markets, to engage residents, stakeholders, government institutions, and community and neighborhood associations.

Then, each organization organized one or more RTP's transportation needs workshops in June 2017. Mini-grant recipients hosted 15 community workshops throughout the County between June 5 and July 6, 2017, where 516 people attended workshops, and 413 of them completed the workshop demographic survey. An online survey in English and Spanish allowed transportation project input for those who could not attend the workshops. The survey was available through July 9, 2017. In total, Fresno COG received online input from 92 participants. The June 2017 outreach efforts were focused on providing the public an opportunity to provide transportation project suggestions that could be submitted by local agencies in response to the RTP call for projects issued July 1, 2017. Fresno COG and mini-grantees advertised the workshops via TV spots aired on KSEE 24 and KGPE 47, as well as interviews with Central Valley Today and Univision, a Spanish-language television station. During the workshops and through the online portal, Fresno COG received 1,218 suggestions for projects in English and Spanish. All of the projects suggestions were collected and forwarded to the appropriate local agency for consideration as they developed their list of RTP projects.

In fall 2017, Fresno COG released four SCS scenarios, along with the analysis and modeling results for each, for public review and selection. Both Fresno COG staff and mini-grantees held more than 20 informational booths and 11 presentations and throughout the region, with a targeted focus to further

engage disadvantaged communities. Information booths were staffed at rural farmers markets, community resource fairs, employee fairs, festivals, college campuses, with several on the weekends and evenings. In addition, fliers in Spanish and English were distributed to inner-city and rural transit riders on buses and at stations. Participants were encouraged to share which of the four scenarios best aligns with their priorities and vision for Fresno County, as well as to provide feedback concerning negative impacts, if any, they foresee for their community resulting from those scenarios not selected.

Staff collected 1,339 completed scenario preference surveys online or at outreach events and through presentations in 11 communities, from residents living in 29 towns and cities, covering 50 zip codes throughout the county. Of the 1,339, 1,127 ballots included information for income and household size. Of these ballots, approximately 469 were below the EJ Subcommittee-established poverty threshold of less than 150 percent of the poverty level and 78.1 percent of those surveyed identified as non-white.

EJ community representatives requested that FCOG specifically include the following question in the preference scenarios selection surveys: "What negative impacts to your community, if any, do you foresee from the other scenarios." FCOG included this questions and results from the surveys varied to drastically to provide and overarching theme or area of concern. All the final outreach materials, participant demographics, survey results, project recommendations and all public comments received are available on the Fresno COG's RTP webpage.

In response to recommendations by the RTP Roundtable and also through letters from EJ community representatives, the Environmental Justice Analysis has been updated from the prior year to include the following two additional indicators:

- housing mix, as delineated by EJ and non-EJ areas; and,
- air contaminant exposure, which is measured by the percent of EJ population relative to non-EJ population living within 500 feet of Class 1 (major highways) and Class 2 (expressways) roadways

The outreach measures listed above demonstrate Fresno COG's commitment to an inclusive and transparent public engagement process to meaningfully include all populations, race, socio-economic classes and those living within the EJ communities throughout the RTP/SCS process; and, that input received from EJ communities have been meaningfully considered.

FRESNO COUNTY DEMOGRAPHIC PROFILE

Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. As the nation's third highest-grossing agricultural county, Fresno County's gross value of agricultural products was \$6.6 billion in 2015 and \$6.2 billion in 2016. The estimated population as of January 1, 2017 was 995,975 placing Fresno as the tenth most populous county of the 58 counties in California. There are fifteen incorporated cities and the county contains a federally recognized urbanized area, known as the Fresno-Clovis Metropolitan Area (FCMA), with a population of 636,594. The City of Fresno is now the fifth largest city in the state, with a population of 525,832.

As indicated in the Regional Context Chapter, the population growth rate of Fresno County has outpaced that of California and the United States. During the 40-year period from 1970-2010, Fresno County's population increased by 125% compared to 87% and 52% for the state and nation.

Fresno County has been plagued with high unemployment. The County's 2016 unemployment rate was 9.4% in contrast to 5.4% for the State and 4.9% for the Nation. Education levels for Fresno County

residents lag behind those of California and the United States. Only 19.4% of persons 25 years of age and older in Fresno County have a bachelor's degree or higher, compared with 31.4% for the State and 29.8% for the Nation. 15.5% of the residents have less than a 9th grade education in contrast to 10.0% for the State and 5.7% for the Nation.

With high unemployment and low educational attainment, Fresno County is plagued with a low median household income. Fresno County's median household income of \$45,223 is far below the State and Nation's incomes of \$61,818 and \$53,889, respectively.

The residents of Fresno County are more ethnically diverse than that of California and the United States. In 2010, 67.3% of the County's inhabitants were minority (non-white) compared to 59.9% for the State of California and 36.3% for the Nation. Figure 1 shows the concentration of minority populations throughout Fresno County.

Figure 1: Concentration of Minority Population

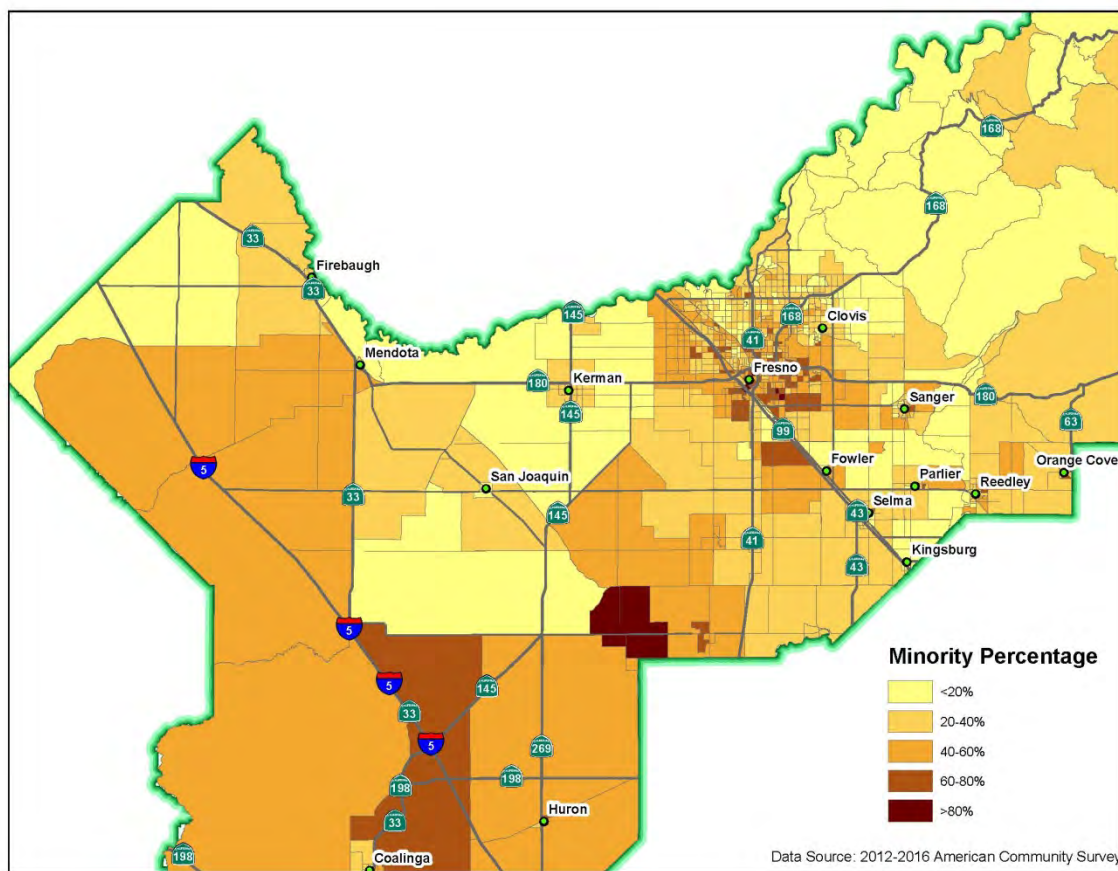


Figure 2: Concentration of Low Income

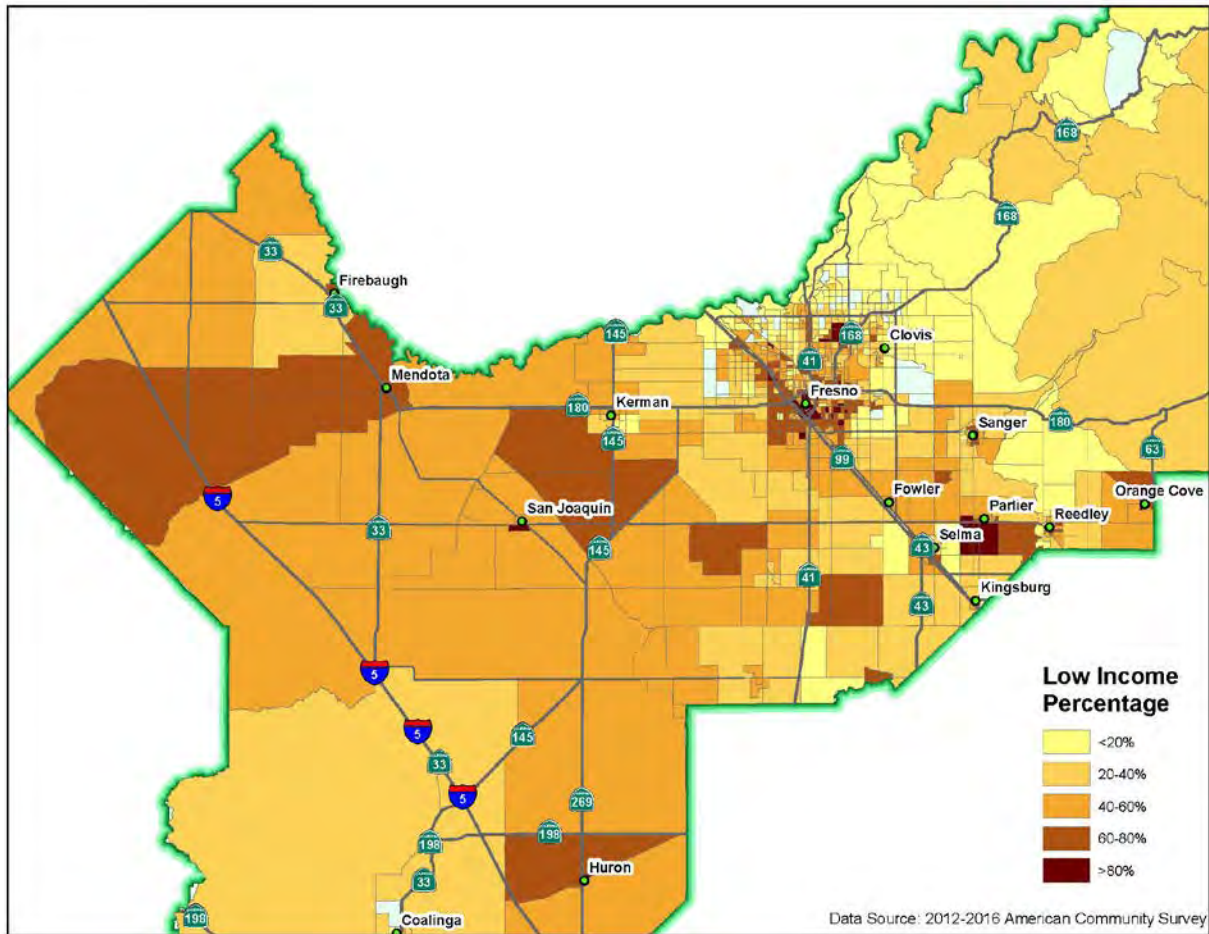


Table 1: Fresno County Demographics

Total population*	908,830	Percentage		
White	308,759	34.0	}	Total Minority Population = 66%
Hispanic or Latino	446,727	49.2		
Black or African American alone	43,673	4.8		
American Indian and Alaska Native alone	4,844	0.5		
Asian alone	83,715	9.2		
Native Hawaiian and Other Pacific Islander alone	1,093	0.1		
Some Other Race alone	2,470	0.3		
Two or More Races	17,549	1.9		
Population for whom poverty status was determined*	890,694	Percentage		
Individuals below 150% of Poverty Line	311,613	35%		
Non Low-Income	579,081	65%		
*American Community Survey 2006-2010				

Table 2: Fresno County Demographics versus California and the United States

Comparison*	Income 150 percent of poverty line	Minority population
Fresno County	35.0%	66.0%
California	23.6%	58.8%
United States	22.9%	35.3%
*American Community Survey 2011-2015		

Furthermore, historical trends and demographic projections indicate that Fresno County's Hispanic population is growing as the white population has been shrinking.

Table 3: Fresno County Demographic Changes from 2000 to 2010 to 2040

Demographics Changes from 2000 to 2010 to 2040	2000~	2010 ^ψ	2040*
White	36.2%	34.0%	25.0%
Hispanic or Latino	44.0%	49.2%	58.4%
Black or African American	5.3%	4.8%	4.2%
American Indian and Alaska Native	1.6%	0.5%	0.5%
Asian	8.1%	9.2%	9.7%
Native Hawaiian and Other Pacific Islander	0.1%	0.1%	0.1%
Some Other Race	4.7%	2.2%	2.1%
~2000 Census data			
^ψ 2006-2010 American Community Survey			
*Population projections from the California Department of Finance			

ENVIRONMENTAL JUSTICE POPULATION METHODOLOGY

The EJ Analysis' underlying methodology compares benefits and burdens from proposed policies and investments on Environmental Justice population groups (minority and low-income) and across different geographies (EJ and Vulnerable Communities vs. the remainder of the region) and (EJ vs. the remainder of the region). The section below defines these populations and geographies.

Environmental Justice Methodology	
EJ Population groups	<ul style="list-style-type: none"> • Minority and or low-income
Comparison across geographies	<ul style="list-style-type: none"> • EJ vs. the remainder of the region • EJ & Vulnerable Communities vs. the remainder of the region

Minority

"Minority population" means "any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity."⁶ Minority populations include persons who identify as any of the following groups as defined

⁶DOT Order 5610.2(a), https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/

by the Census Bureau⁷ in accordance with guidelines provided by the U.S. Office of Management and Budget, as well as DOT Order 5610.2(a).

- Black or African-American – A person having origins in any of the Black racial groups of Africa.
- Hispanic or Latino – A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- American Indian or Alaska Native – A person having origins in any of the original peoples of North and South America (including Central America) and who maintains tribal affiliation or community attachment.
- Asian – A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- Native Hawaiian or Other Pacific Islander – A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

The non-EJ population includes those persons who identify as white and not Hispanic or Latino.

Low Income

Low-income population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.⁸ *The EJ Subcommittee define persons as low-income if they live in a household with incomes less than 150 percent of the federal poverty level.*

The Department of Health and Human Services (HHS) issues the annual federal poverty thresholds for individuals based on a combination of an individual's household composition, size and income in Fresno County. In 2017, 100 percent of the federal poverty level was \$12,060 a year for a single person living alone, and approximately \$24,600 a year for a family of four.⁹ As of the 2015 American Community Survey, approximately 26.8 percent of Fresno County's population was living below the federal poverty line.

Fresno COG staff used demographic data from U.S. Census American Community Survey 2015 Summary Tables to develop a database with estimated socioeconomic and travel characteristics. This database was used to map EJ communities within Traffic Analysis Zones (TAZ) to determine whether EJ communities are sharing both the benefits and burdens associated with the Plan's projects. A TAZ is an area similar in size to a neighborhood or Census block group. TAZs can range in size from approximately ½ miles square within a metropolitan area to much larger areas in low-density outlying areas of the countryside. There are roughly 2,000 TAZs within Fresno County.

EJ and Vulnerable Communities thresholds

⁷ US Census Bureau's definitions for race and ethnicity, see: <http://www.census.gov/topics/population/race/about.html>.

⁸ DOT Order 5610.2(a), https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/

⁹ HHS Poverty Guidelines for 2017 <https://aspe.hhs.gov/poverty-guidelines>

Fresno COG staff used its travel forecasting software to produce EJ communities' travel characteristic estimates, comparing them to non-EJ communities across the county and evaluate travel-related equity issues. To determine whether EJ populations would be affected by a proposed program, project, or activity, the EJ Subcommittee and Fresno COG had to identify "EJ TAZs". The EJ Subcommittee defined EJ TAZs as those traffic analysis zones with the highest concentration of **minority and/or low income populations**, accounting for a total of 30 percent of the entire county's population (EJ TAZ).

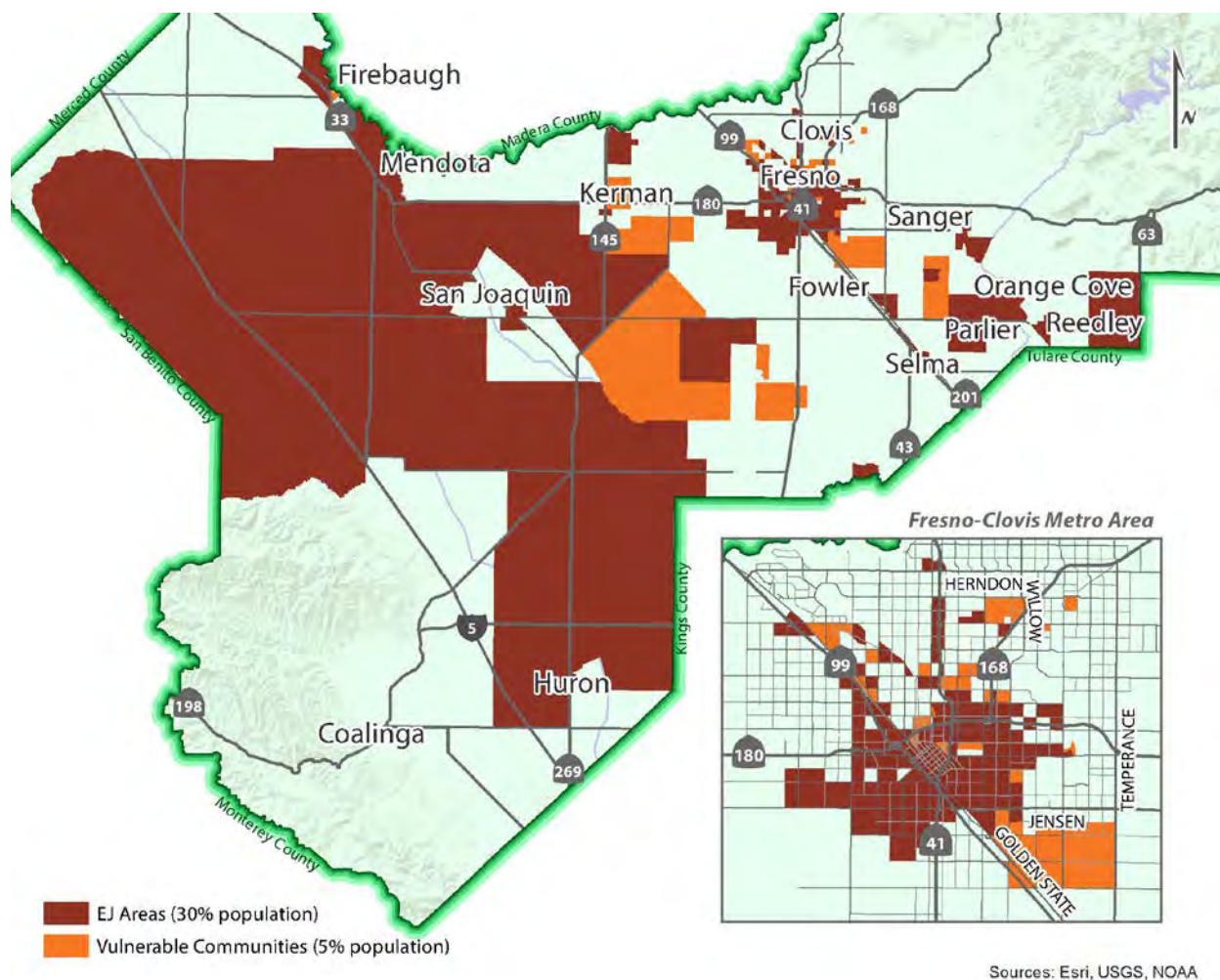
The EJ Subcommittee chose to expand the EJ analysis to identify census tracts that were most vulnerable to becoming "EJ TAZs". "Vulnerable Communities" (VC) are defined as *low-income* TAZs that were not included in the EJ TAZs, and had the highest concentration of the 6 burdens listed below accounting for an additional 5 percent of the entire county's population (VC TAZ).

- Housing cost burden = high housing cost-to-income ratio (30%+ income spent on housing)
- Single-parent households
- Elderly (75+)
- Educational attainment = 25 years and older without a high school education
- Linguistic isolation = no one in the household speaks English "very well"
- Persons with disabilities

In total, 35 percent of the Fresno County region's population qualifies as living within an environmental justice community.

EJ Community	Low income and/ or minority TAZ	30% of entire county population
VC Community	Low income TAZ that were not included in EJ with highest concentration of: <ul style="list-style-type: none"> • Housing cost burden = high housing cost-to-income ratio (30%+ income spent on housing) • Single-parent households • Elderly (75+) • Educational attainment = 25 years and older without a high school education • Linguistic isolation = no one in the household speaks English "very well" • Persons with disabilities 	5% of entire county population

Figure 3: Environmental Justice and Vulnerable Community TAZ's



Out of 1,963 TAZs in Fresno County, 510 TAZ are considered EJ communities as defined by the EJ Subcommittee, and 117 TAZs meet the Vulnerable Communities criteria. Combined, there are a total of 627 EJ + VC TAZs which represent 35 percent of the total Fresno County population.

Fresno COG took into consideration the CalEnviroScreen data to further understand burdens beyond what the current modeling capacity could provide. The California Environmental Protection Agency (CalEPA) and the Office of Environmental Health Hazard Assessment (OEHHA) developed the California Communities Environmental Health Screening Tool (CalEnviroScreen). CalEnviroScreen is a science-based, mapping tool that helps identify California communities most affected by multiple sources of pollution and are most vulnerable to pollution's adverse effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce a numeric score for each Census tract in the state.¹⁰

CalEnviroScreen helps establish which areas have higher relative environmental burdens in an effort to increase environmental law compliance in disproportionately impacted areas. Additionally, CalEnviroScreen informs the identification of disadvantaged communities pursuant to SB 535 (De León,

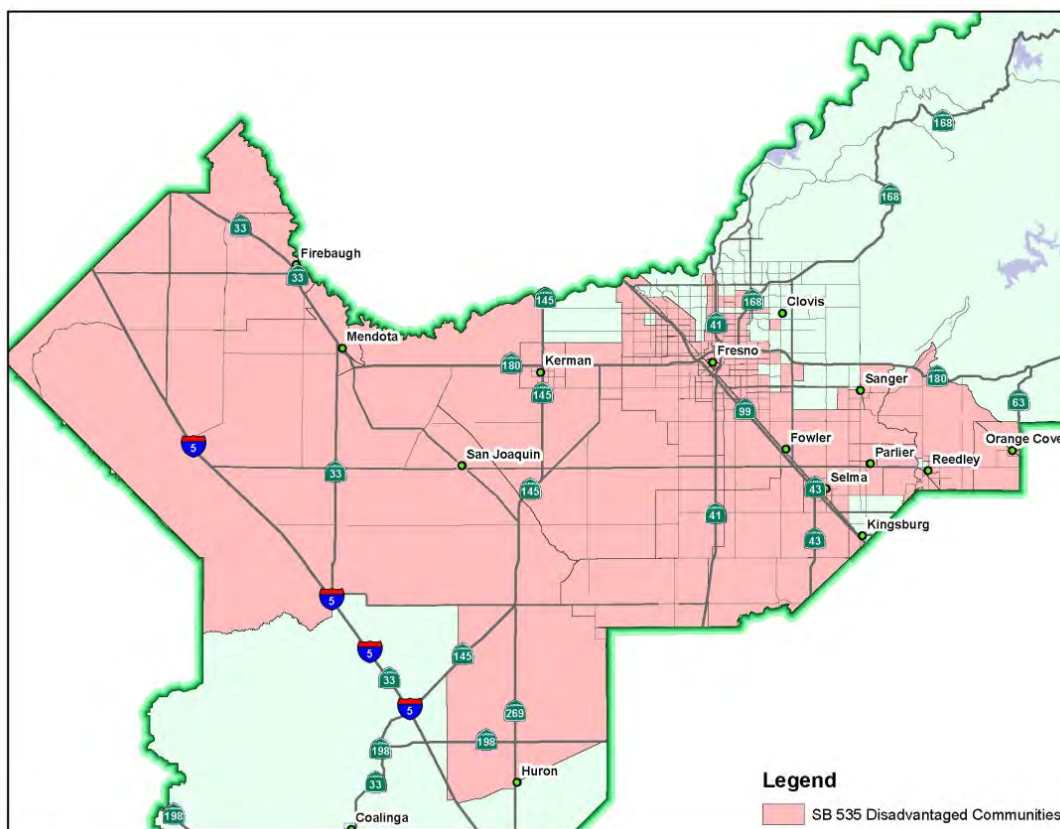
¹⁰California Environmental Protection Agency (CalEPA), California Communities Environmental Health Screening Tool: CalEnviroScreen, at: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

Chapter 830, Statutes of 2012), based on geographic, socioeconomic, public health and environmental hazard criteria¹¹. Figure 1 identifies the communities CalEPA has designated as disadvantaged under SB 535¹².

There are 119 census tracts in Fresno County that fall within the top 25 percent of highest-scoring Census tracts according to CalEnviroScreen. Census tracts with the highest scores are the most burdened by air pollution, environmental and other socio-economic factors. The State of California's Climate Change Initiative has worked to target Cap-and-Trade program expenditures and other funds to these designated Census tracts.

Figure 4 and Figure 5 shows SB 535 and CalEnviroScreen overlaid with the EJ TAZs. Both maps illustrate that a majority of Fresno County census tracts identified in SB 535 (De Leon) Disadvantaged Communities and the CalEnviroScreen 3.0 directly overlap with the EJ and Vulnerable Communities TAZ. It further emphasizes that transportation investments focused in these areas are in line with the States priorities for mitigating neighborhoods that are most burdened and confirms that the designated EJ TAZs the 2018 RTP are appropriately captured.

Figure 4: SB 535 Designated Disadvantage Community



¹¹ SB 535, De León. California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb_0501-0550/sb_535_bill_20120930_chaptered.html

¹² SB 535 Disadvantaged Communities Map: <https://oehha.ca.gov/calenviroscreen/sb535>

Figure 5: SB 535 Tracts, Environmental Justice TAZs and Vulnerable Community TAZs map

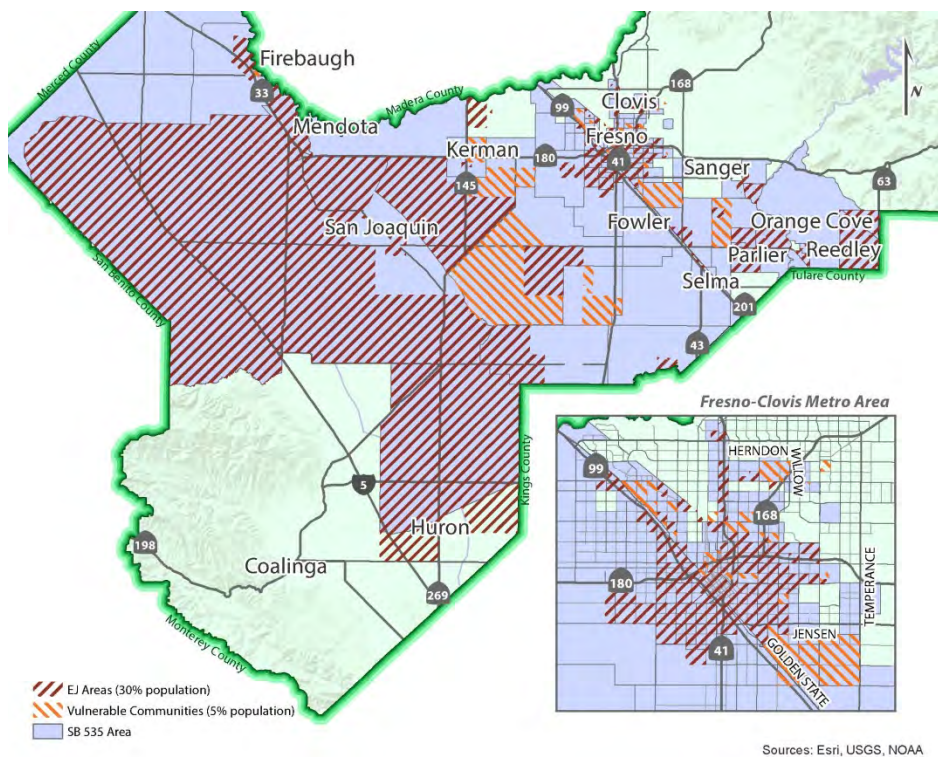
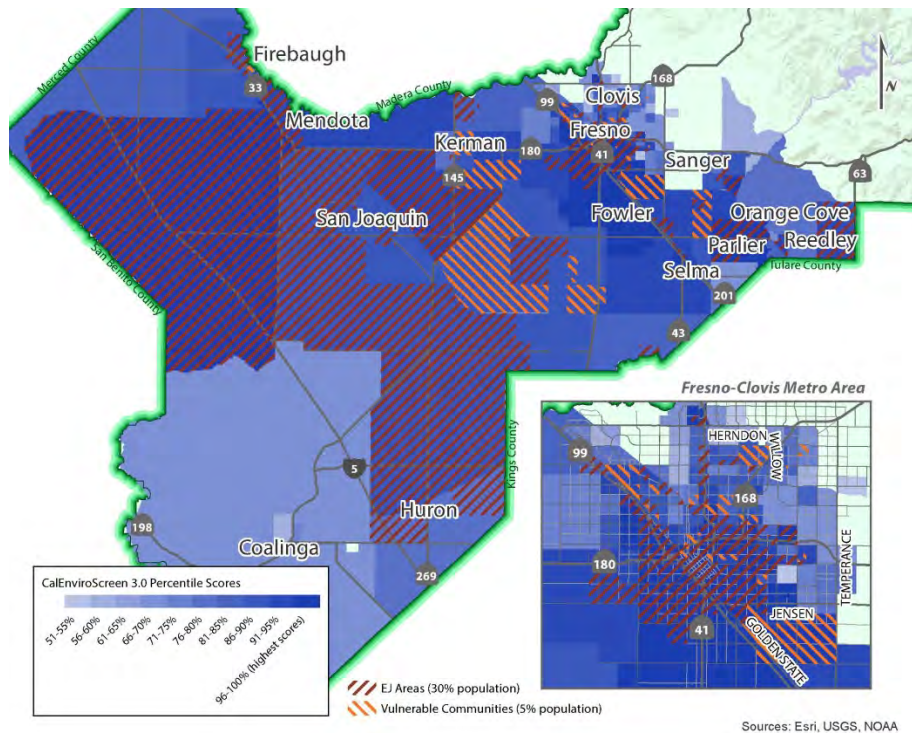


Figure 6: CalEnviroScreen 3.0, Environmental Justice TAZs and Vulnerable Community TAZs map



MEASURING THE BENEFITS AND BURDENS

To measure the benefits and burdens of the proposed 2018 RTP projects on disadvantaged communities, the subcommittee and RTP roundtable approved the following seven quantitative performance measures. Performance measures are separated into 4 subcategories: transportation, financial, land use/housing and air quality.

Transportation

- Accessibility - Calculate and compare the average AM peak period (work) trip time by mode (auto & transit) from non-EJ TAZs, EJ TAZs and EJ+VC TAZs in Fresno-Clovis Sphere of Influence (SOI), the remaining county and countywide, to areas of interest (major job centers, parks, schools, medical facilities).
- Mobility - Calculate and compare the average PM peak period trip time by mode (auto and transit) from the Fresno-Clovis SOI, the remaining county, and countywide to non-EJ TAZs, EJ TAZs and EJ+VC TAZ
- Reliability - compares the percentage of on-time arrivals; calculates vehicle miles traveled on congested highways or in transit vehicles.

Financial

- Transit investment effectiveness - measures maximized return on transit investments; estimated by calculating the percentage of the new added average number of daily passenger miles traveled (PMT) served by RTP transit projects in 2042 compared to 2014.
- Distribution of investments - ensuring transportation investment benefits are equally distributed; compares the cost per daily passenger miles traveled to the total transit investment.

Land Use/Housing

- Housing mix, as delineated by EJ and non-EJ areas

Air Quality

- Air contaminant exposure, which is measured by the number of households within the impacted area of 150 meters or approximately 500 feet from major highways (Class 1) or as other freeways and expressways (Class 2).

Model assumption inputs for analyzing performance indicators are derived from the demographic forecast for households, employment and land use as detailed in Chapter 1: Regional Context. The forecasts used for the 2018 Fresno COG Regional Transportation Plan/Sustainable Communities Strategy were from the Fresno County 2050 Growth Projections prepared by Applied Development Economics (ADE), May 2017 and is contained in the Sustainable Communities Strategy Appendix I.

The traffic model inputs are based on the 2014 Base Year Validation travel demand model and is consistent with the assumptions from the SCS chapter for land use, population, employment and roadway network. The model for build out year 2042 assumes the construction of all projects proposed on the RTP constrained list for transit, capacity increasing, bike and pedestrian, and maintenance and operation.

MODELING RESULTS

The following section analyzes the performance indicator results comparing 2018 RTP/SCS' regional benefits and burdens in terms of transportation improvements and investments between EJ/EJ+VC and non EJ areas.

Transportation

Accessibility and Mobility

Accessibility and mobility are defined as the ability to move throughout the region, and the time it takes to reach desired destinations. Desired destinations were defined as major job centers, medical facilities, parks and schools. Specifically, accessibility measures the ease of reaching defined areas of interest during AM peak travel time. Mobility measures the travel time it takes to return from the defined areas of interest during PM peak time. Both are measuring average auto and transit travel times to demonstrate the worst possible congestion scenario between the base year 2014 and 2042 Build.

Accessibility Metrics

- Average automobile {drive alone & shared-ride} trip time from urban non-EJ communities to areas of interest (from urban EJ communities to areas of interest)
- Average transit travel time from urban non-EJ communities to areas of interest (from urban EJ communities to areas of interest)
- Average automobile {drive alone & shared-ride} trip time from rural non-EJ communities to areas of interest (from rural EJ communities to areas of interest)
- Average transit travel time from rural non-EJ communities to areas of interest (from rural EJ communities to areas of interest)

Mobility Metrics

- Average travel time for trips by automobile {drive alone & shared-ride} from the Fresno-Clovis SOI to urban non-EJ communities (to urban EJ communities)
- Average travel time for trips by transit from the Fresno-Clovis SOI to urban non-EJ communities (to urban EJ communities)
- Average travel time for trips by automobile {drive alone & shared-ride} from the remainder of the County to rural non-EJ communities (to rural EJ communities).
- Average travel time for trips by transit from the remainder of the County to rural non-EJ communities (to rural EJ communities).
- Average travel time for trips by automobile {drive alone & shared-ride} Countywide to rural non-EJ communities (to rural EJ communities).
- Average travel time for trips by transit Countywide to non-EJ communities (to rural EJ communities).

The goal for both accessibility and mobility is to ensure that EJ TAZs throughout the county have average travel time lesser than or comparable to the Non-EJ TAZs. The analysis in general shows that under all conditions, EJ TAZs have average travel times to areas of interest equal to or shorter than the travel

times from non-EJ TAZs for all modes of travel (drive alone, carpool and transit) in the Fresno-Clovis SOI, the remainder of the county, as well as countywide. The exception is transit in the rural county, where the EJ travel time is higher than the non-EJ travel time. This is probably to be expected because of the large, low populated EJ areas in the far western part of the county. Any transit trips from rural areas would have to include the time necessary to get from a home to a transit stop, in addition to the comparatively longer transit ride itself. Fresno County Rural Transit Agency (FCRTA) is constantly reviewing routes and seeking solutions for unmet needs by monitoring demonstration routes; however, due to ridership and fare box restrictions, it is difficult to maintain new routes in unincorporated areas of Fresno County beyond the initial demonstration period because actual ridership and fare box recovery often fails to meet the minimum State standards for public transit agencies.

Accessibility and mobility can be an indicator of travel demand. By measuring the travel time, a high number of travel minutes indicate that the demand can be overburdening the limited capacity of the roadway system. This affords an opportunity to further initiatives in ridesharing, van pooling, transportation network company (TNC) and improve the capacity of passengers per vehicle per trip. Travel delays can incentivize transit investment, land-use developments surrounding affordable and efficient transit services over time can lead to changes in travel patterns to utilize alternative travel modes.

Overall accessibility and mobility indicate that EJ and EJ+VC TAZ's will perform better when compared with non-EJ TAZs in the Fresno-Clovis SOI, the remainder of the county and countywide. As shown in Table 4 and Table 5, Fresno-Clovis SOI had shorter average travel times than the remainder of the County and Countywide. This was to be expected since metropolitan commutes are shorter than rural commutes. Considering that countywide is a combination of both rural and urban commutes, it would be natural to assume that Fresno-Clovis SOI would have the shortest commute times and remainder of the County would have the longest times, with Countywide slightly closer to Fresno-Clovis.

EJ TAZs and EJ+VC TAZ's had equal to or shorter average travel times than all TAZs in all instances except for rural transit trips, which had slightly higher travel time than non-EJ TAZs under all situations. This is once again probably because of the large, low-populated EJ areas in the far western part of the county. Fresno COG will continue to work with FCRTA and the EJ Taskforce to address rural transit riders' needs in Fresno County. Countywide EJ and EJ+VC TAZs travel times was lower than Non EJ TAZs.

Tables 4 thru 14

Values represent travel time in minutes by:

Non-EJ TAZs
(EJ TAZs)
[EJ+VC TAZs].

Bold designates where EJ travel times are higher than non-EJ travel times

Italics designates where EJ+VC travel times are higher than non-EJ travel times

Table 4: Accessibility - Cumulative Average Peak travel times (minutes)

Mode	2014 Base	2042 Build
Fresno-Clovis SOI		
Drive Alone	15 (14) [15]	16 (15) [15]
Shared-Ride	13 (13) [13]	14 (14) [14]
Transit	35 (32) [32]	32 (29) [29]
Remainder of County		
Drive Alone	37 (26) [26]	37 (27) [26]
Shared-Ride	33 (23) [23]	33 (23) [23]
Transit	45 (45) [46]	45 (45) [46]
Countywide		
Drive Alone	22 (18) [18]	22 (19) [19]
Shared-Ride	19 (16) [16]	20 (17) [17]
Transit	36 (33) [34]	32 (30) [30]

Table 5: Mobility - Cumulative Average Peak travel times (minutes)

Mode	2014 Base	2042 Build
Fresno-Clovis SOI		
Drive Alone	16 (16) [16]	19 (19) [19]
Shared-Ride	14 (14) [14]	16 (16) [16]
Transit	35 (32) [32]	32 (29) [29]
Remainder of County		
Drive Alone	38 (27) [27]	52 (29) [29]
Shared-Ride	34 (24) [24]	44 (25) [25]
Transit	45 (45) [46]	45 (45) [46]
Countywide		
Drive Alone	23 (20) [19]	29 (22) [22]
Shared-Ride	20 (17) [17]	24 (19) [19]
Transit	36 (33) [34]	33 (30) [30]

Table 6: Accessibility Average Peak travel times (minutes) to Major Job Centers

Mode	2014 Base	2042 Build
Fresno-Clovis SOI		
Drive Alone	11 (11) [10]	12 (11) [11]
Shared-Ride	10 (10) [10]	11 (11) [10]
Transit	34 (32) [32]	31 (29) [29]
Remainder of County		
Drive Alone	38 (26) [26]	38 (26) [26]
Shared-Ride	34 (22) [23]	34 (23) [22]
Transit	46 (52) [52]	44 (51) [51]
Countywide		
Drive Alone	18 (15) [14]	19 (15) [15]
Shared-Ride	16 (13) [13]	16 (13) [13]
Transit	35 (33) [33]	32 (30) [30]

Table 7: Mobility Average Peak travel times (minutes) to Major Job Centers

Mode	2014 Base	2042 Build
Fresno-Clovis SOI		
Drive Alone	12 (12) [12]	13 (13) [13]
Shared-Ride	11 (11) [11]	12 (12) [11]
Transit	34 (32) [32]	31 (29) [29]
Remainder of County		
Drive Alone	39 (28) [27]	27 (28) [28]
Shared-Ride	35 (24) [23]	50 (24) [24]
Transit	46 (55) [52]	44 (51) [51]
Countywide		
Drive Alone	19 (16) [16]	25 (17) [17]
Shared-Ride	16 (14) [14]	20 (15) [14]
Transit	35 (33) [33]	32 (30) [30]

Table 8: Accessibility Average Peak travel times (minutes) to Parks

Mode	2014 Base	2042 Build
Fresno-Clovis SOI		
Drive Alone	11 (10) 10]	11 (11) [11]
Shared-Ride	10 (10) [10]	11 (10) [10]
Transit	36 (30) [31]	33 (27) [28]
Remainder of County		
Drive Alone	40 (32) [31]	41 (32) [30]
Shared-Ride	39 (29) [28]	39 (29) [28]
Transit	70 (74) [73]	69 (72) [71]
Countywide		
Drive Alone	18 (15) [14]	18 (15) [15]
Shared-Ride	16 (13) [13]	16 (13) [13]
Transit	37 (32) [32]	34 (29) [29]

Table 9: Mobility Average Peak travel times (minutes) to Parks

Mode	2014 Base	2042 Build
Fresno-Clovis SOI		
Drive Alone	12 (12) [12]	13 (13) [12]
Shared-Ride	11 (10) [11]	11 (11) [11]
Transit	36 (30) [31]	33 (27) [28]
Remainder of County		
Drive Alone	42 (33) [32]	56 (34) [33]
Shared-Ride	39 (30) [29]	57 (31) [30]
Transit	70 (74) [73]	59 (72) [71]
Countywide		
Drive Alone	19 (16) [16]	23 (17) [16]
Shared-Ride	17 (14) [14]	19 (14) [14]
Transit	37 (32) [32]	34 (29) [29]

Table 10: Accessibility Average Peak travel times (minutes) to Schools

Mode	2014 Base	2042 Build
Fresno-Clovis SOI		
Drive Alone	15 (14) [14]	15 (14) [14]
Shared-Ride	12 (12) [12]	13 (12) [12]
Transit	40 (35) [35]	36 (32) [32]
Remainder of County		
Drive Alone	33 (14) [23]	33 (23) [23]
Shared-Ride	29 (19) [19]	29 (19) [19]
Transit	56 (52) [53]	58 (51) [52]
Countywide		
Drive Alone	21 (18) [17]	21 (18) [17]
Shared-Ride	17 (14) [14]	18 (14) [14]
Transit	41 (37) [37]	37 (33) [34]

Table 11: Mobility Average Peak travel times (minutes) to Schools

Mode	2014 Base	2042 Build
Fresno-Clovis SOI		
Drive Alone	16 (15) [15]	17 (16) [16]
Shared-Ride	13 (13) [13]	14 (13) [13]
Transit	40 (35) [35]	36 (32) [32]
Remainder of County		
Drive Alone	34 (25) [24]	47 (25) [24]
Shared-Ride	30 (19) [19]	38 (20) [19]
Transit	56 (52) [53]	58 (51) [51]
Countywide		
Drive Alone	22 (19) [18]	27 (19) [19]
Shared-Ride	19 (15) [15]	21 (15) [15]
Transit	41 (37) [37]	36 (33) [34]

Table 12: Accessibility Average Peak travel times (minutes) to Medical Facility

Mode	2014 Base	2042 Build
Fresno-Clovis SOI		
Drive Alone	10 (11) [11]	12 (12) [12]
Shared-Ride	10 (11) [10]	11 (11) [11]
Transit	33 (31) [31]	30 (28) [28]
Remainder of County		
Drive Alone	37 (25) [25]	38 (25) [25]
Shared-Ride	34 (22) [21]	34 (22) [21]
Transit	42 (44) [45]	41 (45) [46]
Countywide		

Table 13: Mobility Average Peak travel times (minutes) to Medical Facility

Mode	2014 Base	2042 Build
Fresno-Clovis SOI		
Drive Alone	12 (13) [12]	13 (13) [13]
Shared-Ride	11 (11) [11]	12 (12) [12]
Transit	33 (31) [31]	30 (28) [28]
Remainder of County		
Drive Alone	39 (26) [26]	56 (27) [27]
Shared-Ride	25 (22) [22]	48 (23) [23]
Transit	42 (44) [45]	41 (45) [46]
Countywide		

Drive Alone	18 (15) [15]	19 (16) [15]
Shared-Ride	16 (13) [13]	16 (14) [13]
Transit	33 (32) [32]	31 (29) [29]

Drive Alone	19 (16) [16]	25 (17) [17]
Shared-Ride	16 (14) [14]	20 (15) [14]
Transit	33 (32) [32]	31 (29) [30]

Reliability

Reliability is estimated as a percent of level of service E or worse VMT inside the EJ TAZs as well as for non-EJ TAZs. A Level of Service of E or worse states that the roadway is operating at or near capacity, with long queues developing on all approaches and long delays. Reliability of the roadway system is important to measure since the time spent in congested traffic delays means longer idling time which produces higher levels of pollutants and makes accessing jobs and service more difficult.

With 2042 build conditions, EJ TAZs in the Fresno-Clovis SOI, have a higher percentage of overall VMT operating at level of service E or worse when compared with non-EJ TAZs. As shown in Table 14, this increase in congestion can be attributed to the fact that the majority of the congested roadways in the urban core traverse thru a highly concentrated portions of EJ TAZ's.

Although the percentage congested VMT may be higher for EJ areas (6.5 compared to 5.8 for Non EJ), the number of Congested Average Daily VMT in the Countywide EJ areas and EJ +VC area are less than half of the Non-EJ areas and therefore indicate there is not an adverse impact to environmental justice communities.

Reliability Metrics

- Reasonably dependable levels of service as measured by percent of on-time arrivals.
- Reasonably dependable levels of service as measured by congestion on highways.

Table 14: Percent Average Daily Vehicle Miles Traveled (VMT) LOS E or Worse Conditions (very Congested)

Mode	2014 Base	2042 Build
Average Daily VMT		
Fresno-Clovis SOI	10,967,288 (4,592,068) [5,320,395]	14,761,005 (6,171,503) [7,050,018]
Remainder of County	13,436,253 (4,258,335) [5,009,755]	19,498,768 (6,208,884) [7,217,818]
Countywide	24,403,541 (8,850,403) [10,330,150]	34,259,773 (12,380,387) [14,267,836]

Congested Average Daily VMT

Fresno-Clovis SOI	319,055 (213,093) [221,676]	1,116,590 (667,779) [689,017]
Remainder of County	173,234 (0) [19,892]	885,029 (137,647) [689,017]
Countywide	492,289 (213,093) [241,568]	2,001,618 (805,426) [912,485]

Percent Congested Average Daily VMT

Fresno-Clovis SOI	2.19 (4.64) [4.17]	7.56 (10.88) [9.77]
Remainder of County	4.28 (0) [.4]	4.54 (2.22) [3.10]
Countywide	3.8 (2.31) [2.34]	5.84 (6.51) [6.40]

Table 15: Level of Service Chart

Level of Service	Description
A	Free flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).
B	Generally stable traffic flow conditions.
C	Occasional back-ups may develop, but delay to vehicles is short-term and still tolerable.
D	During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e., vehicle delayed one cycle or less at signal).
E	Intersections operate at or near capacity, with long queues developing on all approaches and long delays.
F	Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

Financial

Transit Investment Effectiveness

Transit investment effectiveness is measured by calculating the percentage of the new added average number of daily passenger miles traveled (PMT) served by RTP transit projects in 2042 compared to 2014. The goal for transit investment effectiveness is for EJ TAZs to show an increased percentage of transit person miles traveled.

Transit Investment Effectiveness Metric:

- Additional transit passenger miles {above the 2014 base year} in the Fresno-Clovis SOI in Non-EJ communities (in EJ communities) [EJ+Vulnerable Communities]
- Additional transit passenger miles {above the 2014 base year} in the Remainder of the County in Non-EJ communities (in EJ communities) [EJ+Vulnerable Communities]
- Additional transit passenger miles {above the 2014 base year} Countywide in Non-EJ communities (in EJ communities) [EJ+Vulnerable Communities]

The EJ area within the Fresno-Clovis SOI will increase at a greater percentage due to planned higher density developments surrounding transit corridors, populations living within proximity to transit and additional transit options such as Bus Rapid Transit services. Overall, the countywide transit investments in EJ communities will increase passenger miles traveled by an additional 31%.

Table 16: Transit Investment Effectiveness

Percentage of increased Average Additional Daily Transit Passenger Miles Traveled (PMT)

Area	Non EJ	EJ	VC
Fresno-Clovis SOI	30%	34%	33%
Remainder of County	24%	18%	19%
Countywide	30%	31%	30%

Distribution of Investments

Equitable distribution of transit investment is measured by comparing the total transit person miles traveled (PMT) by the total transit investment through 2042. Transit functions as a system where the main transit investment connects to the surrounding communities; therefore, the total investment in transit as a whole (\$1,176,850,000) was used to evaluate equity in the distribution of investment. The goal for investment equity is show that the investment per PMT in EJ TAZs is equal to or greater than non EJ TAZs.

Distribution of Investment metrics

- 1) Additional transit passenger miles {above the 2014 base year} in the Fresno-Clovis SOI in Non-EJ communities (in EJ communities) [EJ+Vulnerable Communities]
- 2) Additional transit passenger miles {above the 2014 base year} in the Remainder of the County in Non-EJ communities (in EJ communities) [EJ+Vulnerable Communities]
- 3) Additional transit passenger miles {above the 2014 base year} Countywide in Non-EJ communities (in EJ communities) [EJ+Vulnerable Communities]
- 4) Distribution of planned transportation expenditures inside and outside of EJ communities/neighborhoods.

Countywide EJ TAZs and EJ+VC TAZs are provided with approximately the same amount of investment per passenger miles traveled as Non EJ TAZs. It is worth noting that not all rural transit funds (such as LTF formula funds) are administered thru Fresno COG and therefore are not reflected in the 2018 RTP investment total which may contribute to the difference in the expenditure for Non EJ and EJ areas in the category Remainder of the County.

Table 17: Distribution of Investments
Expenditures for 2042 Build/ Passenger Miles Traveled (PMT)

	Fresno-Clovis SOI	Remainder of County	Countywide
Non-EJ TAZs			
2042 PMT	324,319	48,153	372,472
Expenditure/PMT	\$3.63	\$24.44	\$3.16
EJ TAZs			
2042 PMT	244,699	50,982	295,682
Expenditure/PMT	\$4.81	\$23.08	\$3.98
EJ + VC TAZs			
2042 PMT	289,914	56,310	346,225
Expenditure/PMT	\$4.06	\$20.90	\$3.40

Land Use / Housing

Housing Product Mix

Housing mix is another important indicator for EJ communities where housing affordability weighs heavily on a household's ability to pay for other critical needs, such as food, clothing, and transportation. A more diverse housing mix can help to assure that individuals and families at all income levels can find safe and affordable housing. A stock of mixed housing types and multifamily units can contribute to additional economic housing options since multifamily units tend to be more affordable than single family units.

Housing Product Mix Metrics:

- Additional new single family, multifamily and townhomes built beyond the base of 2014 in Non-EJ communities (in EJ communities) [EJ+Vulnerable Communities]
- Population Growth forecast by 2042

The 2018 RTP assumes 47,484 new single family, 32,391 new multifamily units and 5,137 new townhomes over the next 20 years to accommodate a countywide population that is anticipated to grow to an estimated 1,347,000 persons by 2042. See Growth Forecast in SCS Chapter.

The 2018 RTP/SCS plans additional, new housing developments with a greater emphasis on increasing the amount of multifamily housing options in the EJ communities compared to non-EJ areas. Multifamily and townhome units increase by two and five percent with the projected growth in 2042.

The 2042 Total Multifamily and Townhome units account for more than 50 percent of the new housing products mix in EJ+VC areas compared to 27 percent in Non EJ, Non VC communities.

Table 18 - Proposed New Housing Product Mix

	2014 Base			2042 Growth			2042 Total		
	SF%	TH%	MF%	SF%	TH%	MF%	SF%	TH%	MF%
Total	66.00%	3.50%	30.50%	52.90%	6.20%	40.90%	62.90%	4.20%	32.90%
EJ Areas	51.60%	5.40%	43.00%	44.10%	7.00%	48.90%	49.90%	5.80%	44.40%
Non-EJ area	70.90%	2.90%	26.20%	55.80%	5.90%	38.30%	67.30%	3.70%	29.10%
EJ+VC	50.90%	5.20%	43.80%	43.30%	7.00%	49.70%	49.40%	5.60%	45.00%
Non-EJ, Non-VC	72.60%	2.80%	24.70%	56.50%	5.90%	37.70%	68.50%	3.60%	27.90%

Air Quality

Air Contaminant Exposure

Freeways are one of the most pressing concerns for air pollution. Studies suggest that health risks are associated with locating housing near freeways as populations in areas surrounding freeways may have increased risk of asthma, non asthma respiratory symptoms, impaired lung function, and cardio vascular mortality.¹³ The Center for Disease Control (CDC) state that traffic emissions are highest at the point of release and typically diminish to near background levels within 150 to 300 meters of the roadway; however, the potential exposure zone around roads can vary considerably depending on the pollutant, traffic volume, ambient pollution concentrations, topography, and land use. In terms of traffic density, adverse health effects associated with residential proximity to roads with average daily traffic volume (ADT) as low as 10,000 vehicles per day.¹⁴ In contrast, the California Air Resource Board published in 2005 the Air Quality And Land Use Handbook: A Community Health Perspective which recommends siting new sensitive land uses such as residence and schools at a distance of greater than 500 feet of a freeway or from with urban roads of 100,000 ADT, or rural roads with 50,000 ADT.¹⁴ Since the publication of the 2005 Handbook, research has demonstrated the public health, climate, financial, and other benefits of compact, infill development along transportation corridors. Moreover, new research has demonstrated promising strategies to help decrease pollution exposure near their sources. These strategies are the focus of a Technical Advisory report.

There are very few roads in the Fresno County region that meet the ARB threshold of urban roads with 100,000 ADT, or rural roads with 50,000 ADT and would not adequately capture the impacts of increased traffic volumes. Therefore, Fresno COG has adopted the CDC's methodology for measuring Air Contaminant Exposure. This methodology closer aligns with the region's ADT and would localize the analysis to include express ways such as Herndon Ave and Jensen Avenue.

The Air Contaminant Exposure indicator measures the number of households within the impacted area of 150 meters or approximately 500 feet from major highways (Class 1) or as other freeways and expressways (Class 2) which is consistent with the CDC's methodology.

Air Contaminant Exposure Metrics:

- Base Year 2014 Network of qualifying class 1 and class 2 roadways
- Built Year 2042 Network of qualifying class 1 and class 2 roadways
- Household units within 150 meters in Base year 2014
- Household units within 150 meters in Base year 2042

¹³ HEI Panel on the Health Effects of Traffic-Related Air Pollution. Traffic-related air pollution: a critical review of the literature on emissions, exposure, and health effects. HEI Special Report 17. Boston, MA: Health Effects Institute; 2010

¹⁴ Residential Proximity to Major Highways — United States, 2010
<https://www.cdc.gov/mmwr/preview/mmwrhtml/su6203a8.htm>

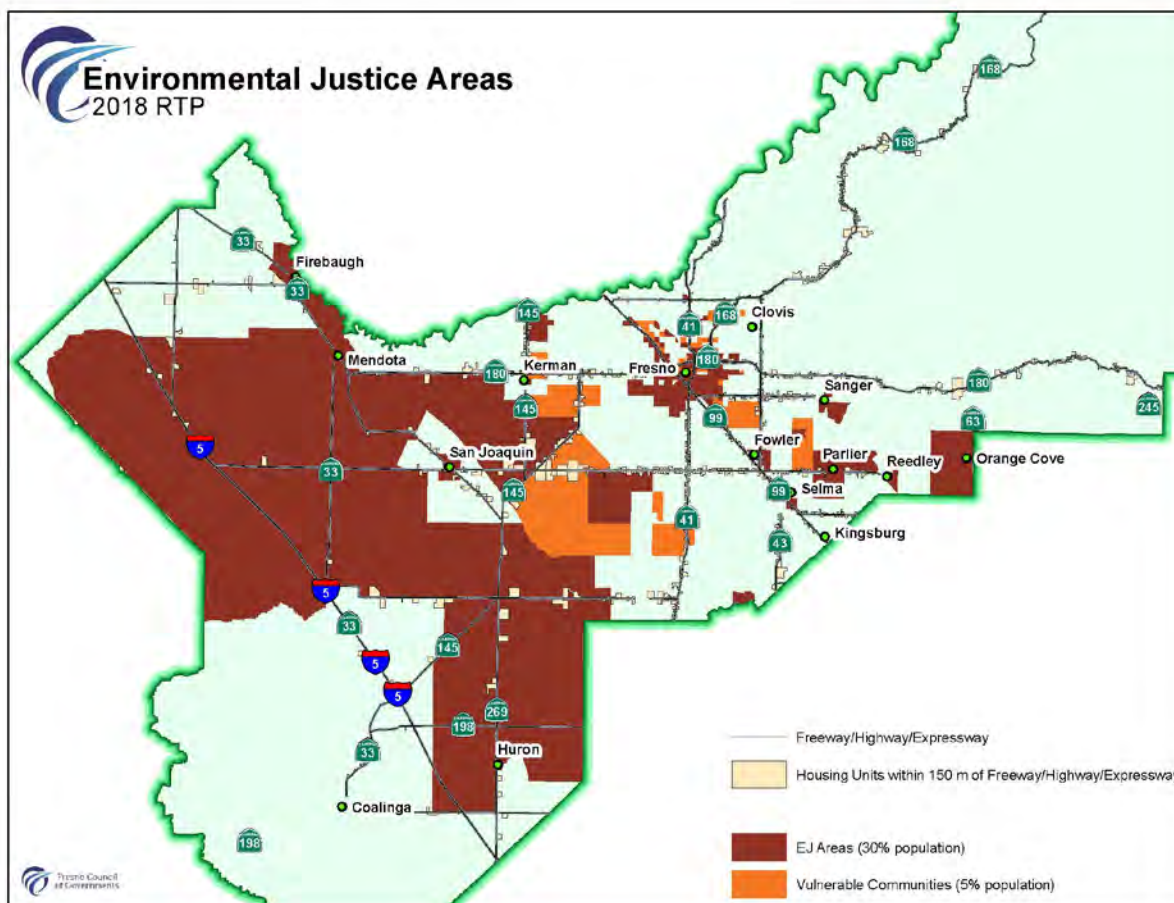
Table 17: Air Contaminant Exposure

Household units within 150 meters of Class 1 and Class 2

	2014 Base		2042 Growth		2042 Total	
	HU in Buffer	%HU in Buffer	HU in Buffer	%HU in Buffer	HU in Buffer	%HU in Buffer
Total	26,842	9.18%	10,274	11.98%	37,116	9.81%
EJ	10,831	14.55%	2,396	11.29%	13,227	13.83%
Non-EJ	16,011	7.34%	7,878	12.21%	23,889	8.45%
EJ+VC	11,796	13.27%	2,696	11.45%	14,492	12.89%
Non EJ, Non VC	15,046	7.39%	7,578	12.18%	22,624	8.51%

The analysis concludes that with a balanced growth plan, EJ and Non EJ communities are showing housing unit growth on average of 11.5 percent. The 2042 Growth assumes 7,878 more units in Non EJ areas compared to 2,396 units in EJ areas. When vulnerable communities are added, there are only an additional 300 units which is less than two thirds of the total new household units. In the 2042, Total (which include existing and new households) 13,000 EJ household units will be located within the 150 meters of the major roadways defined by this EJ report , which is significantly less than the 24,000 household units allocated in Non EJ areas. In addition in 2014 there is 14.55% of EJ household units located within 150 meters of the impacted areas, and by 2042 there will be 13.83% of such EJ households units in such areas, a decrease of 0.70%, which shows the 2018 RTP/SCS's efforts to improve the condition for the EJ population. The Non-EJ area instead will see an increase of 1.1% household units from 2014 to 2042 that will be located within the impacted areas.

Figure 7: Air Quality Indicator – Class 1 Freeway and Class 2 Express way with a buffer of 150 meters.



CONCLUSIONS

This EJ Analysis is a tool to help determine proposed RTP projects' equitable distribution of benefits and burdens, as well as their overall cost/benefit to our inhabitants, especially those living in disadvantaged neighborhoods. The results show that in terms of overall equity, the 2018 RTP's projects appear to distribute benefits and impacts equitably over Fresno County. In most cases, EJ communities fared better than non-EJ communities. There were only a few instances where the EJ communities did not fare better than the non-EJ communities at a sub regional level. For example, transit travel times in the rest of the county was higher than in the Fresno-Clovis SOI due to the frequency of service and travel distance, however the overall county average for accessibility and mobility was less for EJ TAZ's than non EJ TAZs.

Although this EJ Analysis focuses on racial minorities and low-income populations, Fresno COG is also very involved with programs for elderly and disabled populations. Some of these programs include the

Senior Taxi Scrip program, FTA Section 5310 grants (Transportation for Elderly Persons and Persons with Disabilities), Section 5317 grants (help for Americans with Disabilities) and consulting the Social Services Transportation Advisory Council (SSTAC). The SSTAC serves as a Fresno COG advisory body regarding transit-dependent and transit-disadvantaged population needs, including the elderly, handicapped, and persons of limited means.

Based on the results of the Environmental Justice Analysis, Fresno COG can conclude that EJ communities are not “disproportionately burdened by high and adverse effects and do share equitably in the benefits from the 2018 RTP/SCS.

NEXT UPDATE TO THE EJ ANALYSIS

Fresno COG is committed to improving the EJ analysis and addressing ongoing performance considerations in its planning activities. Specifically in response to comments from the EJ subcommittee and members of the public, Fresno COG is committed to developing an activity-based model (ABM) for future RTP updates. Having an ABM that can generate household socioeconomic attributes that feed into travel patterns will further refine the EJ Analysis. Fresno COG recognizes that spatially mapping proposed RTP projects on the constrained list would provide a more accurate representation of transportation investment in determining which projects traverse, are adjacent to, and within EJ areas, either benefiting or burdening the EJ communities. Fresno COG plans to develop a tool to map RTP projects for the 2022 RTP

Appendix 7: Resolution of Support

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2019-09

IN THE MATTER OF:
Fresno Council of Governments
FTA Title VI Program

RESOLUTION OF APPROVAL FOR THE
FRESNO COUNCIL OF GOVERNMENTS –
FTA TITLE VI PROGRAM CONCURRENCE

WHEREAS, the Fresno Council of Governments (Fresno COG) is required by the Federal Transit Administration (FTA) as a condition of receiving federal funding to update its program for compliance with Title VI of the Civil Rights Act of 1964; and

WHEREAS, Fresno COG is committed to a policy of nondiscrimination in the conduct of its business, including its Title VI responsibilities, and to the delivery of equitable and accessible transportation services;

WHEREAS, FTA Circular 4702.1b dated October 1, 2012, requires that designated recipients document their compliance by submitting a Title VI Program to their FTA regional civil rights officer once every three years; and

WHEREAS, Fresno COG's existing Title VI Plan will expire on July 31, 2019.

NOW THEREFORE BE IT RESOLVED that the Fresno Council of Governments hereby adopts the Title VI Program dated May 2019.

BE IT FURTHER RESOLVED that the adoption of the Title VI Program will become effective on July 31, 2019 and that the Executive Director is authorized to execute administrative modifications and file all certification of assurances, contracts or agreements, and any other documents required by the Federal Transit Administration in the execution and implementation of the Title VI Program.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 30th day of May, 2019.

AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno City, Huron, Kerman, Kingsburg, Mendota,
Orange Cove, Parlier, Reedley, San Joaquin, Selma,
NOES: None
ABSTAIN: None
ABSENT: Sanger, Fresno County

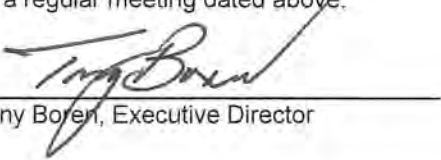
ATTEST:

Signed:


David Cardenas, 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 dated above.

Signed:


Tony Boren, Executive Director