

# Overall Work Program

## 2015 - 2016

**Final**  
**Fiscal Year 2015-16 OWP**  
**May 2015**



**Fresno Council  
of Governments**

This annual publication describes Fresno COG's work plan, structure, and financial status for the 2015-16 Fiscal Year. The mandated programs and plans required of Fresno COG, along with the variety of Board approved projects, are described and budgeted in this Overall Work Program (OWP) serving as the annual blueprint for agency activities during the fiscal year.



Fresno Council  
of Governments

FINAL  
OVERALL WORK PROGRAM  
Fiscal Year 2015-2016

May 2015

2035 TULARE STREET, SUITE 201  
FRESNO, CALIFORNIA 93721-2111  
PHONE: (559) 233-4148  
FAX: (559) 233-9645  
[www.fresnocog.org](http://www.fresnocog.org)

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# Glossary of Common Acronyms

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

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## **General Information**



# Organization and Management



## Institutional Arrangements

### OVERVIEW

The 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 formally created the agency, formalizing Fresno COG in 1969 through a Joint Powers Agreement (JPA included as Appendix M). Fresno COG undertakes comprehensive regional planning with an emphasis on transportation provides citizens an opportunity to be involved in the planning process and supplies technical service to its members.

#### Fresno COG's Member Agencies

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

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

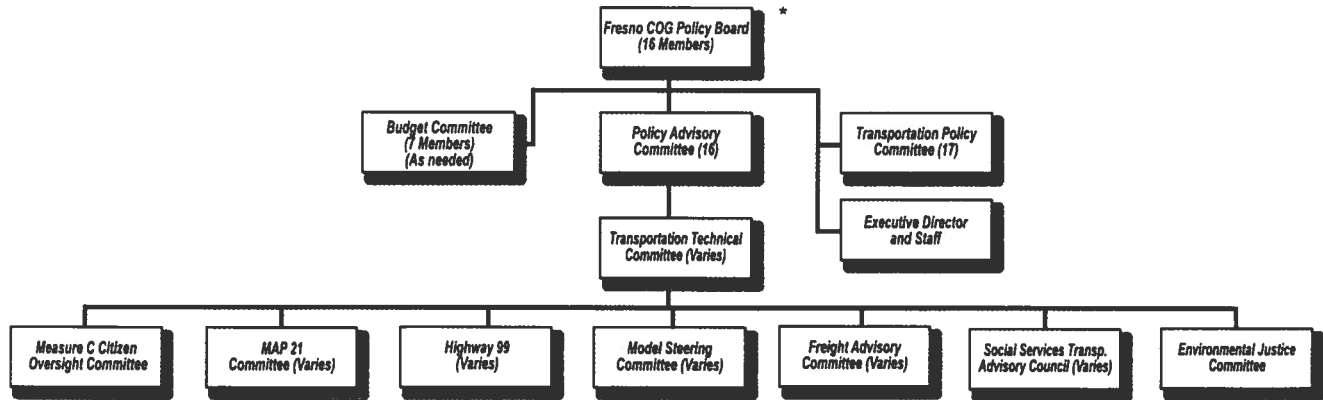
1. Agencies representing over 40% of the population must be in favor of an action, and
2. A Majority of all the members must support the action, that is, nine of the sixteen members.

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

### ORGANIZATIONAL CHART

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

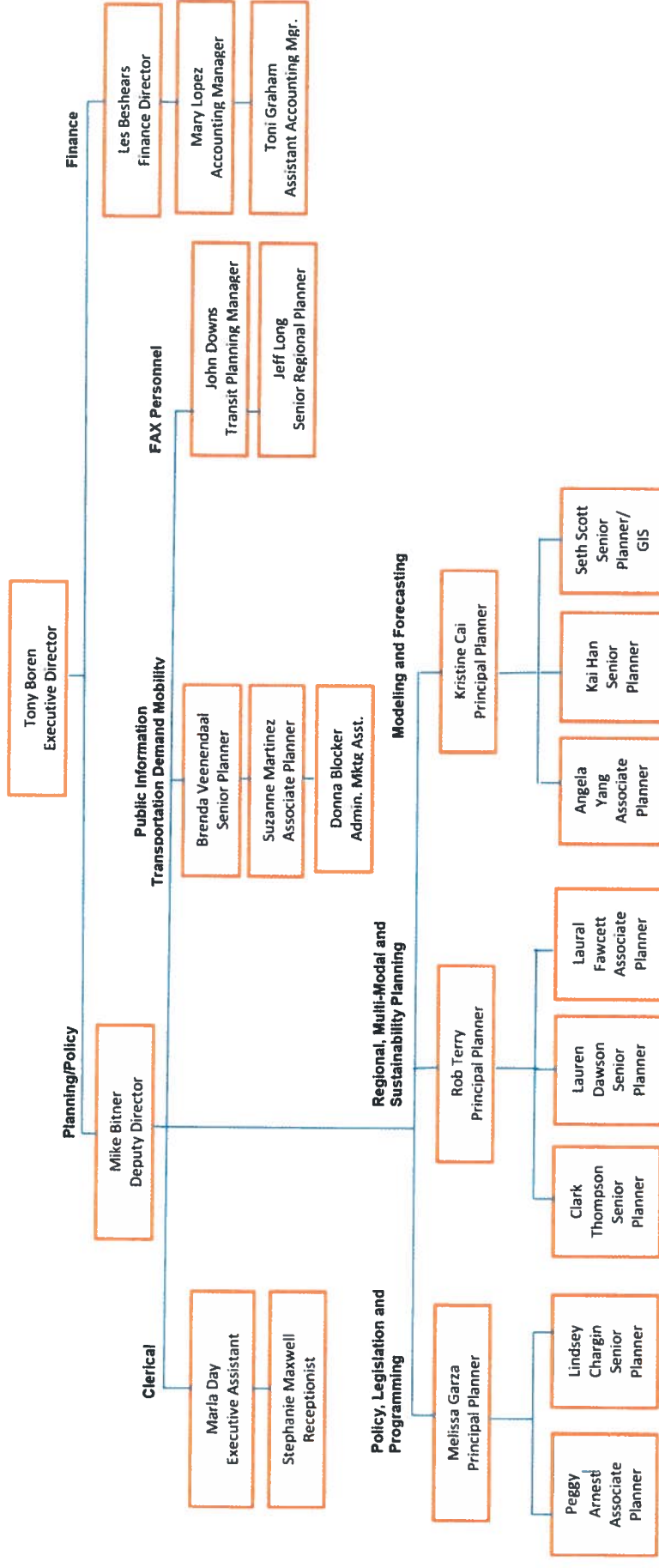
# **Exhibit 1** **FY 2015-16 Overall Work Program** **Proposed** **Organization Chart**




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\* Fresno County Regional Transportation Mitigation Fee Agency

**Exhibit 1**  
**FY 2015-16 Overall Work Program**  
**Fresno Council of Governments Staff**



## COOPERATIVE AGREEMENTS

The institutional arrangements cited herein are specified within the Fresno Council of Governments Joint Powers Agreement and were made to improve linkages between the regional planning process and planning processes of member governments. Member agencies bear ultimate responsibility for implementing major portions of Regional Plans.

- **Member Agency Working Agreements**

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

- **San Joaquin Valley Air Pollution Control District (SJVAPCD)**

Fresno COG, along with the other seven Metropolitan Planning Organizations in the San Joaquin Valley, is party to a Memorandum of Understanding (MOU) with the San Joaquin Valley Air Pollution Control District which was revised and adopted September 9, 2009. The MOU defines a coordinated and cooperative process aimed at maximum effectiveness and compatibility of air quality and transportation plans, compliance with the provisions of the Federal Transportation Act, Map-21, and the conformity provisions of the Clean Air Act, and at ensuring the most effective use of existing resources and avoiding duplication of effort.

Also the MOU specifically provides for participation in development of transportation control measures required pursuant to the 1990 Clean Air Act Amendments. The eight Valley MPOs have provided the staff and analytical support necessary to develop emission inventories, emission budgets, and transportation control measures for SJVAPCD to include in State Implementation Plans (SIPs) for the San Joaquin Valley.

- **Eight County Memorandum of Understanding**

The eight counties of the San Joaquin Valley Air Basin encompass 27,280 square miles, and are home to over 4 million residents. While large in size, the valley is not a heavily urbanized area like Los Angeles or the Bay Area but consists of a variety of urbanized centers with a great deal of rural territory in between. These urbanized centers have unique transportation characteristics which can best be served by localized planning, while the broader regional issues can be adequately coordinated through the existing MOU's that are in place. It is our opinion that the multiple MPO approach is the most suitable for large suburban/rural areas such as the San Joaquin Valley.

The eight San Joaquin Valley regional transportation planning agencies have executed a Memorandum of Understanding in response to requirements for a coordinated, comprehensive, regional transportation planning process contained in the Federal Transportation Act. This MOU was revised and adopted September 21, 2006. Specifically this MOU provides for the close coordination of planning activities where interregional issues are involved. Areas currently being coordinated are the Regional Transportation Plan, the Transportation Improvement Program, transportation air quality conformity process, transportation control measures, Blueprint implementation and transportation modeling. The MOU establishes a strong working relationship between the eight Valley transportation planning agencies and satisfies federal requirements to have a cooperative agreement between agencies located within the federal air quality nonattainment area boundaries.



The eight Valley MPOs are also charged with addressing the requirements of AB 32 and SB 375 regarding climate change and greenhouse gas emissions. The scope of required activities for the cooperative planning has been included in a valley wide work plan, and those activities applicable to the Fresno COG are included in the OWP.

This formalized working relationship has proven quite effective. Those activities involving the Fresno COG staff or resources are outlined in the OWP.

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

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

- **Transportation Policy Committee**

Under a Memorandum of Understanding adopted between Fresno COG and the California State Transportation Agency, Fresno COG established an Areawide Transportation Policy Committee for Fresno County. The Transportation Policy Committee is composed of the Mayor of each of the cities in Fresno County, the Chairman of the Fresno County Board of Supervisors, and a representative of California Department of Transportation, Caltrans. One of the main functions of the Transportation Policy Committee is to carry out the continuing, comprehensive and coordinated transportation planning process for Fresno County.



## **Rationale for Defining the Region**

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

The scope of regional activities is carried out through provisions within MAP-21. The eight transportation planning agencies in the San Joaquin Valley have executed an MOU identifying the need for cooperation on issues of interregional (or inter-county) importance. The Overall Work Program contains tasks specifically related to satisfying requirements for coordination in the development of the Regional Transportation Plan and Program, conformity assessment, air quality analysis and planning, congestion management and transportation modeling.



## **Policy Making Process**

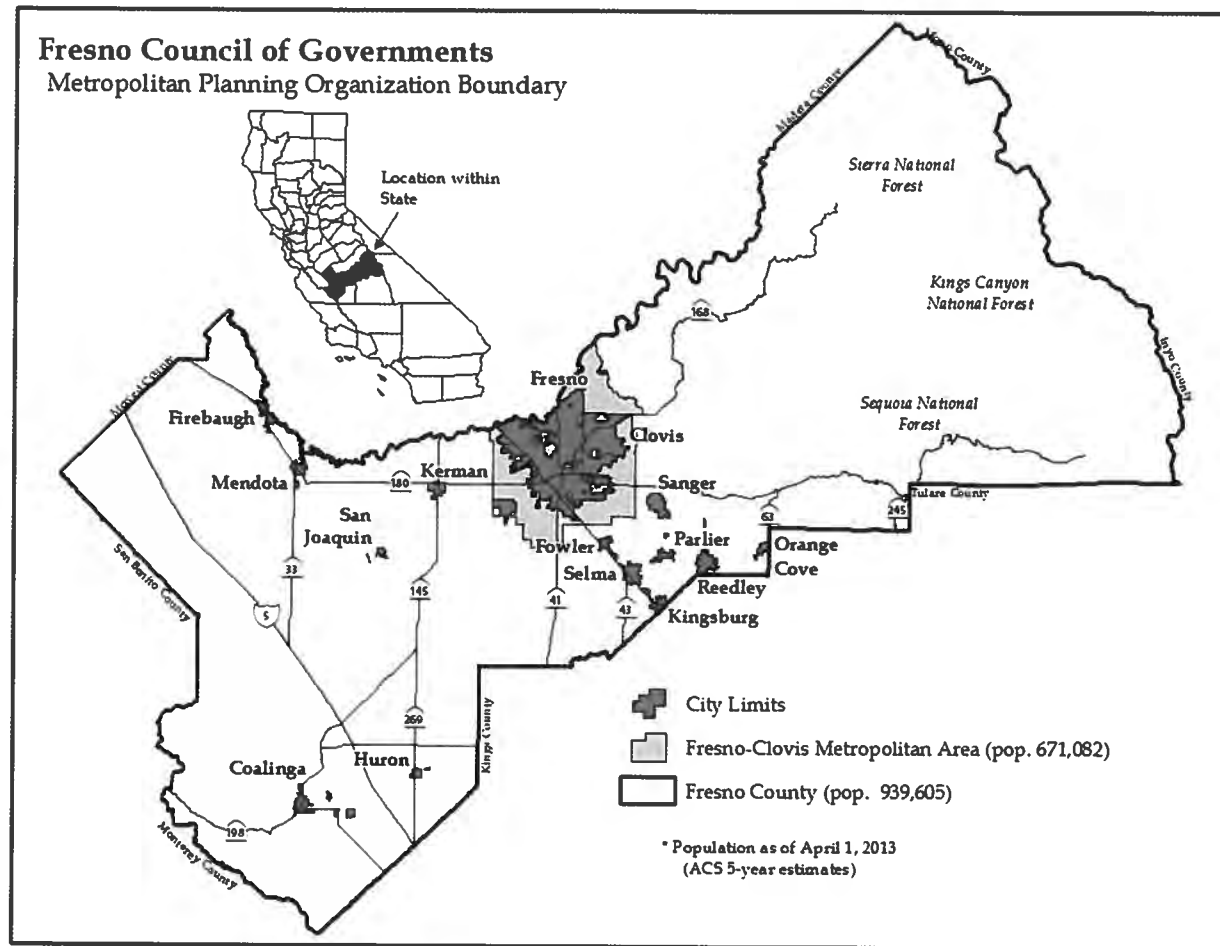
Policy decisions are made by the Fresno COG Policy Board composed of the Mayors of each incorporated city and the Chairman of the County Board of Supervisors, or their designated representatives.

The Board is assisted in making decisions by the Policy Advisory Committee (PAC), composed of the Chief Administrative Officer of each member agency or their designated representatives. With the exception of urgency matters, all items must first be considered by the PAC before submission to the Policy Board.

The Board and PAC are assisted in the decision making process by staff of the member agencies, citizen and interest group input, and various technical advisory committees including: the Transportation Technical Committee; Model Steering Committee; Social Services Transportation Advisory Council, MAP-21 Sub-Committee; Association for the Beautification of Hwy. 99; Environmental Justice Task Force; Measure C Citizen's Oversight Committee, Freight Advisory Committee and the Airport Land Use Commission.

The relationship of Fresno COG's decision making processes and the decision making processes of member governments is enhanced through participation of member representatives at the policy, administrative and technical levels. Through such participation and interaction Fresno COG intends that its policies reflect the interest of its members, and member government policies also may reflect concerns of the Region.

## EXHIBIT 2



### METROPOLITAN PLANNING ORGANIZATION BOUNDARY

The scope of policy making responsibilities include the following:

- A. Evaluation and recommendation of alternative policies, plans and programs for consideration by responsible public agencies.
- B. Acting as the Metropolitan Planning Organization for transportation planning for Fresno County.
- C. Serving in a review capacity to see that all programs, assistance and grants-in-aid covered under Executive Order 12372 are consistent with areawide plans and programs.
- D. Review and approval of Transportation Development Act (Local Transportation Fund and State Transit Assistance Fund) claims by member governments for transit, pedestrian and bikeway, and road projects pursuant to the State Transportation Development Act.
- E. Allocation of components of the OWP to be developed among Fresno COG's planning staff, other public agency staff or private consultants.
- F. Maintenance of appropriate financial and meeting records for the entire planning program.
- G. Establishment of representative advisory committees as needed to assist in the preparation of plans, programs and project review.
- H. Compliance with Congestion Management Process and air quality transportation conformity requirements.



## Coordination Statement

Fresno COG has developed a number of mechanisms to promote coordination. These include the diversified membership of the agency itself, its committees, exchange of work programs, joint use of data, exchange of plans and other publications, contractual arrangements, informal day-to-day communication and other means by which Fresno COG works to improve coordination and cooperation within the Region. The MOU's between the eight valley transportation planning agencies and the Valley Air District form the framework for regular work sessions to coordinate and collaborate on a variety of issues.



## Public Participation

Public participation efforts center around providing the public with information on activities, meetings, plans and reports, and seeking input from the public on Fresno COG's planning activities. Work Element 311 is intended to highlight the COG's desire to encourage more public participation during the transportation planning process, consistent with MAP-21 requirements. This includes public participation in the development stages of plans and programs as well as throughout the adoption process. Fresno COG's 2012 Public Participation Plan was updated at the end of fiscal year, so the 2015 Public Participation Plan will be consulted and followed during each phase of plan or program development.

Currently, citizens are represented on the following committees: Airport Land Use Commission of Fresno County; Transportation Technical Committee; Association for the Beautification of Highway 99; Model Steering Committee; Environmental Justice Committee; Social Service Transportation Advisory Council; Measure C Citizen Oversight Committee; Measure C TOD Scoring Committee; Programming Coordination Group; San Joaquin Valley Greenprint Planning Process Steering Committee; Multi-disciplinary Advisory Group, and the Technical Advisory Committee. Reports from these committees ensure that all committee member viewpoints are reviewed by the Policy Advisory Committee and the Policy Board. Citizens are encouraged to participate in whatever capacity may be appropriate to their cause. All Transportation Technical Committee meetings, Policy Advisory Committee meetings and Policy Board meetings are open public meetings. The Social Services Transportation Advisory Council holds an annual public hearing on unmet transit needs within the county. Matters of important public consequence, such as federal-aid programs, are announced to the general public through email, web and Facebook postings, and press releases when warranted. Official matters requiring public hearings also require legal notices and are followed up with press releases and a posting on Fresno COG's website and mass emails. Efforts to expand public participation include announcing plan and program development as well as regular progress announcements, i.e. draft availability and public hearing opportunities.

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

It is a matter of office policy to inform each member agencies' administrative officer of matters pending that may be of importance to their community, and staff regularly makes special presentations to the citizens of a particular community to insure meaningful interaction.

In 2009 Fresno COG began emailing out a newsletter on COG's activities and opportunities called "Coming Up at Fresno COG". The e-newsletter directs readers back to Fresno COG's website for more information on current and pertinent topics.



## **Equal Opportunity Statement/Disadvantaged Business Enterprise**

The Fresno Council of Governments is an equal employment opportunity employer. Fresno COG has by resolution adopted a "Policy Relating to Equal Employment Opportunity" and has also adopted a statement of policy outlining an Affirmative Action Program for Equal Employment Opportunity.

The policy promotes the creation of a diverse workforce, and an inclusive, open work environment that is free from discrimination and harassment base on race, color, national origin, creed/religion, gender, age, disability, sexual orientation, and Disabled Veteran, Vietnam Era Veteran, and marital status.

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

There is a commitment to meeting the requirements pursuant to Code of Federal Regulations, Title 49, Part 26 related to Disadvantaged Business Enterprises (DBE), and the agency maintains a goal targeting eligible federal prime and sub-contract dollars to a DBE.



## **Staff**

The Work Element Section of the OWP identifies the anticipated level of staffing required to accomplish each work element; staffing needs are identified for Fresno COG, member governments, and consultants. Exhibit I charts the current organization. Staff members, staff classifications, as well as the staff of member governments which may carry out all or portions of OWP work elements are a matter of public record.



## **Transportation Improvement Program (TIP)**

The purpose of a TIP is to program capital improvement projects to implement the Regional Transportation Plan. The Program is prepared in accordance with state and federal regulations. The TIP development process is designed to be consistent with anticipated state and federal fund estimates provided by the California Transportation Commission and, within reason, state funding priorities. TIP development is coordinated between the San Joaquin Valley transportation planning agencies as provided in the MOU between the agencies.

Projects for the TIP are assembled from overall recommendations contained in the adopted Regional Transportation Plan and a process established pursuant to federal guidelines including activities related to Title IV of the Civil Rights Act. Projects will also be selected, as appropriate, from the required Congestion Management System analysis (CMS), the Regional Transportation Plan and the Measure "C" Expenditure Plan. The TIP process is undertaken through a joint committee process to ensure that it is representative of local agency project needs and that the Policy Board approves the plan. Documentation is also reviewed by citizens

sitting on advisory committees to enable them to have input during the development, review and adoption of these reports.



## **Environmental Protection Statement**

Fresno COG is committed to inclusion of environmental planning in the comprehensive planning process. If a proposed policy or plan is formulated, environmental evaluation shall occur in compliance with the requirements of the California Environmental Quality Act (CEQA); should federal funds or approval be involved compliance with the requirements of the National Environmental Protection Act (NEPA) shall also occur.



## **Historic Preservation**

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



## **Social, Economic and Environmental Effects**

The analysis of social and environmental effects of the Regional Transportation Plan were documented in the Environmental Impact Report, prepared for the 1994 Regional Transportation Plan, and confirmed in the Environmental Initial Study performed for the 1996, 1998, 2001 and 2004 Regional Transportation Plan updates. A comprehensive program level Environmental Impact Report was prepared in conjunction with the 2007 Regional Transportation Plan. The 2011 Regional Transportation Plan update included a Subsequent Environmental Impact Report for the project. The 2014 RTP includes a Program EIR.

Social impacts of the transportation plan have primarily focused on documentation that planned public transit services respond to the needs of the transit dependent. The economic effects of the regional plan will be analyzed triennially and documented in the Financial Element. Consideration of social, economic and environmental issues are also included as part of projected work activity in the Overall Work Program.



## **Public Transportation Facilities for Elderly and Persons with Disabilities**

Previous work activities have included annual documentation that public transportation services serve the needs of transit dependents, including elderly and persons with disabilities. Fresno COG has an adopted Assembly Bill 120 Action Plan which requires, as feasible, coordination and consolidation of social services transportation programs. Significant progress in the area of consolidated, coordinated service has ensued. Consideration of public transportation services to serve the needs of elderly and persons with disabilities are also included as a part of the proposed work activity. This activity is also supported by the SB 826 Implementation Report for the Fresno Consolidated Transportation Services Agency (CTSA) - a progress report required every two years and an inventory update required every four years. MAP-21 provides an option for



MPOs of Large Urbanized Areas (UZAs) to assume regional administration of the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program. Fresno COG received the delegated authority of “Designated Recipient” for the Fresno Urbanized Area, by California Governor Jerry Brown on April 23, 2014. As such, Fresno COG staff developed the FTA Section 5310 Program Management Plan.



## **JARC/New Freedom**

In 2015, Fresno COG updated the Fresno County Coordinated Public Transit-Human Services Transportation Plan. In 2008, under the direction of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), Fresno COG led development of a coordinated public transit-human-services transportation plan that provides a strategy for meeting the needs of older adults, persons with disabilities and persons of low income. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of environmental justice populations in Fresno County. In 2012 new authorizing legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century, (MAP-21) included changes that impacted the Coordinated Plan. Map-21 repealed Sections 5316 - Job Access and Reverse Commute and Section 5317 - New Freedom. It retained and strengthened the 5310 program, restating the requirement of the Coordinated Plan and providing for funding support for strategies and projects recommended through the Coordinated Plan process. Fresno COG continues to oversee and administer existing JARC and New Freedom grants.



## **Environmental Justice**

The transportation needs of Fresno County environmental justice (EJ) populations have always been an important part of Fresno COG. Fresno County Environmental Justice Task Force and Fresno COG staff completed the Environmental Justice Plan for Fresno COG. The Plan was adopted by the Fresno COG Policy Board in May of 2009. The EJ Plan was updated as part of the 2014 RTP process.

Staff completed the update of the Fresno COG Title VI Plan in 2013. Approval from U.S. DOT was received on June 27, 2013.



## **Energy Conservation**

Since 1974 the agency has undertaken a number of special studies to evaluate energy use and impact of the Regional Transportation Plan. An Energy Contingency Plan for Fresno Area Express is currently adopted and updated as needed.



## **Consideration of Existing Private Mass Transportation Services**

Both Fresno COG and Fresno Area Express are in compliance with the privatization efforts which were required under FTA Circular 7005.1. However this requirement has since been rescinded.





## Other Technical Activities

- **Existing Conditions of Travel, Transportation Facilities, and Systems Management**

The agency continues to undertake and sponsor work activity regarding existing conditions of travel, transportation facilities, and systems management. Current work activity includes an ongoing traffic monitoring program and transit ridership monitoring. This information is recorded in periodic technical reports, is used by local traffic engineers and public transportation operators, and provides a basis for development of short range transportation systems management actions. In addition, the information is used to assist in calibration of transportation demand models which are used to project anticipated travel demand based upon planned growth.

Originally, the Intermodal Surface Transportation Efficiency Act (ISTEA; P.L.102-240) called for states to establish management systems to set priorities for transportation projects in six areas - highway pavement, bridges, highway safety, traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems. These management systems were designed to help states address transportation needs from a technical standpoint so that decisions were not purely politically driven. Before ISTEA, many states implemented some management system elements, such as those to manage highway pavement and bridge programs, but for other states, it was a new way of operating. Although ISTEA's requirement for states to create management systems was later modified, it did prompt a serious discussion about the importance of management systems in the transportation community and its long term influences are still relevant in the current transportation act: MAP-21. MAP-21 builds on and modifies previous surface transportation laws; ISTEA, the Transportation Equity Act for the 21st Century (TEA 21; P.L. 105-178), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU; P.L. 109-59). Important modifications to the system management concept within MAP-21 include an emphasis for MPO's to establish and use a performance-based approach to transportation decision making and development of transportation plans. This planning process involves intense coordination with Caltrans and transit agencies in order to meet the three key requirements of MAP-21- development of performance measure targets; integration of measures into the planning process; and development of performance plans for safety, asset management (highway and transit), and congestion, which will require data collection, measurements, reporting, and planning efforts both across and within all agencies to meet MAP-21 requirements. Caltrans policy is to maintain the Bridge, Pavement, Intermodal Transportation Management System and Highway Safety management systems as in the past. Caltrans will continue to rely on periodic input from local agencies to complete the reporting process for this effort. Congestion Management System activities are still mandated by federal regulation in transportation management areas (which includes Fresno), and COG has established procedures to comply with these regulations as described in Work Element 172.

- **The Framework for Evaluation of Alternative Transportation Systems Management Improvements**

The process of transportation systems management planning is considered in all Short and Long Range Plans. Modal connectivity is a standard consideration in the planning process because it enhances the range of improvements which might be identified to meet the needs. In addition, the collection of data from any management systems which might have been developed will help in prioritizing what types of improvements are most needed in an area, for the funds available.

- **Projections for Economic, Demographic and Land Use Activities for Transportation Planning.**

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

- **Refinement of the Regional Transportation Plan through Special Studies**

A number of special studies have been undertaken within past years including corridor and small area studies related to streets and highways issues, goods movement, various special transit studies, aviation studies, non-motorized facilities studies, rail studies, etc. Such work activity for the current year is identified within the OWP and future activities will be addressed in the appropriate future OWP. In addition a number of interrelated Planning Grant activities are underway within Fresno COG's planning area as identified in the Informational Matrix..

The newly updated mode choice peak period model is the primary basis for ongoing transportation and air quality planning activities in Fresno County. The updated model provides a 2008 base year and is capable of making traffic projections for every year out to the year 2040 and beyond. The Fresno COG Activity Based Model is being developed for future use in analyzing transportation decisions and their effect on air quality and is part of Fresno COGs long range vision for transportation and air quality analysis.





# Comprehensive Planning Process

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## Planning Area

Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With over \$6.6 billion a year in commercial crop production it is the nation's leading agricultural-producing county. The January 2014 population of 964,040 places Fresno as the tenth most populous of the 58 California counties. There are fifteen incorporated cities, three federally recognized Native American Tribes and the county contains a federally-recognized urbanized area - the Fresno Clovis Metropolitan Area - with a January 2014 population of about 617,797. The county is composed of four distinct geographic areas; the coastal range on the west, the San Joaquin Valley in the central portions, the Sierra Nevada foothills to the east of the valley, and the Sierra Nevada Mountains along the eastern boundary. Fresno County contains portions of the Sierra and Sequoia National Forests, a portion of Kings Canyon National Park and provides a major access to Sequoia National Park and Yosemite National Park.

## Planning Designations and Responsibilities

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

Relative to its regional planning and coordination role, the agency has the following state and federal designations.

### REGIONAL TRANSPORTATION PLANNING AGENCY (RTPA)

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

#### Plans & Programs

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

#### Transportation Development Act Administrative Functions

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

## **METROPOLITAN PLANNING ORGANIZATION (MPO)**

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

The objective of the work program is to document planning activities for the current program year. It also identifies related planning responsibilities for participating member agencies as well as state, Tribal, and federal agencies. The OWP is the programmatic framework of the regional planning process and is intended to provide the basis for application for state and federal funding support of the program. It is developed in accordance with the "*Metropolitan Planning Organizations Overall Work Program Guidance*," distributed by Caltrans.

## **AREAWIDE PLANNING ORGANIZATION**

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

## **TRANSPORTATION MANAGEMENT AREA**

As an urbanized area with over 200,000 population, Fresno County has been designated as a Transportation Management Area (TMA). TMAs are subject to special requirements regarding the fulfillment of responsibilities assigned by provisions of the Congestion Management System, and application of project selection and certification procedures. Fresno COG's Policy Board is comprised of local elected officials. These officials also sit as the governing board of the Fresno County Rural Transit Agency (FCRTA), or as in the case of the City of Fresno, have administrative control over Fresno Area Express (FAX). Fresno COG sitting as the Transportation Policy Committee includes a Caltrans representative.

## **MEASURE C (1/2% SALES TAX) PLANNING RESPONSIBILITIES**

With the reauthorization of Measure C in 2006, Fresno COG is responsible for developing and maintaining the Strategic Implementation Plan in conjunction with its member agencies, and Caltrans. The Fresno County Transportation Authority was assigned legal responsibility for the strategic implementation of the expenditure plan for the revenues raised by the 1/2 cent sales tax. 1/2 cent local sales tax proceeds along with other federal, state and local funds provide the revenue foundation for delivery of Measure C projects.

## **LOCAL CLEARINGHOUSE**

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

## **CENSUS DATA CENTER**

Fresno COG has assumed responsibility as the Affiliate State Census Data Center for Fresno County. Staff responds to requests for census information from member agencies and the public. There is also a requirement for continuing coordination with the Bureau of the Census relative to public dissemination of census reports, announcements, and maintenance of census geography.

Fresno COG's website at [www.fresnocog.org](http://www.fresnocog.org) allows direct access to census, housing and economic information. Other information items have been maintained on-line as well, including our regional directory, agendas, minutes, and other appropriate items.



## **Funding the Fresno COG Planning Program**

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

### **LOCAL**

**Member Dues** - Participating member agencies are annually assessed dues proportionate to their percentage of total county population. Since 1973 total dues revenue have been set at \$40,000, except for those years when the COG Policy Board chose to utilize the services of a lobbyist to represent Fresno COG in Sacramento. Though, that consultant contract has expired, the dues will remain at \$40,000 for the 2015-16 fiscal year.

**Local Transportation Fund (LTF)** - The LTF is derived from 1/4 cent of the retail sales tax collected within Fresno County. It is intended to support a balanced transportation system with emphasis on public transportation. Council policy is to first fund all Transportation Development Act (TDA) administrative activities "off-the-top". Included would be costs directly attributable to LTF administration and required annual fiscal and compliance audits on monies disbursed from the fund. The balance is available to member agencies and is apportioned based upon proportionate population relative to total county population. Pursuant to state law, specific allocations are apportioned from each member's fund as follows:

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

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

**Fresno County Rural Transit Agency (FCRTA)** - The FCRTA contracts with Fresno COG for administrative and financial management services. This contractual arrangement is reflected in OWP Work Element 920.

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

### **STATE**

State funding for ongoing planning activities has been discontinued. The state does participate in specific projects that vary from year to year. This state participation is detailed in Work Element narratives and revenue tables in the appendices.



**State Board of Control (Housing)** - Fresno COG may submit estimates to the State Board of Control for reimbursement of costs relative to Regional Housing Needs Determination activities. Such activities, being a state mandate are to be directly recovered from the state.

## **FEDERAL**

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

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

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

- 1) **FTA Section 5303** - made directly available to the agency to support urban transit planning activities.
- 2) **FTA Section 5304** - made available to the state for discretionary use in funding rural transportation planning activities.
- 3) **FTA Section 5307** - made available to Fresno Area Express for program operation and capital purposes. Fresno Transit passes-through a portion of these funds to Fresno COG for urban transit planning activities performed for Fresno Area Express.
- 4) **FTA Section 5316** - Jobs Access Reverse Commute (JARC). JARC provides funding for local programs, offering access to Jobs and reverse commute transportation services for low income individuals. (Discontinued in MAP-21, however Fresno COG continues to oversee and administer existing grants)
- 5) **FTA Section 5317** - New Freedom. This program provides funding for projects that can provide new public transportation services and alternatives for disabled persons beyond the requirements of the 1990 ADA act. (Discontinued in MAP-21, however Fresno COG continues to oversee and administer existing grants)

**Environmental Protection Agency (EPA 105)** - Fresno COG is party to a Memorandum of Understanding with the Air District with specific responsibility for air quality related transportation planning activities within Fresno County. EPA funds air quality attainment planning activities through its 105 program and Fresno COG utilizes such funds when available.

## **OTHER FUNDING SOURCES**

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



## **Status of Comprehensive Planning Process**

### **SUMMARY**

Fresno COG has been active in regional planning since 1969. Functional areas in which such planning activities have occurred include the following:

- Transportation (highways, public transportation, rail, aviation, and non-motorized)



- Congestion Management
- Regional Land Use
- Housing
- Air Quality
- Environmental Conservation
- Transportation Demand Measures
- Open Space
- Seismic
- Water and Sewer
- Technical Assistance to Members

Statutory planning responsibilities have narrowed to focus on regional transportation and housing planning. Fresno COG seeks integration of long-range general planning and specific functional planning of the county, cities and other agencies into a coordinated regional planning process for the area. This planning process emphasizes linkage between regional policy formulation and implementation through involvement of participating member agencies. Documentation of major planning activities is available in the Fresno COG offices and is more thoroughly discussed within the specific Work Elements of this document.

The approach to regional planning has been to provide a marriage of local land use planning activities and developing transportation planning policies. Fresno COG, through maintenance of a continuing process of analyzing interrelationships between land use patterns, related infrastructure and transportation elements, is positioned to provide appropriate response to shifting public policy resulting from physical, social, economic and environmental constraints.

The process considers both long-range and short-range solutions to regional issues. Long-range planning is oriented to identifying regional needs at least 20 years into the future and initiating actions to address those needs (i.e. reservation of needed rights-of-way through planning reservation or plan lining). Short-range plans evolve from the long-range plan and are more specific in that they are oriented towards programming and construction of facilities. Financing of major public improvements has become a concern in terms of delivering projects in accordance with short-range planning objectives. Fresno COG provided valuable technical - assistance in the reauthorization process for Measure C, 1/2 cent sales tax collected for transportation purposes.

Fresno COG also provides a valuable resource to county wide planning activities through maintenance of the Socioeconomic Database. This database is a detailed source of information about both existing and future urban development patterns. One use of the information is as input to the Fresno County travel demand forecasting model. It is expected that the data will prove useful for analyzing other urban infrastructure requirements including sewer, open space, transit, and schools.

## **MPO PLANNING CERTIFICATION PROCESS**

In order to maintain eligibility for federal funding as an MPO, the agency must annually certify that it is complying with all stated federal rules and regulations in conformance with:

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(l) as amended by the Moving Ahead for Progress in the 21st Century (MAP-21) legislation
- Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d))
- Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California Under 23 U.S.C. 324 and 29 U.S.C. 794
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, February 11, 1994
- Executive Order 13175, Consultation and Coordination with Indian Tribal Governments

- Section 1101(b) of the Transportation Equity Act for the 21<sup>st</sup> Century (Pub. L. 112-141) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26)
- The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38)

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

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

Because the Urbanized Area is a Transportation Management Area, the Fresno COG is subject to a joint review by FHWA and FTA every four years to determine if the planning process meets certification requirements. The most recent joint review was conducted in March 2013. On June 13, 2013 Fresno COG received notification of certification valid for four years.

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

## Regional Transportation Planning Issues

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### MAP-21 Issues

On July 6, 2012, President Obama signed into law the new federal Surface Transportation Act, Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141). One of the most significant reforms in MAP-21 is the establishment of national goals and performance measures. The intent of MAP-21 is to create a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining, operating, and rehabilitating current infrastructure conditions, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991 under ISTEA. The legislation directs USDOT to work with states and Metropolitan Planning Organizations (MPOs) to develop performance measures related to pavement condition, safety, congestion, emissions, and freight. States are then directed to set performance targets for each of these measures. MAP-21 makes significant changes to the federal transportation program and funds surface programs. MAP-21 does not address the issue of the declining balance in the Federal Highway Trust Fund; instead it funds the two year program with ten years of “savings” and “consolidations” of other federal programs. MAP-21 has expired and is now operating under Continuing Resolutions. There are six core formula programs; National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings (set-aside from HSIP), Metropolitan Planning along with two formula programs; Construction of Ferry Boats and Ferry Terminal Facilities and the Transportation Alternatives Program (TAP). Though the programs have changed, the states have flexibility over the distribution of funding programs.

MAP-21 expired in October of 2014 and some of the Notices of Proposed Rulemakings are still being released. While it still remains unseen as to whether or not MAP-21 will have fulfilled its intent for the two years of its enactment along with the current continuing resolutions, it was a step in a positive direction with its substantial ambitions of reform and streamlining efforts that benefited local agencies. An example of streamlining efforts included the increase in categorical exclusions (CE) — which allows agencies to not perform environmental assessments on certain categories of projects when those areas do not affect people or the environment — without the need for Federal Highway Administration approval each time. The full implementation, programming specifics and performance metrics are still being developed at the federal and state levels and providing regions and stakeholders the opportunity to be involved in the rulemaking process. Fresno COG actively engages in all MAP-21 implementation discussions and collaborates with interested parties, Caltrans, the California Transportation Commission (CTC), local agencies and FHWA to ensure that MPO input is provided for the remainder of this act and throughout the development of the future act.



### Funding

The key problem facing all transportation modes is still the lack of available funding for system preservation, system management and system expansion. Existing transportation state funding for local streets and roads have been impacted and continue to be at risk due to several factors such as declining California excise tax revenues and diminishing revenues in the Highway Trust Fund. The issue of “rate of return” for states, in terms of how much they receive back from the gas taxes they contribute to the Highway Trust Fund (HTF), has plagued reauthorizations for decades. With the general fund revenues of-setting the HTF that have occurred since 2008, and continue under MAP-21, according to the

General Accountability Office, all states are now receiving more back from the federal surface transportation program than what going into the gas tax fund, with the help of general fund. The Congressional Budget Office predicts that under MAP-21, the HTF will face insolvency in 2015, including the Mass Transit Account. Beyond these immediate concerns is the fact that we will be unable to authorize long-term legislation that allows for good planning practices until a secure, stable, and sustainable funding source is identified.

California's Metropolitan Planning Organizations and Regional Transportation Planning Agencies are striving to implement regional transportation plans and sustainable communities but continue to face challenges when trying to identify strategies for long term, sustainable and reliable funding solutions. As previously mentioned, existing revenue streams dedicated to funding transportation system needs have not kept pace with the cost to operate, maintain, rehabilitate and expand the national and state transportation network. Since traditional mechanisms for funding the transportation network are based on taxes tied to diminishing fuel usage, unsustainable funding is a huge challenge given the continuous growing population, inflation, and the proliferation of fuel efficient and alternative fueled vehicles, among other factors. Although the state's finances are at a point where obtaining additional transportation dollars to address local needs may be difficult, the thought of having our already insufficient local road funds reallocated to address the state's budget is always a real concern for cities and counties. California's cities and counties own and maintain 81% of the paved miles in our state -- but do not receive nearly sufficient funding from the state to maintain this essential part of the California transportation network.

The 2014 California Statewide Local Streets and Roads Needs Assessment report was released October 2014.. The report is to be published every two years, and in this publication, the financial numbers reported are startling. It shows that there continues to be steady downward trend in the pavement condition since 2008. In the next 10 years it is estimated that the local system will have a \$78.3 billion funding shortfall. Existing funding for California's local streets and roads is just \$1.7 billion annually but \$3.3 billion is needed just to maintain the current statewide average rating of 66. However it would take \$7.3 billion annually to bring the state's local streets and roads into a safe and reliable condition. These figures do not take into account the \$31 billion needed in the next decade for curb ramps, sidewalks, storm drains, street lights and signals. Furthermore, there is a funding shortfall of \$1.3 billion to maintain the safety and integrity of California's 11,863 local bridges. MAP-21 discontinued federal bridge funding while still maintaining a priority for bridge safety and preservation. Local agencies are struggling to try to find other creating ways to fund important bridge projects jeopardizing the priority of funding other necessary projects such as road rehabilitation projects that have complete streets components.

The report shows that pavement conditions are deteriorating across California, and that while the costs are high for even the most basic repair and maintenance, the price tag for waiting is far higher, from both an economic and a public safety standpoint. Having reliable local streets and roads increases the safety and livability of our communities.

Also, in 2010, the CTC launched the development of a statewide multi-modal transportation needs assessment report through the collaboration with chief executive officers of MPO's, Regional Transportation Planning Agencies, Caltrans, transit agencies, rail, ports and airports, to better understand the needs of the state's transportation system. The results of the Statewide Transportation System Needs Assessment, which was completed in 2011, reflects a 10-year projection of anticipated federal, state and local revenues and a summary of investment needs for a transportation system that integrates pedestrian and bike facilities, transit, passenger/commuter rail, highways, local streets and roads and access to ports, airports and the planned high speed rail system. The needs assessment shows that within the state of California we are about \$295.7 billion (or 45%) short of the revenues needed to complete the system management and system expansion projects that are currently planned within the 10-year period of 2011-2020. The CTC is preparing to update the report very soon.

Traditional sources of local funding, even when augmented by a locally approved 1/2% sales tax, are inadequate to meet identified transportation needs within Fresno County. Local options, such as development fees, public/private partnerships and other revenue enhancements have been and continue to be pursued.

Active pursuit of the following policies during the coming years is aimed at improving the financial situation:

- Aggressively program the "county share" of any available state highway improvement funds and pursue Interregional Road Improvement Program funding; seek to maintain our funding position within the currently adopted State Transportation Improvement Program.
- Actively seek supplemental federal and state funding to help support self-help sales tax counties such as Fresno.
- Work to strongly leverage local sales tax revenues to insure the maximum state and federal financial participation in our transportation



## Travel Demand and Air Quality

Modifying travel demand is an increasingly important issue for the future, both in terms of congestion management and air quality. Current financial, energy, and environmental resources are overburdened, and the seriousness of this region's air quality problems may lead to implementation of more stringent measures to reduce future vehicle travel. Public transit continues to play a major role in undertaking any proposed transportation systems management activities. With the additional responsibility of meeting ARB required greenhouse gas emission reduction targets, it becomes even more critically important that the state and federal governments continue or increase their present level of resource allocation to support local transit and projects to reduce transportation sources of air pollutants.

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

The San Joaquin Valley Air Basin is designated nonattainment for ozone and particulate matter. The Fresno-Clovis Metropolitan Area is designated by EPA as an attainment/maintenance area for carbon monoxide. On December 12, 2008 EPA redesignated the San Joaquin Valley Air Basin to attainment/maintenance for the National Ambient Air Quality Standard for PM<sub>10</sub>, and also approved the maintenance plan for the area. As a result of the federal designations, conformity determinations must demonstrate conformity for ozone, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. FHWA/FTA last issued a finding of conformity for the 2015 Federal Transportation Improvement Program on December 15, 2014 and the 2014 Regional Transportation Plan, on December 12, 2014.

Consistent with federal direction for a coordinated basin-wide approach to dealing with these pollutants, the San Joaquin Valley Metropolitan Planning Organizations (MPOs) have entered into a Memorandum of Understanding (MOU) as discussed in the "Organization and Management" chapter under the "Cooperative Agreements" section. The eight Valley MPOs also have a MOU between and among themselves and the San Joaquin Valley Air Pollution Control District. Fresno COG is an active participant in planning programs undertaken pursuant to the MOUs. Fresno COG staff participates in coordinating valley traffic modeling activities relative to air quality requirements, and provides assistance in the consistent application of EMFAC 2011 and EMFAC 2014 (released for public review 12/30/2014) within the San Joaquin Valley. (EMFAC is the model developed by the California Air Resources Board which is used to calculate emission rates from all motor vehicles, such as passenger cars to heavy-duty trucks, operating on highways, freeways and local roads in California.)

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



State and federal agencies must continue to play a strong role in the partnership of implementing control strategies to achieve emissions reductions. The most significant vehicle emission reductions are achieved through the implementation of the California motor vehicle control program. Local programs to control transportation activities can contribute to improvements in emissions; however, continued state and federal actions to improve emissions performance directly at the source, are critically important.



## **Livable Communities and Transit Oriented Development**

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

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

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

In an effort to improve mobility and enhance the quality of life in our communities, transportation plans need to coordinate transit planning with community development planning. Livable communities are those in which housing, schools, parks and convenient transit services are within easy walking distance. Those transit services should link the residents with employment and shopping opportunities. Livable communities will evolve from a combination of careful land use decisions and well developed design guidelines. Both land use and transportation planning must consider alternatives to automobile use. Such alternatives as walking, transit and bicycling should be built into the community planning process. The benefits of mixed use neighborhoods should be recognized as another mechanism for establishing livable communities. During the 1996-97 fiscal year, COG became a "Transportation Partner" with the Center for Livable Communities and has since continued that association. This association gives COG and member agencies access to a broad array of diverse resources to begin building awareness of this critical issue.

In 2006, the eight San Joaquin Valley COGs initiated the Blueprint planning process which integrates land use, transportation and resource planning for the region to address growth to the year 2050. The process, which promotes smart growth and efficient use of land, has moved into the planning implementation stage by engaging the 62 cities and 8 counties in the Valley in planning for more livable communities.

With the passage of AB 32 and SB 375, the 18 MPOs in California are required to address climate change issues through integrated transportation and planning. The MPOs are required to develop a Sustainable Communities Strategy (SCS) in their Regional Transportation Plan. Land use and transportation strategies applied in the SCS include compact development, mixed uses, allocating more growth along major transportation corridors, investment in public transit, and active transportation, etc. In addition to meeting the greenhouse gas emission reduction targets set by the California Air Resources Board (ARB), the SCS will also be able to achieve other highly desired co-benefits such as farmland preservation, improved air quality and public health, affordable housing and more transportation options, etc.



## **Capacity Problems / Corridor Needs**

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

Utilizing Fresno COG's transportation model, local agency staff will continue to identify capacity constraint problems associated with the planned circulation system. At issue is whether or not the Circulation Element of the local General Plans will provide for street and highway development and other modal capacity sufficient to accommodate anticipated mobility needs; what service levels would be associated with future development; and how improvements might be phased. The level of service analysis will be consistent with work required for the Congestion Management System analysis.

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



## **Local Maintenance, Rehabilitation, Reconstruction and New Construction**

Although the focus of the Fresno COG's efforts, as a Metropolitan Planning Organization, has often been FCMA transportation planning, it is well recognized that Fresno County and 13 rural cities contribute funding toward the transportation planning process. With this in mind, the Fresno COG will continue to program work activity which assists in the development of and management of rural area street systems. The traffic model has been expanded to incorporate a countywide system, and will be further refined to allow analysis within rural cities. Rural mobility and connectivity is of extreme concern due to the nature of our economic base in the Central Valley. Agriculture is the cornerstone of the valley economy, and is also a key element in the economic health of California. As with any industry, agriculture depends on the ability to move goods from farm to market. This involves an extensive network of local, regional and state roadways that require ongoing maintenance and rehabilitation. Both state and federal emphasis appears to be on efforts to revitalize the manufacturing base, improve the movement of international trade, and support tourism. It would seem equally important to emphasize the need to support and maintain the basic local goods movement system that allows for a healthy and vital agriculture economy. Ongoing review and analysis of inconsistencies between the City of Fresno, City of Clovis and Fresno County Circulation Elements continues. This review considers computer analysis of the planned circulation network of the agencies based upon land use and growth assumptions.





## Public and Social Service Transportation

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

Continue coordination and collaboration between both public and social service transportation providers to avoid possible duplication of service. Efficiency, overall economy, and quality are to be pursued through the consolidated approach.

The focus of both state and federal policy is to seek improved performance and safety of public transit operators. In past years a priority for Fresno COG has been to annually evaluate the performance of individual transit lines and subsystems based upon accepted productivity measures. This information comprises the "Transit Productivity Evaluation" and serves as input to the "Short Range Transit Plan" (SRTP) updates and will continue to be developed.

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

Involvement of private enterprise in the provision or support of transit operations appears to have lessened as an FTA emphasis area. Fair labor provisions which preclude actions of transit operators from adversely affecting public employees with use of federal assistance pose other problems. Transit operators will continue to consider the potential for private enterprise where greater efficiencies in the existing systems may be gained.



## Aviation

Fresno County's Airports play a vital role in the goal of achieving a fully functional and integrated air service and airport system that is complementary to the regional transportation system. The role and function of the nine (9) public use airports in Fresno County's airport system, based on the categories set by the Federal Aviation Administration (FAA), found in the 2013-2017 National Plan of Integrated Airport Systems (NPIAS), are summarized in the following table:

AIRPORT	SERVICE LEVEL	CATEGORY	LOCATION
Fresno Yosemite International Airport (FYI)	Commercial Primary <i>Military-Air National Guard Station</i>	Small Hub	City of Fresno
Fresno Chandler Executive	Reliever	Regional	City of Fresno
Sierra Sky Park	Privately Owned General Aviation	N/A	City of Fresno
Reedley Municipal	General Aviation	Local	City of Reedley
Harris Ranch	Privately Owned General Aviation	N/A	City of Coalinga
Firebaugh	General Aviation	Basic	City of Firebaugh
William R. Johnston Municipal	General Aviation	N/A	City of Mendota
New Coalinga Municipal	General Aviation	Basic	City of Coalinga
Selma Aerodrome	Privately Owned General Aviation	N/A	City of Selma

The airport and the compatibility of the surrounding land uses is a continuing issue. Local agencies must maintain their diligence in the areas surrounding the airports so as not to create conflicts with incompatible uses because of high noise levels and potential safety hazards. The Fresno COG contributes to the regional and statewide effort to provide oversight of land uses in and around airports through staff support of the Fresno County Airport Land Use Commission (ALUC), which is responsible for conducting Airport Compatibility Land Use determinations and relevant planning activities.



## **Rail**

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

1. Consolidation of all Burlington Northern Santa Fe Railway and Union Pacific mainline rail traffic onto the present Union Pacific mainline tracks through Fresno.
2. Additional intercity train service for the San Joaquin route.
3. Construction of a new multimodal station in Fresno.
4. Obtaining abandoned trackage through Fresno County for future local transportation purposes.
5. Long range planning and corridor preservation for future commuter, light rail or other mass transit uses in Fresno County.
6. Expansion of train service rather than dedicated bus service to Sacramento (north of Stockton) as a logical expansion of valley train service (currently 2 trains in service).
7. The potential of commuter light rail in Fresno County.
8. Participation in state high speed rail feasibility studies.

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



## **Measure "C" Fresno County's 1/2 cent Sales Tax for Transportation Purposes**

In its role as the Regional Transportation Planning Agency for Fresno County, Fresno COG is legislatively responsible for preparing an Expenditure Plan for revenues generated by Measure C, Fresno County's 1/2 cent sales tax for transportation purposes. The original Measure C was passed in 1986 and had a twenty year life span that terminated on June 30, 2007. The voters of Fresno County chose to reauthorize a Measure C Expenditure Plan that identified \$1.7 billion in multi-modal projects and programs implemented over 20 years, from 2007 through 2027. The Plan had the unanimous support of Fresno COG, Fresno County Transportation Authority, the county of Fresno and all fifteen cities.

The next step in the process was the development of a Strategic Implementation Plan which identifies the timing, priorities and financial strategies necessary to deliver the \$1.7 billion program in a timely manner. Fresno COG staff worked with the Fresno County Transportation Authority staff and a consultant to update individual Implementation Plans that had been developed between 2007 and 2013, and combine them in to one cohesive document now called the Measure C Extension Strategic Implementation Plan. This plan was approved by the Fresno County Transportation Authority in May of 2013. It includes implementation guidance for the Regional Public Transit Program which includes five programs Fresno COG implements, the Local Transportation Program, the Regional Transportation Short-Term and

Fresno Airport Subprograms, the Alternative Transportation Program, the Administration/Planning Program, the Alternative Transportation Program, and the Environmental Enhancement Program which includes the Regional Transportation Mitigation Fee Program (also implemented by Fresno COG) and the School Bus Replacement Program.



## **Management Systems**

Under the previous legislation of SAFETEA-LU there were 5 management systems that were an optional part of the planning process (Bridge, Pavement, Public Transportation, Highway Safety, and Intermodal). The current legislation, MAP-21, that was enacted into law on July 6, 2012; emphasizes the importance on developing a performance and outcome-based federal transportation program. MAP-21 established national performance goals that include safety, infrastructure conditions, congestion reductions, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Not later than 18 months after date of MAP-21 enactment USDOT, in consultation with state DOTs, MPOs, and other stakeholders promulgated a rulemaking process that establishes the metrics that will be used for the development of performance targets. The Congestion Management Process (CMP) requirements remain in effect under MAP-21 and COG's approach to satisfying these regulations is discussed in Work Element 172. COG's and Caltrans's efforts in these areas is discussed in the "Organization and Management - Other Technical Activities" section.

# Planning Emphasis Areas & Metropolitan Planning Factors



## FTA/FHWA Planning Emphasis Areas

Planning emphasis areas (PEAs) are policy, procedural and technical topics that federal planning fund recipients must consider when preparing work programs for metropolitan and statewide planning and research assistance programs. With the renewed focus on transportation planning as required by MAP-21, Transportation Secretary Foxx, and the pending issuance of proposed transportation planning regulations, Federal Highway Administration (FHWA) and the Federal Transit Administration's (FTA) Offices of Planning jointly issued the following 2015 Planning Emphasis Areas (PEAs) for inclusion in the regional transportation planning process.

### ***MAP-21 Implementation***

- Transition to Performance Based Planning and Programming. The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

### ***Models of Regional Planning Cooperation***

- Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This cooperation occurs through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes collaboration among State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

### ***Ladders of Opportunity***

- Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Health Care, Schools, Supermarkets, Employment Centers, Voting/Polling Places, Courthouses, Recreational Areas, and/or Motor Vehicle Departments. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

### **MAP-21 Implementation**

The 2014 Regional Transportation Plan (RTP) takes a performance-based approach in accordance with MAP-21. Federal legislation specially emphasizes the development and monitoring of system performance measures and goals. The most recent RTP incorporates a Sustainable Community Strategy as required by SB 375 which measures specific outcomes with respect to environmental sustainability and other areas such as housing, transportation and air quality. MAP-21 continues the metropolitan and statewide transportation planning processes and directs development of enhanced performance goals, measures, and targets to be incorporated into the process of identifying needed transportation improvements and project selection. Fresno COG integrated new performance goals, state standards and regional Standards into Fresno COG's continuous, comprehensive and cooperative planning process and in the Regional Transportation Plan. Fresno COG, in cooperation with the State, FHWA, FTA and other MPOs, will continue to establish and implement performance measures as part of the transportation planning and programming process. Federal performance measures pursuant to MAP-21, are currently underway by the USDOT; however, when they are finalized, they will require regional and statewide integration. Therefore, Fresno COG will work closely with Caltrans, the Fresno COG Board and local stakeholders on the development of performance targets, as well as other necessary and appropriate program efforts and developments to address the final rules. Meanwhile, Fresno COG continues to participate in the federal rulemaking process.

### **Models of Regional Cooperation**

To provide for a comprehensive understanding of transportation movements and effects between Fresno and Madera Counties, and to further coordinate activities between neighboring MPO's and local agencies within the San Joaquin Valley, Fresno COG and the Madera County Transportation Commission (MCTC) – in partnership with the Counties of Fresno and Madera, and the Cities of Fresno and Madera – are conducting a joint study focusing on the traffic movements along the entirety of the Highway 41 corridor running through both Fresno and Madera Counties, and the various impacts associated with such movements. The joint study consists of two parts; with part one entailing an analysis of origin and destination traffic movements between the two counties, and part two providing an analysis of the fiscal impacts of such movements on the local and regional economy. The results of the joint study are intended to better inform local decision-making bodies regarding commuter patterns and their economic impacts as these agencies continue discussions relating to development patterns of interest to each jurisdiction, in-line with previous agreements to consider such activities and potential impacts. In addition, deliverables are also intended to improve the regional planning agencies' abilities to implement their Sustainable Communities Strategies.

The MPO's of the San Joaquin Valley have a strong history of collaboration and cooperation, as shown in Work Element 820, coordinating elected officials through the San Joaquin Valley Regional Policy Council; connecting administration through the Executive Director's Committee; and coordinating staff through the Valley Legislative Affairs Committee, the San Joaquin Valley Blueprint and Greenprint Planning Processes, air quality and modeling activities, and various other studies and activities such as public outreach and goods movement.

Fresno COG has successfully managed two valley-wide model improvement programs that provide a standard modeling platform for the 8 valley COGs. The current MIP models used by the 8 valley MPOs for RTP/SCS and air quality conformity were built with the same methodology, data source, and by the same model developer. The second phase of the MIP model update (WE111) is under contract and the 8 valley COGs's model will be validated to data sources such as the 2010 census, the 2010 California Household Survey, and cell phone data. The modelers in the 8 valley MPOs have regular trainings together and share experience among each other with regards to applications of the traffic model as well the air quality model. The 8 MPOs in the San Joaquin Valley jointly hires an air quality consultant, who works closely with the valley-wide air quality coordinator on valley-wide issues such as conformity, programing, SCS, etc. Fresno COG and other 7 valley COGs have been regularly participating in the Inter-Agency Consultation meetings that were attended by EPA, ARB, the San Joaquin Valley Air Pollution Control District, FHWA, and other federal and state agencies. (WE180)

### **Ladders of Opportunity**

Fresno COG's transportation planning efforts create ladders of opportunity throughout the region and throughout the major transportation corridors throughout the region and throughout the major transportation corridors by bringing various public, private and non-governmental stakeholders together to address the various challenges associated with community development and transportation. By working together to address collective and individual transportation challenges, solutions are placed that improve and enhance public mobility across all modes, reducing congestion and increasing the productivity and economic vitality of the region. Coordinating between adjacent Counties for coordinated public transit is something that the Fresno County Rural Transit Agency continues to do with the City of Dinuba and Kings Area Rural Transit for services into and from Fresno County. Movement of agricultural products is vital to the economy of the Central Valley, with products planted, grown and harvested exported throughout the world. Fresno COG is heavily invested in activities that support the movement of these goods within and throughout the region. Examples such as the San Joaquin Valley Goods Movement Study, and further-focused I-5/Hwy 99 Goods Movement Study, provide cross-sector analysis that provides elected officials with the relevant data and information needed to promote projects that serve to improve the access, safety and smooth operation of transportation systems within their individual communities, and throughout the region, as a whole.

Projects such as Fresno COG's proposed Long Range Transit Plan seek to ensure public transit access to services such as health care, retail services, employment centers, government and public services (courthouses, DMV, etc.), and recreational activities, region-wide. Fresno COG's 2014 RTP/SCS promotes the increased placement and operation of enhanced public transit, such as the City of Fresno's BRT system, which will greatly assist at improving access throughout the Fresno Metro area and reduce GHG emissions, in accordance with SB 375. Improved transit access, such as the BRT, provides greater support for increased residential densities along major transportation corridors, alleviating congestion levels and improving mixed-use and transit-oriented development opportunities; both of which add greater value to the existing housing stock of

the region, including additional opportunities for affordable housing and closer proximity to essential services and employment options for greater portions of the population.

The Needs Assessment program (WE170) created as one of the implementation programs of Fresno COG's first SCS is another example of Fresno COG's efforts of seeking and creating opportunities throughout the region by bringing different stakeholders together and addressing the challenges. The Needs Assessment program will conduct regional gap analysis, and will identify projects that will provide regional connectivity. Bike and pedestrian facilities will be the priority of the program, especially in the disadvantaged communities. Inventory of such facilities will be conducted and analysis will be performed in combination with public health information. The results of the Needs Assessment program will be helpful in providing some guidance for the Sustainable Infrastructure and Planning Grant program, which was also created as one of the SCS implementation program, and will provide funding for projects that are critical in SCS implementation.

	MAP-21 Implementation	Models of Regional Planning Cooperation	Ladders of Opportunity
<b>Work Element</b>			
110 Streets/Highways	X	X	X
111 Regional Transportation Modeling	X	X	
112 Regional Traffic Monitoring		X	
114 Fresno Co. ITS Update	X	X	
115 Regional Transportation Mitigation Fee	X	X	
116 National Park Transit	X	X	X
117 Golden State Infrastructure		X	X
120 Regional PublicTrans. Plng - FCMA			
121 Public Transit-Human Service Transportation	X	X	X
150 Other Modes - Aviation, Rail, Bicycle & Ped.	X	X	X
152 High Speed Rail Planning	X	X	X
153 Airport Land Use Commission		X	X
170 Regional Transportation Plan	X	X	X
172 Congestion Management	X		
180 Air Quality	X	X	
210 Measure "C" Reauthorization Implementation		X	
211 Meas. C Citizen Oversight Committee		X	
212 Meas. C Rideshare/Vanpool Coordination		X	X
214 Meas. C - Seniors/Paratransit/Taxi Scrip		X	X
215 Meas. C - Farmworker Vanpool		X	X
220 Transportation Program Development	X	X	X
310 Intergovernmental Coordination	X	X	X
311 Public Participation	X	X	
313 Environmental Justice	X	X	X
320 Member Assistance	X	X	X
340 Transp. Demand	X	X	X
350 Data Center		X	
360 One Voice Advocacy		X	X
411 Agricultural Mitigation			X
420 Regional Housing		X	X
811 Valley Wide Goods Movement		X	X
814 Prop 84 - Sustainable Communities Grant		X	X
820 Valley Coordination Activities	X	X	
910 Administration		X	
911 OWP/Budget		X	
912 Transportation Development Act	X		
920 FCRTA			
930 Fresno County Trans. Authority Admin			
940 Freeway Service Patrol		X	



## **ELEMENTS OF THE TRANSPORTATION PLANNING PROCESS: MAP-21 MPO PLANNING FACTORS**

In addition to PEAs, MAP-21 issued (Section 134(h)) Federal Planning Factors that emphasize transportation planning considerations from a national perspective. In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The transition to a performance and outcome-based program looks to focus greater attention on the investment of resources in projects that will achieve targets that collectively make progress toward national goals. The MAP-21 National Performance Goals include:

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

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

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

Fresno COG, as the Metropolitan Planning Organization (MPO) for the region, intends to continue integrating these principles throughout the transportation planning process. MAP-21 provides an array of provisions designed to increase innovation and improve efficiency, effectiveness, and accountability in the planning, design, engineering, construction and financing of transportation projects. The matrix below illustrates how the MAP-21 Planning Factors are addressed across work elements in the OWP.

## Metropolitan Planning Factors

<b>MAP 21 Factors</b>	<b>Support Economic Activities</b>	<b>Safety for Users</b>	<b>Security for Users</b>	<b>Accessibility/Mobility for People &amp; Freight</b>	<b>Environment/Energy Cons./Quality of Life</b>	<b>Connectivity of System Between Modes</b>	<b>Efficient System Management and Operation</b>	<b>Preserve Existing System</b>
<b>Work Element</b>								
110 Streets & Highways	■	■	■	■	■	■	■	■
111 Regional Transportation Modeling	■	■	■	■	■	■	■	■
112 Traffic Monitoring	■	■	■	■	■	■	■	■
114 Fresno Co. Intelligent Transp. System	■	■	■	■	■	■	■	■
115 Regional Transportation Mitigation Fee	■	■	■	■	■	■	■	■
116 National Park Transit	■	■	■	■	■	■	■	■
117 Golden State Infrastructure	■	■	■	■	■	■	■	■
120 Regional Public Transp. Ping - FCMA	■	■	■	■	■	■	■	■
121 Public Transit-Human Services - JARC	■	■	■	■	■	■	■	■
150 Other Modes - Aviation and Rail, Bicycle and Ped.	■	■	■	■	■	■	■	■
152 High Speed Rail Planning	■	■	■	■	■	■	■	■
153 Airport Land Use Commission	■	■	■	■	■	■	■	■
170 RTP	■	■	■	■	■	■	■	■
172 Congestion. Management	■	■	■	■	■	■	■	■
180 Air Quality	■	■	■	■	■	■	■	■
210 Meas. C Reauthorization Impl.	■	■	■	■	■	■	■	■
211 Meas. C. Citizen Oversight Comm.	■	■	■	■	■	■	■	■
212 Meas. C - Rideshare/Vanpool Coord.	■	■	■	■	■	■	■	■
214 Meas. C - Senior/Paratransit/Taxi Scrip	■	■	■	■	■	■	■	■
215 Meas. C - Farmworker Vanpool	■	■	■	■	■	■	■	■
220 Transportation Program Development	■	■	■	■	■	■	■	■
310 Intergovernmental Coordination	■	■	■	■	■	■	■	■
311 Public Participation	■	■	■	■	■	■	■	■
313 Environmental Justice Activities	■	■	■	■	■	■	■	■
320 Technical Assistance for Member Agencies	■	■	■	■	■	■	■	■
340 Transportation Demand Management	■	■	■	■	■	■	■	■
350 Data Center	■	■	■	■	■	■	■	■
360 One Voice Advocacy	■	■	■	■	■	■	■	■
411 Ag Mitigation	■	■	■	■	■	■	■	■
420 Regional Housing Needs/Consolidated Housing Element	■	■	■	■	■	■	■	■
811 Valley Wide Goods Movement	■	■	■	■	■	■	■	■
814 Prop. 84	■	■	■	■	■	■	■	■
820 Valley Coordination Activities	■	■	■	■	■	■	■	■
910 COG Administration	■	■	■	■	■	■	■	■
911 OWP/Budget	■	■	■	■	■	■	■	■
912 Local Trans. Fund Administration	■	■	■	■	■	■	■	■
920 FCRTA Administration	■	■	■	■	■	■	■	■
930 FCTA Administration	■	■	■	■	■	■	■	■
940 Freeway Service Patrol	■	■	■	■	■	■	■	■



### **CORE MPO PLANNING FUNCTIONS**

The FHWA and FTA advise all Metropolitan Planning Organizations (MPOs) to explicitly identify Core MPO Planning Functions in their 2014 Overall Work Programs (OWP). The work elements and tasks must provide sufficient detail (i.e. activity description, expected products, schedule, cost, etc.) to explain the purpose and results of the work to be accomplished during the program year. Further, the OWPs must clearly state how to ensure all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are for FHWA and FTA combined planning grant funding available to the region. (see 23 CFR 420.111 for documentation requirements for FHWA Planning funds).

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

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan
- Federal Transportation Improvement Program
- Congestion Management Process (required for TMAs)
- Annual Listing of Projects

# **Work Element Descriptions**

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### OBJECTIVE

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

### DISCUSSION

Fresno COG has maintained an extensive program of streets and highways planning since 1970. This program integrates a broad range of transportation monitoring, modeling and planning activities that have been developed and implemented during that time.

In concert with our modeling activities (WE 111) our transportation planning function has been used to deliver a variety of planning analyses, studies and reports. In particular these joint activities served to define the magnitude of future traffic problems in the Fresno-Clovis Metropolitan Area and aided in confirming the need for major transportation solutions to handle the area's growing needs. This information was instrumental to the success of the Measure C extension which together with state and federal transportation aid ultimately provide for approximately \$1.7 billion in highway improvements over its 20 year life.

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

Fresno COG's 2014 Regional Transportation Plan includes a comprehensive review, in conjunction with member agencies, of project evaluation criteria to incorporate Blueprint Smart Growth Principles. The San Joaquin Valley's Blueprint process addresses livable communities and favors environmental practices that improve air quality in its 12 Smart Growth principles. On April 1, 2009 the San Joaquin Valley Regional Policy Council reviewed the Valley COG's collaborative work on the Blueprint and adopted the following 12 principles:

1. Create a Range of Housing Opportunities and Choices
2. Create Walkable Neighborhoods
3. Encourage Community and Stakeholder Collaboration
4. Foster Distinctive, Attractive Communities with a Strong Sense of Place
5. Make Development Decisions Predictable, Fair and Cost Effective
6. Mix Land Uses
7. Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
8. Provide a Variety of Transportation Choices
9. Strengthen and Direct Development towards Existing Communities
10. Take Advantage of Compact Building Design
11. Enhance the Economic Vitality of the Region
12. Support Actions that Encourage Environmental Resource Management.

As Fresno moves toward the implementation of the first Sustainable Communities Strategy (SCS), and future SCS's planning efforts will accommodate the needs of the growing population resulting in public involvement during the project planning and design process. Projects and programs that reduce automobile dependency such as transit, pedestrian and bicycle access compatible with land use that will easily and safely link individuals to alternative modes of transportation, neighborhoods, parks, commerce, social services, job opportunities (providing ladders of opportunities), etc. will be developed. In-line with such efforts, Fresno COG will be working with the Cities of Fresno and Clovis to analyze the needs and impacts of transit-oriented development (TOD) along key regional corridors within the Fresno-Clovis Metropolitan Area (FCMA), including areas such as Blackstone Avenue, Downtown Fresno, the Tower District, and other major corridors, as identified by the respective agencies. The study(s); will focus on both the public infrastructure needs (such as sewer, water, roads, etc.), and enhanced transit service(s) (streetcar, mass transit, etc.), active transportation (biking and cycle tracks, pedestrian amenities, trails, etc.), and traffic pattern (one-way/two-way conversions, etc.) opportunities and options needed/desired to support the higher densities and mixed use development TOD will introduce along these corridors.

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

The previous federal requirement for major investment analysis defined the criteria used in many corridor and sub-area studies. Although no longer a requirement, Fresno COG still utilizes the major investment analysis methodology in conducting corridor and subarea studies. Specifically, when federal funds are involved, these studies are undertaken in a cooperative manner to identify both the design concept and scope of investment of any proposed project. The range of alternatives studied must also be established. Fresno COG places strong emphasis on inclusive cooperative regional planning and as such, consultation with local officials in both the urban and non-metropolitan areas is highly valued.

The lead agency sponsoring a study will need to convene a meeting to identify the extent of the analysis and the roles and responsibilities of agencies. The agencies considered should include: the MPO; Caltrans; Tribal Governments; public transit operators; environmental, resource and permit agencies; local officials; the FHWA and FTA; and, when appropriate, community development agencies, housing authorities, and other stakeholders or agencies which may be impacted by the proposed analysis scope. A reasonable opportunity for citizens and other interested parties to participate must also be made available.

The studies evaluate the effectiveness and cost-effectiveness of alternative investments or strategies, keeping local, state and national goals and objectives in mind. The studies should consider both the direct and indirect costs of reasonable alternatives and such factors as mobility improvements; social, economic, and environmental effects; safety; operating efficiencies; land use and economic development; financing; long term operational/maintenance costs; and energy consumption. At a minimum the studies will be used either as input to an environmental impact statement/environmental assessment; or the participating agencies may elect to prepare the study as a draft environmental impact statement/environmental assessment. In order to streamline the process, integration of environmental considerations into the transportation planning process is always a primary consideration. Specifically, coordination with resource and permit agencies and the use of environmental inventories to identify sensitive areas, are components of well-planned projects. In addition, the transportation planning process can assist in identifying key safety and security projects and can help prioritize the use of funds for specific problem areas.

As part of the investment analysis activities mentioned above, Fresno COG is working with a qualified consultant is developing a Retrofit Soundwall Study for various locations along some of the state routes in Fresno County. Traditionally, Caltrans had been the agency responsible for identifying the need for soundwalls, as well as responsible for the construction and maintenance of soundwall projects in California.

Due to the increasing backlog of projects, SB 45 was passed in 1997 which transferred the responsibility of identifying the need and identifying funding for the construction of soundwalls to the Regional Transportation Planning Agencies and their respective local jurisdictions. This study will assess a need for noise mitigation in residentially populated areas adjacent to a state highway.

Another activity involving a cooperative regional planning effort consists of a transportation partnership planning grant awarded by Caltrans to develop a State Route 198 (SR 198) Corridor Preservation and Improvement Strategic Plan.

The Kings County Association of Governments is the lead agency administering the grant and Fresno COG, as well as Tulare County Association of Governments are the partnering agencies for the grant. As the three partnering COG's struggle with limited funding resources for transportation projects, having current and detailed transportation data for the SR 198 will enable the three agencies to invest in highway improvements prudently in the future. Consultation and coordination will be accomplished with the Santa Rosa Tachi Yokuts Tribe and will be part of the partnership in development of the SR 198 Corridor Preservation and Implementation Strategic Plan. The study will evaluate the safety and effectiveness of SR 198 and will establish a set of performance measures to prioritize a list of recommended projects for incremental improvements. These initial steps will ultimately position the corridor for final design and for potential competitive funding while at the same time meeting the freight corridor requirements included in the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) legislation. Efforts to coordinate this plan with the State Freight Mobility Plan will also be made.

Additionally, as the economic vitality of the region is dependent on the efficient flow of goods and services to and from this area, and a reduction in traffic delays and efficient goods movement plays a role in efforts to reduce the region's high unemployment rate, improvements of SR 198 will be a key factor to the economic development potential for the project area and areas connecting to the corridor.

Another planning activity previously mandated by federal transportation legislation and now optional is the analysis of transportation management systems. These systems categorized by bridge, highway safety, and pavement management system activities are being handled by Caltrans with occasional requests for information from the COG. These requests will be dealt with in other elements and, as such, management system activities will not be maintained as separate items in this or any other work element.

The issue of litter on Fresno County's urban and rural freeways and state highways was a topic of discussion at Policy Board meetings during the previous fiscal year. . To immediately address the litter concerns, Caltrans has added crews from the California Department of Corrections and Rehabilitation, and Fresno COG is working to raise awareness, enforcement, education, as well as has become the only MPO in California to become a Keep America Beautiful Affiliate.

At the request of the Association for the Beautification of Highway 99, Fresno COG will fund the activities involved with updating the Highway 99 Beautification Master Plan (Hwy 99 BMP). The original Hwy 99 BMP was completed July 2000. Fresno COG is facilitating work on the Hwy 99 BMP Update through an existing contract for Planning work made available to our member agencies. The work on the Update began 12/17/2014 when the consultant met with COG staff. The Update to the Highway 99 Master Plan is anticipated to be complete by fall 2015.

## **PREVIOUS WORK COMPLETED**

Transportation planning activities in the last several years have focused primarily upon problems related to delivery of the major projects through Measure "C". There is an ongoing effort to resolve circulation element inconsistencies that exist or develop within the plans of local agencies. The 2001 and 2004 updates of the

Regional Transportation Plan began the process of identifying both regional and local streets and highways facility funding needs beyond Measure "C". Some of the ongoing activities to resolve inconsistencies include helping member agencies with efforts to preserve rights-of-way, identifying potential funding sources, participating on project development teams for environmental studies, traffic planning aid, and a variety of other related activities.

At the request of Caltrans, Fresno COG member agencies have used the opportunity to comment upon candidate projects to be included in the State Highways Operation and Protection Program (SHOPP). Such projects include those that are directly related to traffic safety, seismic retrofit, damage restoration, pavement and bridge rehabilitation, operational improvements, landscaping, and roadside rest facilities.

In April of 2013, Fresno COG released a Request for Proposals to develop a conceptual plan to address pedestrian access and movements within Courthouse Park in Downtown Fresno and to the resulting plan identified improvements to the area concerning pedestrian access and movements, landscaping improvements/adjustments and needed existing facility upgrades. The selected firm developed a conceptual plan, taking into consideration the needs and desires of Fresno Area Express (FAX) transportation officials, the Fresno City Historic Parks Advisory Committee, City of Fresno and Fresno COG Staff, and various additional professional staff involved in BRT planning, maintenance and operation. Items addressed included potential site design and improvements concerning the adjacent future Bus Rapid Transit Station, improvements to existing amenities, improvements/additions to pedestrian walkways and paths, upgrades to improve access and mobility to and within the site and environmental concerns and considerations. Consultant selection took place in fiscal year 2012-2013, with contract signing in early fiscal year 2013-2014, with project completion in December 2014.

## **STREETS AND HIGHWAYS PLANNING PRODUCTS**

1. Fresno Clovis Metropolitan Area Circulation Element
2. Fresno County Circulation Element
3. FCMA Transportation Corridor Studies
4. Special transportation planning studies (ex: Operational Deficiencies and Highway/Local Road Interfaces, etc.)
5. Courthouse Park Bus Rapid Transit (BRT) and Pedestrian Movement/ Access planning
6. Retrofit Soundwall Study
7. State Route 198 Corridor Preservation and Improvement Strategic Plan
8. Highway 99 Beautification Master Plan Update
9. FCMA TOD and Active Transit Study

## **STREETS AND HIGHWAYS PLANNING TASKS**

- |        |  |
|--------|--|
| 110.01 | Highway 99 Beautification Master Plan Update   |
| 110.02 | Keep Fresno County Beautiful affiliation with the National Organization coordination, committee establishment, affiliate requirements to be refined for "County" approach, drafting a strategic plan, setting goals, implementation of the strategic plan and monitoring plan's progress, work products to be developed. |
| 110.03 | Develop/coordinate RFP process and award contract for the Retrofit Soundwall Study   |
| 110.04 | Project Initiation, Public Outreach, Update on Corridor Study, Preparation and Acceptance of the Plan for SR 198   |



- 110.05 Study and evaluate infrastructure needs along Blackstone Avenue corridor to support higher density mixed-use transit-oriented development.
- 110.06 Conduct Cycle Tracks Feasibility study in the metropolitan area.
- 110.07 Conduct Tower District to Downtown corridor study (streetcar, enhanced transit service, one-way to two way conversions, bike and trail improvements).

110 Regional Streets and Highways Planning															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
Streets & Highways Planning															
110.01 Highway 99 Beautification Master Plan Update	■		12.5	■	■	■	■	■	■						
110.03 Retrofit Soundwall Study	■		62.5	■	■	■	■	■	■	■	■	■	■	■	■
110.04 SR 198 Corridor Plan	■	■	10.0					■		■	■	■	■	■	■
110.05 Blackstone TOD Infrastructure	■	■	7.5			■	■	■	■	■	■	■	■	■	■
110.06 Cycle Tracks	■	■	5.0			■	■	■	■	■	■	■	■	■	■
110.07 Downtown\Tower Alternative Transportation Study	■	■	2.5			■	■	■	■	■	■	■	■	■	■

#### 110 Regional Streets & Roads

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA Carry Fwd	FHWA PL	FHWA Carry Fwd	LOCAL FUNDS
Account	2013/14	2014/15	2015/16				
Salaries	2,172	6,721	4,443				
Benefits	766	2,466	1,702				
Overhead	1,735	5,129	3,303				
Total Staff Costs	4,673	14,316	9,448		9,448		0
Direct Costs							
Consultants	9,430	130,000	360,000	8,853	0	309,855	41,292
Total Direct Costs	9,430	130,000	360,000	8,853	0	309,855	41,292
<b>TOTAL</b>	<b>14,103</b>	<b>144,316</b>	<b>369,448</b>	<b>8,853</b>	<b>9,448</b>	<b>309,855</b>	<b>41,292</b>
LTF MATCH 11.47%				1,147		40,145	
TOLL CREDIT MATCH 11.47%					1,084		
Consultants							
Sound Wall Study	50,000						
Freeway Beautification	10,000						
Blackstone TOD	150,000						
Cycle Tracks	100,000						
Downtown\Tower alternative							
Transp	50,000						
Total	360,000						



### OBJECTIVE

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

### DISCUSSION

Fresno COG has maintained an extensive program of streets and highways planning since 1970. This program involves a broad range of transportation monitoring, modeling and planning activities that have been developed and implemented during that time. Of continuing concern are the added state and federal requirements that relate to the use of the traffic model for air quality analysis and Sustainable Communities Strategies development. With the state of California taking the national and international lead on the reduction of greenhouse gas emissions which contribute to climate change, new tasks are being required of our traffic models.

Fresno COG was the lead agency in the San Joaquin Valley Model Improvement Plan which updated all 8 San Joaquin Valley transportation demand models. As a result the new Fresno COG transportation demand model has been updated to improve its sensitivity to smart growth strategies and improve interregional travel estimates. These improvements were required to respond to the requirements of Assembly Bill 32 the Global Solutions Warming Act of 2006 and Senate Bill 375 which requires the development of a Sustainable Community Strategy (SCS) in our Regional Transportation Plan (RTP).

An additional second round of San Joaquin Valley model improvements with Fresno COG as lead agency is under way. The second round will include enhancing and revalidating the MPO model using 2010 California Household Travel Survey data, American Community Survey data and the 2010 Census Transportation Planning Package (CTPP) data. These new data sources will facilitate numerous model improvements, e.g.: better interregional estimates and forecasts, better trip distribution, gateway station and friction factor estimates; and improved volume-capacity and speed flow relationships.

With the completion of phase 2 of the Valley Model Improvements program Fresno COG will revalidate our model to the base year 2014.

The initial San Joaquin Valley Model Improvement Plan included preliminary development of an advanced Activity Based Model for Fresno County. Activity-based models are a new class of models that predict for individuals where and when specific activities (e.g. work, leisure, shopping, etc.) are conducted. The major premise behind activity-based models is that travel demand is derived from activities that people need or wish to perform, with travel decisions forming part of the scheduling decisions. Travel is then seen as just one of the attributes of a system.

The development of the Activity Based model in Fresno County is intended to bring advanced modeling techniques to the valley. Fresno COG was chosen for the parcel based activity based model because it was determined that Fresno COG had the best available data and technical staff in the San Joaquin Valley to support the advanced model. Completing the development of the Activity Based Model is a long range plan for the COG.

Traffic model runs are made as necessary to support transportation planning, conformity analysis, greenhouse gas emissions analysis and Sustainable Communities Strategies development. The COG staff also runs the latest EMFAC emissions model for air quality in support of transportation conformity. This activity supports both

highway planning activities and the air quality conformity process. Fresno COG has staff positions to provide a continuing focus on developing and maintaining socioeconomic data for the model with specific focus on future projections. Fresno COG is the recognized source of traffic projections for the FCMA, Fresno County and the Caltrans Intermodal Transportation Management System.

Staff will continue to support implementation of the latest EMFAC air quality model. A related action is participation in activities related to coordination of valley wide modeling analysis and participation in the San Joaquin Valley model users group and San Joaquin Valley Model Coordinating Committee. These activities are critically important to an understanding of the role of the transportation sector in resolving serious air quality problems in the San Joaquin Valley Air Basin. Fresno COG staff is involved in a leadership role in these activities. Developing a thorough understanding of air quality issues, in particular as they relate to SIP development, RTP/RTIP conformity and Sustainable Communities Strategies (SCS) is very important to transportation project delivery for the Fresno region.

Fresno COG staff used the Envision Tomorrow visioning tool to help test various land use scenarios for SB 375 target setting and Sustainable Communities Strategies. Envision Tomorrow is a suite of urban and regional planning tools used to design and test land use decisions and their effect on transportation and air quality. Fresno COG will be investigating Urban Footprint, another similar land use sketch planning tool that was developed more specifically for mandates and policies in California. The State of California has invested considerably on the Urban Footprint model. The indicators developed within the Urban Footprint model reflects the current at-issues in California, such as health indicator, walkability index, greenhouse gas emission, etc.

Fresno COG is also working with the State Health Department to develop an Integrated Transport and Health Impacts Model (ITHIM) to estimate the health co-benefits from active transportation in Fresno County. The ITHIM model will be able to evaluate the health related benefits of different transportation/land use scenarios based on the reduced amount of vehicle miles traveled and increased amount of biking and walking activities.

To provide for a comprehensive understanding of transportation movements and effects between Fresno and Madera Counties, Fresno COG (as the lead agency) and the Madera County Transportation Commission (MCTC) - in partnership with the Counties of Fresno and Madera, and the Cities of Fresno and Madera - are conducting a joint study focusing on the vehicular and alternative transportation mode traffic movements along the entirety of the Highway 41 and 99 corridors running through both Fresno and Madera Counties, and the various impacts associated with such movements. The joint study consists of two parts. Part one entails an analysis of origin and destination traffic movements between the two counties, as detailed in the FY 14/15 budget. Part two will provide an analysis of the fiscal impacts of such movements on the local and regional economy, and is anticipated to be completed during FY 15/16. The results of the joint study are intended to better inform local decision-making bodies regarding commuter patterns and their economic impacts as these agencies continue discussions relating to development patterns of interest to each jurisdiction, in-line with previous agreements to consider such activities and potential impacts. In addition, deliverables are also intended to improve the regional planning agencies' abilities to implement their Sustainable Communities Strategies.

The total timeline of the complete project consists of a 12-month period, with activities beginning in FY 14/15 and continuing into FY 15/16; allowing for approximately 6 months of traffic analysis and 6 months of fiscal analysis with integrated administrative report editing/review and completion taking place concurrently.

## **PREVIOUS WORK COMPLETED**

Fresno COG, through maintenance of its traffic model, provides a visible and accepted service to member agencies, Caltrans and the public. The model is used on a continuing basis to analyze major regional transportation systems, transportation corridors, and specific regional scale land use development proposals. It is also being used in Environmental Justice analysis for the programs & plans carried out at Fresno COG. Modeling information played an important role in the initial development of Measure "C" and has been used extensively in the development of environmental documents and preliminary design for delivery of Measure "C" projects. The model is also being used extensively in the development of the City of Fresno's General Plan Circulation Element. The COG model also played a major role in developing the "Measure C Extension" program which was passed by the voters in November 2006.

The Fresno COG model was used in development of Greenhouse Gas targets for submittal to the California Air Resources Board as outlined in the SB 375 legislation.

The new Fresno COG MIP model was used extensively in the successful development of the Sustainable Communities Strategy (SCS) for the 2014 RTP.

## **TRANSPORTATION MODELING PRODUCTS**

1. Current social economic database containing latest projections and area distributions derived from Fresno County and cities of Fresno and Clovis planning assumptions (Years 2008 through 2040).
2. Modeling tools adequate to support ongoing land use/transportation planning activities.
3. Reports, studies and analyses documenting findings derived through the use of transportation modeling tools.
4. Minutes and other documentation related to the activities of the Fresno COG Model Steering Committee.
5. Updated Countywide mode choice peak period and daily traffic model calibrated to 2008 base year using Cube software.
6. Updated future year traffic models: 2008, through 2040.
7. Model documentation.
8. Numerous Transportation Conformity Findings for Fresno County.
9. San Joaquin Valley Truck Model
10. Green House Gas targets developed for submittal to the CARB
11. Developed the Sustainable Communities Strategy for the 2014 RTP

## **TRANSPORTATION MODELING TASKS**

- 111.01 Maintain social economic database to include new planning assumptions and projections based upon revised agency land use plans and assumptions and monitored area growth. This task is to be closely coordinated with modeling activity in WE 180 - Air Quality Transportation Planning. A reservation of \$10,000 for consultant support in database development activities, acquisition of additional commercially available database materials, and other data as needed to refine current model is included in this task.
- 111.02 Continue development of the COG Transportation Models
- 111.03 Provide transportation modeling support for special studies related to transportation systems management strategies and related air quality analysis, major investment analysis, limited transit service evaluations, Transit Oriented Development (TOD), SB 375 target setting and Sustainable Communities Strategies development and address special transportation planning issues.

- 111.04 Maintain future year Fresno County Traffic Forecast Model including population and employment projections based upon adopted agency plans. At a minimum, projections are required for the 20 year planning horizon and intermediate planning years consistent with air quality planning requirements.
- 111.05 Provide traffic modeling data as basis for EMFAC air quality model runs in support of air quality planning activities, and conformity determinations.
- 111.06 Provide continuing staff support to the Fresno COG Model Steering Committee with quarterly or as required, meetings to review model assumptions and analyze modeling output.
- 111.07 Participate in activities related to coordination of traffic modeling activities on a valley wide basis to include interaction with other valley transportation planning agencies, the SJVAPCD, and state and federal agencies as appropriate.
- 111.08 Maintain on-call modeling services contract to provide assistance in creating specialized script files, troubleshooting modeling problems and providing staff with specialized training in dealing with the latest air quality regulations. This contract provides the following benefits:
- Assist COG staff with development of new and refined script when needed especially for air quality and conformity purposes.
  - Research and develop new scripts and processes that will help staff use the model more effectively
  - Troubleshoot major and minor problems.
  - Assist in the professional development of the COG modeling and demographic staff.
  - Assure that staff is aware of the latest land use techniques and data. Keep staff informed on the latest modeling techniques and software.
- 111.09 Development of an integrated Transportation and Health Impacts Model (ITHIM) to estimate the health co-benefits from active transportation in Fresno County.
- 111.10 Continue update of MIP transportation model and develop new modeling tools to analyze sustainable community strategies (SCS) and greenhouse gases as required under SB 375.
- 111.11 Conduct a two-part joint study focusing on the vehicular and alternative transportation mode traffic movements along the entirety of the Highway 41 and 99 corridors running through both Fresno and Madera Counties.

111 Regional Transportation Modeling															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
Transportation Modeling															
111.01 Maintain socioeconomic data	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
111.02 Continue development of the COG Transportation Models	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
111.03 Support planning process	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
111.04 Maintain future year models	■		15	■	■	■	■	■	■	■	■	■	■	■	■
111.05 Provide input to EMFAC	■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.06 Staff Model Steering Com.	■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.07 Participate Valley Wide	■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.08 Technical support	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
111.09 Develop ITHM model	■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.10 Continue development of MIP model	■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.11 Fresno-Madera Highway 41/99 Origin-Destination Corridor Study	■		5	■	■	■	■	■	■	■					

111 Regional Transportation Modeling

Budget	Actual Cost	Adopted Budget	Annual Budget	FHWA	FHWA Carry Fwd	LOCAL
Account	2013/14	2014/15	2015/16	PL		FUNDS
Salaries	144,822	161,582	215,021			
Benefits	51,065	59,494	79,326			
Overhead	115,730	123,427	158,151			
Total Staff Costs	311,617	344,503	452,498	452,498		0
Direct Costs						
Consultants	30,286	570,000	495,000	0	416,091	78,909
Software Support & Maint	74,152	83,200	68,200		25,851	42,349
Grant Specific Travel		5,000	0		0	0
Total Direct Costs	104,438	658,200	563,200	0	441,942	121,258
TOTAL	416,055	1,002,703	1,015,698	452,498	441,942	121,258
LTF MATCH 11.47%					57,258	
TOLL CREDIT MATCH 11.47%				51,902		
Consultants						
SCS & SB 375 Modeling Phase I	20,000					
SCS & SB 375 Modeling Phase II	150,000					
ITHIM Model	150,000					
Urban Footprint Land Use Model	50,000					
Fresno Madera OD Model Phase II	125,000					
Total	495,000					
Software Support & Maint						
Program Customization	10,000					
Program Technical Support	10,000					
City Labs Valley Wide Cube License	39,000					
County GIS Subscription	2,000					
Anti Virus Maintenance Fee	2,000					
Arcview GIS Maint	5,200					
Total	68,200					





### OBJECTIVE

To maintain the Fresno Regional Traffic Monitoring Program as a source of current traffic information for use by member agencies and the public, and as a validation tool for the county wide traffic model.

### DISCUSSION

The traffic monitoring program provides for staff and equipment resources necessary to maintain a continuing traffic monitoring program. Actual traffic monitoring activities are undertaken by the Cities of Clovis and Fresno and Fresno County utilizing pass through funding. Fresno COG staff is responsible for coordinating the work activities and for production of the annual Traffic Monitoring Products.

The traffic monitoring program provides for a detailed traffic monitoring database. This comprehensive database provides the sampling required to respond to the requirements of the Federal Clean Air Act. The ability to provide travel information is a critical component of the Fresno COG's commitment to air quality related work activities. The traffic monitoring program is an important component of the periodic air quality finding, development of Sustainable Communities Strategies as required by SB375 and provides insight into the performance of transportation control measures.

### PREVIOUS WORK COMPLETED

Traffic monitoring provides current and consistent data on county-wide traffic conditions. This information is used by member agencies for day-to-day operations, by Fresno COG in maintenance of a calibrated traffic model, and as a basis for information forwarded to federal and state agencies.

### TRAFFIC MONITORING PRODUCTS

1. Annual Report - Fresno Regional Traffic Monitoring Program.
2. Computer database containing historical traffic monitoring information.
3. Updated traffic count locations and screen lines (Screen lines are imaginary lines across which traffic travels and are used to detect variations in traffic flow) in support of the Fresno COG county wide transportation model.

### TRAFFIC MONITORING TASKS

- 112.01 Maintain regional traffic monitoring program.
- 112.02 Perform corridor monitoring, bicycle, pedestrian and vehicle counts as necessary.
  - a. Coordinate with development of the Regional Active Transportation Plan
- 112.03 Prepare Annual Report of regional traffic counts.
- 112.04 Coordinate with development of the Regional Active Transportation Plan and the Congestion Management Plan.

112 Regional Traffic Monitoring															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
112.01 Maintain monitoring program	■	■	45	■	■	■	■	■	■	■	■	■	■	■	■
112.02 Perform special counts	■		10	■	■	■	■	■	■	■	■	■	■	■	■
112.03 Prepare Annual Counts Report	■		20							■	■	■			
112.04 Coordinate ATP & CMP	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■

# 112 Regional Traffic Monitoring

	Actual	Adopted	Annual			
Budget	Cost	Budget	Budget	FHWA	FHWA	LOCAL
Account	2013/14	2014/15	2015/16	PL	Carry Fwd	FUNDS
Salaries	28,409	62,522	72,065			
Benefits	10,017	23,341	25,631			
Overhead	22,702	47,937	52,492			
Total Staff Costs	61,128	133,800	150,188	150,188		0
Direct Costs						
Equipment	12,169	70,000	70,000		61,971	8,029
Agency Pass Through	214,998	237,200	237,200	237,200		
Grant Administration			0			0
Total Direct Costs	227,167	307,200	307,200	237,200	61,971	8,029
TOTAL	288,295	441,000	457,388	387,388	61,971	8,029
LTF MATCH 11.47%					8,029	
TOLL CREDIT MATCH 11.47%				44,433		

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

Equipment	
Traffic Count/Computer	
Equipment	70,000

### OBJECTIVE

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

### DISCUSSION

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

A regional ITS Strategic Deployment Plan should include:

- A regional ITS architecture
- Description of the region
- Identification of participating agencies and stakeholders
- Operational concept, including roles and responsibilities of participating agencies and stakeholders
- Any agreements needed for operation
- Regional ITS Vision, Goals, and Objectives
- System functional requirements
- Interface requirements and information exchanges with planned and existing systems
- Identification of applicable standards
- The sequence of projects necessary for implementation
- An ITS Architecture Maintenance and Use Plan

The purpose of developing a regional ITS architecture is to illustrate and document regional integration so that planning and deployment of ITS projects can take place in an organized and coordinated fashion. Once developed, any ITS project in the region that receives funding from the national highway trust fund must adhere to the regional ITS architecture.

The software being utilized in the development of the ITS Regional architecture is the Turbo Architecture tool. Turbo is a software program that assists transportation planners and system integrators in the development of regional and project architectures using the National ITS Architecture as a reference.

The real success of the regional ITS architecture effort hinges on effective use of the architecture once it is developed. The regional ITS architecture is an important tool for use in transportation planning, programming, and project implementation. It can identify opportunities for making ITS investments from a cost-effective perspective. Once a regional ITS architecture is created, it can be used by stakeholders in planning their ITS projects to support regional goals.

**Maintaining the Regional ITS Architecture:** As ITS projects are implemented, new ITS priorities and strategies will emerge through the transportation planning process, and the scope of ITS expands will evolve to incorporate new ideas; therefore, the regional ITS architecture will need to be updated. A maintenance plan is

used to guide controlled updates to the regional ITS architecture baseline so that it continues to accurately represent the region's existing ITS capabilities and future plans.

## PREVIOUS WORK COMPLETED

Fresno COG oversaw development of the Fresno County ITS Strategic Deployment Plan that was completed in the spring of 2015. The Plan represented a comprehensive effort to build consensus on the application of advanced technologies that will allow all public agencies to better manage the existing transportation system. The Fresno County ITS Subcommittee, represented transportation stakeholders in the region. The Plan covers a 20-year timespan with a greater focus on the first five years of implementation. The Plan is not an end in itself; instead it is a framework for regional ITS coordination, programming, and implementation efforts.

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

## PRODUCTS

1. 2015 Fresno County Intelligent Transportation System Strategic Deployment Plan including Regional ITS Architecture
2. Architecture Use and Maintenance Plan
3. Updated 511sjv website.

## TASKS

114.01 Maintain Regional ITS Architecture

114.02 Continuing ITS Education

114.03 Use the Regional ITS Architecture to support long range planning

114.04 Continue to collaborate with Caltrans to maintain the 511 website

114 Intelligent Transportation Systems															
Task Description	COG	CONSULT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
114.01 Maintain Regional ITS Architecture	■	■	35	■	■	■	■	■	■	■	■	■	■	■	■
114.02 Continuing ITS Education	■		30	■	■	■	■	■	■	■	■	■	■	■	■
114.03 Use the Regional ITS Architecture to support long range planning	■		30	■	■	■	■	■	■	■	■	■	■	■	■
114.04 Maintain the 511 website	■		5	■	■	■	■	■	■	■	■	■	■	■	■

114 Intelligent Transportation Systems

Budget Account	<b>Actual Cost</b> <b>2013/14</b>	Adopted Budget <b>2014/15</b>	Annual Budget <b>2015/16</b>	FHWA PL
Salaries	17,562	33,823	22,339	
Benefits	6,193	13,139	8,570	
Overhead	14,035	26,219	16,607	
Total Staff Costs	37,790	73,181	47,516	47,516
Direct Costs				
Consultants	86,298	150,000		0
Total Direct Costs	86,298	150,000	0	0
TOTAL	124,088	223,181	47,516	47,516
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				5,450





### OBJECTIVE

The primary objective of this project is to administrate a Regional Transportation Mitigation Fee Program for Fresno County consistent with the requirements of Measure “C” approved by Fresno County Voters in 2006.

### DISCUSSION

In November of 2006 voters in Fresno County approved an extension of the Measure “C” half cent sales tax measure creating the Regional Transportation Program (RTP-MC) which included a Tier 1 and 2 list of urban and rural street and road projects to provide for the movement of goods, services, and people throughout the county. A minimum of 75% of the State Transportation Improvement Program funds due to the Fresno County region shall be committed to the Tier 1 program. Twenty per cent (20%) of the total program shall be funded through implementation of a Regional Transportation Mitigation Fee (RTMF).

As of January 1, 2015, new RTMF rates will be implemented. State statute requires an update to the RTMF Nexus every five years. The Nexus will therefore be updated by January 1, 2015 as required by state law to allow continued collecting of the fee. Under the revised Nexus calculation the fee goes down approximately 5% for residential development and an average of 25% for commercial development.

### PREVIOUS WORK COMPLETED

- The contract with Parsons Brinkerhoff was expanded to include the update to the RTMF Nexus. The update involved reviewing development project costs and incorporating the current SCS Traffic Modeling assumptions into the fee calculation.
- Fresno COG Staff provided traffic analysis per statute, specifically Section 66005.1; pertaining to infill development that provides direct access from residential and commercial development to and from transit. Analysis of findings of reduction in traffic impacts based on criteria of potential specific infill developments prompted the Fresno COG Board to adopt policy through resolution at the November 20, 2014 meeting.
- A follow up meeting was held with Caltrans and the City of Fresno on October 6 to address specific request for information. The consultant has incorporated input subsequent to those meetings into the calculation and prepared the Nexus update. The Nexus update was approved by Fresno COG Board on November 20, 2014 and by the Transportation Authority on December 6, 2014.
- An RTMF Joint Powers agency was formed by the cities and County of Fresno. The RTMF Joint Powers agency adopted the RTMF ordinance in October 2009.
- An Administrative Manual was developed and adopted to provide guidance regarding collection of the RTMF fee and associated issues.
- An RTMF Q&A appendix to the Administrative Manual is being maintained to clarify recurring RTMF situations.
- Worked with member agencies, the Development Community, and the public to understand and apply the RTMF to their respective projects.
- Implemented a Right-To-Appeal process for the RTMF
- During the FY 2013-14 the total fees collected were \$4,447,841.37.

## PRODUCTS

A Regional Transportation Mitigation Fee Program.

## TASKS

115.01 Administer the Regional Transportation Mitigation Fee Program.

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

115 Reg. Transportation Mitigation Fee

	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	LOCAL
Account	2013/14	2014/15	2015/16	FUNDS

Salaries	9,998	18,627	19,415	
Benefits	3,525	6,441	6,819	
Overhead	7,989	13,996	14,096	
Total Staff Costs	21,512	39,064	40,330	40,330
Direct Costs				
Consultants	22,547	140,000	150,000	150,000
County Counsel	6,565		15,000	15,000
Total Direct Costs	29,112	140,000	165,000	165,000
TOTAL	50,624	179,064	205,330	205,330
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
PB America - Technical Support	50,000
RTMF Nexus Update	100,000
Total	150,000

### OBJECTIVE

Fresno COG has undertaken a comprehensive planning effort to develop public transit services from Fresno to the three national parks in our region: Yosemite, Kings Canyon and Sequoia (WE116). The planning process included coordination efforts with multiple regional partners including: the National Parks Service; Madera County; and multiple municipal jurisdictions along the proposed transit corridors. Fresno COG has secured funding to demonstrate transit service to all three parks, and we anticipate service to begin for Yosemite in the Summer of 2015, with service to Sequoia and Kings Canyon to follow.

### DISCUSSION

The following overall objectives will guide the planning process used prior to the implementation of the demonstration projects of transit service from Fresno to Yosemite, Sequoia and Kings Canyon National Parks

- Providing direct service to/from major locations in Fresno and Yosemite, Sequoia and Kings Canyon National Parks to accommodate consistent multi-modal transit options for all people,
- Reduce the amount of GHG emissions associated with single-occupancy vehicles traveling to/from Yosemite, Sequoia and Kings Canyon National Parks from the Fresno area
- Reduce the amount of single-occupancy vehicle congestion on major and local roads leading to/from Fresno and Yosemite National Park
- Increase tourism and economic activity opportunities associated with National Park visitation
- Enhance coordination efforts between Fresno COG, the neighboring MPO's and the surrounding National Parks: Yosemite, Sequoia and Kings Canyon
- Coordinate with those interested stakeholders – especially those currently impacted by Park attendance – to determine areas of improvement that may be accommodated by transit service to/from Fresno and Yosemite, Sequoia and Kings Canyon National Parks; including consultation and coordination with tribal government officials
- Create and sustain an outreach, educational and promotional campaign program that encourages ridership and consistent activity of the service
- Promotion of State and Federal Transportation Goals, including:
  - improvement of mobility and accessibility for all people;
  - preservation and enhancement of transportation systems;
  - increasing healthy economic activity throughout the region by encouraging responsible travel;
  - encouraging livable and healthy communities with balanced transit options; and
  - providing environmental stewardship by reducing GHG emissions and improving air quality
- Promotion of the San Joaquin Valley Blueprint Smart Growth Principles, including:
  - encouraging stakeholder collaboration;
  - providing for a variety of transportation choices; and
  - enhancing the economic vitality of the region
- Promote sustainable transit activities recommended through the Sustainable Communities Strategy (SCS) processes
- Utilize available funding sources through the Caltrans Sustainable Transportation Planning Grant Program, and the Congestion Management Air Quality (CMAQ) Program.
- Seek state and federal funding sources as they become available to continue the project implementation process.

### PREVIOUS WORK COMPLETED

A National Park Transit Feasibility and Market Assessment was completed in 2013. The results of the feasibility assessment indicate that substantial amounts of demand exist for both the Fresno-Yosemite route and the

Fresno-Sequoia/Kings Canyon route. This is due to a combination of factors including growing attendance levels at the parks, the large population base of the Fresno region, the major transportation hubs (i.e., Fresno Yosemite International Airport, Amtrak Station, and Greyhound Station) in Fresno, the number of hotel rooms both in Fresno and along the SR 41 corridor (Oakhurst, Tenaya Lodge, Wawona, etc.) and major generators such as Fresno State. The success of peer service provided by YARTS (to Yosemite National Park) and Sequoia Shuttle (to Sequoia National Park), from much smaller markets, reinforces the potential for success. There were three projects completed: (1) a community survey in Oakhurst to determine support for transit service between Fresno and Yosemite National Park and (2) a business and operations plan for transit service between Fresno Kings Canyon/Sequoia National Parks, and a business and operation plan for the Fresno to Yosemite service. The critical obstacle for either route to prove feasible is the development of a sustainable funding program. Both service routes were competitive enough and received a one-time grant funding opportunity to fund service startup costs. Ongoing funding sources, which are more challenging, are critical to the long-term success of the services. The creation of a permanent local funding source and a commitment for annual contributions from both parks are key elements of a sustainable funding plan. The following funding milestones were accomplished

- Pursued a CMAQ grant funding for start-up service and was awarded
- Pursued funding from the San Joaquin Valley Air District and was successful

The following activities were also accomplished and will continue through the region's planning efforts with the goal to accomplish a sustainable funding plan for the:

- Collaborate with the National Parks to pursue federal grant funding for the operation and possible expansion of the services
- Collaborate with AMTRAK and other transportation agencies such as Greyhound for funding opportunities.
- Collaborate with cross jurisdictional entities to identify and establish local funding sources (City of Fresno, Madera County, etc.)
- Continued public outreach during the operation plan development

In 2013, Fresno COG conducted a feasibility study which incorporated the results of a community stakeholder survey previously completed by the Madera County Transportation Commission. This survey included a random sample of 350 registered voters in Madera County Supervisorial District Five. The survey was completed over the period of October 28-November 4, 2013, and indicated that a majority of respondents' opinions were in support of the national parks transit project.

## PRODUCTS

- *CMAQ Grant Awarded:* The Fresno COG awarded \$2,692,527 to begin operating the Fresno/Yosemite transit service.
- *Sanger CMAQ Demonstration grant:* The Fresno COG awarded \$462,127 to the City of Sanger to operate the Fresno/Sanger/Sequoia/Kings Canyon transit service (SEKI). Fresno COG staff is providing assistance to Sanger staff to help facilitate this new service.
- *Transit Planning for Sustainable Communities* \$88,530 Awarded July 3, 2014; local match of \$11, 470 from Transportation Development Act Account, Local Transportation Funding.
  - Planning activities to promote the efficient implementation of the transit management, operations and route specific capital infrastructure projects. are currently being conducted using the Transit Planning for Sustainable Communities awarded funds.

## TASKS –NATIONAL PARK TRANSIT SERVICE PLANNING

116.01 Project Initiation

116.02 Transit Provider, Stakeholder, and Tribal Government Consultation and Coordination  
 116.03 Public Outreach and Education Program  
 116.04 Fiscal Management

116 National Park Transit Service Planning																	116		
Task Description	C O G	C N T Y	F R E S		C L O V	Y A R T S	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A	J U N
116.01 Project Initiation	■					■	20		■	■	■	■	■	■	■	■	■	■	■
116.02 Transit Provider, Stakeholder, and Tribal Government Consultation and Coordination	■					■	15		■	■	■	■							
116.03 Public Outreach and Education Program	■					■	60				■	■	■	■	■	■	■	■	■
116.04 Fiscal Management	■						5			■	■	■	■	■	■	■	■	■	■

116 National Parks

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	0	2,846	7,214	
Benefits	0	986	2,731	
Overhead	0	2,139	5,344	
Total Staff Costs	0	5,971	15,289	15,289
Direct Costs				
Consultants	24,995	0		
Total Direct Costs	24,995	0	0	0
TOTAL	24,995	5,971	15,289	15,289
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

116b Fresno - Yosemite National Park Transit Service

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	FTA 5304	FTA 5307	LOCAL FUNDS
Salaries	0	0				
Benefits	0	0				
Overhead	0	0				
Total Staff Costs	0	0	0			0
Direct Costs						
Consultants	0	94,500	3,631,567	44,265	3,154,654	432,648
Grant Administration		5,500	0			0
Total Direct Costs	0	100,000	3,631,567	44,265	3,154,654	432,648
TOTAL	0	100,000	3,631,567	44,265	3,154,654	432,648
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%					361,839	

Consultants

YARTS Planning	50,000
YARTA Operations	3,059,567
Sequoia Operations	522,000
	3,631,567

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

#### OBJECTIVE

The Fresno Council of Governments (Fresno COG) in conjunction with the Fresno County Transportation Authority, the County of Fresno, and the cities of Selma, Fowler and Kingsburg are amending the scope of work, developing an RFP, and choosing a consultant for the final engineering design plans for the Golden State Corridor Improvement project.

The goal is to revitalize the Corridor, enhance economic development, and improve Corridor safety for both commercial purposes as well as local drivers.

Funding for the Golden State Corridor Improvements has been made available in the Measure “C” Sales Tax Extension, passed by the voters of Fresno County in 2006.

#### DISCUSSION

The Fresno COG in conjunction with the Fresno County Transportation Authority, the County of Fresno, and the cities of Selma, Fowler and Kingsburg have signed Cooperative Agreements and are developing an amended scope that will be incorporated into the Request for Proposals for the final engineering design plans of the Golden State Corridor project.

The proposed area of study is along Golden State Boulevard, a 14.2 mile stretch of old Highway 99 generally from American Avenue to the Tulare County line. The multijurisdictional area of the project passes through the cities of Fowler, Selma, and Kingsburg, and the unincorporated areas under the responsibility of the County of Fresno, but within the Sphere of Influence of one of the three cities.

Significant challenges exist in the study area. Many significant improvements have been made along some sections of the Corridor, while other areas need renovation to blend and complement the improved portions. Each city needs to have its own identity, while maintaining a unified “corridor aesthetic” along the entire length of the Corridor.

After a consultant is selected for the project, the OWP will be amended to reflect the cost of completing the final engineering design plans.

Once the project goes into the construction phase, the Fresno County Transportation Authority will be the implementing agency.

#### PREVIOUS WORK COMPLETED

Fresno COG completed the *Community Vision for the Golden State Corridor*, the Design Guidelines Manual; 30% engineering design plans for the entire corridor; the Utility, Railroad, and California Public Utilities Commission Report; Water Conservation Opportunities Report; Topographic Mapping and Aerial Photography; and the Draft Initial Study and Mitigated Negative Declaration.



Funding for the Golden State Corridor Improvements has been made available in the Measure "C" Sales Tax Extension, passed by the voters of Fresno County in 2006.

## PRODUCTS

Signed Cooperative Agreements, amended Scope, RFP and consultant selection for the final engineering design plans for a biddable plan package.

## TASKS

- 117.01 Stakeholder Meetings
- 117.02 Agency Coordination
- 117.03 Public Participation
- 117.04 Staff Coordination
- 117.05 Develop RFP
- 117.06 Consultant Selection
- 117.07 Railroad Coordination
- 117.08 Planting and Irrigation Design
- 117.09 Roadway Drainage Report
- 117.10 Traffic Signal and Street & Trail Lighting Plans
- 117.11 Utility Coordination/Relocation Plan
- 117.12 Appraisal Mapping
- 117.13 ROW Acquisition Process
- 117.14 Geotechnical Evaluation and Report
- 117.15 Pavement Delineation and Sign Plans
- 117.16 Storm Water Data Report
- 117.17 65% Engineering Design
- 117.18 Final Engineering Design Plans
- 117.19 Construction Cost Estimate

117 Golden State Corridor Study															
Task Description (TBD)	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
117.01 Stakeholder Meetings	■	■	1	■	■	■	■	■	■	■	■	■	■	■	■
117.02 Agency Coordination	■		4	■	■	■	■	■	■	■	■	■	■	■	■
117.03 Public Participation	■		5												
117.04 Staff Coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
117.05 Railroad Coordination	■	■	35	■	■	■	■	■	■	■	■	■	■	■	■
117.06 Planting and Irrigation Design		■	5	■	■	■	■	■	■	■	■	■	■	■	■
117.07 Roadway Drainage Report		■	5	■	■	■	■	■	■	■	■	■	■	■	■
117.08 Traffic Signal and Street & Trail Lighting Plans		■	5	■	■	■	■	■	■	■	■	■	■	■	■
117.09 Utility Coordination/Relocation Plan		■	5	■	■	■	■	■	■	■	■	■	■	■	■
117.10 Appraisal Mapping		■	2	■	■	■	■	■	■	■	■	■	■	■	■
117.11 ROW Acquisition Process		■	3									■	■	■	■
117.12 Geotechnical Evaluation and Report		■	5									■	■	■	■
117.13 Pavement Delineation and Sign Plans		■	5			■	■	■	■	■	■	■	■	■	■
117.14 Storm Water Data Report		■	5							■	■	■	■	■	■
117.15 65% Engineering Design		■	2												■
117.16 Final Engineering Design Plans		■	2												■
117.17 Construction Cost Estimate		■	2												■
117.18 Final Engineering Design Plans		■	2												■
117.19 Construction Cost Estimate		■	2												■

117 Golden State Corridor

	<b>Actual</b>	<b>Adopted</b>	<b>Annual</b>	
<b>Budget</b>	<b>Cost</b>	<b>Budget</b>	<b>Budget</b>	<b>LOCAL</b>
<b>Account</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>FUNDS</b>
Salaries	0	19,538	23,653	
Benefits	0	6,355	7,251	
Overhead	0	14,456	16,604	
Total Staff Costs	0	40,349	47,508	47,508
Direct Costs				
Consultants	1,335			
Agency Pass Trough		100,000	100,000	100,000
Total Direct Costs	1,335	100,000	100,000	100,000
<b>TOTAL</b>	<b>1,335</b>	<b>140,349</b>	<b>147,508</b>	<b>147,508</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



### OBJECTIVE

To carry on the continuing public transportation planning process to satisfy the requirements of the Federal Transit Administration under the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the Alquist-Ingalls Act (AB-402, 1977) and AB-120 (Statutes of 1979); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Specialized Transportation Services Act (SB-826, 1988); the Federal Clean Air Act Amendments; the 1988 California Clean Air Act and the Americans With Disabilities Act of 1990 (Public Law 101-336); and the Measure C Expenditure Plan.

### DISCUSSION

Fresno COG will continue to undertake an extensive program of public transportation planning and monitoring to comply with federal and state requirements and to implement the public transit elements of the Measure "C" expenditure plan. Work activities include both short-range and long-range planning tasks. The public transportation operators are involved in virtually all aspects of the COG's planning efforts, so the cooperative process and intermodal considerations, as well as public participation are assured as required by MAP-21. Fresno COG is well aware of the requirements for financial constraint in all transportation plans. Financial analysis and financial planning will be incorporated in all studies.

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

### PREVIOUS WORK COMPLETED

COG staff contracted part time (80 percent) to the City of Fresno Department of Transportation/FAX continue to work with the City of Fresno's Development and Resource Management Department to assess transit friendly development guidelines recommended in the Public Transportation Infrastructure Study (PTIS) and Bus Rapid Transit (BRT) Master Plan, and to review development proposals to encourage transit friendly development. Additionally, COG/FAX staff is participating in the preparation of the City of Fresno's General Plan update and Fulton Corridor Specific and Surrounding Neighborhoods Community Plans.

A contract to implement Regional Trip Planning Service has been awarded to Ontira Communications of British Columbia. The FAX fixed-route system is operating, and work continues on the paratransit side of the application. The Trip planning system allows transit users to receive schedule and trip planning information via phone, including interactive voice recognition, and on the internet. Next bus schedule information will also be available using a phone by provided a bus stop identification number. This project has taken much longer than originally planned primarily due to the City of Fresno's security precautions with access to City Servers.

FAX has completed the installation of a new fare collection system. The new fareboxes are intended to be part of a regional fare collection system that will permit all Fresno County public transit agencies to share a common pass and transfer program. FAX is now in the process of equipping the Handy Ride Paratransit fleet with smart card readers. FAX also recently entered into a contract with Fresno State University to accept student IDs, the new fareboxes recognized the student ID cards, and Fresno State reimburses FAX for the student fares.

COG/FAX staff, through a grant from Caltrans initiated a Fresno Clovis Urbanized Area Public Transportation Strategic Service Evaluation to examine metro travel patterns through extensive origin and destination studies; transit ride check and transfer studies; and public and stakeholder input with a goal of reducing transit travel times, and improving linkages to major trip generators. Improving transit travel time and responsiveness to community needs is critically necessary to making transit a viable alternative in contemporary urban environments. At the request of the City of Fresno, a more comprehensive level of evaluation, including very specific costing model has been developed. Fresno funded the additional work, and implementation strategies are being evaluated. Staff continues to educate large employers and community groups through site visits and assistance with transit training. Public information products are routinely updated and corrected to ensure accurate and timely dispersion of information. Staff has participated in nearly 30 outreach programs within the metropolitan area this year including the Fresno City College Disability Awareness Day, CSUF Information Fair, CSUF Disability Awareness Fair, the Central Valley Mayors Committee Disability Awareness Conference, and several Employer Rideshare activities. At all of these programs, Staff provides information and education about public transit services in Fresno County.

## PRODUCTS

### Required Reports

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

### Technical Process and Studies

8. Coordinate Review of Development Proposals with other City Departments.
9. Conduct the Fresno COG "Social Service Transportation Advisory Council" Meetings (PUC 99238.5).
10. Fresno COG "Unmet Transit Needs Staff Report" Update.
11. Coordinate with the Air District to facilitate implementation of Transportation Control Measures.
12. Conduct fixed-route and paratransit rider satisfaction surveys.
13. Coordinate the FAX Public Information and Outreach Program.
14. Coordinated BRT service implementation.
15. Coordination (Transit Coordinating Council)
16. Special Rural Transit Studies to respond to unmet transit needs comments.

### Transit Service Evaluation and Monitoring

17. Annual FTA NTDB Report.
18. Annual Transit Productivity Evaluation Report.

## TASKS

### Required Reports

- 120.01 Update FAX's five-year capital program.
  - a. Evaluate FAX's five-year capital program and ensure consistency with RTP and FAX Fleet Plan.
  - b. Ensure that proposed programs are in compliance with federal and state legislation (MAP-21, TDA and AB 2766).
- 120.02 Update the Short Range Transit Plan for the Fresno-Clovis Urbanized Area.
  - a. Coordinate with FCMA transit service providers.

- b. Analyze current data related to demographic trends, operating performance and budget.
  - c. Incorporate updated information into capital improvement program.
- 120.03 Update the CTSA Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area FCMA).
  - a. Coordinate with contracted paratransit service provider to secure required documentation.
  - b. Continue to refine the CTSA process in the FCMA.
  - c. Continue to seek ways to better coordinate social service transportation.
- 120.04 Undertake environmental assessments as appropriate, as well as alternative analysis if indicated.
  - a. Undertake preliminary assessment of environmental effects of urban public transportation planning reports.
  - b. Conduct re-assessment of environmental effects on rural public transportation planning reports
  - c. Prepare alternative analysis and/or environmental impact reports and conduct public hearings, as required.
- 120.05 Rural Public Transpiration Planning.
  - a. Special Rural Transit Studies
    - (1) No staff time is devoted to consultant contracts.
    - (2) Review comments submitted at annual "Unmet Transit Needs" Public Hearings to determine special rural transit studies. Evaluate current and projected data.
    - (3) Evaluate proposals for expansion, deletion, or modification expressed through the citizen participation and environmental justice process; develop service alternatives as warranted; present draft and final recommendation, review with Member Agency staff and advisory committees and revise as necessary, finalize implementation schedules and financial commitments.
    - (4) Identify follow-up strategies to ensure timely and systematic Plan implementation by the rural transit operator.
    - (5) Coordinate and consult with the Tribal Governments. Document Tribal government-to-government relations.
  - b. COG staff to support the Social Services Transportation Advisory Council
- 120.06 Agricultural Industries Transportation Services (AITS)
  - a. Review how helping to meet transportation needs of farm workers in the County who travel to neighboring Counties for work.
- 120.07 Social Service Transportation Planning.
  - a. Refine the Consolidated Transportation Service Agencies (CTSA's) process in rural Fresno County.
    - (1) Continue providing transportation planning technical assistance to the Fresno County Economic Opportunities Commission and the Fresno County Rural Transit Agency designated Consolidated Transportation Service Agency (CTSA's) for rural Fresno County.
    - (2) Provide evaluation data for annual Productivity Evaluation Process.
    - (3) Review current Operations Program and Budget and its relationship to other technical studies and documents related to rural transportation service including proposals for service expansion/deletion or modification by operators and interested citizens; prepare the annual FY 2013-14 productivity evaluation draft and final Report; and continue to respond to 2009-10 to 2011-12 Triennial Performance Evaluation recommendations; review with Fresno County staff and advisory committees and revise as necessary, conduct Public Hearings and adopt document.

#### Technical Process and Studies

- 120.08 Coordinate review of Development Proposals.
  - a. Evaluate development proposals for regulatory compliance.
  - b. Identify transit supportive infrastructure and amenities appropriate for proposed development.
- 120.09 Conduct the Fresno COG "Social Service Transportation Advisory Council" meetings.
- 120.10 Prepare the Fresno COG "Unmet Transit Needs Staff Report" and conduct public hearing.

- 120.11 Coordinate air quality planning efforts with the COG as related to transit.
  - a. Coordinate with COG and the air district in implementing TCMs relating to public transit.
  - b. Coordinate with COG and the air district in formulating trip reduction strategies.
- 120.12 Conduct fixed-route and paratransit passenger and non-rider surveys.
  - a. Develop service and training recommendations based on passenger survey results.
- 120.13 Implement the FAX public information and community outreach program.
  - a. Coordinate Community Outreach and Public Information Program.
  - b. Prepare and update passenger information pieces.
  - c. Prepare and publish FAX fixed-route maps and schedules.
  - d. Update FAX web site.
  - e. Develop and implement FAX Branding Campaign.
- 120.14 Coordinate the long-range transit planning with the PTIS and FCMA Strategic Service Evaluation recommendations.
  - a. Coordinate FAX Bus Rapid Transit Plan
- 120.15 Regional Transit Coordination

**Transit Service Evaluation and Monitoring**

- 120.16 Develop FAX's FTA NTDB Report.
  - a. Conduct NTDB surveys on a continuous basis.
  - b. Update NTDB Report.
  - c. Coordinate Annual NTDB Audit.
- 120.17 Conduct FAX's service evaluation.
  - a. Prepare service recommendations for implementing future service modifications.
  - b. Coordinate public hearings, as appropriate, for service modifications.
  - c. Review recommendations of FAX Customer Satisfaction Survey.
- 120.18 Prepare annual Transit Productivity Evaluation Report.
  - a. Coordinate with other social service transportation providers to evaluate service within the county.
  - b. Present report to Social Services Transportation Advisory Council for review and comment.
- 120.19 Update AB-120 Action Plan



120 Regional Public Transportation Planning																			120	
Task Description	C O G	F C R T A	F C E O C	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
120.01 Update 5-Yr. Capital Program				■			1										■	■		
120.02 Update SRTP	■			■	■		9									■	■	■	■	
120.03 Update CTSA OPB			■				10						■	■						
120.04 Undertake EA as appropriate	■	■		■		■	2.5										■	■	■	
120.05 Rural Public Trans. Planning	■	■		■			15		■			■		■	■	■	■	■	■	
120.06 ATIS Support		■					5	■	■	■	■	■	■	■	■	■	■	■	■	
120.07 Social Services Trans. Planning		■					9	■	■	■	■	■	■	■	■	■	■	■	■	
120.08 Review Development Proposals				■			5	■	■	■	■	■	■	■	■	■	■	■	■	
120.09 Conduct SSTAC		■	■	■			5		■			■		■	■	■	■	■	■	
120.10 Unmet Needs Report		■		■			5								■	■	■	■	■	
120.11 Coordinate Air Quality Planning				■			2	■	■	■	■	■	■	■	■	■	■	■	■	
120.12 Passenger Surveys	■			■			4	■	■	■	■	■	■	■	■	■	■	■	■	
120.13 Community Outreach Program							4.5													
120.14 Long-Range Planning	■			■			2	■	■	■	■	■	■	■	■	■	■	■	■	
120.15 Regional Transit Coordination	■	■		■			3	■	■	■	■	■	■	■	■	■	■	■	■	
120.16 Develop NTDB Report							2													
120.17 Service Evaluation	■			■			10	■	■	■	■	■	■	■	■	■	■	■	■	
120.18 Transit Productivity Report		■	■				5	■	■	■	■	■	■	■						
120.19 Update AB 120 Plan	■	■		■			1	■	■	■	■	■	■	■	■	■	■	■	■	

120 Public Transportation - Urban

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	FTA 5307	LOCAL FUNDS
Salaries	190,479	226,660	207,759		
Benefits	67,165	65,493	64,859		
Overhead	1,611	8,335			
Total Staff Costs	259,255	300,488	272,618	218,094	54,524
Direct Costs					
Grant Specific Travel	0	1,500	1,500	1,200	300
Agency Pass Through	50,000	50,000	50,000		50,000
Total Direct Costs	50,000	51,500	51,500	1,200	50,300
TOTAL	309,255	351,988	324,118	219,294	104,824
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Agency Pass Through  
FCEOC - CTSA Planning 50,000



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

**121**

### **OBJECTIVE**

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

### **DISCUSSION**

Federal Transit Law, as amended by SAFETEA-LU, required that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Section 5316-Job Access and Reverse Commute (JARC), and Section 5317-New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan and that the plan be developed through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers and other members of the general public. However, Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21) included changes that impacted the coordinated plan. MAP-21 repealed the JARC and New Freedom programs but retained the Section 5310 program, renaming it The Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310), and also continued the requirement for a coordinated plan.

SAFETEA-LU and other prior transportation legislation that had created the JARC and New Freedom programs included HSTC provisions that are relevant today which aim to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination is necessary to enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation possible with available resources.

The HSTC provisions include the following activities:

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

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

Although on September 30, 2012, MAP-21 eliminated funding the JARC and New Freedom Programs as two distinct programs, there are still JARC and New Freedom outstanding grants that have been allocated which still require administration by Fresno COG until completed. Also, projects containing activities that were previously eligible under the JARC program will be eligible under the rural (Section 5311) and urban (Section 5307) funding provisions. Activities previously eligible under the New Freedom program are eligible under the new Section 5310 regarding seniors and people with disabilities.

The purpose of the Section 5316 JARC grant program was to assist states and localities in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services. The Section 5317 New Freedom formula grant program aimed to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The new Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310 program) continues to focus on enhancing mobility for seniors and people with disabilities. The Final FTA Circular FTA C 9070.1G was published on June 6, 2014.

The Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) provides formula funding to states and designated recipients of large Urbanized Areas (UZAs) to improve mobility for seniors and individuals with disabilities. Large UZAs have populations of 200,000 or more. This program provides funds to: (1) Serve the special needs of transit-dependent populations beyond traditional public transportation service, where public transportation is insufficient, inappropriate, or unavailable; (2) projects that exceed the requirements of the Americans with Disabilities Act (ADA) act; (3) projects that improve access to fixed route service and decrease reliance on complementary paratransit; and (4) projects that are alternatives to public transportation.

Changes within MAP-21 also included providing MPOs in large UZAs the opportunity to become the designated recipient for the Federal Transit Administration Section 5310 program. Fresno Council of Governments has officially notified the state and the FTA regional administrator that it will take over the administration of the 5310 program for the Fresno Urbanized Area. In a letter dated April 23, 2014, Governor Brown delegated the authority of "Designated Recipient" for the large urban area of the Fresno/Clovis area for the Section 5310 program to Fresno COG. Designated recipients are responsible for administering the program. Although FTA will only award grants to the designated recipients for the program, there are other entities eligible to receive funding as a sub-recipient. These include private nonprofit agencies, public bodies approved by the state to coordinate services for elderly persons and persons with disabilities, or public bodies which certify to the Governor that no nonprofit corporations or associations are readily available in the area to provide the service.

Under MAP-21 this program no longer provides a single apportionment to the state; however, it now provides apportionments specifically for large urban areas. In urbanized areas with populations less than 200,000 and rural areas, the state (Caltrans) is still the designated recipient. Under the section 5310 formula, funds are allocated using the American Community Survey five-year data set on seniors (i.e., persons 65 and older) and people with disabilities.

## PREVIOUS WORK COMPLETED

Fresno COG staff developed the Fresno COG Section 5310 Program Management Plan and Grant Application. Fresno COG staff also coordinated the 2015 update to the *Coordinated Public Transit-Human Services Transportation Plan*.

## TASKS

- 121.01 Oversee and administer the existing Fresno COG Section 5316 and Section 5317 grants
- 121.02 Notifying eligible local entities of funding availability
- 121.03 Develop project selection criteria
- 121.04 Application review and scoring

- 121.05 Project selection
- 121.06 Finance management
- 121.07 Vehicle inspections
- 121.08 Project monitoring
- 121.09 Asset management and property disposition

<b>121 Public Transit - Human Services Transportation – 5310/5316/5317</b>															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
121.01 Administer previously allocated 5316 and 5317 Grants	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■
121.02 Notifying eligible local entities of funding availability (Section 5310)	■		3							■	■	■			
121.03 Develop project selection criteria (Section 5310)	■		5	■	■	■	■								
121.04 Project review and scoring (Section 5310)	■	■	40									■	■	■	
121.05 Project selection (Section 5310)	■	■	3											■	■
121.06 Finance management (Section 5310)	■		3	■	■	■	■	■	■	■	■	■	■	■	■
121.07 Vehicle inspections (Section 5310)	■		5	■	■	■	■	■	■	■	■	■	■	■	■
121.08 Project monitoring (Section 5310)	■		10	■	■	■	■	■	■	■	■	■	■	■	■
121.09 Asset management and property disposition (Section 5310)	■		1	■	■	■	■	■	■	■	■	■	■	■	■

121 FTA JARC & New Freedom

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	FTA 5316/5317	LOCAL FUNDS
Salaries	10,937	14,510	20,741		
Benefits	3,856	4,132	5,503		
Overhead	8,740	10,408	14,101		
Total Staff Costs	23,533	29,050	40,345		40,345
Direct Costs					
FTA 5316 JARC	1,287,000	2,315,558	886,625	603,938	282,687
FTA 5317 New Freedom	620,532	1,116,454	1,314,586	1,033,097	281,489
Total Direct Costs	1,907,532	3,432,012	2,201,211	1,637,035	564,176
TOTAL	1,931,065	3,461,062	2,241,556	1,637,035	604,521
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				0	

FTA 5316 JARC	Total	5316	Match	Toll Credit
FAX Trip Planning Software	65,741	52,593	13,148	
FAX Bike Racks	32,618	26,094	6,524	
FAX Bike Lockers	63,666	51,001	12,665	
FAX Trip Planning Software	223,900	223,900		47,800
FCEOC CVRC Op. 1 Year	500,700	250,350	250,350	
Total	886,625	603,938	282,687	

FTA 5317 New Freedom	Total	FTA 5317	Match	
FAX Travel Training	30,072	15,036	15,036	
FAX Bus Station Ramps	105,618	84,495	21,123	
FAX Bus Stop Improvements	221,000	176,800	44,200	
FAX Braille Signs	84,870	67,896	16,974	
FCRTA Travel Training	30,356	15,178	15,178	
FCRTA Van - Heavy Duty Lift	290,720	121,742	168,978	
FAX Improve 14 Bus Stops	327,475	327,475		65,531
FAX Improve 13 Bus Stops	224,475	224,475		44,895
Total	1,314,586	1,033,097	281,489	

### OBJECTIVE

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

### DISCUSSION

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

#### Aviation

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

Fresno Yosemite International Airport continues to expand its facilities for both passengers and air cargo. Fresno-Chandler Executive Airport (formerly Fresno-Chandler Airport) continues to evolve from a general aviation facility to an executive airport that will serve the region's business community and promote nearby industrial parks and downtown renewal. Fresno COG will continue to monitor plans and improvements at the public use, general aviation airports in the County, including Coalinga, Harris Ranch, Firebaugh, Mendota, Reedley, Selma Aerodrome, and Sierra Sky Park. Information on funding and training opportunities and other matters of importance to general aviation will be provided to all airports. Issues related to ground access and connectivity with other transportation modes will continue to be monitored and addressed. Any future disaster plan for Fresno County will include aviation.

#### Rail

Staff monitors, participates in and reports on the activities of the San Joaquin Joint Powers Authority, which provides for regional governance and management (replacing the former state management) of the Amtrak *San Joaquin* intercity rail passenger service. This service has become increasingly important to Fresno County and the San Joaquin Valley as annual ridership has surpassed the one million passenger level, on-time performance has improved greatly and passenger stations continue to be improved. Staff, through the San Joaquin Joint Powers Authority and COG Committees and Policy Board, continues to stress connectivity and integration with other transportation modes, and the integration of Amtrak with high-speed rail within Fresno County and the Valley.

An ongoing rail issue of importance in Fresno County and elsewhere in the San Joaquin Valley is the preservation and/or acquisition of appropriate railroad corridors that have been abandoned or may be abandoned for freight rail or alternative transportation uses, both short-term and long-term. This issue is of



particular importance given the recent abandonment of a 30-mile segment of rail line in Tulare County by the San Joaquin Valley Railroad and the potential for future additional abandonments of the same rail line in Fresno County. Staff will continue to closely monitor this issue and coordinate with Tulare County and also Kern and Kings Counties to potentially develop a strategy to prevent current and future abandonments of important railroad corridors. The formation of a San Joaquin Valley Regional Rail Authority, as provided for by SB 325, may be particularly important in this regard.

Staff will also continue to assist any local jurisdiction that seeks to improve former railroad corridors within its community for alternative transportation uses, including landscaped multi-use trails. Consolidation or realignment of the Burlington Northern Santa Fe mainline rail traffic onto the Union Pacific mainline corridor from approximately Calwa on the south to the San Joaquin River on the north remains a listed goal of the Fresno Council of Governments in the Regional Transportation Plan. The successful extension of Measure C includes an original estimate of \$102.5 million for rail consolidation. However, given the decision by the California High-Speed Rail Authority not to jointly design and construct their project in conjunction with a local rail consolidation/realignment project, the prospects for rail consolidation/realignment are greatly diminished and minimal staff and COG Committee/Policy Board time will likely be devoted to this project during the year. Also, the Measure C rail consolidation subprogram was amended to reallocate \$25 million to a potential heavy maintenance facility for the high-speed rail project, further suggesting the low priority of this issue.

Fresno COG will continue to monitor and evaluate freight movement by rail. Rail freight interests are invited to participate on the Fresno COG's Freight Advisory Committee, the primary functions of which are to advise the Fresno COG and other public agencies about specific freight concerns, issues, and priorities and to help improve freight mobility in Fresno and neighboring counties. Lastly, Fresno COG, in conjunction with CALTRANS, Fresno County and other affected agencies, will continue to examine the issue of rail grade-crossing safety along railroad mainlines within Fresno County. Specific rail grade crossing sites, where safety is an issue, will be identified and candidate sites selected for crossing improvements.

High-speed rail planning is addressed in Work Element 152. However, Work Element 150 also recognizes the importance of coordination and integrated planning between, in particular, high-speed rail and intercity passenger rail (Amtrak San Joaquins), but also between high-speed rail and all of the transportation modes. This coordination and integration is particularly important with regard to the future high-speed passenger station located in downtown Fresno along the Union Pacific corridor centered on the Mariposa Street alignment. The passenger station will function as an intermodal facility, including access to the station by FAX and Rural Transit Agency public transit, bicycles and pedestrians.

### **Bicycling and Pedestrian**

Fresno COG will continue to assist the cities within Fresno County and the County itself to identify and secure funding for the ongoing development of corridors to include bicycle and pedestrian uses.

Bikeways and pedestrian facilities, including trails, have become increasingly important to the Fresno County region over the past several years largely because of air quality, economic development and quality of life (health) considerations. Consequently, Fresno COG has become more involved in integrating active transportation into the regional transportation planning processes. Active transportation refers to transportation such as walking or using a bicycle, tricycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar low-speed electrical devices. Recognizing walking and bicycling as healthy, accessible and sustainable forms of transportation, Fresno COG will continue to develop a Regional Active Transportation Plan (ATP), which will integrate member agency existing and new Bicycle Master Plans combined with targeted pedestrian and safe routes to school planning efforts. The Regional Active Transportation Plan will serve as a blueprint to improve bicycling and walking conditions at the local level throughout the Fresno County region. The Plan will provide a countywide inventory of existing conditions and

recommended countywide priority bicycle and pedestrian networks. Developing an ATP requires coordination and collaboration with a variety of active transportation stakeholders and elected officials that will essentially form an Active Transportation Subcommittee. The Regional ATP will be the roadmap for developing pedestrian and bicycle infrastructure in the region, with an emphasis on promoting walking and bicycling as viable transportation options and fostering a practical, safe, and enjoyable environment that will encourage walking and bicycling for recreational and commuter trips with the goal to establish specific policies and programs. During FY 15-16 Fresno COG will be more involved in promoting bikeway and pedestrian (including trails) planning, funding and project development. In addition, Fresno COG will be analyzing additional active transportation activities and amenities along major corridors of Fresno-Clovis Metropolitan Area (FCMA) as part of study activities notated within Work Element 110.

The 2014 Fresno COG Regional Transportation Plan for the first time contained goals, policies, and explanatory information for the pedestrian transportation mode. In addition, the Fresno COG will continue to monitor and participate in the Fulton Corridor Specific Plan, one goal of which is to improve the pedestrian environment of the Plan area and along the Fulton Corridor through infrastructure projects and improved building design.

### **Complete Streets**

On September 30, 2008 Governor Arnold Schwarzenegger signed Assembly Bill 1358, the California Complete Streets Act. The Act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit."

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

## **PREVIOUS WORK COMPLETED**

1. Rail Analysis of the 119 miles of the San Joaquin Valley Railroad within the portion of Fresno County west of the City of Fresno, accepted November 17, 2011.
2. Comprehensive analysis and summary presentation on Draft High-Speed Rail EIR/EIS for the segment Fresno north and the segment Fresno south to COG Committees and Policy Board in September, 2011.
3. Rail Analysis of that portion of the San Joaquin Valley Railroad between Reedley and the City of Fresno (26 miles) in Fresno County, accepted February 24, 2011.
4. Updated Rail, Aviation, and Non-motorized Modal Elements, contained within the Regional Transportation Plan, adopted July 29, 2010.
5. Fresno Freight Rail Realignment Study, May 27, 2010.
6. Fresno Rail Consolidation Report, approved March 28, 2002.
7. Template Bicycle Transportation Plan, April 2001.
8. Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study, adopted January 30, 1997.
9. Fresno Rail Consolidation - Review, Analysis and Conceptual Design, July 1993.
10. Fresno County Regional Aviation System Plan, January 29, 1998.

## **PRODUCTS**

1. Aviation, rail, bicycling, and pedestrian facilities inventories, reports, plans and products.

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

## TASKS

- 150.01 Monitor aviation, rail, bicycling, and pedestrian developments and emerging issues; evaluate and promote connectivity with other transportation modes; and, integrate with air quality planning as appropriate.
- 150.02 Monitor findings and recommendations of the Fresno Freight Rail Realignment Study and provide analysis and staff research on other rail matters as appropriate.
- 150.03 Document issues, provide analysis and staff research on Aviation System Plans and other aviation matters as appropriate.
- 150.04 Monitor and participate in activities of the San Joaquin Valley Rail Committee, including its evolution as the advisory committee to the San Joaquin Joint Powers Authority.
- 150.05 Coordinate with Tulare County and other Valley counties on the potential development of strategies to prevent abandonment of important railroad corridors, in conjunction with appropriate recommendations of the Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study and the San Joaquin Valley Railroad Business Plans (Reedley to Fresno and Firebaugh to Fresno).
- 150.06 Participate in initiatives/studies with regard to identifying and analyzing railroad corridors for preservation and alternative transportation uses, other fixed guideway studies and proposals, and New Technologies under the Measure C New Technology Program.
- 150.07 Encourage and assist member agencies to develop new or updated bicycle transportation plans consistent with the provisions of Section 891.2 of the Streets and Highways Code and trail plans consistent with the Fresno COG Regional Trails Plan.
- 150.08 Review and certify member agency Bicycle Transportation Plan compliance with Section 891.2 of the California Streets and Highways Code.
- 150.09 Monitor and participate in activities of the San Joaquin Joint Powers Agency, the new Regional Governance structure of the Amtrak San Joaquins.
- 150.10 Develop a regional Active Transportation Plan.

150 Other Modes															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
150.01 Monitor new modal issues	■		30	■	■	■	■	■	■	■	■	■	■	■	■
150.02 Staff support - consolidation	■		2	■	■	■	■	■	■	■	■	■	■	■	■
150.03 Monitor aviation issues	■		2	■	■	■	■	■	■	■	■	■	■	■	■
150.04 SJV Rail Committee	■		15	■			■			■			■		
150.05 Rail Corridor Pres./Acq.	■		2	■	■	■	■	■	■	■	■	■	■	■	■
150.06 New Technologies	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
150.07 Update plans		■	2	■	■	■	■	■							
150.08 Review and certify	■		2	■	■	■	■	■	■	■	■	■	■	■	■
150.09 Regional Governance	■		20	■	■	■	■	■	■	■	■	■	■	■	■
150.10 Active Transportation Plan	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■

150 Other Modal Elements

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	State ATP	LOCAL FUNDS
Salaries	20,152	27,093	43,213		
Benefits	7,106	6,976	13,044		
Overhead	16,104	19,021	30,226		
Total Staff Costs	43,362	53,090	86,483		86,483
Direct Costs					
Consultants		150,000	300,000	150,000	150,000
Total Direct Costs	0	150,000	300,000	150,000	150,000
TOTAL	43,362	203,090	386,483	150,000	236,483
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Consultants  
Regional ATP Plan 300,000



### OBJECTIVE

To ensure the orderly development of lands in the vicinity of public use airports within Fresno County and ensure consistency of land use development with the various Airport Land Use plans within Fresno County.

### DISCUSSION

At the request of the County of Fresno, the Fresno Council of Governments (Fresno COG) has accepted responsibility for staffing and administrative support functions of the Fresno County Airport Land Use Commission (ALUC).

### PREVIOUS WORK COMPLETED

- Conduct ALUC meetings every other month (as needed) to review local agency actions and individual development projects, and determine consistency with the Fresno County Airport Land Use Commission Compatibility Land Use Plan.
- Participate in California Airport Land Use Commission Consortium, formed in 2011 as a statewide forum to support the duties of ALUCs through collaboration and education.

### PRODUCTS

The primary product will be providing administrative and staff support for the Airport Land Use Commission which meets generally on a bi-monthly basis.

### TASKS

- 153.01 Provide staffing and administrative support functions for the Airport Land Use Commission.
- 153.02 Provide technical assistance to local agencies and airports regarding implementation of the nine airport land use plans currently enforced for the nine public use airports in Fresno County.
- 153.03 Prepare staff reports to the Airport Land Use Commission on matters of land use compatibility or consistency. Monitor noise impacts and develop mitigation strategies for identified problems such as applying noise easements and land use controls to impact areas to reduce airport operator liability.
- 153.04 Review environmental documents by applying the criteria in the Airport Land Use Plans and guidelines from the newly updated Caltrans Airport Land Use Planning Handbook.
- 153.05 Review proposed revisions to Airport Master Plans, FAR 150 studies, general plans, heliport layout plans and proposed ordinances.
- 153.06 Coordinate with Caltrans Division of Aeronautics and Fresno County Airport Operators on the update of the Fresno County Airport Compatibility Land Use Plans, and in the development of Airport Ground Access Plans.
- 153.07 Coordinate with the state of California, airport authorities, and local jurisdictions on matters related to airport land use policies and implementation,
- 153.08 Incorporate technical graphics for all county public use airports including newly adopted airport influence areas and clear and approach zones.
- 153.09 Update Airport Land Use Commission information on the Fresno COG website.

153 Airport Land Use Commission																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
153.01 Provide staffing and Admin. support	■		50	■	■	■	■	■	■	■	■	■	■	■	■	
153.02 Provide technical assistance	■	■	5	■	■	■	■	■	■	■	■	■				
153.03 Prepare staff reports	■		15	■		■		■		■		■		■		
153.04 Review Environmental documents	■		5	■		■		■		■		■		■		
153.05 Review proposed revisions to Plans and studies	■		5	■		■		■		■		■		■		
153.06 Coordinate with Fresno County Airport Operators and Caltrans	■		5	■		■		■		■		■		■		
153.07 Coordinate with State of CA and other authorities and jurisdictions	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
153.08 Incorporate technical graphics	■		5	■		■		■		■		■		■		
153.09 Update ALUC info on Fresno COG website	■		5	■	■	■	■	■	■	■	■	■	■	■	■	

153 Airport Land Use Commission

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	19,720	27,796	22,801	
Benefits	6,954	9,838	8,358	
Overhead	15,759	21,011	16,741	
Total Staff Costs	42,433	58,645	47,900	47,900
Direct Costs				
Grant Specific Travel	1,956			
County Counsel	2,780	5,000	5,000	5,000
Total Direct Costs	4,736	5,000	5,000	5,000
TOTAL	47,169	63,645	52,900	52,900
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



### OBJECTIVE

With the adoption of the 2014 Regional Transportation Plan (RTP), Fresno COG maintains a continuous, coordinated and comprehensive process. The plan includes both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. It addresses the federally required planning factors emanating from MAP-21, statewide transportation planning emphasis areas and legislative initiatives including SB 375 and AB 32. An ongoing involvement with the Regional Transportation Plan represents a departure from past practice, which can be characterized as intermittent. This new approach is necessary because of the complex requirements that are addressed in the 2014 RTP.

The 2014 Plan is fiscally constrained, and is consistent with the Environmental Protection Agency's defined Transportation Conformity process and all local plans. Public input was sought proactively during development and subsequent adoption of the plan. In addition, Fresno COG followed the process outlined in the latest RTP Guidelines. The 2014 RTP also complies with the applicable requirement of 23 CFR Part 450, which regulates metropolitan transportation planning and programming. Additionally, this plan addresses greenhouse gas compliance issues as addressed in OWP Element 180 (Air Quality /Transportation Planning) and the emphasis areas included in the new Federal Transportation Act. The 2014 RTP also contains a Sustainable Communities Strategy (SCS) as required by California Senate Bill 375.

### DISCUSSION

Fresno COG, as the state of California designated Regional Transportation Planning Agency and federally designated Metropolitan Planning Organization (MPO) for the Fresno County region, is required to update the RTP by California law at a minimum every four years in compliance with California Transportation Commission Guidelines and to remain consistent with federal law. Our most recent RTP, adopted in 2014, was completed concurrent with our 2015 FTIP and corresponding Transportation Conformity determination.

Fresno COG worked with its member agencies and the stakeholders to develop a Sustainable Communities Strategy (SCS) that met the "ambitious and achievable" greenhouse gas emission reduction targets that were set by the California Air Resources Board (ARB), and also advanced the Blueprint smart growth principles that were valued by the communities in Fresno County. The Fresno COG 2014 RTP was adopted by the Fresno COG Policy Board in June, 2014. The California Air Resources Board on January 29, 2015 affirmed that the Fresno COG adopted 2014 SCS would, if implemented, meet the Board adopted per capita GHG emissions reduction targets of five percent reduction in 2020 and 10% reduction in 2035.

This work element identifies staff time required to begin implementation of the 2014 RTP and conduct preliminary work on the RTP that will be adopted four years hence in 2018. Staff recognizes that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program.

### PREVIOUS WORK COMPLETED

Development of the 2014 RTP included a very proactive public involvement process that provided essential project information, timely public noticing and full public access to key decisions consistent with

federal and state requirements. This approach ensured consistency with the Transportation and Equity emphasis areas identified by FHWA/FTA and to the requirements of Assembly Bill 32 the Global Solutions Warming Act of 2006 and Senate Bill 375 which requires the development of a Sustainable Community Strategy (SCS) in our Regional Transportation Plan (RTP).

## **TASKS**

### **170.01 Develop a Sustainable Planning and Infrastructure Program**

The purpose of this program is to support the implementation of Fresno COG's Sustainable Communities Strategy (SCS) by enhancing the ability of existing neighborhoods to serve as walkable, bikeable, transit-oriented or transit-ready areas for people of all incomes via funding the development of necessary plans, projects and programs.

Develop a funding program that supports the implementation of the Sustainable Communities Strategy and explore new and/or existing funding sources to fund and implement the program. This program development should follow the completion of the needs assessment (see item 2 below). The needs assessment will help identify and develop goals, and objectives, which would then be the tools used to develop and justify funding/scoring criteria and "measurable" performance metrics.

### **170.02 County-Wide Transportation Needs Assessment**

Conduct a county-wide transportation needs assessment and evaluate such needs in Fresno County's disadvantaged communities. In a step towards region wide sustainability and improved public health, evaluate existing needs in Fresno's disadvantaged communities.

This can be done through a needs assessment database of existing built environment conditions and current health status in Fresno County. In addition to developing an inventory of existing and future transportation facilities including streets & roads, bike and pedestrian facilities, and public transit, a gap analysis will be conducted to identify regional projects that will provide regional connectivity. The emphasis of the gap analysis will be on the bike & pedestrian facilities since the State has done a street & road needs assessment, and the public transit needs assessment is being handled by WE120 Regional Public Transportation Planning. Public health data will also be collected through collaboration with the Fresno County Public Health Department.

Combined with mapping of Disadvantaged Communities in Fresno County, the transportation facility inventory, gap analysis and the public health data will provide critical information for funding SCS compatible projects and improving the accessibility, mobility and public health in the disadvantaged communities.

### **170.03 Ad-hoc Committee: Ag Mitigation for Transportation Projects**

Establish an ad hoc committee to assist member agencies in identifying potential policies and actions to minimize the loss of farmland associated with the construction of transportation facilities.

170 Regional Transportation Plan																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
170.01 Develop a Sustainable Planning and Infrastructure Program	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■	
170.02 County-Wide Transportation Needs Assessment	■	■	40	■	■	■	■	■	■	■	■	■	■	■	■	
170.03 Ad-hoc Committee: Ag Mitigation for Transportation Projects	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■	

170 Regional Transportation  
Plan

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA	FTA Carry Fwd	FHWA	FHWA Carry Fwd	LOCAL
Account	2013/14	2014/15	2015/16	5303		PL		FUNDS
Salaries	270,874	169,838	131,481					
Benefits	95,513	57,471	43,746					
Overhead	216,462	126,907	94,149					
Total Staff Costs	582,849	354,216	269,376	134,688		134,688		0
Direct Costs								
Consultants	172,138	50,000	100,000			0	88,530	11,470
Supplies/Printing	920							
Workshops			20,000		17,706			2,294
Promotion/Outreach	25,490	0						
Total Direct Costs	198,548	50,000	120,000	0	17,706	0	88,530	13,764
TOTAL	781,397	404,216	389,376	134,688	17,706	134,688	88,530	13,764
LTF MATCH 11.47%					2,294		11,470	
TOLL CREDIT MATCH 11.47%				15,449		15,449		

Consultants  
SCS Needs Assessment 100,000



### OBJECTIVE

The objective of this work element is to update Fresno COG's 2009 Congestion Management Process (CMP), which was approved by Fresno COG Policy Board in October 2009. The 2015 CMP update will incorporate the MAP 21 national performance goals and performance management measures in the monitoring system; and establish a performance monitoring system using performance measures in the RTP/SCS to keep track of the progress of the RTP/SCS.

### DISCUSSION

Fresno COG developed its first Congestion Management Program in November 1991, and it was updated subsequently based on legislation requirement. With the passage of CA Assembly Bill 2419 (Bowler) in 1996, Fresno County was allowed to "opt out" of the California Congestion Management Program if a majority of local governments elected to exempt themselves from the California CMP. The Fresno COG Policy Board rescinded the Congestion Management Program on September 25, 1997 at the request of the local member agencies. However, Fresno COG was still obligated to have a Congestion Management System (CMS) to meet the federal requirement under 23 CFR 500.109 and 450.320. Fresno COG has since developed and utilized a CMS, which was approved jointly by FHWA/FTA during the review of 1997-1998 OWP. After the passage of the SAFETEA-LU in 2006, the federally required CMS became CMP.

Federal regulations require that metropolitan areas with population over 200,000, also called Transportation Management Areas (TMAs), develop a congestion management process to address congestion issues. The CMP should be an integral part of an MPO's planning process, and shall provide "safe and effective integrated management and operation of a the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities, through the use of travel demand reduction and operational management strategies." The resulting strategies from this process should be reflected in the RTP & TIP process.

In addition, it was further regulated that federal funds may not be programmed in a carbon monoxide and/or ozone nonattainment TMAs for any project that will result in a significant increase in single-occupant-vehicle (SOV) capacity unless the project is based on an approved CMP. TMAs in non-attainment areas must provide an appropriate analysis of all reasonable, including multimodal, travel demand, reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs is proposed. Fresno County is designated as a nonattainment TMA for ozone, and was so designated for carbon monoxide, but the Fresno Urbanized Area was reclassified as attainment for carbon monoxide effective on June 1, 1998. Because of the ozone nonattainment status, Fresno COG is required to comply with the CMP regulations.

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

1. methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative actions, provide

information supporting the implementation of actions, and evaluate the effectiveness of implemented actions ;

2. a definition of objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods ;
3. the establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and to evaluate the efficiency and effectiveness of implemented actions;
4. identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. This includes strategies such as: transportation demand management (TDM) measures, traffic operational improvements, public transportation improvements, Intelligent Transportation Systems (ITS) technologies, and additional system capacity;
5. identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy proposed for implementation ; and,
6. implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures .

With the issuance of the Interim Guidebook on the Congestion Management Process in Metropolitan Transportation Planning, guidance was provided on how a congestion management process could be conducted. An 8-step process was recommended:

Step 1: develop congestion management objectives

Step 2: define area of application

Step 3: define CMP network system

Step 4: develop performance measures

Step 5: develop a performance monitoring plan

Step 6: identify and evaluate strategies

Step 7: implementation & management

Step 8: develop a plan to monitor strategy effectiveness

The 2015 CMP update will review the 2009 CMP, incorporate comments received and combine other transportation monitoring efforts under MAP 21 and the RTP/SCS. Implementation mechanism will be developed in the CMP to help screen and score projects in the RTP and FTIP. It can also serve as a progress report on the transportation investment in the Fresno region.

## **PREVIOUS WORK COMPLETED**

The state of California has also mandated certain state requirements in regards to Congestion Management processes. With the passage of CA Assembly Bill 2419 (Bowler) in 1996, Fresno County was allowed to "opt out" of the California Congestion Management Program if a majority of local governments elected to exempt themselves from the California CMP. The Fresno COG Policy Board rescinded the Congestion Management Program on September 25, 1997 at the request of the local member agencies.

However, Fresno COG was still obligated to have a Congestion Management System (CMS) to meet the federal requirement under 23 CFR 500.109 and 450.320. Fresno COG has since developed and utilized a CMS, which was approved jointly by FHWA/FTA during the review of 1997-1998 OWP. CMS became CMP with the passage of SAFETEA-LU in 2006.

The most recent update of the Fresno COG congestion management process was initiated as a result of a Corrective Action issued as part of the 2009 TMA Certification Review. Fresno COG formed a CMP steering committee that consisted of staff of planning & public works departments of local cities, transit operators, vanpool/carpool operators, as well as representatives from Caltrans District 6. Members were brought up to date to the new planning requirements on congestion management process. This Committee developed the CMP road network, selected Level of Service as the Congestion Measure, reviewed existing traffic count data and locations and made necessary adjustments to the regional traffic monitoring programs, and developed a SOV evaluation methodology for the 2007 RTP.

Work carried out in revising the draft CMP was summarized in a final report and circulated among Inter-Agency Consultation partners including FHWA. Comments were addressed and the final CMP report was adopted by COG's Policy Board in October, 2009. Fresno COG was notified afterwards that the work satisfied the Corrective Action on CMP that was issued with the 2009 Certification Review Final Report, but additional enhancement will be necessary in its next updates

## PRODUCTS

1. 2009 CMP reported adopted by Fresno COG Policy Board in October, 2009
2. Applied CMP in 2007 RTP, 2011 RTP and FTIPs in between

## TASKS

- 172.01 Reconvene the Fresno COG CMP Committee
- 172.02 Incorporate MAP 21 performance management measures in the monitoring system in the 2015 CMP
- 172.03 Incorporate RTP/SCS performance measures in the monitoring system in the CMP
- 172.04 Redefine CMP network
- 172.05 Obtain and set up speed data monitoring system for the CMP network
- 172.06 Incorporate traffic count data from the Traffic Monitoring Program
- 172.07 Collect bike and pedestrian counts; coordinate with the bike & ped efforts undertaken by the Active Transportation Plan (ATP) program
- 172.08 Collect other transportation monitoring data:
  - collision injury data
  - vehicle miles traveled
  - commute travel time
  - cost of travel
  - auto ownership
  - transit ridership
  - household income
  - jobs, workers and housing balance
  - population and housing changes
  - employment and jobs

172 Congestion Management Process															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
172.01 Continue Fresno COG CMP Committee	■		5	■	■	■	■								
172.02 Incorporate MAP 21 measures	■		5	■	■	■	■	■							
172.03 Incorporate SCS measures	■	■	5	■	■	■	■	■							
172.04 redefine CMP network	■	■	5	■	■	■	■	■							
172.05 Obtain and set up speed data monitoring system	■		40	■	■	■	■	■	■						
172.06 Incorporate traffic counts data			10	■	■	■	■	■	■						
172.07 Collect bike and ped counts (TBD)			15	■	■	■	■	■	■	■	■	■	■	■	■
172.08 Collect other transportation monitoring data			15	■	■	■	■	■	■						

172 Congestion Management Program

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA	FHWA	FHWA Carry Fwd	State SPR	LOCAL FUNDS
Account	2013/14	2014/15	2015/16	5303	PL			
Salaries	4,870	30,884	96,575					
Benefits	1,717	11,778	33,984					
Overhead	3,892	23,818	70,150					
Total Staff Costs	10,479	66,480	200,709	100,355	100,354			0
Direct Costs								
Consultants		150,000	150,000		0	132,795		17,205
Equipment			25,000				20,000	5,000
Total Direct Costs	0	150,000	175,000	0	0	132,795	20,000	22,205
TOTAL	10,479	216,480	375,709	100,355	100,354	132,795	20,000	22,205
LTF MATCH 11.47%						17,205		
TOLL CREDIT MATCH 11.47%				11,511	11,511			
Consultant								
CMP Update	150,000							



### OBJECTIVE

The Air Quality Transportation Planning Work Element provides for the development and maintenance of a coordinated transportation and air quality planning process. The Federal and California Clean Air Acts require that transportation plans, programs and projects be consistent with, or conform to, State Implementation Plans (SIPs), and establishes the criteria and procedures for determining whether or not they conform. In order to be in compliance with Federal and State regulations, transportation activities cannot produce new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards.

### DISCUSSION

Air quality transportation planning in the San Joaquin Valley Air Basin requires the combined, cooperative efforts of all eight Metropolitan Planning Organizations (MPOs) in the Valley as well as collaboration with the San Joaquin Valley Air Pollution Control District (SJVAPCD). Fresno Council of Governments (Fresno COG) supports the SJVAPCD in the development of transportation control measures (TCMs) and technical analyses of transportation issues, along with making significant efforts to coordinate transportation and air quality planning in its larger geographic context.

The eight Valley transportation planning agencies and the SJVAPCD, through a Memorandum of Understanding (MOU), have developed a coordinated, cooperative, and consistent planning process. The MOU was updated and adopted by all eight of the Valley MPOs and the SJVAPCD on September 9, 2009. This coordinated approach includes collaboration on submission of vehicle miles traveled (VMT) forecasts to the SJVAPCD to be used in the development of emission budgets; the updating of State Implementation Plans (SIPs); the development of new attainment demonstration plans; the joint evaluation of transportation control measures (TCMs); working with local transit agencies and Caltrans to enhance transit services; and working in concert with the SJVAPCD on studies and projects to reduce transportation related pollutants.

Some Federal programs, particularly the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, are intended to fund transportation-related projects that will help improve air quality in non-attainment areas. The CMAQ program requires that projects show positive emissions benefit. Funding requests and obligations must be supported by project-level emission calculations. These requirements are met using approved emissions calculator tools provided by the California Air Resources Board.

Transportation conformity is required by the Federal Clean Air Act (as amended in 1990) and ensures that Federal funding is given to transportation activities that are consistent with air quality goals. The Clean Air Act amendments strengthened conformity requirements for transportation projects, necessitating an enhanced level of technical analysis of plans, programs, and projects than had been required in the past. Federal regulation requires that conformity determinations must be conducted at least every four years in "nonattainment" or "maintenance" areas prior to the approval or acceptance of a transportation plan, transportation improvement program (TIP) or plan/TIP amendments. Fresno COG updates the TIP every two years with an associated Conformity determination. A Transportation Conformity determination is also required prior to approval of Federal projects involving FHWA/FTA approval or funding, as well as 24 months after certain SIP actions, and 12 months following the effective date of new nonattainment designations. The requirement for emissions budgets, analysis, and modeling necessitate coordinating this task with Work Elements 110-Regional Streets and Highways Planning, WE#111-Regional Transportation Modeling, WE#170-Regional Transportation Plan, and WE#220-Transportation Program Development.

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

With the State of California taking the national and international lead on the reduction of greenhouse gas emissions which contribute to climate change, new tasks are being required of transportation planning agencies.

## PREVIOUS WORK COMPLETED

1. Updates/presentations/information to member agencies on revisions, amendments and guidance developed from Federal and California Clean Air Acts
2. Memorandum of Understanding among and between the eight MPO's in the San Joaquin Valley Air Basin and the SJVAPCD.
3. Emissions travel forecasts
4. Provided updated travel factors to the SJVAPCD
5. Assisted SJVAPCD in development of the 2007 8-hour Ozone Plan, the 2008 PM2.5 Plan, the 2007 PM10 Maintenance Plan and Request for Redesignation and the CO Maintenance Plan, 2012 PM2.5 Plan, Air District Rules, and Transportation Conformity Determinations (1992, 1993, 1994, 1996, 1998, 200, 2002, 2004, 2005, 2006, 2008, 2010, 2011, 2012, 2014)
6. 2013-14 Congestion Mitigation and Air Quality Improvement Program (CMAQ) call for projects: Process involves series of meetings with member agencies, stakeholders, developing application packet, compiled projects submitted, calculated emission reductions and cost-effectiveness, convened the scoring committee, and presented the committees' recommended projects to the Fresno COG Policy Board for approval. Fresno COG continues to manage and assist member agencies in the delivery of these projects.
7. 2014 Conformity Analysis for the 2015 FTIP and 2014 RTP which received federal approval December 12, 2014 for the 2014 RTP and December 15, 2014 for the 2015 FTIP.
8. Project level conformity determinations (hot-spot assessments)
9. Valley-wide Model Steering Committee
10. Statewide Conformity Working Group
11. San Joaquin Valley Clean Cities Coalition
12. California Federal Programming Group.
13. Transportation Conformity in the San Joaquin Valley presentation for Caltrans district project managers
14. 2008 Ozone Conformity Analysis for the 2013 FTIP and 2011 RTP- FCOG adoption May 2013.
15. San Joaquin Valley Plug-In Electric Vehicle Community Assessment-evaluation of the level of PEV readiness among jurisdictions.
16. San Joaquin Valley Plug-In Electric Vehicle Readiness Plan.
17. San Joaquin Valley Plug-In Electric Vehicle Charging Roadmap-siting optimal locations for public charging in the San Joaquin Valley

## PRODUCTS

1. Various air quality efforts/outreach/work products/sharing best practices with the SJVAPCD and other Valley MPO's support staff. (i.e., development of new incentive programs, evaluation of public outreach programs, providing member contact information for the SJVAPCD)
2. New motor vehicle emission budgets in support of State Implementation Plans (SIPs), new national ambient air quality standards and updates to EMFAC (EMissions FACtor-ARB's mobile source model).
3. San Joaquin Valley COG Director's Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues. The SJV is a multi-pollutant nonattainment, multi-jurisdictional area that requires close collaboration and consultation among many agencies (i.e., FHWA, FTA, SJVAPCD, ARB, Caltrans, the air quality consultant for the eight valley MPO's)
4. Annual CMAQ Report
5. Project level conformity determinations (hot-spot assessments)
6. Conformity analysis including model runs for each regionally significant FTIP amendment, and RTP. Due to the fact that we are in a multi-jurisdictional and multi-pollutant nonattainment area we have averaged 2 to 3 full Conformity Analyses per FTIP cycle (2 years) for the past six years.
7. Monitor and implement federal air quality regulations. Assure compliance with regulations.
8. Attendance at interregional IAC meetings and Statewide Air Quality Conformity Working Group meetings
9. Valley air quality workshops.
10. . Continue support for member agencies in programming/delivering their CMAQ projects.
11. Updates to Fresno COG Transportation Technical Committee (TTC) Policy Advisory Committee (PAC) and Policy Boards regarding air quality regulatory actions and Fresno COG planning processes.
- 12.
13. San Joaquin Valley Plug-In Electric Vehicle Community Assessment-evaluation of the level of PEV readiness among jurisdictions,
14. San Joaquin Valley Plug-In Electric Vehicle Readiness Plan, implementation.
15. San Joaquin Valley Plug-In Electric Vehicle Charging Roadmap-Siting optimal locations for public charging in the San Joaquin Valley. Presentations on the PEV readiness status of the Fresno and San Joaquin Valley, providing updates on state and federal activities regarding the implementation of alternative fuels for all of the COG Technical/Advisory and Policy Boards.

## TASKS

- 180.01 Monitor State and Federal guidance related to air quality transportation planning requirements.
- 180.02 Provide technical support and assistance on applicable transportation planning issues to the San Joaquin Valley Air Pollution Control District (SJVAPCD).
- 180.03 Participate with the other Valley MPOs in the San Joaquin Valley COG Director's Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and conformity analysis issues.
- 180.04 Conduct conformity determinations to ensure that the Regional Transportation Plan, FTIP, and subsequent amendments conform to the State Implementation Plans (SIPs), required by laws and regulations.
- 180.05 Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board.
- 180.06 Work with the SJVAPCD and other agencies in determining whether there are TCMs, Reasonably Available Control Measures (RACM) and/or Best Available Control Measures (BACM), which could be pursued for congestion reduction or inclusion in attainment demonstration plans.
- 180.07 Participate in truck and goods movement studies along with the SJVAPCD, MPOs, and other government agencies.
- 180.08 Continue with the ongoing public education process and work to develop outreach programs on conformity, air quality, and other transportation issues.

- 180.09 Provide technical assistance to local agencies in order to conduct emissions calculations and general support for projects funded through the CMAQ program.
- 180.10 Continue to work with the SJVAPCD and California Air Resources Board to jointly evaluate the development of the updated EMFAC (EMissions FACtor model) and current California mobile source control measures on motor vehicle emission projections.
- 180.11 Identify methods, procedures, and/or alternatives to analyzing the effect of transportation modes, infrastructure and land use patterns on air quality.

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

180 Air Quality/Trans. Planning

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	FTA 5303	FHWA PL	FHWA Carry Fwd	LOCAL FUNDS
Salaries	81,202	79,394	89,573				
Benefits	28,633	30,632	35,180				
Overhead	64,891	61,428	67,029				
Total Staff Costs	174,726	171,454	191,782	94,921	96,861		0
Direct Costs							
Agency Pass Through	47,031	55,000	55,000		0	48,692	6,308
Total Direct Costs	47,031	55,000	55,000	0	0	48,692	6,308
TOTAL	221,757	226,454	246,782	94,921	96,861	48,692	6,308
LTF MATCH 11.47%						6,309	
TOLL CREDIT MATCH 11.47%				10,887	11,110		
Agency Pass Through							
Air Quality Liaison - San Joaquin COG	55,000						
Total	55,000						

### OBJECTIVE

To provide the organizational structure and staffing for development and maintenance of an Expenditure Plan that will guide the utilization of the 1/2 cent sales tax measure that was approved by Fresno County voters on the November 2006 ballot. The Reauthorization process was guided by a Regional Steering Committee consisting of elected officials, interested regional stakeholders and the general public. Staffing is provided by Fresno COG.

Fresno COG continues to provide planning and financial services for implementation of several Measure C programs. Staff oversees programming for the Regional Transportation Program, and they implement the Senior Taxi Scrip Program, the Measure C Carpool Incentive Program, the Commuter and Agricultural Worker Vanpool Programs and the Regional Transportation Mitigation Fee Program. Fresno COG staff also facilitates implementation of the Measure C Transit Oriented Development Program, the New Technology Reserve Fund, and provides staff support to the Measure C Citizen Oversight Committee.

### DISCUSSION

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

### PRODUCTS

- Strategic Implementation Plan
- Public Transportation Infrastructure Study
- Senior Taxi Scrip, Measure C Carpool Incentive, Commuter and Agricultural Worker Vanpool Program, and the Regional Transportation Mitigation Fee Program implementation plans and strategies.
- 2012/2013 Measure C Regional Transportation Plan Update
- Measure C Regional Transportation Short-Term Program
- Updates to the Strategic Implementation Plan for all Measure C Programs that Fresno COG oversees
- Measure C Transit Oriented Development (TOD) Program Policies and Guidelines
- TOD program first funding cycle completed
- TOD Program second funding cycle completed
- Opened TOD 3<sup>rd</sup> funding cycle
- Held TOD Scoring Committee meetings, and took applications through TTC/PAC, COG Policy Board and FCTA Board
- Held TOD Technical Advisory Committee meetings. Proposed revision to the TOD Program Policies and Guidelines to allow funding for multi-year projects
- TOD Program Policies and Guidelines were revised to allow multi-year projects. 3<sup>rd</sup> funding cycle completed.
- FY 2012-13 update to the *Regional Transportation Program* component of Measure "C" Expenditure Program
- Programming of FY 12-13 funding updates to the Measure "C" Expenditure Program in the 2013 Federal Transportation Improvement Program (FTIP)
- Programming of FY 13-14 funding updates to the Measure "C" Expenditure Program in the 2015 Federal Transportation Improvement Program (FTIP)

- Implementation, supervision and documentation of the Measure C Taxi Scrip Program, Regional Transportation Mitigation Fee Program, the Commuter and Agricultural Worker Vanpool Programs and the Carpool Incentive Program.
- Provide staff support for the Measure C Citizen Oversight Committee

## TASKS

- 210.01 Update Measure C Strategic Implementation Plans for Measure C's Regional Subprograms as needed
- 210.02 Address other implementation requests and requirements as issues arise
- 210.03 Continue to work with TOD committees and the stakeholders to address comments for editing TOD guidelines and exploring the possibility of revising the guidelines.
- 210.04 Open TOD program 4th funding cycle and work with COG committees to fund TOD projects
- 210.05 Implementation, supervision and documentation of the Measure C Taxi Scrip Program, Regional Transportation Mitigation Fee Program, the Commuter and Agricultural Worker Vanpool Programs and the Carpool Incentive Program.
- 210.06 Provide staff support for the Measure C Citizen Oversight Committee.

210 Measure “C” Reauthorization Implementation																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
210.01 Update Strategic Implementation Plans as needed	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
210.02 Address other implementation requests and requirements	■	■	35	■	■	■	■	■	■	■	■	■	■	■	■	
210.03 TOD Committee and guidelines	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
210.04 TOD 4 <sup>th</sup> funding cycle	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
210.05 Implement RTMF, Carpool, Vanpool and Taxi Scrip	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	
210.06 Staff the COC	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	

### 210 Measure "C" Extension

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	68,611	101,466	101,479	
Benefits	24,193	37,018	38,204	
Overhead	54,829	77,316	75,052	
Total Staff Costs	147,633	215,800	214,735	214,735
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	147,633	215,800	214,735	214,735
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



### OBJECTIVE

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

### DISCUSSION

The 2006 Measure C Extension Expenditure Plan calls for the formation of a Citizen Oversight Committee to review spending under the transportation sales tax, which was extended in November 2006 by an overwhelming majority of Fresno County voters. The Oversight Committee's work is crucial. A good deal of enthusiastic support for the Measure C Extension was based on the promise that spending of various transportation projects would be closely monitored in an open and public process.

### PREVIOUS WORK COMPLETED

The Measure C Expenditure Plan language required that the Oversight Committee be formed within 6 months upon approval of the Measure C Extension by the voters of Fresno County (November 2006). Therefore, the 13 member Citizen Oversight Committee was formed in March 2007, with members appointed by the Fresno County Mayors' Select Committee. The Citizen Oversight Committee's first meeting was held in July 2007, during which the committee defined their responsibilities, selected a Chair and Vice-Chair and established an attendance policy. The Oversight Committee Meetings continue to be scheduled on an as-needed basis, not typically occurring more than once per month.

### PRODUCTS

The Committee may receive, review and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated above.

Specific responsibilities include the following:

Receive, review, inspect, and recommend action on independent financial and performance audits related to the planning and implementation of the Measure C Extension program. Receive, review, and recommend action on other periodic reports, studies and plans from responsible agencies including the Authority, Fresno COG, the Cities, the County or other agencies. Such reports, studies and plans must be directly related to Measure C Extension programs, revenues, or expenditures. They may also review and comment upon Measure C Extension expenditures to ensure that they are consistent with the Expenditure Plan and annually review how sales tax receipts are being spent and publicize the results. Each year the Citizen Oversight Committee may present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report.

### TASKS

- |        |   |
|--------|---|
| 211.01 | Prepare, publish and print meeting agendas and materials.   |
| 211.02 | Design, publish and email Citizen Oversight Committee Local Agency Reporting Forms to all local agencies receiving Local Measure C funds. Review completed forms submitted for acceptance by the Oversight Committee. |
| 211.03 | Provide Citizen Oversight Committee members with information needed to write and publish their formal annual report to the public.  |
| 211.04 | Recruit new members to fill available positions as a result of term expiration or resignations.   |

- 211.05 Communicate with Citizen Oversight Committee members regarding committee business via phone and email.
- 211.06 Work as liaison between local agencies and Citizen Oversight Committee members.
- 211.07 Update the Fresno COG website with current meeting and committee information. Verify that FCTA receives all committee updates.
- 211.08 Communicate with FCTA regarding issues and concerns of the committee, and supply the committee with FCTA information and reports.

211 Measure C Citizen Oversight Committee															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
211.01 Meeting agendas, materials	■	■	30			■	■	■	■	■		■	■		
211.02 COC Local Agency Reporting Forms	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
211.03 Annual Report assistance	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
211.04 Recruiting new members	■	■	5				■	■	■	■	■	■	■	■	
211.05 Communication with COC members	■	■	15							■	■	■	■		
211.06 Liaison between COC and locals	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
211.07 Update Fresno COG website	■	■	3	■	■	■	■	■	■		■	■	■	■	■
211.08 Liaison between FCTA and COC	■	■	9	■	■	■	■	■	■	■	■	■	■	■	■

211 Measure "C" Oversight Committee

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	4,479	7,773	5,290	
Benefits	1,580	2,623	1,896	
Overhead	3,579	5,804	3,861	
Total Staff Costs	9,638	16,200	11,047	11,047
Direct Costs				
Other Misc Expense	985	500	1,000	1,000
Total Direct Costs	985	500	1,000	1,000
TOTAL	10,623	16,700	12,047	12,047
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



### OBJECTIVE

To expend Measure C Carpool/Vanpool Program funds, encouraging an increase in carpooling and commuter vanpooling in Fresno County.

### DISCUSSION

The 2006 Measure C Extension Expenditure Plan, passed by the voters in November 2006, programs funds for carpool and vanpool programs. The programs will be evaluated for funding allocation based upon an open competitive process, and prioritized based on overall cost effectiveness and air quality benefit. The Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. The Commuter Vanpool Program offer subsidies and reimbursements for new and existing vanpools that originate within Fresno County. The Carpool Incentive Program offers all Fresno County commuters an opportunity to be chosen to receive monthly commuting incentives by carpooling a minimum of two days per week, pending the completion and submission of the proper online information. Each eligible entry will also qualify participants for an annual drawing.

Fresno County Transportation Authority (FCTA), Measure C's implementing agency, charged the Fresno COG with administering, overseeing and implementing the Measure C Carpool/Vanpool Programs due to their staff's expertise in Ridesharing.

### PREVIOUS WORK COMPLETED

Implementation guidelines were updated and approved in 2012 and implementation of the new program guidelines began in October, 2012. The updated guidelines included a change in the amount of funding available for the monthly lease subsidy for vans in their 1<sup>st</sup> and 2<sup>nd</sup> year of vanpooling.

Fresno COG has completed its fourth full year of implementation for the Measure C Carpool Program hosting a 4<sup>th</sup> Grand Prize Giveaway. COG staff secured donations and deep discounts towards the purchase of merchandise that was given away to program participant winners. In response to participant survey feedback, COG staff has authorized an increase in monthly winner awards to \$2000; one (1) \$1000 cash award and two (2) \$500 cash awards, plus, up to an additional \$2000 per month will be used for other promotional giveaways, contests, etc. throughout the year to offset the 2015 Grand Prize Giveaway. Staff worked with Jeffrey Scott Agency to update and add new features to the Valleyrides website, with estimates for additions to better serve college campuses as well as existing Valleyrides participants.

### PRODUCTS

Listed by Task

### TASKS

- |        |   |
|--------|---|
| 212.01 | Coordinate the Measure C Carpool Grand Prize Giveaway event and purchase prize packages.  |
| 212.02 | Evaluate success of previous fiscal year's programs   |
| 212.03 | Publicize the programs via website, email, public service announcements, community events, presentations, news articles, and other cost effective means available. Offering assistance to employers to help start or promote rideshare programs within their companies. |

- 212.04 Post and update all related information and forms on Fresno COG and Valleyrides' websites and smartphone application.
- 212.05 Receive and evaluate all applications for each vanpool program
- 212.06 Field calls from the public, answer emails and assist walk-in traffic
- 212.07 Notify recipients and sign agreements/forms with vanpool providers
- 212.08 Coordinate all aspects of the monthly Measure C Carpool Incentive Award giveaways.  
Dispense incentive awards at the Fresno COG office. Document all purchases and collections
- 212.09 Receive and process monthly vanpool invoices and mail out subsidies and reimbursements
- 212.10 Submit Claim Forms to the FCTA
- 212.11 Complete bi-monthly, quarterly and year-end reports on the programs

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

212 Measure "C" Ride Share/Van Pool

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	30,540	40,093	39,309	
Benefits	10,769	14,287	15,592	
Overhead	24,406	30,360	29,498	
Total Staff Costs	65,715	84,740	84,399	84,399
Direct Costs				
Supplies/Printing	257	10,440	10,440	10,440
Software Support & Maint			5,000	5,000
Promotion/Outreach	21,188	60,000	60,000	60,000
Carpool Subsidy	24,000	24,000	48,000	48,000
Carpool Prizes & Awards	51,274	56,000	32,000	32,000
Commuter Van Pool Subsidy	129,608	158,840	165,000	165,000
Grant Specific Travel	551	400	500	500
Temporary Help	2,386			
Agency Pass Through	190,196	0	0	
Total Direct Costs	419,460	309,680	320,940	320,940
TOTAL	485,175	394,420	405,339	405,339
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 214 Measure C ADA/Seniors/Paratransit Taxi Scrip Program

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### OBJECTIVE

To maintain the Measure C Taxi Scrip Program for enhanced taxicab transportation services for persons 70 years of age and older living in the Fresno County (service area) region.

### DISCUSSION

The 2006 Measure C Extension Expenditure Plan passed by the voters in November 2006, funds the Taxi Scrip Program as a subsidy program. Taxi Scrip Program participants may purchase five books of scrip monthly at \$5.00 per book (valued at \$20.00), that is a 75% purchase discount per ticket booklet. Each book of scrip includes 20 tickets at a \$1.00 value per ticket. Users may not purchase more than 5 books in any calendar month. Persons who are qualified to use the program, and who have completed and submitted the proper paperwork may purchase Taxi Scrip Booklets at the Fresno COG office and various vendor locations throughout Fresno County. Users are responsible for scheduling, changing and canceling trip reservations. Fresno COG shall be indemnified from and against any and all actions, claims, demands, and liabilities arising out of or in any way connected with Taxi Scrip Program, regardless of any negligent act of Fresno COG.

The program will be evaluated yearly to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the Taxi Scrip Program. The Taxi Scrip program should provide an equal opportunity for potential public and private partnerships.

Fresno County Transportation Authority (FCTA), Measure C's implementing agency, charged the Fresno COG with administering the Measure C Taxi Scrip Program due to their staff expertise in Ridesharing.

### PREVIOUS WORK COMPLETED

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

An online user database was created to accommodate all of the information on Taxi Scrip participation and usage. Fresno COG holds agreements with four different agencies that agreed to make the Scrip available for purchase at five different locations. Staff finalized the fourth agreement with the City of Reedley in February, 2014. Users may also order Taxi Scrip from Fresno COG via mail and in-person by visiting our office. Fresno COG Staff also entered into agreements with 17 taxi cab companies in the Fresno area, the most recent in 2014 with a cab company in the City of Sanger. The agreement with taxi cab companies was last updated in November, 2013 to include compliance with a new complaint procedure.

### PRODUCTS

Listed by Task

### TASKS

214.01 Evaluate reporting procedures and monitor online database for accuracy.

- 214.02 Publicize the Taxi Scrip program via website, email, public service announcements, news articles, community events and other means available to all Fresno County residents
- 214.03 Post all related information and forms on websites and keep updated
- 214.04 Field calls from the public, assist walk-in traffic, and answer emails regarding the program
- 214.05 Address complaints received from participants regarding Taxi Companies using the Rules, Consequences, and Complaint Procedures
- 214.06 Receive and evaluate all applications for Taxi Scrip Program and Proxy Designation Forms
- 214.07 Update, monitor and print Taxi Scrip Books and User ID Cards
- 214.08 Receive and process mail orders, invoices, reimbursements and sales. Review taxi vendor logs and returned taxi scrip for accuracy and reimbursement.
- 214.09 Maintain partnership with various local vendors to act as currency distributors; collecting, applications, preparing quarterly vendor invoice statements, and delivering scrip as needed.
- 214.10 Complete bi-monthly, quarterly and annual reports

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

214 Measure "C" ADA/Seniors

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	35,213	50,926	50,405	
Benefits	12,416	18,816	21,604	
Overhead	28,139	38,937	38,690	
Total Staff Costs	75,768	108,679	110,699	110,699
Direct Costs				
Supplies/Printing	8,508	14,000	14,000	14,000
Software Support & Maint	605	5,000	5,000	5,000
Promotion/Outreach		50,000	50,000	50,000
Taxi Scrip	318,941	345,000	385,000	385,000
Grant Specific Travel	442	600	700	700
Temporary Help	2,386			
Other Misc Expense	2,982	2,000	2,000	2,000
Total Direct Costs	333,864	416,600	456,700	456,700
TOTAL	409,632	525,279	567,399	567,399
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 215 Measure C Agricultural Worker Vanpool Program

215

### OBJECTIVE

To maintain the Measure C Agricultural Worker Vanpool Program, encouraging an increase in agricultural worker vanpooling participation in Fresno County.

### DISCUSSION

The 2006 Measure C Extension Expenditure Plan, passed by the voters in November 2006, provides funds for a farmworker vanpool program. In 2014 we began referring to the program as the Agricultural Worker Vanpool Program because the subsidies available are offered to many types of agricultural workers, not just farmworkers. The program will be evaluated for funding allocation based upon an open competitive process, and prioritized based on overall cost effectiveness and air quality benefit. The Agricultural Worker Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. The Agricultural Worker Vanpool Program offers subsidies and reimbursements for new and existing vanpools that originate within Fresno County.

Fresno County Transportation Authority (FCTA), Measure C's implementing agency, charged the Fresno COG with administering, overseeing, and implementing the Measure C Agricultural Worker Vanpool Program due to COG's staff expertise in Ridesharing.

### PREVIOUS WORK COMPLETED

Fresno COG developed implementing guidelines for the Agricultural Worker Vanpool program that was approved by the Fresno COG and FCTA Boards in February 2008. The program began implementation in March of 2008 with program information extended to the media and all Fresno COG contacts via email and hard copy letter, as well as posting all of the information and forms on Fresno COG's website and on Valleyrides.com, Fresno COG's ridesharing website.

Fresno COG staff reevaluated the program in July of 2012 and determined that the substantial increase in participation made it necessary to alter the voucher system in order to make it more manageable for COG Staff, the Agricultural Worker vanpool providers, and for the farmworkers themselves. The voucher system was converted to a weekly voucher for the entire van as opposed to a voucher for each individual rider. The Measure C Implementation Handbook was updated to include this change. The conversion to the new voucher system commenced on October 1, 2012. COG staff began writing a Request for Proposals to solicit proposals public outreach on the Agricultural Worker Vanpool Program..

### PRODUCTS

Listed by Task

### TASKS

- |        |  |
|--------|--|
| 215.01 | Evaluate reporting procedures  |
| 215.02 | Publicize the Agricultural Worker Vanpool program via website, email, community events, public service announcements, news articles, and other means available to all Fresno County residents including the Tribal membership and employees. Launch marketing / mini grant program for public outreach |

- 215.03 Post all related information and forms on websites and keep updated
- 215.04 Receive, evaluate, document and process all applications for each Agricultural Worker Vanpool applicant
- 215.05 Notify recipients and sign agreements/forms with vanpool providers.
- 215.06 Receive, evaluate, document and process monthly invoices
- 215.07 Submit Claim Forms to the FCTA
- 215.08 Complete bi-monthly, quarterly and annual reports of the program accomplishments
- 215.09 Field calls and answer emails regarding the program
- 215.10 Finalize, release, and administer Agricultural Worker Vanpool Program Outreach Request for Proposals.

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

215 Measure "C" Agricultural Worker Vanpool

	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	LOCAL
Account	2013/14	2014/15	2015/16	FUNDS

Salaries	23,168	30,743	29,740	
Benefits	8,169	10,956	11,669	
Overhead	18,514	23,281	22,249	
Total Staff Costs	49,851	64,980	63,658	63,658
Direct Costs				
Supplies/Printing	37	2,000	2,000	2,000
Software Support & Maint				
Workshops				
Promotion/Outreach	100	100,000	100,000	100,000
Farm Worker Van Pool Subsidy	260,531	280,000	300,000	300,000
Temporary Help	2,386			
Total Direct Costs	263,054	382,000	402,000	402,000
TOTAL	312,905	446,980	465,658	465,658
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

### OBJECTIVE

To identify transportation improvements proposed for implementation within a short-range period in compliance with federal and state requirements.

### DISCUSSION

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

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

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

Fresno COG is well aware of the requirements for financial constraint in all transportation plans. The Federal Highway Administration in cooperation with Caltrans established statewide guidelines for preparation of a "Financial Constraint" Element. Significant financial analysis and financial planning have been incorporated within this Element.

Also pursuant to SB 45 statutes, the STIP consists of two broad programs, the Regional Program funded from 75% of new STIP funding and the Interregional Program funded from 25% of new STIP funding. The 75% Regional Program is further subdivided by formula into county shares. County shares are available solely for the projects nominated by regions in their RTIPs. The Caltrans Interregional Transportation Improvement Program (ITIP) will nominate only projects for the Interregional Program. Under restricted circumstances, an RTIP may also recommend a project for funding from the interregional share.

FTIP development operates under MAP-21, federal law, guidance which authorizes the Federal surface transportation programs for highways, highway safety, and transit. Fresno COG has been responsible for three specific federal funding programs: the Regional Surface Transportation Program (RSTP); the Congestion Mitigation and Air Quality (CMAQ) Program; and the old Transportation Enhancement (TE) Program. The TE Program that existed under SAFETEA-LU was discontinued under MAP-21 and most, not all, TE type projects are now eligible under the new Transportation Alternatives Program (TAP). The administration of the TAP is done by Caltrans; however, the state and the large MPO's share some of the administering responsibilities though the implementation of Active Transportation Program. The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various federal and state transportation programs, including the Transportation Alternatives Program, Bicycle



Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation. MPOs with large urbanized areas, such as Fresno COG, had the option of either administering a regional call for projects or delegating that responsibility to the State. The Fresno COG Policy Board recommended that Fresno COG administer its own regional call for projects and develop guidelines and criteria applicable to our region.

Project funding decisions on RSTP and CMAQ are currently under the COG's control within federal program guidance, and though Fresno COG administers the Regional ATP, the CTC has the authority to reject or accept our regional guidelines and program of projects. Appropriate prioritization and selection processes for the region have been established, and have been modified as the need has arisen. Special emphasis has been given to selecting transportation projects that emphasize "safety", "security", and alignment with the Sustainable Communities Strategy through the Regional Bid Process. Since SAFETEA-LU was extended many times, Fresno COG successfully completed the project programming of the 2 years of MAP-21 and 1 year of the next Federal Appropriation Act following MAP-21. This included programming funds for projects within the RSTP and CMAQ programs. The COG has programmed all six years worth of member agencies STP "lifeline" funds and all of the "lifeline" CMAQ funds. The STP lifeline funds programmed equate to approximately 60% of the allocated total. The COG Policy Board decided that 30% of the total CMAQ funding would be programmed as "lifeline" funds and would be made available to each member agency based upon a population formula. Member agency CMAQ projects were programmed upon completion of air quality benefit and eligibility assessments.

AB 1012 (Torlakson) was enacted into law during February of 1999 in an effort to speed up delivery of federally funded projects. This legislation established "Program Delivery Advisory" teams representing state, regional, and local transportation officials. The team's main goal was to assist in the expeditious delivery of transportation projects. One of the main objectives of the project delivery teams was to seek ways in which to integrate environmental reviews more extensively into the transportation planning process. During the last several years, Caltrans Environmental and Local Assistance staff members have met regularly with COG member agency staff to coordinate project environmental review efforts. These meetings have proven beneficial to both Caltrans and member agencies and have helped to speed up project delivery. Fresno COG also established Caltrans Quarterly Roundtable meetings to discuss various topics relating to project delivery concerns and tools available to assist in successful delivery of local assistance transportation projects.

The legislation also provided that funds apportioned for programs shall remain available for three federal fiscal years. The funds are subject to a "use it or lose it" legal requirement. COG in conjunction with its member agencies is responsible for establishing project delivery and obligational authority milestones through preparation of AB 1012 Obligation Plans. These Plans are prepared utilizing a recommended Caltrans format that indicates, on a monthly basis, the amounts of federal funds anticipated to be obligated. This process has helped the Fresno Region meet almost all of its annual obligation goals since 1999.

In 2000, the State Department of Transportation (Caltrans) in cooperation with state metropolitan planning organizations and regional transportation planning agencies (RTPAs) developed the California Transportation Improvement Program System (CTIPS). CTIPS is a project programming database, that recently received a major upgrade, and that among other things enables secure electronic information sharing between Caltrans and MPOs. CTIPS consolidates three existing Caltrans programming databases into a single system. State and regional transportation programmers enter STIP and FTIP data into the system. Basic benefits are that CTIPS allows both Caltrans and MPOs instant access to vital programming information and reduces the volume of hard copy documents by providing for an electronic format. In 2009, to further streamline the programming process, Fresno COG entered into an agreement with EcoInteractive Inc. to utilize a customized project tracking software that interfaces with CTIPS and local agencies. Fresno COG's project tracking system has been named FresnoTrak and allows Fresno COG and its member agencies to enter, maintain, and track all FTIP and RTP projects. This software is used by several other state MPOs and has proven to be successful in supporting government agencies with the necessary tools to manage the RTIP project programming information. This



software also reduces software management costs, speeds implementation, enhances security and performance, improves hosting infrastructure, and supports easier upgrades.

In 2003, a new MPO/Caltrans group was formed – the California Federal Programming Group (CFPG). This group was established to address significant statewide programming issues. The original MPO/Caltrans partnership was expanded under CFPG to include representation from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Fresno COG staff continues to participate in this group and related subcommittees.

Also, in 2010, the CTC launched the development of a statewide multi-modal transportation needs assessment report with the collaboration of several stakeholders such as MPO's, Regional Transportation Planning Agencies, Caltrans, transit agencies, rail, ports and airports, to better understand the needs of the state's transportation system. The results of the Statewide Transportation System Needs Assessment, which was completed in 2011, reflects a 10-year projection of anticipated federal, state and local revenues and a summary of investment needs for a transportation system that integrates pedestrian and bike facilities, transit, passenger/commuter rail, highways, local streets and roads and access to ports, airports and the planned high speed rail system. Fresno COG was actively involved in that process and anticipates being part of the Transportation Agency workgroup that will focus on refining the 2011 needs assessment, explore long-term funding opportunities and will evaluate the most appropriate levels of government to delivery high-priority investments that meet the state's infrastructure needs.

## PREVIOUS WORK COMPLETED

1. Maintained an RSTP/CMAQ/TAP Appropriation Process.
2. Provided for consistent presentation of Federal TIP by eight Valley Transportation Planning Agencies, derived from a cooperative process.
3. Maintained a tracking system for RSTP, CMAQ, and TE projects to ensure Federal funds are either encumbered or reappropriated within the region in a timely manner.
4. Implemented Policies and Procedures for reprogramming surplus RSTP and CMAQ funds.
5. Participated in state-wide California Federal Programming Group meetings on a monthly and/or quarterly basis.
6. Prepared "local" Obligation Plans for RSTP, CMAQ, and TE Programs in order to track regional obligation progress in meeting AB 1012 requirements. The plan also included other projects with federal funding as requested by Caltrans.
7. Prepared an annual listing of transportation projects for which federal funds were obligated during the previous fiscal year. The annual report was required by SAFETEA-LU, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B).
8. Continued to use the FTIP Amendment Procedures that authorizes the Executive Director to approve Administrative Modifications and specific types of Formal Amendments in lieu of Policy Board approval. Receiving the MPO and Director Delegation authority to approve FTIP Administrative Amendments has significantly reduced the numbers of FTIP Amendment Cycles.
9. Convened the Programming Task Force on an as needed basis to advise COG staff as it strives to develop a programming process that will facilitate member agencies timely delivery of projects.
10. Continued to use adopted Expedited Project Selection Procedures (EPSP). All projects listed in the four year FTIP are now considered selected and may be advanced within the four year period of the California Federal Statewide Transportation Improvement Program (FSTIP).
11. Continued support to the local agencies in their use of the software system (FresnoTrak).
12. Participated in the development of the State's Active Transportation Program Guidelines
13. Developed guidelines for the Fresno COG Regional Competitive Active Transportation Program

13. Developed Scoring Criteria for the Fresno COG Regional Competitive Active Transportation Program.
14. Issued Cycle 1 of Fresno COG's Regional Competitive Active Transportation Program and CTC adopted the program of projects.

## PRODUCTS

1. Federal Transportation Improvement Program (four years of programming every 2 years).
2. Federal Transportation Improvement Program amendments.
3. Air Quality Conformity Determination for Fresno County.
4. RSTP/CMAQ/TAP Appropriation Process - Published Fund Estimates.
5. Tracking Process for the RSTP/CMAQ/TAP Program / Project Liaison.
6. Tracking Process for STIP Regional Choice Program.
7. Consistent Presentation of TIPs from all eight Valley Transportation Planning Agencies.
8. Compliance Certifications.
9. Implemented Policies and Procedures for monitoring and reprogramming surplus RSTP and CMAQ funds.
10. Prepared local Obligation Plans for RSTP, CMAQ, and TE Programs in order to track the progress of local project deliveries in meeting AB 1012 requirements.
11. Amended the FTIP on several occasions to allow changes that would reflect current project information for member agency and Caltrans projects.
12. Expedited Project Selection Procedures (EPSP) use to advance or delay eligible project components.
13. Annual Federal Funding Obligation Report.
14. Document Tribal government relations.
15. Implemented and facilitated Caltrans Quarterly Roundtable meetings to discuss current issues dealing with project delivery and to provide feedback on ways to make the delivery process more efficient.

## TASKS

- 220.01 Review California Transportation Commission's Fund Estimate and Policies, and federal estimates. Track STIP augmentation as related to programming and delivery of projects.
- 220.02 Participate in the statewide RTPA group and subgroups, monitor regional, state and federal transportation issues, including potential and current transportation-related funding programs and opportunities.
- 220.03 Review the Caltrans proposed State TIP, compare with prior State TIPs, and solicit local agency input.
- 220.04 Track and provide for the implementation of new project proposals from member agencies and other eligible public.
- 220.05 Establish project priorities using locally adopted criteria; revise Project Selection Procedures as necessary.
- 220.06 Document implementation progress of prior Regional TIPs.
- 220.07 Work with San Joaquin Valley transportation planning agencies to cooperatively and consistently present the RTIP and provide for ITS Architecture maintenance.
- 220.08 Prepare Regional TIPs, (Federal and State) for adoption and submittal to the California Transportation Commission and appropriate federal agencies.
- 220.09 Analyze and approve FTIP Amendments and Administrative Modifications and transmit them to the state and federal agencies for approval.
- 220.10 Prepare and document project information suitable to making necessary air quality conformity findings.
- 220.11 Prepare compliance certifications.
- 220.12 Track RSTP/CMAQ/TAP project and fund usage, and provide project liaison.
- 220.13 Program new transportation projects utilizing future funding.

- 220.14 Participate in the California Federal Programming Group (CFPG) Group and related subgroups.
- 220.15 Represent FCOG at monthly California Transportation Commission meetings, Regional Transportation Planning Agencies meetings, and Self Help Coalition meetings.
- 220.16 Track STIP augmentation as related to programming and delivery of projects.
- 220.17 Coordinate, consult and collaborate with all Tribal Governments
- 220.18 Maintain, update and continue the development process of the programming project tracking system (FresnoTrak).
- 220.19 Attend and participate in all Caltrans and FHWA administered MAP-21 workshops and engage in discussions and development of the performance-based planning and programming metrics.

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

220 Transportation Prog Development

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	State PPM
Salaries	92,704	81,070	87,994	
Benefits	32,688	28,217	33,645	
Overhead	74,082	61,015	65,356	
Total Staff Costs	199,474	170,302	186,995	186,995
Direct Costs				
Software Support & Maint	50,982	53,000	54,000	54,000
Grant Specific Travel		3,000	3,000	3,000
Grant Administration		95,698	78,005	78,005
Total Direct Costs	50,982	151,698	135,005	135,005
TOTAL	250,456	322,000	322,000	322,000
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Software Support & Maint	
Fresno Trac - Ecointeractive	54,000
Total	54,000

### Objective

To promote coordination, cooperation and communication among local agencies, local districts, the Fresno Council of Governments (Fresno COG), Tribal Governments, federal and state agencies on planning matters. To enable various entities, including Native American Tribes, to participate in and review the regional planning process.

To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on Fresno COG's planning activities.

To provide local agencies and the public the opportunity to review and comment upon federal grant proposals through the local clearinghouse process.

To coordinate the submittal of Caltrans Sustainable Transportation Planning Grant Program applications to Caltrans on an annual basis, if needed, from our member agencies and other organizations that qualify for the grant programs but that require the Fresno COG to be the lead applicant.

### Discussion

A major function of Fresno COG is to provide a forum for the coordination of decisions of various governmental agencies at the local, Tribal, state, and federal level. This intergovernmental coordination is process rather than product oriented. It is well recognized by Fresno COG that regional transportation planning is an "inclusive" process where both metropolitan as well as non-metropolitan area officials join together in efforts of making planning decisions that will benefit the entire Fresno Region and not just their own jurisdictions. It is also clear that decisions made in the transportation planning process should be supported with the best available information and data. This can be enhanced through technical capacity.

Federal and state governments have entered into a Memorandum of Understanding entitled the National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects in Arizona, California, and Nevada. The MOU encourages MPOs to: (1) formally agree to the NEPA-404 Integration process; (2) to develop and/or utilize existing inventories of waters of the US, special aquatic sites, and associated sensitive plant and wildlife species; (3) consider and avoid environmental impacts to waters of the US, special aquatic sites, and associated sensitive plant and wildlife species during the transportation planning process, and: (4) implement the agency involvement and data needs provisions for the transportation planning stage outlined in the "Level of Data Needs/Threshold for Involvement, NEPA-404 Guidance Paper".

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

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

Fresno COG supports the state's Environmental Enhancement and Mitigation Program that provides annual funding for transportation related landscaping, public land acquisition, and roadside rest and recreational projects. On September 26, 2013, Governor Brown signed legislation (Senate Bill 99, Chapter 359 and Assembly

Bill 101, Chapter 354) amending the Environmental Enhancement and Mitigation Program (California Streets and Highways Code Section 164.56) and creating the Active Transportation Program (ATP) in the Department of Transportation. The bill appropriates funding from the Environmental Enhancement and Mitigation Program Fund, to the Secretary of the California Natural Resources Agency for grants awarded by the secretary to support local environmental enhancement and mitigation programs. The Environmental Enhancement and Mitigation Program encourages projects that produce multiple benefits which reduce greenhouse gas emissions, increase water use efficiency, reduce risks from climate change impacts, and demonstrate collaboration with local, state and community entities. Fresno COG provides notification of the annual grant application to its members and interested agencies, and upon request will review and provide comments for preliminary grant applications.

In order to continue to meet Fresno COG's objective of including Native American Tribes in our planning and programming processes by consulting with them and considering their interests when developing our plans and programs, Fresno COG continues efforts to outreach to the Native American Tribes located within Fresno County. Consistent with state and federal guidelines, Fresno COG has provided ongoing consultation with the Indian Tribes in an effort to strengthen the government-to-government relationship that has been established between Fresno COG and the Tribes. By mailing monthly Fresno COG committees and Policy Board meeting agendas to the Indian Tribes in Fresno County and those tribes located in neighboring counties, staff is able to keep the Indian Tribes informed of the ongoing activities at Fresno COG. In addition, the Tribes receive the following information by telephone, mail, email, fax, or in-person visits: the Fresno County Transportation Guide, the Regional Directory, Newsletters, workshop invitations, various grant notices and other pertinent information that affects the Tribes. The Tribes have also been informed about Fresno COG's website that contains a wealth of information about the activities at Fresno COG. Staff has also invited the Indian Tribes in Fresno County to participate in the Transportation Technical Committee and other advisory committees. Occasionally the Tribes have responded by sending a representative to attend the meetings, but not in a consistent manner.

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

A particular success has been the establishment of a Memorandum of Understanding between Fresno COG and the Big Sandy Rancheria to provide a mutually beneficial protocol for the Tribe and Fresno COG to jointly identify, communicate, and coordinate actions of common concern relating to the Fresno COG's and the Tribe's transportation plans and programs. Fresno COG staff also assisted the Big Sandy Rancheria in updating their Tribal Transportation Plan. For FY 2015/16 Fresno COG will continue the outreach activities that have been established for the Indian Tribes as well as seek new ways to enhance the government-to-government relationship between Fresno COG and the Tribes. In particular, Fresno COG will make every effort to consult and involve the Tribes in development of future plans and programs including, but not limited to the Short and Long-Range Transit Plans and the Federal Transportation Improvement Program.

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

Caltrans invites applications for transportation planning grant programs on an annual basis. Recent changes to the grant program have streamlined the process by consolidating several of the previously used categories into two programs:

1. Strategic Partnerships

- Planning projects that encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, strengthen



government-to-government relationships, and result in programmed system improvements, all in an effort to achieve the Caltrans Mission and overarching objectives

## 2. Sustainable Communities

- Transportation planning projects that identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, ultimately result in programmed system improvements, and achieve the Caltrans Mission and overarching objectives

The overall intent of the Grant Program remains unchanged from previous rounds. Although dedicated grants no longer exist for Environmental Justice, Community-Based Transportation Planning, and Transit Planning, these important areas are still eligible for funding under the new Grant Program. Caltrans still provides transportation planning grants (Caltrans Sustainable Transportation Planning Grant Program) to promote a balanced, comprehensive multimodal transportation system. These grants may be used for a wide range of transportation planning purposes, which address local and regional transportation needs and issues.

## Previous Work Completed

1. Maintained coordinated planning process involving local, Tribal, state and federal agencies.
2. Monitored and provided analysis to members on the federal transportation bills including MAP-21 provisions and Notice of Proposed Rule Makings.
3. Continued to provide review and comment on major federal and state assistance programs to the Fresno COG Policy Board.
4. Continued to provide support for the Environmental Enhancement and Mitigation Program to member and other interested agencies.
5. Monitored and provided analysis to members on AB 1012 apportionment and obligational authority delivery.
6. Continued to provide staff support to the Association for Beautification of Highway 99.
7. Continued to provide ongoing consultation with Native American Tribal Governments in Fresno County to enable the Tribes to participate in Fresno COG's planning process and to provide input in the development of Fresno COG's transportation plans and programs.
8. Continued to provide information that may have potential effects on the Tribe's land to the Tribes in a timely manner.
9. Continued to coordinate the submittal of Caltrans Transportation Planning Grants applications to Caltrans on an annual basis, if needed, from our member agencies and other organizations that qualify for the grant programs but that require the Fresno COG to be the lead applicant.
10. Coordinated interagency consultation with Madera County, Merced County, and the National Parks Conservation Agency on the National Parks Transit Study.
11. Continued to facilitate and update Fresno COG's project and programming tracking software, Fresno Trak. Local agencies also use the online database to track and update their projects in the FTIP and RTP.
12. Continued to provide member agency assistance on grant opportunities through the membership of Efficientgov Grantfinder service.
13. Consulted with resource agencies, state and local agencies responsible for land use management, environmental protection, conservation, historic preservation and Native American Tribal Governments concerning the development of the 2014 Regional Transportation Plan.
14. Regional Transportation Plan.

## Products

1. Organize files and library of documents.
2. Improve exchange of information and coordination of governmental activities at the public, local, regional, tribal, state and federal levels.
3. Various technical and legislative information assembled, analyzed, reproduced and disseminated to member agencies. Coordinated with other agencies and groups.
4. Planning certification report coordination.
5. Support efforts of the policy, technical and citizens' advisory committees to resolve regional transportation issues.
6. Review commentary and committee participation.
7. Review and comment on proposals for federal assistance and state plans and programs.
8. Provide input into State planning efforts.
9. Work relevant to developing required products, e.g., OWPs; RTPs; RTIPs.
10. Coordinate the local clearinghouse review process.
11. Review and comment upon local agency environmental reports and planning studies.
12. Provide staff support to the Association for the Beautification of Highway 99 committee.
13. Document Native American Tribal government-to-government relations in Fresno County.
14. Monthly legislative reports and bill and policy analysis to local agencies.
15. Submit Sustainable Transportation Planning Grant applications to Caltrans on annual basis, if needed.

## Tasks

- 310.01 Maintain the coordination necessary to execute the OWP objectives, tasks, and schedules.
- 310.02 Carry out Fresno COG's monthly process of dissemination, coordination and involvement, evaluation, and review and comment on federally-assisted program and projects.
- 310.03 Facilitate and aid the review of environmental documents and Direct Federal Development Procedures.
- 310.04 Carry out the review and coordination process for state plans and programs as they relate to local and regional plans and as an overall impact on the region.
- 310.05 Execute agreements with other single purpose planning organizations to ensure complete and coordinated review.
- 310.06 Act as liaison with various federal, state, Tribal, and local agencies.
- 310.07 Participate with and communicate with other regional agencies on planning matters.
- 310.08 Carry out Fresno COG committee activities.
- 310.09 Encourage public representation within the Fresno COG committee structure.
- 310.10 Fulfill delegated clearinghouse responsibilities.
- 310.11 Provide that all regional planning be carried out in conformance with the provisions of the NEPA-404 MOU.
- 310.12 Continue coordination, consultation and collaboration with Native American Tribal Governments, either federally recognized or not, in Fresno County both at the staff and Policy Board levels including attempts to negotiate MOUs with those tribes not presently covered by an MOU.
- 310.13 Provide staffing for the Association for the Beautification of Highway 99.
- 310.14 Coordinate Submittal of Caltrans Sustainable Transportation Planning Grant applications to Caltrans.
- 310.15 Continue to consult with local agencies through Fresno Trak regarding federally aided projects in the FTIP and RTP.



310 Intergovernmental Coordination															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
310.01 Maintain interagency coord	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.02 Maintain COG process	■		10	■	■	■	■	■	■	■	■	■	■	■	■
310.03 Review environmental doc	■		5	■	■		■	■	■	■	■	■	■	■	■
310.04 Review state plans	■		3	■	■	■	■	■	■	■	■	■	■	■	■
310.05 Execute review agreements	■		5	■	■	■	■	■	■	■	■	■	■	■	■
310.06 Liaison w/ gov. agencies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.07 Coordinate w/ regional agen	■		10	■	■	■	■	■	■	■	■	■	■	■	■
310.08 Staff COG committees	■		10	■	■		■	■	■	■	■	■	■	■	■
310.09 Public participation on committee	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.10 Local Clearinghouse Review	■		5	■	■	■	■	■	■	■	■	■	■	■	■
310.11 Conform with NEPA 404 MOU	■		5	■	■	■	■	■	■	■	■	■	■	■	■
310.12 Consult with Indian Tribes	■		2	■	■		■	■	■	■	■	■	■	■	■
310.13 Staff for SR 99 Committee	■		5	■	■	■	■	■	■	■	■	■	■	■	■
310.14 Coordinate Planning Grants	■		5	■	■	■	■	■	■	■	■	■	■	■	■
310.15 Fresno Trak Coordination	■		5	■	■	■	■	■	■	■	■	■	■	■	■

310 Intergovernmental  
Coordination

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	FHWA PL	LOCAL FUNDS
Salaries	38,636	56,981	63,358		
Benefits	13,623	20,151	23,302		
Overhead	30,875	43,063	46,563		
Total Staff Costs	83,134	120,195	133,223	133,223	0
Direct Costs					
Consultants		10,000		0	
Agency Pass Through	29,375	45,000	45,000	0	45,000
Total Direct Costs	29,375	55,000	45,000	0	45,000
TOTAL	112,509	175,195	178,223	133,223	45,000
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				15,281	

Agency Pass Through	
County Intergovernmental Review	31,000
Fresno Intergovernmental Review	4,000
Clovis Intergovernmental Review	10,000
Total	45,000



### OBJECTIVE

To provide the public with information on projects, meetings, plans and reports, and to seek input from the public on Fresno COG's planning activities. This work element is intended to highlight the COG's desire to encourage public participation in the transportation planning process, consistent with federal requirements. This will include public participation in the development stages of plans and programs as well as throughout the adoption process. Fresno COG's 2015 Public Participation Plan and supporting outreach strategies will be consulted and followed during each phase of plan or program development.

It is Fresno COG's desire that the citizens of Fresno County and its cities assist in delineating values, goals, and objectives of transportation-related services and planning documents. Further, it is Fresno COG's intent that those same citizens, charged with the responsibility of providing feedback on a continuous basis, will participate in the selection of transportation facilities and programs for planning and programming under Fresno COG's authority. Finally, it is the goal of Fresno COG to adequately provide information to, and solicit input from, historically under-represented and under-served communities in Fresno County (i.e. elderly, minority groups, youth, disabled, and low-income members of the public).

### DISCUSSION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – better known as SAFETEA-LU – signed into law in 2005 but replaced by MAP-21 in 2012, underscored the need for public involvement and required metropolitan planning agencies such as Fresno COG to “provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties with a reasonable opportunity to comment” on transportation plans and programs.

MAP-21 legislation also requires Fresno COG – when developing the Regional Transportation Plan and the Federal Transportation Improvement Program (FTIP) – to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, Fresno COG's Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments including conducting outreach efforts to the traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority community groups and their leaders. There are other public participation requirements under Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166, the Americans with Disabilities Act and other federal and state laws. For additional information on those requirements and Fresno COG's application of them see the Fresno Council of Governments 2015 Public Participation Plan.

Most of the information that we prepare in “hard copy” is now dispersed primarily over the Internet on the Fresno COG website – [www.fresnocog.org](http://www.fresnocog.org), except by request. Fresno COG continues to expand the interactive nature of the website, providing the public with an opportunity to view and comment on projects and plans online. Comments are received, answered by project staff if requested, and then become a part of the public record. Fresno COG's website also provides information on and links to public meeting agenda packets and information, calendar listings, opportunities to submit public comment or get involved in a plan or project, documents, surveys, public hearings, news releases and the Fresno COG Regional Directory, Policy Board Directory, Staff Directory and Transportation Guide. Fresno COG's website also contains links to other governmental, transportation and air quality related sites.

Fresno COG uses its public information program to disseminate pertinent transportation-related information to its member agencies. These partners receive regular mailings and emails of agendas, reports, and materials related to Fresno COG's program areas as applicable.

In summary, Fresno COG is committed to listening to the public and further commits to providing an environment that is both conducive and receptive to public participation during the planning process.

## PREVIOUS WORK COMPLETED

1. An updated 2015 Public Participation Plan is expected to be adopted in Spring 2015.
2. A public participation process that involved speaking engagements; summaries of plans, programs, and technical processes; news releases, newsletters and other informative publications, citizen participants on working committees; participation in community organization and private business events; library circulation of key documents; public notices; public hearings; and the biannual Transportation Forum (a conference hosted by Fresno COG for member jurisdictions and interested public representatives to discuss transportation issues throughout the region).
3. Fresno COG materials that explain Fresno COG's roles and responsibilities.
4. Designed, developed and launched a new Fresno COG website - [www.fresnocog.org](http://www.fresnocog.org)
5. Designed, printed and published an electronic version of Fresno COG's Annual Report and Yearly Meeting Calendar.
6. Coordinated with the other 7 San Joaquin Valley Metropolitan Planning Organizations to develop and implement an 8-county Public Outreach Strategy for the development of the San Joaquin Valley Planning Agencies' Sustainable Communities Strategies.
7. Partnerships and mini grant programs for public outreach during the development of the 2014 Regional Transportation Plan.
8. Community surveys, meetings and workshops.

## PREVIOUS PRODUCTS COMPLETED

1. Coming Up At Fresno COG e-newsletters
2. 2015 Public Participation Plan
3. Public hearings and public meetings
4. News Releases
5. Public Notices
6. Presentations to local businesses and community groups
7. Annual Report and published Calendar of Events
8. Documented Public Participation Process, with Amendments as necessary
9. Regional Directory - online only
10. Fresno COG Brochure and updates
11. Fresno County Transportation Guide- reformatted in 2014 and published in early 2015
12. News Conferences
13. Maintenance of Fresno COG's websites and smartphone applications— [www.valleyrides.com](http://www.valleyrides.com) and [www.fresnocog.org](http://www.fresnocog.org)
13. Online access via the Fresno COG website to plans, projects, programs, maps, minutes, agendas and meeting packages, announcements, calendars, air quality and census data, reports, work plans, studies, surveys, procedures, links to other related websites, Policy Board and COG staff contacts and assignments, and Fresno COG's background information
14. Fresno County Transportation Forum
15. Documented outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders.

16. Coordinated with the other 7 San Joaquin Valley Metropolitan Planning Organizations to develop and implement an 8-county Public Outreach Strategy for the development of the San Joaquin Valley Planning Agencies' Sustainable Communities Strategies. Produced the following materials:
  - Valleywide SCS Public Outreach Strategy
  - Finalized Valleywide media lists
  - Spanish, English and Hmong FAQs and Fact Sheets
  - Valley Visions Key Messages
  - Valley Visions logo, tagline and Branding and Graphic Standards Guide
  - SCS Workshop Flyer template
  - Valley Visions Letterhead choices—4 in black and white and color
  - SCS Informational Video
  - PowerPoint template
  - Survey questionnaire
  - Media spot development and media buys to publicize the SCS and upcoming workshops and opportunities to comment. Implementation of a Valleywide Media Plan
  - Continued coordination with the other 7 Valley-MPOs on any remaining SCS outreach efforts
  - Developed and executed consultant contract
  - Conducted public workshops to involve stakeholders in the SCS development process
17. San Joaquin Valley Greenprint Process public outreach brochure and webpage
18. Developed and implemented a Public Outreach Strategy for the 2014 Regional Transportation Plan (RTP) as well as redesigned Fresno COG's standard RTP layout to improve readability and user understanding of the projects and processes included in the Plan. Work completed included the following:
  - 2014 Fresno COG Regional Transportation Plan Public Outreach Strategy
  - Regional Transportation Plan Workshop held June 2012 in partnership with UC Davis.
  - Formed an RTP Roundtable with 35 members representing member agencies, Tribal governments, community organizations and the public-at-large.
  - Hosted seven SCS indicator focus groups
  - Worked with a consulting firm to conduct a partial stratified survey of the Fresno County Community, assessing transportation spending priorities and community values
  - SCS Community Workshop held November 7, 2012 with approximately 150 people attending
  - Offered \$3,000 mini grants to seven agencies to host ten RTP/SCS Community Workshops held in May and June of 2013 throughout Fresno County. Including presentations in five different languages as needed, with a total of 250 people attending
  - Online presentation of the May/June 2013 workshop content.
  - Extended three Mini-Grant Agreements for assisting in hosting six SCS Community Workshops throughout Fresno County during the months of August/September 2013. A total of 302 participants.
  - Online video presentations of the August SCS Community Workshops were available online with an SCS survey opportunity. Received survey responses from 46 participants.

## TASKS

- |        |   |
|--------|---|
| 311.01 | Maintain and carry out the adopted public participation process of the COG                        |
| 311.02 | Communicate with the community and member agencies via the "Coming Up At Fresno COG" enewsletter. |
| 311.03 | Prepare news releases and maintain list of media resources  |
| 311.04 | Conduct public hearings and public meetings/workshops   |
| 311.05 | Make presentations to local businesses and community groups                                       |

- 311.06 Provide graphic design support to all staff, as well as designing Fresno COG public outreach materials
- 311.07 Publicize Fresno COG plans, programs and activities through a variety of online and media sources as well as community partnerships and committees
- 311.08 Publish an Annual Report
- 311.09 Respond to public comment
- 311.10 Revise and publish online Fresno COG Regional Directory
- 311.11 Maintain Fresno COG's websites and smartphone applications
- 311.12 Update and reorder Fresno COG brochures, folders, stationery and business cards
- 311.13 Oversee revision and publication of the 2015 Regional Transportation Guide
- 311.14 Conduct news conferences as needed
- 311.15 Host the Social Service Technical Advisory Committee, the Environmental Justice Task Force and the Measure C Citizen Oversight Committee.
- 311.16 Conduct outreach efforts and provide informational materials in languages other than English as needed
- 311.17 Work with the Fresno County Transportation Authority's Outreach consultant to publicize the Measure C Programs that Fresno COG implements: Taxi Scrip, Carpool, Commuter Vanpool and Agricultural Vanpools.
- 311.18 Continue public outreach for the San Joaquin Valley Greenprint Process
- 311.19 Assist Measure C Carpool, Vanpool and Taxi Scrip staff in outreaching to the public
- 311.20 Host the biannual Fresno COG Transportation Forum
- 311.21 Annual update of the email database listing of tribal governments and unacknowledged tribal communities
- 311.22 Annual update of Fresno COG's email/ mailing database listings of Environmental Justice contacts, community based organizations and neighborhood associations to be updated on a yearly basis

311 Public Participation																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
311.01 Conduct public process	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	
311.02 E-news communication	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
311.03 Media Relations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.04 Public hearings/meetings	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■	
311.05 Presentations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.06 Graphic Design	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
311.07 Publicize plans/programs/activities	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
311.08 Publish Annual Report	■	■	4	■	■	■	■	■	■							
311.09 Respond to public comments	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	
311.10 Regional Directory	■	■	4							■	■	■	■	■	■	
311.11 Maintain Fresno COG websites	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	
311.12 Fresno COG materials	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.13 Transportation Guide	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	
311.14 News conferences/interviews	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.15 SSTAC/EJ Task Force/COC	■		6			■		■		■	■	■	■	■	■	
311.16 Outreach other languages	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
311.17 FCTA Outreach Partnership			3	■	■	■	■	■	■	■	■	■	■	■	■	
311.18 Greenprint Outreach			4	■	■	■	■	■	■	■	■	■	■	■	■	
311.19 Measure C Program outreach assistance			3	■	■	■	■	■	■	■	■	■	■	■	■	
311.20 Transportation Forum			5	■	■	■	■	■	■	■	■	■	■	■	■	
311.21 Tribal database annual update			3	■	■	■	■									
311.22 EJ, comm. database annual update			3	■	■	■	■									

## 311 Public Participation

## 311 Public Participation

Budget	<b>Actual Cost</b>	Adopted Budget	Annual Budget	FHWA	FHWA Carry Fwd	LOCAL FUNDS
Account	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	PL		
Salaries	44,532	53,158	45,302			
Benefits	15,702	18,636	16,541			
Overhead	35,586	40,083	33,228			
Total Staff Costs	95,820	111,877	95,071	95,071		0
Direct Costs						
Consultants						
Supplies/Printing	33,022	4,000	10,000		8,853	1,147
Software Support & Maint	1,825	2,500	4,000		3,541	459
Workshops	3,881	5,500	5,500		4,869	631
Translation Services			2,500		2,213	287
Total Direct Costs	38,728	12,000	22,000	0	19,476	2,524
TOTAL	134,548	123,877	117,071	95,071	19,476	2,524
LTF MATCH 11.47%					2,523	
TOLL CREDIT MATCH 11.47%				10,905		





### OBJECTIVE

Ensure that Fresno County's low income and minority populations are being included in the transportation planning process by incorporating the Environmental Justice and Title VI Principles.

### DISCUSSION

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

These are the three main environmental justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

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

- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with federal statutes on Title VI and Executive Orders on Environmental Justice.
- Identify residential, employment, and transportation patterns of low-income and minority populations (e.g., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and, where necessary, improve their basic involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

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

1. Make better transportation decisions that meet the needs of all people.
2. Design transportation facilities that fit more harmoniously into communities.
3. Enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
4. Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
5. Partner with other public agencies and private programs to leverage transportation-agency resources to achieve a common vision for communities.

6. Avoid disproportionately high and adverse impacts on minority and low-income populations.
7. Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

## PREVIOUS WORK COMPLETED

- Fresno COG staff has completed an update to the Fresno COG Title VI Plan. Approval was given by the Federal Transit Agency (FTA) on June 27, 2013. The next update will be due in 2016.
- Reconvened the Environmental Justice Task Force, hosting eight meetings and one focus group
- Fresno COG staff completed the 2014 Fresno COG Environmental Justice Report in conjunction with the 2014 RTP with adoption by the Fresno COG Policy Board on June 26, 2014.
- Fresno COG staff partnered with Caltrans on an Environmental Justice Planning Grant. This project lead to the development of a complete street community based vision for the Ventura/Kings Canyon Corridor.
- Fresno COG staff completed the 2009 Environmental Justice Plan.

## TASKS

- |        |  |
|--------|--|
| 313.01 | Monitor environmental justice, Title VI and DBE rules and regulations as they apply to Fresno COG.   |
| 313.02 | Maintain channels of communication with tribal communities opened as a result of past planning activities.   |
| 313.03 | Find ways to expand the efforts of Central California Tribal Collaboration Transportation Planning Project   |
| 313.04 | Conduct outreach efforts to and provide informational materials in other languages as deemed necessary   |
| 313.05 | Implement recommendations outlined in the Fresno COG Environmental Justice Report  |
| 313.06 | Maintain the Environmental Justice Committee to review processes and documents and provide advisory comments as needed.  |
| 313.07 | Update Title VI Plan as necessary  |
| 313.08 | Address Comments to Environmental Justice Section of the 2014 RTP  |
| 313.09 | Conduct Environmental Justice & Title VI analysis for RTP & FTIP as necessary  |
| 313.10 | Conduct needs assessment in disadvantaged communities  |
| 313.11 | Convene Environmental Justice Committee meetings on a quarterly basis  |
| 313.12 | Coordinate with Fresno Regional Housing Needs Plan/Consolidated Housing Element with the Environmental Justice Committee   |
| 313.13 | Address the Strategic Growth Council designation of "disadvantaged communities" in relation to the work FCOG is conducting for Title VI and environmental justice communities. |

313 Fresno COG Environmental Justice															
Task Description	C O G	O T H R	% of W O R K	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
313.01 Keep abreast of environmental justice, Title VI, & DBE rules	■		10	■	■	■	■	■	■	■	■	■	■	■	■
313.02 Maintain communication with tribes	■		1	■	■	■	■	■	■	■	■	■	■	■	■
313.03 Continue efforts started with the CC Tribal Collaboration Transportation Planning Project.	■		1	■	■	■	■	■	■	■	■	■	■	■	■
313.04 Conduct Outreach/Public Participation for RTP and FTIP	■		14	■	■	■	■	■	■	■	■	■	■	■	■
313.05 Implement recommendations	■		9	■	■	■	■	■	■	■	■	■	■	■	■
313.06 Maintain EJ Task Force	■		9	■	■	■	■	■	■	■	■	■	■	■	■
313.07 Update Title VI Plan	■		9	■	■	■	■	■	■	■	■	■	■	■	■
313.08 Address Comments to Environmental Justice Section of the 2014 RTP	■		5	■	■	■	■	■	■	■	■	■	■	■	■
313.09 Conduct Environmental Justice & Title VI analysis for FTIP and RTP	■		15	■	■	■	■	■	■	■	■	■	■	■	■
313.10 Conduct needs assessment	■		13	■	■	■	■	■	■	■	■	■	■	■	■
313.11 Convene Environmental Justice Taskforce meetings on a quarterly basis	■		10	■	■	■	■	■	■	■	■	■	■	■	■
313.12 Coordinate EJ Committee with Housing Plans	■		4	■	■	■	■	■	■	■	■	■	■	■	■

### 313 Environmental Justice

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	FHWA PL
Salaries	10,724	18,655	15,295	
Benefits	3,782	5,250	4,058	
Overhead	8,570	13,346	10,399	
Total Staff Costs	23,076	37,251	29,752	29,752
Direct Costs				
Consultants	9,122	100,000		0
Total Direct Costs	9,122	100,000	0	0
TOTAL	32,198	137,251	29,752	29,752
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				3,413



### OBJECTIVE

To provide member agencies, outside agencies and consultants with specialized technical assistance services. It is intended that the major beneficiaries of this service be the smaller cities with limited technical staff resources. Non-member agencies and others are on a cost reimbursement basis.

### DISCUSSION

Fresno COG staff provides specialized technical assistance services to the member agencies and others. These services are generally related to microcomputer applications for traffic modeling, demographics and related data base maintenance, and for support on accounting related software previously developed by Fresno COG. However, these services can include fiscal management support, computer applications support, traffic engineering studies, and special planning studies. Internal staff capabilities generally determine the kinds of technical assistance available. Under special circumstances the services of other agencies or consultants may be utilized. For example, Fresno County staff has been utilized to provide traffic counts and traffic studies in several smaller cities.

The Fresno COG Board has an approved policy which enables Fresno COG to provide reimbursable services to member agencies, associate member agencies, and consultants.

General assistance is available to any member agency on an informal basis; however, projects requiring commitments of staff time in excess of one half day should be requested in writing and coordinated through the Executive Director. Projects requiring significant commitment of staff resources or utilization of external resources will be screened by staff and reported to the Board prior to initiation. This program is fully funded with local resources.

#### Blueprint Integration Circuit Planner and Project Development Liaison:

In 2012, with the assistance of Prop 84 funding from the Strategic Growth Council, the Valley MPOs designed a Blueprint Integration Program for the entire Valley that used circuit planners to work with the small cities (with populations under 50,000). The program was successful in keeping the Blueprint's Smart Growth Principles applicable to local planning activities while providing assistance to integrate those concepts related to the transportation and land use connection into local planning processes. The work that was completed with these local agencies provided templates and best practice materials for the SJV Blueprint Planners Toolkit. The Valleywide Prop 84 "Blueprint Integration" program concluded at the end of FY 2012-13. Due to the program's success, Fresno COG continued this endeavor in Fresno County as part of its Technical Assistance work element through the FY's 13/14 and 14/15.

As part of the technical assistance services, Fresno COG also offers assistance with coordinating transportation project development between local agencies and Fresno COG. This service does not supplant any work currently underway by contract planners and engineers of our local agencies but rather complements those local planning arrangements. In addition to planning related challenges, local agencies are also experiencing unprecedented pressures and issues in delivering federal, state and local transportation capital projects due to variables such as reduced funding revenues, staff reductions, and agency coordination/reporting requirements. In an effort to address some of these concerns, the circuit planner/project development liaison must assist local agencies and their staff with the project development process. This involves coordination and collaboration with partnering agencies throughout the planning, programming, and/or project delivery phases. Some of the activities include land use planning issues related to Blueprint and Sustainable Communities Strategy (SCS)

integration into planning documents and procedures and project delivery issues that can be improved through a streamlined collaborative approach. Based upon the continued success of the circuit planner and project development liaison program, Fresno COG will also continue these services in FY 15/16.

## PREVIOUS WORK COMPLETED

1. Reimbursable traffic model runs for consultants.
2. Coordination of consulting study on Trails Planning for the City of Fresno, a project fully reimbursed by the City.
3. Assisted numerous local agencies by participating in oral interview panels for a variety of local agency recruitments.
4. Provided assistance to a variety of local agencies regarding maintenance or establishment of financial systems.
5. Special traffic studies for member agencies.
6. Special model runs for member agency traffic studies.
7. Traffic model runs in support of the General Plans and sustainable communities' strategy analysis.
8. Prepared pollution reduction calculations for member agency CMAQ applications.
9. Assisted rural communities with establishing videoconferencing platforms in order to help cut the cost, time and air quality detriment associated with frequent travel to required meeting.
10. Posted information to Fresno COG's website at member agency's request and provided graphic design services.
11. Prop 84 Grant Activities related to Blueprint Integration (Circuit Planner assistance/project development liaison)

## PRODUCTS

Delivery of special services and development of specific projects as determined by individual members or non-member users.

## TASKS

- 320.01 Provide member agencies and non-member organizations or individuals with specialized services and/or assistance.
- 320.02 Provide "circuit planner" consulting assistance to member agencies.

320 Technical Assistance															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
320.01 Provide technical assistance	■		34	■	■	■	■	■	■	■	■	■	■	■	■
320.02 Circuit Planner consulting assistance	■		66	■	■	■	■	■	■	■	■	■	■	■	■

320 Technical Assistance to Members

	<b>Actual</b>	<b>Adopted</b>	<b>Annual</b>	
<b>Budget</b>	<b>Cost</b>	<b>Budget</b>	<b>Budget</b>	<b>LOCAL</b>
<b>Account</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>FUNDS</b>
Salaries	21,779	29,367	18,587	
Benefits	7,679	10,550	7,427	
Overhead	17,403	22,286	13,986	
Total Staff Costs	46,861	62,203	40,000	40,000
Direct Costs				
Consultants	38,250	100,000	100,000	100,000
Total Direct Costs	38,250	100,000	100,000	100,000
<b>TOTAL</b>	<b>85,111</b>	<b>162,203</b>	<b>140,000</b>	<b>140,000</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants

Circuit Planner	100,000
Total	100,000





### OVERVIEW

Transportation Demand Management (TDM) includes a wide variety of transportation control measures having a goal of reducing overall motor vehicle usage. In prior years, the predominate effort of this activity has been promotion of ridesharing.

### OBJECTIVE

Fresno COG's Valleyrides staff provides Transportation Demand Management (TDM) Services, information and support to individual commuters and employers in Fresno County. These TDM services facilitate higher vehicle occupancy rates and reduce traffic congestion by expanding the traveler's transportation choice in terms of travel method, time, route, costs and the quality and convenience of the travel experience. Federal requirements, through TEA 21, mandate that non-attainment areas shall have Rideshare/TDM programs. Additional transportation control measures are to be explored and implemented when reasonable, but SAFETEA-LU distinguishes the Rideshare component as a mandatory element in order to maintain our air quality conformity status.

### DISCUSSION

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

### PREVIOUS WORK COMPLETED

Program staff has maintained the Valleyrides Program, providing ride matching services within the Fresno, Kings, Madera and Tulare counties. Staff members have also hosted TDM training workshops for employers, made in-house presentations, offered program support, information and organization and hosted major promotional events. Over the years Fresno COG staff has worked with over 200 large employer worksites in the region. These employers have received a wide variety of services and/or information. Valleyrides' database program has inspired two separate ride matching databases run internally within large employer worksites. Valleyrides partnered with California State University Fresno's Parking and Transportation Department to develop an online database matching system called [www.Valleyrides.com](http://www.Valleyrides.com). That system was been in operation since October 2003. A new Valleyrides.com database matching system and website was developed and released for public use during the 2012-2013 fiscal year. Two smartphone applications were also developed for Android and Apple that provide the same ridematching and Carpool program participation capabilities. The database, website and app are continually maintained and improved.

### PRODUCTS

Listed by Task

### TASKS

- 340.01 Ridematching
  - a. Referrals and assistance to Measure C Valleyrides participants.

- b. Refer applicants to COG's online ridematching website at [www.valleyrides.com](http://www.valleyrides.com). Process all incoming ridematch requests for clients who do not have internet access.
- c. Cooperate with other ridesharing agencies and employers to facilitate matches.
- d. Maintain a current and active data base by surveying clients and purging data continually.

#### 340.02 Employer Services

- a. Assist employers by supplying commute option information and services. This includes five Native American Rancherias within Fresno County.
- b. Maintain involvement in transportation demand management planning issues as they relate to increasing and improving commute alternatives.
- c. Cooperate with other agencies concerned with congestion management, air pollution, and transportation issues.

#### 340.03 Information Services

- a. Maintain current information on alternative transportation services such as: transit, bikeways, vanpools, buspools, and Park and Ride Lots. Emphasize safety, energy conservation, efficient use of existing transportation facilities and congestion relief and prevention.
- b. Define, design and distribute informational documents. Fulfill requests for information.
- c. In conjunction with work element 311/Public Participation, staff provides information and support for the update of COG's Fresno County Transportation Guide. The guide contains detailed, comprehensive information on all forms of transportation options and services available in Fresno County. The Ridesharing Program will also purchase and distribute the guide.
- d. Enhance and maintain the [www.valleyrides.com](http://www.valleyrides.com) website and smart phone application information.
- e. Promote bicycle commuting and safety by continuing to update, print and distribute Bikeway Maps of the Fresno County Region.
- f. Participate in COG's Fresno County Transportation Forum.
- g. Develop "Rideshare Week" Campaign for October 2015-2016.
- h. Promote and support Measure C Carpool Incentive Program implementation.

#### 340.04 Vanpool Services

- a. Include vanpooling options in Ridesharing presentations.
- b. Provide vanpool referrals and information assistance to employers and individual clients or groups.
- c. Operate and Promote the Measure C Vanpool Subsidy Program for commuters and farmworkers as requested by the Fresno County Transportation Authority. See Work Elements 212 and 215 for detailed information on the programs.

#### 340.05 Local/Statewide Agency Assistance

- a. Meet with representatives from city and county agencies, transit districts, bicycle clubs, chambers of commerce and other local associations which may be interested in or affected by the program to coordinate services and information.

#### 340.06 Administration

- a. Provide necessary administrative support and supervision, address problem areas as they arise, and seek information and cooperation with other Ridesharing programs.
- b. Prepare and maintain program records, OWP TDM Element, budget, invoices and quarterly reports.

340.07 TDM Program

- a. Identify specific capital projects to utilize any available funding

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

340 TDM Program

	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	4,044	7,477	4,740	
Benefits	1,426	2,556	1,768	
Overhead	3,232	5,601	3,497	
Total Staff Costs	8,702	15,634	10,005	10,005
Direct Costs				
Supplies/Printing	3,925	7,750	7,750	7,750
Promotion/Outreach	3,899	5,000	5,000	5,000
Grant Specific Travel	0	500	500	500
Total Direct Costs	7,824	13,250	13,250	13,250
TOTAL	16,526	28,884	23,255	23,255
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



### OBJECTIVE

To perform the duties as an Affiliate State Census Data Center and provide assistance to member agencies and the general public in obtaining, analyzing and utilizing census and other demographic data in support of the area wide transportation planning process. Also to provide continuing support to the internal data needs for traffic simulation modeling requirements including the updating and development of alternative socio-economic scenarios for new projects and land use scenarios from consultants and member agencies, and providing data support for COG-prepared transportation reports and plans.

### DISCUSSION

The Data Center provides data for COG-related reports and studies, member agencies, other governmental entities, consultants, businesses and the public with information so they can:

- Assess the operational and physical continuity of transportation system components within and between metropolitan and rural areas, and interconnections to and through regions.
- Participate in appropriate local level mandates.
- Identify and analyze issues relating to integration of transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation.
- Develop and/or modify tools that allow for better assessment of transportation impacts on community livability.
- Consider alternative growth scenarios that provide information on compact development and related infrastructure needs and costs.
- Investigate methods to reduce vehicle travel and to expand and enhance travel services.
- Conduct transit needs assessments and other transit-related activities.

As part of the Affiliate State Census Data Center for Fresno County, the Fresno COG responds to requests for census information from member agencies and the public in support of transportation planning activities. There is also a requirement for continuing coordination with the Bureau of the Census relative to public dissemination of census reports, announcements, and maintenance of census geography. As part of this task, Fresno COG has established a home page on the Internet that provides data by Fresno County jurisdiction, as well as links to U.S. Census data and other information for use by member agencies, other governmental entities, and the public.

Fresno COG participated in the CTPP TAZ (Census Transportation Planning Package Traffic Analysis Zone) Delineation Program. Through this program, COG worked with Caltrans and the U.S. Census Bureau to determine the 2010 census block equivalencies for TAZs within Fresno County. These new TAZ boundaries became part of the Census TIGER mapping file and will be used for the Census Transportation Planning Package, a set of special tabulations from of Census data for transportation planning.

Fresno COG will monitor the continual release of data from the American Community Surveys. Of special concern is the development of new forecasts for SB 375 requirements.

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

### PREVIOUS WORK COMPLETED

1. Development of socioeconomic data to support traffic modeling.
2. Response to data requests from governmental agencies, businesses, academic institutions, and the public in support of transportation-related work.

3. Dissemination of U.S. Census, State Department of Finance, and other information to member agencies and the public.
4. Development of socio-economic data for Fresno COG-prepared reports and plans.

## PRODUCTS

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

## TASKS

- 350.01 Maintain Fresno Regional Data Center which disseminates Census 2010 and other special census reports, provides assistance in obtaining, analyzing and utilizing information to aid member agencies and the general public in transportation planning and research.
- 350.02 Develop and provide demographic information needed for other Fresno COG-prepared documents and traffic model activities.

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

### 350 Fresno Regional Data Center

Budget	Actual Cost	Adopted Budget	Annual Budget	FHWA	FHWA Carry Fwd	LOCAL FUNDS
Account	2013/14	2014/15	2015/16	PL		
Salaries	32,202	32,960	20,156			
Benefits	11,355	11,045	6,495			
Overhead	25,734	24,568	14,320			
Total Staff Costs	69,291	68,573	40,971	21,220		19,751
Direct Costs						
Software Support & Maint			8,000		7,082	918
Total Direct Costs	0	0	8,000	0	7,082	918
TOTAL	69,291	68,573	48,971	21,220	7,082	20,669
LTF MATCH 11.47%					918	
TOLL CREDIT MATCH 11.47%				2,434		

### Objective

"One Voice" unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek federal and state funds and support annually for projects and legislative priorities of regional significance. All projects and legislative priorities chosen shall contribute to an improved quality of life throughout the Fresno County region.

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

To provide local agencies with information on federal and state legislation, regulations, guidelines, and policies that affect the Fresno COG and our member agencies.

### Discussion

Since 2003, Fresno COG has sponsored a group of member agency elected officials, public administrators and selected staff, to lobby in Washington DC for a number of regionally significant projects and priorities that had been identified by Fresno COG member agencies and various stakeholders. This effort, known as the Fresno COG "One Voice" effort, was deemed successful by the Fresno COG Policy Board and will be continued in FY 2015/16. Because of the success with the Washington DC effort, Fresno COG sponsored similar efforts in Sacramento.

Originally, the One Voice effort sought federal and/or state funding for projects of broad community-wide benefit within Fresno County. The goal was to assemble a public-private delegation, select prioritized projects, and then visit our Congressional and federal departmental representatives in Washington, D. C. to pursue earmarked funds and grant opportunities. The Fresno COG proposed this as an annual effort and made a similar effort at the state level in Sacramento.

The message we heard during each of our visits to Washington, D.C. and Sacramento was that we were welcomed and encouraged to return and to continue communications, building upon the broad-based coalition we were assembling. The "One Voice" approach is positively recognized and viewed as a means of assisting our federal representatives to identify, prioritize and shepherd much needed projects through the state and federal budget processes.

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

#### Legislative Fridays

The 2013 Sacramento One Voice scheduled for April 2013 was cancelled in part because additional elected official participation and representation was needed. However, an alternative measure was established, and in April 2013 Fresno COG began hosting "Legislative Friday" sessions. Throughout the year members of the state legislature and administration began meeting with us here in the District at the Fresno COG offices. All sessions were well attended by elected officials, city staff, and COG partners. . Many Policy Board members have recommended that these sessions continue because it gives them an opportunity to participate with minimal travel costs. Fresno COG intends to continue this effort in the FY 15/16 OWP.



### **Valley Voice**

Also, on a Valleywide level, the eight San Joaquin Valley Regional Transportation Planning Agencies have united through the San Joaquin Valley Regional Policy Council to build consensus on advocating for projects and legislative priorities at the state and federal level. Together, through their own lobbying efforts, the termed “Valley Voice” takes the Valley COG’s and their respective elected officials to Sacramento and Washington D.C. on an annual basis.

The “One Voice” advocacy effort has been so successful at the local level that in 2008, Fresno COG embarked on the first advocacy trip to Sacramento along with the other seven Regional Transportation Planning Agencies in the San Joaquin Valley and the San Joaquin Valley Regional Policy Council. This advocacy effort, termed “Valley Voice” brings together elected officials from each of the eight San Joaquin Valley counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern) and the Executive Directors and staff representing each of the San Joaquin Valley Regional Transportation Planning Agencies. We are pleased to report that we have experienced success from this effort through additional funds to improve our transportation system and combat air quality issues in the San Joaquin Valley. The trip is an annual event and has been expanded to include a “Valley Voice” trip to Washington D.C.

The “One Voice” and “Valley Voice” efforts heighten the COGs’ visibility and solidify relationships with both elected and staff representatives in Washington D.C. as well as in Sacramento. Following is a brief history on the efforts.

### **Fresno COG Legislative Reporting and Analysis**

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

## **Previous Work Completed**

Fresno COG has organized thirteen annual (2003-2015) “One Voice” lobbying trips to Washington D.C., seven annual (2006-2012) “One Voice” lobbying trips to Sacramento and coordinated with other Valley COGs for “Valley Voice” advocacy trips to Sacramento (2008-2015) and Washington D.C. (2009-2014, except in 2012).

Fresno COG created the first annual Legislative Platform in 2008 that outlined the COG’s priority legislative and policy issues for advocacy during that year. It is updated annually, and a 2015 Fresno COG Legislative Platform was finalized in October of 2014.

## **Products**

1. “One Voice” community advocacy trip to Washington D.C.
2. Appropriations requests and other funding applications following Washington D.C. visit.
3. Administrative and Regulatory relief requests prior and following Washington D.C. visit.
4. “One Voice” community advocacy trip to the state capitol in Sacramento replaced with Legislative Friday sessions.
5. Plan and carry out with the other SJV COGs the “Valley Voice” advocacy trips to Sacramento and Washington D.C.
6. Follow up “Valley Voice” with appropriate action initiatives.
7. Monthly legislative reports, bill analysis, and regular correspondence to state, federal, and local agency representatives on legislation and policy areas of interest to the Fresno COG.
8. 2014 and 2015 Fresno COG and SJV Legislative Platform.



9. Follow up with Legislative staff pertaining to appropriate action initiatives and administrative/regulatory relief requests.

## Tasks

- 360.01 Maintain 2015 and develop 2016 Fresno COG Legislative Platform
- 360.02 Call for Regional Priorities for Fresno COG "One Voice " to Washington D.C
- 360.03 Priorities Selection for Fresno COG "One Voice " to Washington D.C
- 360.04 Delegate briefings for Fresno COG "One Voice " to Washington D.C
- 360.05 Meeting logistics and materials for Fresno COG "One Voice " to Washington D.C
- 360.06 Travel associated with Fresno COG "One Voice " to Washington D.C
- 360.07 Identify state-related regional priorities for Fresno COG "One Voice " and Legislative Friday Sessions
- 360.08 Delegate briefings for Fresno COG "One Voice " to Sacramento and/or Legislative Friday Sessions
- 360.09 Meeting logistics and materials for Fresno COG "One Voice " to Sacramento and/or Legislative Friday Sessions
- 360.10 Travel associated with Fresno COG "One Voice "delegation to Sacramento and/or for Legislative Friday Sessions
- 360.11 Identify legislative platform for Valley COG's "Valley Voice " to Sacramento
- 360.12 Delegate briefings for Valley COG's "Valley Voice " to Sacramento
- 360.13 Meeting logistics and materials for Valley COG's "Valley Voice " to Sacramento
- 360.14 Travel associated with Valley COG's "Valley Voice " to Sacramento
- 360.15 Identify legislative platform and projects for Valley COG's "Valley Voice" to Washington D.C.
- 360.16 Delegate briefings for Valley COG's "Valley Voice "to Washington D.C.
- 360.17 Meeting logistics and materials for Valley COG's "Valley Voice" to Washington D.C.
- 360.18 Travel associated with Valley COG's "Valley Voice" to Washington D.C.
- 360.19 Continue to produce monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies.

360 One Voice Advocacy																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
360.1 Develop Legislative Platform	■	■	5					■	■							
360.2 Call for Regional Priorities One Voice D.C.	■	■	5													
360.3 Priorities Selection for Washington D.C	■	■	5					■	■							
360.4 Delegate briefings for Washington D.C	■	■	2						■							
360.5 Logistics and materials for Washington D.C	■	■	8				■	■	■	■						
360.6 Travel associated with Washington D.C	■	■	3								■					
360.7 Identify legislative priorities for Sacramento and/or Legislative Friday Sessions	■	■	6		■		■	■			■		■		■	
360.8 Delegate briefings for Sacramento and/or Legislative Friday Sessions	■	■	2								■					
360.9 Logistics and materials Sacramento and/or Legislative Friday Sessions	■	■	5						■	■						
360.10 Travel associated with Sacramento and/or Legislative Friday Sessions	■	■	2									■				
360.11 Identify legislative platform for Valley COG's to Sacramento	■	■	10						■	■	■					
360.12 Delegate briefings for Valley COG's to Sacramento	■	■	2									■				
360.13 Logistics and materials for Valley COG's to Sac.	■	■	5							■	■					
360.14 Travel associated with Valley COG's to Sacramento	■	■	5									■				

360.15 Identify legislative platform and projects for Valley COG's Washington D.C.	■		10				■	■	■								
360.16 Delegate briefings for Valley COG's for Washington D.C.	■		5								■						
260.17 Logistics and materials for Valley COG's for Washington D.C.	■		5								■	■					
360.18 Travel associated with Valley COG's for Washington D.C.	■		5									■					
360.19 Legislative Analysis, Education, Outreach	■		10	■	■	■	■	■	■	■	■	■	■	■	■	■	■

### 360 One Voice Advocacy

	<b>Actual</b>	<b>Adopted</b>	<b>Annual</b>	
<b>Budget</b>	<b>Cost</b>	<b>Budget</b>	<b>Budget</b>	<b>LOCAL</b>
<b>Account</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>FUNDS</b>
Salaries	28,625	42,924	41,082	
Benefits	10,093	15,095	15,373	
Overhead	22,875	19,711	19,461	
Total Staff Costs	61,593	77,730	75,916	75,916
Direct Costs				
Consultants	23,099	21,000	21,000	21,000
Supplies and Printing		4,113	4,113	4,113
Grant Specific Travel	19,381	33,509	33,509	33,509
Other Misc Expense	1,669	3,802	3,802	3,802
Total Direct Costs	44,149	62,424	62,424	62,424
<b>TOTAL</b>	<b>105,742</b>	<b>140,154</b>	<b>138,340</b>	<b>138,340</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
Simon & Simon	21,000
<b>Total</b>	<b>21,000</b>

## 411 Ag Mitigation for Transportation Projects

411

### OBJECTIVE

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

### DISCUSSION

In conjunction with the adoption of the 2014 RTP/SCS, the Fresno COG Policy Board directed staff to establish an ad hoc committee to assist member agencies in identifying potential policies and actions to minimize the loss of farmland associated with the construction of transportation facilities. The committee will be comprised of one representative from each of the incorporated fifteen cities, the County of Fresno, Fresno LAFCo, Caltrans, the Blueprint Planner's Network, the building/development community, the environmental protection/conservation community, the environmental justice community, two representatives from the agricultural community, and additional members as the Policy Board may see fit. The activities the committee will undertake include the review of previous and current conservation programs in California and beyond (where appropriate), and the drafting of a report detailing findings, recommendations and policy alternatives for the Policy Board's acceptance, and local jurisdictions to consider for inclusion into their transportation planning processes.

### PRODUCTS

1. Creation of an Ad-hoc Agricultural Mitigation Committee
2. Convening and coordination of committee meetings
3. Review of previous and current conservation programs in California and beyond, where appropriate
4. Prepare a draft report detailing committee findings and recommendations
5. Prepare briefing reports for Fresno COG Board and Committees, as well as local agency Boards and Councils
6. Produce a final report with policy alternatives and recommendations

### TASKS

- 411.01 Ad-hoc Agricultural Mitigation Committee creation
- 411.02 Convening and coordination of committee meetings
- 411.03 Review previous and current conservation programs in California and beyond, where appropriate
- 411.04 Release a draft report detailing committee findings and recommendations
- 411.05 Briefing reports to Fresno COG Board and Committees, as well as local agency Boards and Councils
- 411.06 Produce a final report with policy alternatives and recommendations

411 AG Mitigation for Transportation Projects															
Task Description	C O G	O T H R		J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
411.01 Committee creation	■	■	10%	■	■										
411.02 Convene and coordinate committee		■	30%	■	■	■	■	■	■	■	■	■	■	■	■
411.03 Review conservation programs		■	30%	■	■	■	■	■	■	■	■				
411.04 Draft report		■	10%						■	■	■				
411.05 Briefing reports to Boards, Councils and Committees	■	■	10%									■	■		
411.06 Produce a final report	■	■	10%											■	■

#### 411 AG MITIGATION

Budget Account	Adopted Budget 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	0	0	7,806	
Benefits	0	0	3,063	
Overhead	0	0	5,840	
Total Staff Costs	0	0	16,709	16,709
Direct Costs				
Consultants	0		25,000	25,000
Total Direct Costs	0	0	25,000	25,000
TOTAL	0	0	41,709	41,709
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

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### OBJECTIVE

To assist member agencies in the preparation of the first Multi-Jurisdictional Housing Element in Fresno County.

### DISCUSSION

Cities and counties are required to prepare and adopt a general plan which addresses the development of their jurisdiction. The general plan is a policy tool or blueprint which provides for local policy makers to direct growth within a structured set of policies and goals. The housing element, required by State law since 1969, is a component of the general plan, and includes the strategy of a local jurisdiction to address and attain State housing goals.

It is mandated by the State that housing elements identify housing needs, resources, and constraints as well as quantifiable objectives for the construction, conservation, and rehabilitation of housing units and a housing program to implement the jurisdiction's objectives.

SB 375 requires each MPO meet and confer with the State of California Housing and Community Development Department to determine the population projection to be used as the basis from which HCD determines the projected need for housing in Fresno County. This is of special importance since the RHNA and the Sustainable Communities Strategy must use consistent forecasts.

As a departure from previous (Regional Housing Needs Allocation) RHNA processes, the Fresno COG will confer with HCD jointly with other MPOs in the San Joaquin Valley rather confer as a single MPO. This effort will take considerable coordination, but in the end, will result in time savings for each MPO.

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

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

The purpose of estimating the housing needs of the Fresno County region are to:

1. Accommodate projected regional growth.
2. Provide access to housing for all income groups within each housing market area of the region.

The plan will respond to State guidelines by:

1. Identifying the needs of persons of all income levels within the area significantly affected by a jurisdiction's general plan.
2. Identifying existing and projected housing needs.
3. Complying with the time frame that extends to the final date of the housing element planning period based on the statutory schedule for housing element updates.

The housing element is one of seven required elements of the general plan. However, it has several unique requirements that set it apart from the other six elements. State law (Government Code Section 65580 (et seq.)) specifies in detail the topics that the housing element must address and sets a schedule for regular updates. State law requires each local government to update its housing element every eight years. The housing element is also the only element reviewed and certified by the State for compliance with State law. The Department of Housing and Community Development (HCD) is the State department responsible for this certification.

The Multi-Jurisdictional Housing Element will cover the planning period of December 31, 2015, through December 31, 2023, and must be adopted and submitted to HCD for certification by December 31, 2015.

Fresno County and 12 of the 15 cities in Fresno County are launching a Multi-Jurisdictional Housing Element for the fifth round of housing element updates. Fresno COG is helping to coordinate the effort and will manage a webpage that will be the information center for the Multi-Jurisdictional Housing Element.

The primary objective of the project is to prepare a regional plan for addressing housing needs through a single certified housing element for all 13 jurisdictions. The Fresno County Multi-Jurisdictional Housing Element represents an innovative approach to meeting State Housing Element law and coordinating resources to address the region's housing needs. The regional housing element approach, while tested in a few counties at much narrower scales, will be a major undertaking for Fresno COG and the 13 jurisdictions.

The following jurisdictions are participating in the effort: Fresno County, Clovis, Coalinga, Fowler, Huron, Kerman, Kingsburg, Mendota, Parlier, Reedley, San Joaquin, Sanger, and Selma.

## PREVIOUS WORK COMPLETED

The last Fresno Regional Housing Needs Allocation Plan was adopted by the Fresno COG Policy Board on July 31, 2014 and approved by HCD on September 10, 2014. The next RHNA plan is not required to be completed until 2023.

## PRODUCTS

1. Multi-Jurisdictional Housing Element

## TASKS

- 420.01 Work with consultant on project progress and invoice payments
- 420.02 Assist member agencies with housing element development
- 420.03 Hold monthly meetings for member agencies to discuss progress and next steps

420 Fresno Regional Housing Needs Plan																	420			
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
420.01 Work with consultant on project progress and invoice payments	■						40	■	■	■	■	■	■							
420.02 Assist member agencies with housing element development	■	■	■		■	■	20	■	■	■	■	■	■							
420.03 Hold monthly meetings for member agencies to discuss progress and next steps	■						40	■	■	■	■	■	■							

#### 420 Regional Housing Needs

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	16,661	35,646	13,893	
Benefits	5,875	11,345	4,712	
Overhead	13,314	26,235	9,997	
Total Staff Costs	35,850	73,226	28,602	28,602
Direct Costs				
Consultants	0	0	175,000	175,000
Total Direct Costs	0	0	175,000	175,000
TOTAL	35,850	73,226	203,602	203,602
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultant

County Wide RHNA || 175,000 ||





## OBJECTIVE

To conduct a San Joaquin Valley I-5/SR-99 Goods Movement Study, including the comprehensive identification and analysis of strategies to improve the efficiency of goods movement along the I-5 and SR-99 corridors through the valley; and to improve safety and minimize negative impacts on the environment by considering alternative goods movement strategies.

## DISCUSSION

The San Joaquin Valley (Valley) has always been California's geographic and agricultural production center generating more than \$35 billion every year in nuts, lettuce, tomatoes, wine, and other grains and agricultural products. It also plays a major role in the national and international distribution of processed foods and energy products, and has a burgeoning logistics and distribution industry. Approximately half of the Valley's goods movement passes through the Valley with destinations in the ports, major urban centers and/or out of state. The Valley is California's fastest-growing region, with a population of over 4 million that is anticipated to grow to more than 6 million people by 2035. The Interstate 5 (I-5) and Highway 99 (SR-99) corridor's provide the bulk of the capacity for this goods movement flow that primarily benefits the rest of the state while greatly impacting the Valley's air emissions. The study will be closely coordinated with the San Joaquin Valley Goods Movement Sustainable Implementation Plan funded as part of the FY 2014-15 Caltrans Partnership Planning for Sustainable Transportation grant program (discussed below), which focuses on important work items necessary for continued evaluation and refinement of the SJV goods movement system.

Because the trucking and goods movement capacity projects identified in the previous study create significant environmental challenges, additional strategies must further be analyzed. Treating the region as a vital corridor for goods movement that benefits the rest of the state, new strategies need to be explored to curtail environmental impacts while improving safety. This study will consider strategies such as:

- **Safe Truck-Only Toll (TOT) Lanes** – Create new truck limited access toll lanes (limited access toll lanes available only to trucks) along I-5. Incentives will need to be provided to ensure the use of the truck toll lanes, some of which are detailed more in the following strategies. Explore electronic tolling to avoid cost associated with toll booths.
- **Diversion of Truck Shipments to Rail** – Provide incentives through congestion pricing for the I-5 and SR-99 corridors, improved first/last mile connectivity and other strategies to incentivize shipments made by rail through the Valley corridors using existing parallel rail facilities. Every truck shipment diverted to rail can reduce emissions 4 fold.
- **Intelligent Transportation System (ITS) Technology** – Provide incentives by reducing operating costs for fleet operators through Intelligent Transportation System (ITS) Technology, allowing adaptive cruise control, autonomous truck and/or caravans (connected vehicles) to be used in truck toll lanes. Will discuss options and potential for allowing time logged in the safety and toll lane to count towards mandatory downtime for truck drivers.
- **Incentives for Low and Zero Emission Trucks** – Provide incentives to reduce the operating cost to trucking companies while reducing vehicle emissions by allowing companies to operate low and zero emission trucks in the toll lanes at reduced rates.
- **Higher Truck Speeds for Safer Truck/Vehicle Flow** – Provide incentives for trucks to operate at the same speed as other vehicles by paying a higher toll or allow low and zero emission trucks to operate at the same speed as other vehicles, providing a safer mix of traffic speeds.

- **Triple Trailers** - Discuss the possibility of providing incentives for fleet operators to use fewer truck tractors per trailer hauled, reducing truck emissions; i.e., utilizing triple trailers similar to those currently allowed in Oregon.
- **Heavier Loads** - By adding axles and tires to maintain a maximum per tire weight, heavier loads can again reduce the number of truck tractors required to haul loads through the valley, reducing their environmental impacts. Reducing the tire weight can reduce wear and tear on the roads, thereby reducing maintenance costs that could free up funds to reduce tolls or add truck lane capacity. For example, trucks in Michigan are currently allowed to haul loads twice the current weight limit in California.

## PREVIOUS WORK COMPLETED

Recognizing the importance of goods movement to the region, the eight San Joaquin Valley Regional Transportation Planning Agencies and Caltrans commissioned the San Joaquin Valley (SJV) Interregional Goods Movement Plan (Plan) completed in 2013. The Plan built upon recent traffic, logistics, and long-term infrastructure improvement planning efforts throughout the region. Building on these prior efforts and new analysis, the Plan developed a comprehensive list of prioritized multi-modal projects, strategic programs, and policies to guide future goods movement investments and policy. The Plan concludes with a discussion of funding and implementation strategies so the SJV Regional Planning Agencies can move forward with next steps to realize the vision embodied in the Plan <http://sjvcogs.org/goods.html>. The Plan proposes four projects along the I-5 and seven projects along SR-99 to increase capacity; as well as numerous others throughout the I-5 and SR-99 corridor's providing important East-West as well as parallel capacity.

## PRODUCTS

- 1) Coordination and consensus on future goods movement planning and projects, including efforts related to Proposition 1B funding.
- 2) Continued participation in sub regional goods movement task force (central and north valley), rail shippers and other staff coordination of systems performance and studies.
- 3) Staff from all eight SJV Regional Transportation Planning Agencies and Caltrans Districts 6 and 10 engaged in the pre-planning activities including development of a Request for Proposal for a consultant(s) to conduct the Plan, and coordination with valleywide transportation modeling efforts.
- 4) Consultant bidders' conference, interviews and selection review process has been conducted. Consultant has been selected to develop the Plan with project initiation scheduled for May 2011.
- 5) Overall Work Program and budget amendments have been conducted at the RTPA level to provide the local match to the Plan.
- 6) Consultant team contract has been approved and finalized. Staff has coordinated with consultant team, COG staff from the eight counties and Caltrans staff from District 6, 10 and Headquarters (Technical Advisory Committee) to formalize goals, objectives and deliverables of the projects. Monthly Project conference calls are held with the Technical Advisory Committee.
- 7) A Project start up meeting was held on June 30, 2011 in Fresno with members of the Technical Advisory Committee and the consultant team to review the process and major milestones.
- 8) The Consultant team has initiated the work and will provide monthly and quarterly reports to the Technical Advisory Committee.
- 9) The Valleywide Project Manager meets, advises and directs the consultant team weekly on the project's progress.
- 10) Four monthly conference call meetings with the eight county Technical Advisory Committee have been conducted with the consultant team participating on the call.
- 11) Four monthly invoices have been processed and approved for the project.
- 12) A FY 2010-11 Fourth Quarter Report was provided to Caltrans detailing the project's progress.
- 13) A FY 2011-12 First Quarter Report was provided to Caltrans detailing the project's progress.

- 14) An "Importance of Goods Movement to the Valley" informational brochure was developed by the consultant team and included in the informational packet provided to congressional leaders during the eight-county September 2011 Valley Voice trip to Washington.
- 15) An overall project summary was conducted by the consultant team and provided to each SJV COG for inclusion in monthly board packet informational materials for the project.
- 16) The consultant team is conducting the first phase of the project which includes demographic, economic and goods movement data collection.
- 17) A Stakeholder Advisory Committee (SAC) was formed with public, private, Tribal Government, and non-profit advocacy group representatives from throughout the Valley.
- 18) The first meeting of the Stakeholder Advisory Committee was held on September 26, 2011 in Fresno. Over 50 representatives attended the meeting.
- 19) A summary of the meetings identifying key stakeholder issues was developed by the consultant team.
- 20) Valleywide outreach for the overall planning process has been conducted in numerous forums including a workshop at the SJV RTPA Fall Policy Conference, and status presentations to the California Partnership for the San Joaquin Valley.
- 21) A comprehensive Task One deliverable entitled Existing Conditions Assessment Technical Memorandum has been completed by the consultant team summarizing the population, demographic, economic and circulation components related to goods movement and its role in the SJV.
- 22) An industry profile has been completed by the consultant team detailing the tomato industry in the SJV. Additional industry profiles are forthcoming.
- 23) An online survey has been established by the consultant team to further receive input from private carriers and shippers.
- 24) The second meeting of the Stakeholder Advisory Committee was held on March 2012 in Kings County.

## TASKS

- 811.01 Project Initiation and Consultant Selection
- 811.02 Alternative Strategy Analysis and Consideration
- 811.03 Collective Analysis of Impact on/from Neighboring Freight Corridors
- 811.04 Stakeholder and Public Outreach/Stakeholder Advisory Committee
- 811.05 Draft Report on Findings and Recommendations
- 811.06 Final Report on Findings and Recommendations
- 811.07 Develop Pilot Project(s) Program
- 811.08 Administration

811 San Joaquin Valley I-5/SR-99 Goods Movement Study															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
811.01 Project Initiation and Consultant Selection	■	■	2	■	■										
811.02 Alternative Strategy Analysis and Consideration	■	■	15	■	■	■	■	■	■						
811.03 Collective Analysis of Impact on/from Neighboring Freight Corridors			23	■	■	■	■	■	■	■	■	■	■	■	■
811.04 Stakeholder and Public Outreach/Stakeholder Advisory Committee	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
811.05 Draft Report on Findings and Recommendations	■	■	15			■	■	■	■	■	■	■	■	■	■
811.06 Final Report on Findings and Recommendations	■	■	10						■	■	■	■	■	■	■
811.07 Develop Pilot Project(s) Program	■	■	10									■	■	■	■
811.08 Administration	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

811 SJV I-5/SR-99 Goods  
Movement Study

Budget	Adopted Budget	Adopted Budget	Annual Budget	State Hwy Acct	LOCAL FUNDS
Account	2013/14	2014/15	2015/16		
Salaries	0		7,806		
Benefits	0		3,063		
Overhead	0		5,840		
Total Staff Costs	0	0	16,709		16,709
Direct Costs					
Consultants	0	0	550,000	550,000	
Total Direct Costs	0	0	550,000	550,000	0
TOTAL	0	0	566,709	550,000	16,709
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Consultants

Interstate I-5 & SR 99 Freight Movement 550,000

### OVERVIEW OF PROGRAM

The San Joaquin Valley of California is one of the most culturally diverse, fastest growing, yet economically disadvantaged regions in the nation. The recent economic downturn has left many of these communities with depleted resources to carry out projects that are essential to infrastructure, economy, and overall quality of life. The lack of resources and personnel precludes the available expertise to execute the essential tasks needed to carryout SB 375.

Already, through its regional blueprint process, the eight SJV-MPOs, in partnership with local agencies, are working toward building environmentally and economically sustainable communities guided by the regionally adopted Preferred Blueprint scenario. Through ongoing regional-local collaboration, planners' resources are currently being developed for a range of community types and sizes to assist in the efforts of general plan integration of SCS and SB 375 goals.

The Valley MPO's received a \$1,000,000 through Round 1 of the Prop 84 - Sustainable Communities Planning Grant and Incentive Program to assist the smaller communities (under 50,000 population) to move toward implementation of the SJV Blueprint and address SB 375. The Directors agreed to invest 19% of this first round funding to SCS (Sustainable Communities Strategy) Outreach; 53% for Local Government Blueprint Principle Integration into General Plans and 28% on a Valley Greenprint. A Prop 84 Round 2 application for an additional \$1,000,000 was submitted in February of 2012, and subsequently awarded on May 10, 2012. Successful funding of the second round application will enable implementation of identified Greenprint best practices and strategies (40%), modeling refinement (45%), and SCS implementation (5%). Round 1 grant activities were officially completed in September 2014; Round 2 activities are scheduled through September of 2016.

### OBJECTIVES

Among the implementation strategies of the San Joaquin Valley Blueprint Roadmap were three specific items that give direction to this work element; all three of which play a direct role in promoting infill development and investing in existing communities.

First, the creation and implementation of a Valley-wide Greenprint has identified strategies that focus on the conservation and management of natural resource and agricultural lands. By engaging stakeholders in a process that leads to a regional vision, goals and a coordinated set of strategies to improve the stewardship of existing lands, new development is encouraged to take place in existing communities where infrastructure exists and impacts to open space and agricultural land are minimized.

Next is the utilization of the traffic model as a guide to encourage infill development within existing communities. Keeping models updated with current transportation methods (modes) and data such as demographics and land use is critical to analyzing the effects of sprawl and encouraging infill development. Ensuring that your traffic model is current is a vital piece of providing outputs that can properly show that existing transportation infrastructure within developed areas is sufficient to handle infill development.

Finally, implementation of the region's Sustainable Communities Strategy (SCS). A new requirement within the California Transportation Commission's Regional Transportation Plan (RTP) Guidelines is the inclusion of an SCS within the MPOs RTP, as required by SB 375. Through Round 1 activities, outreach to involve the community and stakeholders was made possible. To implement the selected SCS scenario is the next step, and will leverage the efforts of Round 1 and 2 activities, including content provided by Greenprint activities and modeling activities, which shows the inter-connectedness of this work element.



## DISCUSSION

The eight MPOs in the San Joaquin Valley developed their first Sustainable Communities Strategy's (SCS) as part of their 2014 Regional Transportation Plan's during the 2012-2013 fiscal year. The valleywide Blueprint process provides the foundation for more sustainable growth in the San Joaquin Valley in the next 40 years, providing initial guidance to much of these efforts. SCS development and implementation will be instrumental in the overall implementation of Blueprint goals and objectives and addressing the Federal Highway Administrations (FHWA's) Livability/Sustainability Planning Area of Emphasis (PEA).

As part of the ongoing regional collaboration efforts in the Valley, the 8 MPOs in the Valley worked together to the extent possible on their individual SCS development and public outreach. The Valley MPOs proposed to maintain the 5% & 10% targets for the Valley. The Air Resources Board held a hearing on the target issues for the Valley in January, 2013. Various community groups who have been actively involved on the SB375 implementation in the Valley also commented on the greenhouse gas emission targets for the Valley. Although there was no discussion of implementation mechanism for the valley-wide targets, Valley MPOs continually worked with the ARB and other stakeholders to explore the most feasible ways of achieving the 5% and 10% targets.

The Valleywide SCS outreach scope included developing consistent outreach strategies in a valleywide outreach plan, launching valleywide media campaign to engage the public and stakeholders in the SCS development process, and conducting multiple workshops, public hearing and informational meetings as required by the SB 375 legislation to solicit input from the public before the SCS is adopted by each MPO's policy board.

In concert with the SCS development program, integrating approved Blueprint Principles into general plans has been one of the major focus areas of this work element. The General Plan is the single most important policy guide for cities and counties. It provides direction for most staff reports, planning commission recommendations, and city council or boards of supervisors' decisions. A climate action plan, in concert with the general plan, provides additional guidance for local governments to reduce community and municipal greenhouse gasses, address climate change, and promote sustainability and resource conservation and efficiency. Cities and counties are essential partners in California's efforts to implement climate change-related mandates (AB 32, SB 97, SB 375, Sustainable Communities Strategies, and Regional Blueprints). Many cities and counties in the San Joaquin Valley currently lack the expertise and resources to integrate the adopted Blueprint Principles into their general plans.

Updating a general plan is complex, costly and time consuming. Valley cities and counties update their plans infrequently or defer plan preparation. When combined with environmental review, a general plan update can cost a minimum of \$400,000 to \$600,000 and preparing a climate action plan over \$100,000. For small or medium-size cities and counties in the San Joaquin Valley, the cumulative cost to update their general plans and/or prepare climate action plans amounts to over \$25,000,000. If Valley cities and counties are going to do their part to meet state objectives, they will need to integrate Blueprint Principles into their general plans and/or prepare climate action plans, despite the fiscal challenges associated with these actions. This Program has enabled small and medium size city staff to gain the skills, knowledge, and tools to integrate Blueprint Principles into their general plans without having to bear the expense of individual contracts with consultants to perform the work.

The basic objectives of the Local Government: Blueprint Principle Integration into General Plans has been as follows:

- Provide an analysis of existing General Plans to determine consistency with the Blueprint
- Prepare a "Best Practices" menu of options to incorporate Blueprint Principles, with each jurisdiction self-selecting the options that best fit their community
- A series of workshops held on the primary implementation issues with the Blueprint; and to provide instruction on the Blueprint Toolkit development and use.

- As tools are continually developed they will be uploaded into the web based Blueprint Roadmap toolkit. (Tools developed include a series of regional templates for resolutions, zoning, ordinances, focused amendments, and a general Guide Book for Blueprint incorporation).
- “Circuit planner” assistance to small jurisdictions unable to do the work themselves in-house.
- Future funding is essential to fully implement these goals

The scope of this work was arrived at through ongoing Valleywide collaboration with the cities and counties to produce a program that would best implement the Blueprint Roadmap and assist in the efforts of general plan integration of SCS and SB 375 goals.

The Greenprint Program is also a vital component of the San Joaquin Valley’s Urban and Rural Blueprint Roadmap Programs. While the urban and rural programs focus on the strategies, policies and planning for integrated land use and transportation planning, the Greenprint Program focuses on the non-urban/open space side of the equation. Focusing primarily on water, the conservation and preservation of natural open space, habitat corridors and vital farmland, the Greenprint Program also becomes the counter balance to urban and rural community development, suggesting clear boundaries to growth while it defines the value and role of strategic and vital open space in the context of the comprehensive regional program.

Approximately 97 percent of the 27,500 square miles in the eight San Joaquin Valley counties is agricultural, resource or undeveloped land, green “open space” devoted to food production, ecosystem services, public recreation and hazard mitigation. But this land is not simply vacant space awaiting a “higher and better use.” It is a resource with intrinsic values that contribute to the economy, our quality of life and public well-being. Without this resource, the region cannot realize its full potential to support a prosperous, healthy and productive population. It, therefore, must be conserved, improved and managed for maximum benefit. Because this resource knows no political boundaries, this goal must be pursued from a regional rather than strictly local jurisdictional boundary perspective.

The basic objectives of Greenprint are as follows:

- Benefit the economy, natural and agricultural resources, and health of the region.
- Conserve rural lands by informing planning and policy decisions, and supporting connections through urban areas.
- Provide a regional perspective on green space.
- Inform public and private land or easement acquisition strategies.
- Identify opportunities to strategically preserve, conserve, and restore open space for a regional system of trails, agriculture, and natural and recreational uses.
- Complement the San Joaquin Valley Blueprint and build on related plans and work.

Greenprint is a multi-phased, multi-year planning project with subsequent phases dependent on funding availability. Phase I included introductory material describing the Valleywide Greenprint Planning Program, including the need for and benefits to be derived from the Program, the gathering and presentation of data (maps, graphs, photographs, etc.) and the analysis of the data. Phase II includes outreach, the formulation of principles, pilot projects wherein the information and maps compiled in Phase I are utilized in local plan development and other local initiatives, and the identification of resource management strategies. Phase I activities were part of Prop 84 Round 1 efforts. Phase II activities are part of Round 2 funding.

Greenprint did not start from scratch, but built on past efforts to inventory and manage land and water resources in the San Joaquin Valley. These included local agency general plan open space elements, the Model Farmland Conservation Program, the Safe Passages Wildlife Habitat Connectivity Project, and the TreeTOPS urban forest initiative. It will continue to use existing available data and GIS mapping programs, where applicable.

## PREVIOUS WORK COMPLETED

1. San Joaquin Valley Regional Blueprint
2. San Joaquin Valley Blueprint Roadmap-web based Planners Toolkit, including placement for:
  - Valleywide SCS Public Outreach Strategy
  - Finalized Valleywide media lists
  - Spanish, English and Hmong FAQs and Fact Sheets
  - Valley Visions Key Messages
  - Valley Visions logo, tagline and Branding and Graphic Standards Guide
  - SCS Workshop Flyer template
  - Valley Visions Letterhead choices—4 in black and white and color
  - SCS Informational Video
  - PowerPoint template
  - Survey questionnaire
  - Media spot development and media buys to publicize the SCS and upcoming workshops and opportunities to comment. Implementation of a Valleywide Media Plan
  - Continued coordination with the other 7 Valley-MPOs on any remaining SCS outreach efforts
  - Developed and executed consultant contract
  - Conducted public workshops to involve stakeholders in the SCS development process
3. Open Space Elements of local general plans
4. Model Farmland Conservation Program
5. Safe Passages Wildlife Connectivity Project
6. TreeTOPS Urban Forest Initiative
7. Valleywide SCS Public Outreach Strategy adopted and products developed and used to provide public outreach opportunities during the development of the SCS.
8. Blueprint Principle inclusion into local General Planning documents (circuit planning program).
9. Phase I of the Greenprint Program, including:
  - Maps, charts, tables, photographs, etc. depicting San Joaquin Valleywide conditions prior to the arrival of Europeans; existing conditions and recent trends for rural open space land uses including agricultural lands, habitat and lands providing ecological benefits; hazardous areas (floodplains and wildland fire-risk areas); surface and groundwater facilities and trends; geologically significant areas; and, urban/rural edges.
  - An illustrated report and comprehensive website, including all research and analysis.

## PRODUCTS

1. A detailed scope of work for SCS and general plan integration components
2. Continual placement of products such as white papers, templates and tools to assist with local governments implementing Blueprint Principles and SCS strategies into their local planning practices (housed within the Toolkit).



## TASKS

### Blueprint and SCS Integration

- 814.01 Continue analysis of existing General Plans to determine consistency with the Blueprint
- 814.02 Update "Best Practices" menu of options to incorporate Blueprint Principles and integration of SCS.
- 814.03 Coordinate integration of selected "Best Practice" menu items - each jurisdiction will self- select the options that best fit their community
- 814.04 Continue series of workshops held on the primary implementation issues with the Blueprint and SCS, including encouraging local agencies to utilize Caltrans' Smart Mobility Framework to augment implementation efforts, where appropriate. Provide instruction on the Blueprint Toolkit development and use.
- 814.05 Continue oversight of consultant providing "circuit planner" (where applicable) assistance to small jurisdictions
- 814.06 Continued uploading of tools as they are developed into the web based Blueprint Roadmap toolkit.
- 814.07 Prepare technical memoranda for sub-task findings, as appropriate.
- 814.08 Prepare draft and final reports, as needed.

### Phase II Greenprint Planning Program

- 814.09 As project manager, ongoing facilitation of the Steering Committee to advance Phase II of the Greenprint Program.
- 814.10 Convene and facilitate panels of qualified experts to explore the implications of and offer informed opinions on the Valley's resources and the resource management challenges.
- 814.11 Outreach to stakeholders, including the counties, regional interests, and representatives of state and federal local district offices.
- 814.12 Design and implement a program to identify, select, and fund pilot projects that incorporate Greenprint map resources and provide real world utility and value.
- 814.13 Identify and evaluate resource management principles, options and strategies, including working with experts in appropriate fields and using the resource inventory, maps and data analysis from Phase I.
- 814.14 Publish a guide for resource management, including recommended consensus strategies for resource management and maps for inclusion in hard copy publication and for posting on the Web
- 814.15 Identify potential funding sources to maintain access to the data, to develop new information and modeling tools, and to sustain the Greenprint Planning Program.

### Model Refinement

- 814.16 Provide demographic and land use updates to the model, where appropriate/available.
- 814.17 Data collection and processing, refinement of model input data; and model estimation, calibration, validation, evaluation and associated training activities.

Task Description	% of work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
814.01 Continue analysis of existing General Plans to determine consistency with the Blueprint	5	■	■	■	■	■	■	■	■	■	■	■	■
814.02 Update "Best Practices" menu of options to incorporate Blueprint Principles.	3	■			■			■			■		
814.03 Coordinate integration of selected "Best Practice" menu items - each jurisdiction will self- select the options that best fit their community	5	■	■	■	■	■	■	■	■	■	■	■	■
814.04 Continue series of workshops will be held on the primary implementation issues with the Blueprint; encourage Smart Mobility Framework utilization. Provide instruction on the Blueprint Toolkit development and use.	3	■			■			■			■		



## 814c2 SCS Green Print

## Phase II

## Budget

## Account

**Actual****Cost****2013/14**

## Adopted

## Budget

**2014/15**

## Annual

## Budget

**2015/16**

## Prop.

**84**

## LOCAL

**FUNDS**

Salaries		13,235	25,608		
Benefits		3,270	6,243		
Overhead		9,215	17,114		
Total Staff Costs	0	25,720	48,965	31,851	17,114
Direct Costs					
Consultants		311,085	218,888	218,888	
Supplies/Printing		23,705	23,705	23,705	
Workshops		32,000	32,000	32,000	
Grant Specific Travel		2,295	2,000	2,000	
Grant Administration		22,950	0		0
Total Direct Costs	0	392,035	276,593	276,593	0
TOTAL	0	417,755	325,558	308,444	17,114
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

## Consultants

Resource Management Strategy 218,888

Total 218,888

## 814d Sustainable Communities

	<b>Actual</b>	Adopted	Annual	
Budget	<b>Cost</b>	Budget	Budget	LOCAL
Account	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>FUNDS</b>

Salaries	46,532	29,916	1,936	
Benefits	16,407	10,897	744	
Overhead	37,185	22,785	1,439	
Total Staff Costs	100,124	63,598	4,119	4,119
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	100,124	63,598	4,119	4,119
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

814e Sustainable Communities  
Model

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	Prop. 84	LOCAL FUNDS
Salaries	2,764	3,083	3,268		
Benefits	974	1,407	1,314		
Overhead	2,209	2,506	2,463		
Total Staff Costs	5,947	6,996	7,045	4,582	2,463
Direct Costs					
Consultants	38,784	422,000	317,000	317,000	
Supplies/Printing		793	793	793	
Workshops		17,600	17,600	17,600	
Grant Specific Travel		765	765	765	
Total Direct Costs	38,784	441,158	336,158	336,158	0
TOTAL	44,731	448,154	343,203	340,740	2,463
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

### OBJECTIVE

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

### DISCUSSION

The following sections describe some of the activities related to valley-wide planning coordination.

#### **Coordination of the San Joaquin Valley Regional Policy Council**

The day-to-day coordination of the San Joaquin Valley Regional Policy Council is guided by the current Chair of the Executive Directors' Committee, Ahron Hakimi, from Kern COG. The Chair consults with the other Valley Executive Directors to develop the agendas for the Regional Policy Council, and is charged with circulating the agenda and attached materials to the Directors for them to forward to their individual Policy Council members. The Chair will be responsible for the minutes (action minutes) of the Policy Council and will also be charged with keeping all pertinent records concerning the Policy Council. However, it is the charge of each Executive Director to aid the Chair in fulfilling these tasks by providing appropriate documents and agenda materials in a timely manner. Regular meetings will likely be held in Fresno, with the exception of any special events, such as the annual meeting. In fall of 2014, the Tulare County Association of Governments was responsible for organizing and holding a Fall Policy Conference in Visalia with the eight Valley Regional Planning Agencies and the Valley Regional Policy Council to discuss current topics of interest, discuss the development of the annual Valley Legislative Platforms, and outline plans for the coming year. The 2015 Fall Policy Conference is scheduled to be hosted by the Merced County Association of Governments.

#### **Coordination of Executive Directors' Committee**

Like the day-to-day coordination of the Policy Council, the Executive Directors' Committee will also be guided by the current Chair of the Executive Directors' Committee. The Chair will consult with the other Valley Executive Directors to develop the agendas for the Executive Directors' meetings, and is charged with circulating the agenda and attached materials. The Chair will be responsible to oversee the Valley Coordinator regarding the minutes (action minutes) and with keeping all pertinent records. However it is the charge of each Executive Director to aid the Chair in fulfilling these tasks by providing appropriate documents and agenda materials timely.

#### **Valley Legislative Affairs Committee**

The Valley Legislative Affairs Committee (VLAC) has been established at the staff level. They are responsible for tracking legislation and policy which would have a Valley impact, in particular with legislation affecting the duties and responsibilities of the Valley's Regional Planning Agencies and Metropolitan Planning Organizations. Not only do they track the bills, but they will also exchange pertinent information that may be crucial towards developing bill language and a support/oppose/amend position for each of the agencies. Where legislative positions appear to have a consensus building within the Valley, the Policy Council should be informed so they may make a unified statement. The intent is to increase the awareness at the state and federal level that the Valley is actively engaged in the process, and deserves being acknowledged as having a unified position. Too often, in looking at a bill analysis, the larger planning agencies will have been consulted and their positions will be posted. The San Joaquin Valley needs to weigh in on the legislative process in order to be more

effective. This committee meets on a monthly basis and more often, during busy legislative times. The VLAC has a Chair and Vice-Chair. The VLAC has developed a set of By-laws for their committee and has developed Legislative Platforms on an annual basis that includes the legislative priorities of the Valley MPO's and the Regional Policy Council for each calendar year. The Chair of the VLAC provides the COG Directors and the Regional Policy Council with ongoing reports throughout the legislative sessions.

### **San Joaquin Valley Goods Movement**

The San Joaquin Valley region is one of the four major international trade regions in California. In 2007, the San Joaquin Valley Regional Planning Agencies developed the *San Joaquin Valley Regional Goods Movement Action Plan*. The purpose of the plan was to provide a knowledge base for the understanding of freight and goods movement issues facing the San Joaquin Valley. The Plan also provided a platform for promoting strategies to improve overall movement of goods in the Valley and identifies goods movement projects to compete for some of the \$2.0 billion Proposition 1B Trade Corridor Improvement Funds.

In June of 2011, the San Joaquin Regional Planning Agencies developed the *Interregional Goods Movement Plan*, which included the development of decision making-making procedures to prioritize projects and identify institutional arrangements and funding. The main tasks associated with the plan related to the compilation of goods movement data, performance measures and evaluation; as well as identifying the community, environmental and economic impacts of goods movement. Continued efforts relating the implementation of this plan are on-going, including specific studies looking at the I-5 and Highway 99 corridors, and beyond.

### **Coordination with the California Partnership for the San Joaquin Valley**

The Valley's Regional Planning Agencies sought and received a consortia board membership on the Governor appointed Partnership Board – Ted Smalley, Tulare Association of Government's Executive Director currently serves in this position. In addition all the Regional Planning Agencies participate in some of the 10 work groups of the Partnership. Staff participation is most notable in two main work groups: Air Quality and Sustainable Communities (combined from former Transportation and LUHA work groups). In particular, the Partnership's Strategic Action Plan points to the COG's Blueprint process in both its (former) Transportation and Land Use, Housing and Ag strategies. The Partnership facilitated the formation of a Housing Trust, which has in its membership an elected official from each of the Valley MPOs. The Partnership has provided seed grants to Valley entities, including a Model Farmland Conservation Study (Fresno COG) which was intended to develop a template that could be used throughout the Valley for the purposes of Farmland Conservation/Preservation. A High Capacity Multi Modal Corridor (City of Fresno) with accompanying land uses was also examined for its potential in at least four counties (Madera, Fresno, Tulare and Kings).

In addition there is increased interaction between the Partnership and the Regional Policy Council/Valley MPOs seen most recently in High Speed Rail, the Trade Corridor Improvement Fund, Air Quality 1B Funds, Smart Valley Places and other common goals that have fostered a better network of communication and subsequent action to occur. The Partnership has initiated a Valleywide Communication Plan which steps up the Partnership's presence at local Board and Council meetings in all eight counties. This association has already resulted in higher visibility at the state level, with Valley representatives being offered a "seat at the table" on more issues where previously we were overlooked or excluded from the policy discussions.

Fresno COG's legislative staff member attends monthly meetings with the Partnership's Legislative Advocacy team to discuss legislation and policies with our state representatives that are important to the San Joaquin Valley and further the goals of the Partnership.

## **Federal Transportation Act - MAP-21**

The current federal transportation act provides an unparalleled opportunity for the eight Valley Counties to explore funding potential within the new and updated federal act, aligned with a National Goods Movement Program. This would be jointly agreed upon strategy, and would be separate from individual County "High Priority" projects.

Currently the Regional Planning Agencies' Executive Directors are in regular and constant communication with Caltrans, the California Transportation Commission, CALCOG, DOT and our federal legislators to ensure the Valley is adequately accounted for in the 2012 Federal Transportation Act - MAP-21 and in the development of the next Federal Transportation Act.

## **Regional Transportation Plans**

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

## **State Route 99 Coordination**

There has been active coordination and consultation with Caltrans (owner/operator of SR 99). Working with the Great Valley Center and Caltrans, a Business Plan and a Master Plan were developed for the SR 99 corridor running through the Valley. It was in major part due to that coordination that the recent Proposition 1B bond included a SR 99 earmark, the only transportation earmark in the bond placed before the voters. Those funds have been awarded to needed projects, but there is an additional \$5 billion plus in projects remaining to be funded. The next objective is to develop the necessary Corridor System Management Plans required by the state.

Fresno COG, along with staff from the other seven Regional Transportation Planning Agencies and Caltrans, have updated the original SR 99 Business Plan dated 2005. The new Business Plan finalized in 2009 includes an updated list of Valley projects on this important north/south trade corridor, a financial plan on how best to make these projects a reality, and highlights the successes since the original Business Plan. The Business Plan also includes discussion about the economic impacts of designating SR 99 as an interstate.

## **High Speed Rail**

Throughout the discussions that have taken place over the past couple of decades, the Valley Regional Planning Agencies have occasionally met jointly or in smaller groups with the various Commissions/Authority overseeing the High Speed Rail effort. Although positions have varied to some degree regarding the exact details of High Speed Rail, its routes and its placement of stations, the Regional Planning Agencies have cooperated on exchanging information and tracking our various positions. At this time, there is no Valleywide consensus or agreement on a position for the advancement of High Speed Rail.



## **Intercity Rail**

Fresno COG is a member of the San Joaquin Joint Powers Authority (Authority) recently formed pursuant to AB 1779, permissive legislation which provides for the regional governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield- Fresno-Stockton-Sacramento-Oakland. AB 1779 follows the model of the Capitol Corridor Joint Powers Authority (CCJPA), formed in 1996 under the provisions of Senate Bill 457. In order to transfer responsibility of the San Joaquin intercity passenger rail service from Caltrans Division of Rail to the Authority, AB 1779 requires that the transfer result in administrative or operating cost reductions. In addition, AB 1779 prevents any existing sources of local or regional transit funding to be used to expand or maintain the San Joaquin intercity passenger rail service. With more efficient administration and stronger local/regional support, a regionally managed San Joaquin intercity passenger rail service should result in improved rail passenger service along the San Joaquin Corridor. Other potential benefits of regional authority administration of intercity passenger service include the ability to have a stronger voice in advocating for service improvements and expansions, local decision-making that is more responsive and adaptive to passenger issues, the ability to take better advantage of joint marketing and partnerships with local agencies, and more engagement by local communities to support the service.

With more efficient administration and stronger local/regional support, a regionally managed San Joaquin intercity passenger rail service can result in much higher frequencies of service, improved on-time performance, and increases in ridership and revenue – as experienced by the Capitol Corridor under the regional administration of the CCJPA. Increases in San Joaquin intercity passenger rail service and ridership will result in more jobs and improved air quality, and will help promote sustainable development.

## **Fall Policy Conference/Networking**

One of the greatest values to our coordinative efforts is the networking between staff at the various Regional Planning Agencies. The Executive Directors have encouraged this networking, recognizing that our enhanced communication poises all of us to have better information on activities going on at the state and federal level. Beyond that staff is able to learn from each other and increase their individual skills, adding value to each of our agencies. In addition, when too many meetings outside of the Valley are scheduled, such coordination (identifying who from the Valley might be in attendance) and subsequent communication allows a better coverage of important topics. The annual Fall Policy Conference also offers a productive opportunity for networking. Hosted by a different valley MPO partner each year, the 2015 Fall Policy Conference is scheduled to be organized by the Merced County Association of Governments.

## **Video Conferencing**

The goal of this video teleconferencing project is to provide the Valley Regional Planning Agencies (RPAs) with the technological tools necessary to improve air quality by reducing vehicle trips and vehicle miles traveled (VMT). There are currently between 3 to 6 interagency meetings held every month; the number of these meetings is only expected to increase as the Valley RPAs collaborate on more and more interagency issues. The video teleconferencing project will eliminate the need for most, if not all, of these vehicle trips and reduce thousands of vehicle miles traveled per year. In addition, this project will provide access to the video conferencing equipment to other government, non-profit or other agencies to reduce VMT, as well as provide a forum for distance learning, interviews and professional conferences and seminars. It is estimated that over 100,000 vehicle miles traveled (VMT) have been saved this year through the ongoing use of VTC meeting in lieu of face to face meetings.



## **Valley Air Quality Coordination**

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

Transportation and air quality planning historically have been undertaken through a continuous, cooperative and comprehensive process. The importance of the "three-C" approach has become even more significant given the broader and more complex framework of transportation and air quality planning in the San Joaquin Valley today.

Coordination among the eight Metropolitan Planning Organizations, the SJVAPCD, and other air quality and transportation agencies is proving to be a very effective process. This coordinated approach also includes such items as submission of vehicle miles traveled forecasts to the SJVAPCD to be used in developing emission budgets, updating existing plans, and developing attainment demonstration plans; the joint evaluation of transportation control measures (TCMs); working with local transit agencies and Caltrans to enhance transit services; and working with the SJVAPCD on any studies or projects that work to assure that reductions in criteria pollutants are achieved as well as continuing the ongoing public education programs.

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

Transportation conformity is required by the federal Clean Air Act and ensures that federal funding is given to transportation plans, programs and projects that are consistent with air quality goals. The Clean Air Act strengthened conformity requirements for transportation projects, necessitating a more enhanced level of technical analysis of plans, programs, and projects than had been required in the past. Conformity determinations must be conducted at least every four years, or as formal amendments are made to plans or projects. The federal transportation conformity rule requires interagency consultation on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Consultation is generally conducted through the San Joaquin Valley COG Director's Association-Interagency Consultation Group (IAC). The IAC has been established to provide a coordinated approach to Valley air quality, conformity and transportation modeling issues. Each of the eight Valley Metropolitan Planning Organizations included in the San Joaquin Valley Air Basin and the SJVAPCD are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the United States Environmental Protection Agency, the California Air Resources Board and Caltrans are represented on the committee.

## **Valley Wide Model Improvements**

With the passage of AB 32 and SB 375 it has become increasingly important for the Valley Metropolitan Planning Organizations (MPOs) to continue coordination of Valleywide transportation modeling and air quality activities. In 2010, the Valley was awarded a \$2.5 million grant from the Strategic Growth Council for Valleywide model improvements to meet the requirements of AB 32 and SB 375. The Strategic Growth Council is charged with, among other things, making Proposition 84 funds available for data gathering and model development necessary to comply with SB 375. As a result, the valley RPAs used the grant money to update each of the MPO traffic models to be more sensitive to smart growth. An additional grant subsequently awarded has provided additional funding for data development and revalidation of the MPO models. The new data sources will facilitate numerous model improvements, e.g.: better interregional travel estimates and forecasts, better trip

distribution, gateway station and friction factor estimates; and improved volume-capacity and speed flow relationships.

## **Regional Energy Planning**

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

As we understand, no thorough understanding of the region's energy economy currently exists; particularly not a comprehensive understanding of the energy economy in relation to statewide and regional investment, policy, and programs in business attraction and development, innovation, taxation, education and training, transportation, housing, land-use, environmental remediation and permitting, or the many other areas that can and will influence energy.

In FY 2010/11, the RPAs presented this concept, along with the National Association of Regional Councils (NARC), to the Regional Policy Council and were directed to continued discussions of the topic. A Valleywide working group was assembled consisting of the San Joaquin Valley Clean Energy Organization, Economic Development Corporations, Pacific Gas & Electric (PG&E), Southern California Edison, Cal State Bakersfield, UC Merced, and others. A draft planning document, the SJV Regional Energy and Economic Development Roadmap, was developed in February 2012 and serves as a guiding policy document for valley-wide regional energy planning activities.

## **PRODUCTS**

1. Regularly scheduled Regional Policy Council and Executive Directors' Committee meetings.
2. Regularly scheduled Valley Legislative Affairs Committee meetings.
3. San Joaquin Valley Legislative Platform and advocacy trips to Sacramento and Washington D.C.
4. Continued participation in the California Partnership for the San Joaquin Valley.
5. SJV Blueprint Coordination
  - Goals, Objectives and Performance Measures based upon Values and Vision
  - Evaluation of alternative "what if" growth scenarios in each county.
  - Values and Vision – gathered from community input
    - a. Selection of preferred county level scenarios for Valleywide analysis.
    - b. Evaluation of four Valleywide alternative scenarios
    - c. Adoption of Smart Growth Principles and Preferred Growth Scenario for Valley
  - Developed Blueprint Roadmap to memorialize the Blueprint planning process, suggest strategies for implementation and provide a toolkit to assist planners with integrating the Blueprint Smart Growth Principles into local planning processes.
6. Developed relevant information and documentation for federal transportation legislation reauthorization.
7. Regional Transportation Plan (RTP) valley-wide chapter.
8. Coordination on policies related to regional transportation needs, including SR 99 and High Speed Rail.
9. Development of a valley-wide video teleconference system.
10. Coordination on goods movement activities, including efforts related to Proposition 1B funding.
11. Assist with ongoing air quality efforts in the San Joaquin Valley; development of State Implementation Plans (SIPs), SJVAPCD rule development process, and Conformity Determinations.
12. Assist the SJVAPCD in developing new motor vehicle emission budgets for State Implementation Plans (SIPs).

13. Completed the Reasonably Available Control Measure (RACM) Process as needed for State Implementation Plans (SIPs)
14. Coordination on efforts with the SJVAPCD to ensure a comprehensive and cooperative approach to air quality transportation planning.
15. Participation with other Valley TPAs in the San Joaquin Valley MPO Director's Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues.
16. Comments on proposed air quality plans, rules, regulations and new standards.
17. Monitoring of AB 32 and SB 375 requirements for a reduction of Greenhouse Gases can reasonably be moved forward for consideration and implementation

## TASKS

- 820.01 Coordinate Regional Policy Council and Executive Directors' Committee meetings, including tracking of minutes and other relevant records.
- 820.02 Participate in the Valley Legislative Affairs Committee (VLAC), including tracking of legislation, development of advocacy positions.
- 820.03 Participate in meetings of the California Partnership and continued completion of projects that received funding.
- 820.04 Participate in supporting development of Fall Policy Conference with Valley RTPAs and Regional Policy Council.
- 820.05 Continue to work with Valley RPAs to ensure Valley's recognition in MAP-21
- 820.06 Develop a valley-wide chapter for the Regional Transportation Plans.
- 820.07 Continue to work with Caltrans and other RPAs on issues related to plans, projects, and other needs associated with SR 99.
- 820.08 Participate in meetings related to High Speed Rail and Intercity Rail.
- 820.09 Promote use of videoconference systems to reduce trips and vehicle miles traveled related to valley-wide meetings.
- 820.10 Continue to investigate alternative methods of coordination of valley-wide activities.
- 820.11 Ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Air Pollution Control District.
- 820.12 Conduct activities associated with the Valleywide energy planning.

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

820 Valley RTPA Coordination

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	28,059	43,629	24,149	
Benefits	9,894	15,805	9,342	
Overhead	22,423	33,182	17,995	
Total Staff Costs	60,376	92,616	51,486	51,486
Direct Costs				
Consultants	100,000	110,000	110,000	110,000
Promotion/Outreach		5,000	5,000	5,000
Total Direct Costs	100,000	115,000	115,000	115,000
TOTAL	160,376	207,616	166,486	166,486
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
Valley Wide MPO Coordinator	110,000
Total	110,000

### OBJECTIVE

To effectively administer the planning program and fiscal operations of Fresno COG.

### DISCUSSION

Fresno COG administrative functions include managing work activity of Fresno COG and participating member agency staff in performance of work activities identified in the Overall Work Program. This Work Element also includes fiscal management activities related to budget preparation, financial records maintenance and quarterly progress reporting. Legal and auditing services to Fresno COG are also identified under this Work Element.

### PREVIOUS WORK COMPLETED

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

### PRODUCTS

1. Organized files on personnel management.
2. Current Administrative Manual.
3. Organized financial records.
4. Payroll and warrants.
5. Grant Applications.
6. Quarterly Reports/Annual Report to Funding Agencies and COG Board.
7. Reimbursement Claims.
8. Formal Policies and Procedures Manual.
9. COG Board and Committee Orientation Package.
10. Monthly staff meetings.
11. Support to the COG Policy Board, the Policy Advisory Committee, and other advisory committees including agendas, minutes, physical arrangements, scheduling, support, and communications.

### TASKS

#### 910.01 Program Management:

- a. Maintain Administrative Manual.
- b. Maintain personnel files.
- c. Meet and confer with staff regarding wages, benefits and working conditions.
- d. Prepare grants and contracts.
- e. Coordinate development and administration of OWP and Budget.
- f. Insure program adherence to applicable federal and state regulations and directives to include Affirmative Action Plan and DBE objectives.
- g. Monitor program delivery under the OWP.
- h. Coordinate annual audits and response to audits.
- i. Provide legal counsel when necessary.
- j. Hold monthly internal staff meetings.

910.02 Fiscal Management and Reporting.

- a. Maintain Unified Accounting System.
- b. Prepare monthly progress reports and quarterly fiscal reports to be submitted to the COG Board for review and approval, and reimbursement claims.
- c. Prepare bi-weekly payroll and monthly warrants.

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

910 COG Administration

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	19,347	15,903	23,364	
Benefits	6,822	6,023	8,914	
Overhead	15,461	12,120	17,330	
Total Staff Costs	41,630	34,046	49,608	49,608
Direct Costs				
Grant Specific Travel		5,000	5,000	5,000
Membership/Dues	17,271	17,500	17,500	17,500
Board Renumeration	15,593	19,200	19,200	19,200
Temporary Help	3,060	4,000	4,000	4,000
Other Misc Expense	5,060	5,000	5,000	5,000
Equipment	11,277	25,000	25,000	25,000
Total Direct Costs	52,261	75,700	75,700	75,700
TOTAL	93,891	109,746	125,308	125,308
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Membership/Dues	
NARC	7,500
CALCOG	10,000
Total	17,500
Equipment	
Computers	15,000
Office Equipment	10,000
Total	25,000

## 911 Overall Work Program & Budget Development

**911**

### OBJECTIVE

To develop an Overall Work Program (OWP) and Budget consistent with federal and state funding priorities and local agency needs.

### DISCUSSION

The OWP is prepared by Fresno COG staff in cooperation with participating local agency staff. The OWP reflects federal/state funding priorities as well as local agency needs. It is reviewed by the Intermodal Planning Group and serves to document planning activities of Fresno COG. The OWP also includes the annual program budget and Fresno COG line item budget.

### PREVIOUS WORK COMPLETED

- Final FY 2014-15 OWP was approved by FHWA May 29, 2014.
- Amendment # 1 to FY 2014-15 OWP was approved on July 31, 2014.
- Amendment #2 to FY 2014-15 OWP was approved November 20, 2014
- Amendment #3 to FY 2014-15 OWP was submitted for approval in February 2015.

### PRODUCTS

1. Drafted 2015/16 Fresno COG Overall Work Program and Budget

### TASKS

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

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

911 Overall Work Program

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA Carry Fwd	FHWA Carry Fwd	LOCAL FUNDS
Account	2013/14	2014/15	2015/16			
Salaries	14,627	9,829	12,078			
Benefits	5,158	3,717	4,597			
Overhead	11,689	7,563	8,960			
Total Staff Costs	31,474	21,109	25,635	3,441	19,254	2,940
Direct Costs						
Total Direct Costs	0	0	0	0	0	0
TOTAL	31,474	21,109	25,635	3,441	19,254	2,940
LTF MATCH 11.47%				446	2,495	
TOLL CREDIT MATCH 11.47%						



### OBJECTIVE

To administer the Local Transportation Fund and State Transit Assistance Fund in accordance with the California Transportation Development Act (TDA).

### DISCUSSION

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

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

### PRODUCTS

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

### TASKS

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

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

912 Transportation Funds Admin.

Budget	Actual	Adopted	Annual	
Account	Cost	Budget	Budget	LOCAL
	2013/14	2014/15	2015/16	FUNDS
Salaries	33,539	36,043	39,147	
Benefits	11,826	13,353	14,876	
Overhead	26,802	27,578	29,025	
Total Staff Costs	72,167	76,974	83,048	83,048
Direct Costs				
County Counsel	11,769	21,000	21,000	21,000
Program Audits	59,790	30,000	30,000	30,000
County Auditor Controller	8,391	8,000	8,000	8,000
Total Direct Costs	79,950	59,000	59,000	59,000
TOTAL	152,117	135,974	142,048	142,048
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

### OBJECTIVE

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

### DISCUSSION

The FCRTA was formed, thirty-five (35) years ago in 1979 as a Joint Powers Agency, responsible for rural transit operations. Its membership is composed of Fresno County and thirteen (13) rural incorporated cities. By the mutual agreement of its members, the FCRTA is administered by its designated General Manager. An annual fiscal year contract providing for such administrative, fiscal and support services has been, and may continue to be, executed between FCRTA and Fresno COG. This Fiscal Year, the Agency will be led by its second (2<sup>nd</sup>) General Manager, an Operations Manager, Transit Planner, and a Finance Manager.

### PRODUCTS

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

### TASKS

- 920.01 Participate with Fresno COG in the rural public transportation planning process.
- 920.02 Participate with Fresno COG in monitoring and evaluating rural transit systems.
- 920.03 Participate with Fresno COG in the Social Service Transportation Planning process, as the co-designated (with Fresno Economic Opportunities Commission) Consolidated Transportation Service Agency (CTSA) for Rural Fresno County.
- 920.04 Coordinate with: Caltrans; Fresno County and each rural incorporated city; further the implementation of the updated Regional Transportation Plan and Rural Short-Range Transit Plan for the Rural Area of Fresno County; Measure C Expenditure Plan; and monitor CalVans regarding their continued implementation of Commuter Vanpools and Farm Labor Vanpools originating in rural areas of Fresno County.
- 920.05 Prepare and administer grants in conjunction with transit service implementation.
- 920.06 Prepare, Adopt, and amend the Annual Budget.
- 920.07 Negotiate and execute service agreements with rural cities, non-profit corporations, and other municipalities.
- 920.08 Act as broker for the fleet of public transportation vehicles.
- 920.09 Maintain DBE/MBE/WBE/DVBE files.
- 920.10 Acquire fixed assets.
- 920.11 Coordinate with Regional Rideshare Program.
- 920.12 Comply with state/federal air quality requirements.
- 920.13 Respond to the Americans with Disabilities Act, FTA Drug and Alcohol Substance Abuse, and FTA Safety and Security reporting requirements
- 920.14 Maintain records of financial transactions

- 920.15 Issue warrants for payment of service.  
 920.16 Comply with audit requirements pursuant to the Transportation Development Act  
 920.17 Attend meetings as required.

920 FCRTA ADMINISTRATION															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
920.01 Participate in planning process		■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.02 Monitor rural transit systems		■	10	■	■	■	■	■	■	■	■	■	■	■	■
920.03 Participate in CTSA process		■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.04 Update SRTP		■	5	■	■	■						■	■	■	■
920.05 Prepare & administer grants		■	5	■	■	■						■	■	■	■
920.06 Prepare annual budget		■	10								■		■	■	■
920.07 Negotiate service contracts		■	5										■	■	■
920.08 Broker fleet transit services		■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.09 Maintain DBE Files		■	2	■	■	■	■	■	■	■	■	■	■	■	■
920.10 Acquire fixed assets		■	8	■	■	■	■	■	■	■	■	■	■	■	■
920.11 Coordinate with rideshare		■	2	■	■	■	■	■	■	■	■	■	■	■	■
920.12 Air quality compliance		■	3	■	■	■									
920.13 ADA, drug & alcohol, & safety & security response		■	3	■	■	■	■	■	■	■	■	■	■	■	■
920.14 Maintain finance records	■		15	■	■	■	■	■	■	■	■	■	■	■	■
920.15 Issue warrants	■		2	■	■	■	■	■	■	■	■	■	■	■	■
920.16 Comply with TDA audit	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.17 Attend required meetings	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■

920 FCRTA Administration

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	307,775	318,648	297,288	
Benefits	108,524	112,387	98,748	
Overhead	16,555	3,672	1,246	
Total Staff Costs	432,854	434,707	397,282	397,282
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	432,854	434,707	397,282	397,282
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 930 Fresno County Transportation Authority Administration

930

### OBJECTIVE

To provide personnel support services to the Fresno County Transportation Authority.

### DISCUSSION

In November, 1986 the voters of Fresno County approved Measure C, a 1/2% sales tax increase for transportation purposes. This tax was scheduled to expire on July 1, 2007, however, by virtue of a regional consensus oriented process, the voters of Fresno County chose to reauthorize or extend the 1/2 cent sales tax in November 2006. The reauthorized sales tax is anticipated to raise approximately \$1.7 billion in revenue for transportation purposes. The Fresno County Transportation Authority is responsible for administration and implementation of the sales tax revenue. The Authority and Fresno COG have executed a contract to have Fresno COG provide salary and personnel administration.

### TASKS

1. Provide personnel services to the Authority.

#### 930 Authority Administration

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	LOCAL FUNDS
Salaries	1,065	1,193	1,259	
Benefits	376	452	480	
Overhead	852	955	934	
Total Staff Costs	2,293	2,600	2,673	2,673
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	2,293	2,600	2,673	2,673
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



### OBJECTIVE

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

### DISCUSSION

The Fresno County Freeway Service Patrol (FSP) provides free assistance, including changing flat tires, refilling radiators, taping leaking hoses, providing one gallon of fuel, and removing stalled vehicles from the freeway, to morning and evening peak-hour commuters. The program currently operates along approximately 21.4 miles of SR 41, SR-99, SR-168 and SR-180 in the City of Fresno. Program operation began on September 1, 1993 with the twenty-second year of operation ending on June 30, 2015. The twenty-third year of program operation is from July 1, 2015 to June 30, 2016.

Beginning with the sixth year of the FSP program, the Fresno COG has been responsible for administering the tow contract for the Fresno area FSP. The current three-year contract expires June 30, 2017.

Beginning with the seventh year, the FSP Program was expanded to include additional segments of the metropolitan freeway system, including SR-99 between Ashlan and Jensen Avenues and SR 180 between SR-99 and SR-41. The FSP Program was further expanded during Fiscal Year 2002-2003 to include SR-180 between SR-41 and SR-168 and SR-168 between SR-180 and Ashlan Avenue. However, in order to improve its benefit/cost ratio, the geographic extent of Fresno's FSP Program was reduced and the hours of operation were adjusted slightly beginning in Fiscal Year 2005-06. From Monday through Friday, except for holidays, the three FSP beats operate from 7:00 to 9:00 a.m. and from 3:30 to 6:00 p.m. Effective July 1, 2013, the FSP operated a fourth beat in the vicinity of the braided ramp project along SR- 180 between SR-41 and SR-168. This additional service was necessary because of the traffic impacts associated with the construction project, including congestion and vehicular accidents. Beginning July 1, 2014, the temporary fourth beat servicing the braided ramp project was made permanent and the four beats were reconfigured to provide service along approximately 30.4 miles. In addition, the hours of operation remained the same from 7:00 to 9:00 in the morning but were increased by one-half hour in the evening from 3:30 to 6:30, for a total of five hours per beat.

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

### PREVIOUS WORK COMPLETED

1. Joint development of the Fresno County Freeway Service Patrol Memorandum of Understanding (MOU) among Caltrans, Fresno COG and the California Highway Patrol, and subsequent amendment to the MOU shifting responsibility for tow contract development and administration from Caltrans to the Fresno COG. A comprehensive review and revision of the MOU was undertaken and completed in 2014 and entered into on September 16, 2014.
2. Joint development of the Fresno County Freeway Service Patrol Cooperative Agreement between Caltrans and the Fresno COG and subsequent annual amendments to the Agreement through Fiscal Year 1997-98.
3. Joint development of Program Supplement Agreements and Fund Transfer Agreements between Caltrans and the Fresno COG for the Fiscal Year 1998-99 through Fiscal Year 2014-15 Freeway Service Patrol.
4. An application to the San Joaquin Valley Air Pollution Control District (SJVAPCD), through its REMOVE program, for a \$12,900 grant to fund 50 percent of the required local match for fiscal year 1995-96 FSP program operation.

5. Continuous operation of the Freeway Service Patrol since September 1, 1993.
6. Comprehensive evaluations and subsequent Policy Board approvals of FSP Program expansion and contraction beginning in Fiscal Year 1999-00 for the first expansion, in Fiscal Year 2002-03 for the second expansion, in Fiscal Year 2005-06 for the contraction, and in Fiscal Year 2013-14 for the temporary third expansion due to the traffic impacts associated with the braided ramps construction project.
7. Preparation, submittal and approval of applications for federal transportation funds for the additional local match required for the earlier expanded FSP Program.
8. Development and advertisement of a Request for Proposals for towing services for the FSP Program and subsequent award of an FSP contract for the fiscal year periods 1999-00 through 2001-02, 2002-03 through 2004-05, 2005-06 through 2007-08, 2008-09 through 2010-11, 2011-12 through 2013-14, and 2014-15 through 2016-17 .
9. Contributions, including program cost, local match, and incident information, to Caltrans and the consulting firm DKS Associates for the preparation of the statewide FSP Annual Report, most recently for Fiscal Year 2012-13.

## PRODUCTS

1. Administration of the FSP Tow contract and operation of the Program during Fiscal Year 2015-16.
2. Report, prepared with Caltrans and the CHP, evaluating the performance, effectiveness and potential expansion or contraction of the FSP.

## TASKS

- 940.01 Coordinate with Caltrans the preparation and execution of a Fund Transfer Agreement for the Freeway Service Patrol for Fiscal Year 2015-16.
- 940.02 Participate with Caltrans and the CHP in monitoring, evaluating, and promoting the FSP.
- 940.03 Administer the FSP Tow contract for Fiscal Year 2015-16.
- 940.04 Monitor and participate as a member of the Statewide Motorist Aid Committee (formerly the FSP Statewide Oversight Committee) and appropriate subcommittees.

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



940 Freeway Service Patrol

Budget Account	Actual Cost 2013/14	Adopted Budget 2014/15	Annual Budget 2015/16	State FSP	LOCAL FUNDS
Salaries	2,623	3,176	3,304		
Benefits	925	785	806		
Overhead	2,096	2,212	2,208		
Total Staff Costs	5,644	6,173	6,318	5,054	1,264
Direct Costs					
Supplies/Printing	200	3,600	3,600	2,880	720
Freeway Service Patrol	382,284	383,830	420,000	336,000	84,000
Equipment	1,596	3,000	3,000	2,400	600
Total Direct Costs	384,080	390,430	426,600	341,280	85,320
TOTAL	389,724	396,603	432,918	346,334	86,584
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					



# Appendices

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**Appendix A - FHWA Metropolitan Planning Process  
Certification**

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**A**





## APPENDIX A

### FY 2015/2016 FHWA Metropolitan Transportation Planning Process Certification

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

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

  
\_\_\_\_\_  
MPO Authorizing Signature  
Executive Director  
Title  
Date 4/17/15

  
\_\_\_\_\_  
Caltrans District Approval Signature  
Deputy District Director Planning & Local Programs  
Title  
Date 4-30-15

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## FTA FISCAL YEAR 2015 CERTIFICATIONS AND ASSURANCES

### FEDERAL FISCAL YEAR 2015 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature pages alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Fresno Council of Governments

The Applicant agrees to comply with applicable provisions of Groups 01 – 24. \_\_\_\_\_

OR

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

<u>Group</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	<u>/</u>
02.	Lobbying.	<u>/</u>
03.	Procurement and Procurement Systems.	<u>/</u>
04.	Private Sector Protections.	<u>/</u>
05.	Rolling Stock Reviews and Bus Testing.	<u>/</u>
06.	Demand Responsive Service.	<u>/</u>
07.	Intelligent Transportation Systems.	<u>/</u>
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	<u>/</u>
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	<u>/</u>
10.	Alcohol and Controlled Substances Testing.	<u>/</u>
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity) and Capital Investment Program in Effect before MAP-21 Became Effective.	<u>/</u>
12.	State of Good Repair Program.	<u>/</u>
13.	Fixed Guideway Modernization Grant Program.	<u>/</u>
14.	Bus and Bus Facilities Formula Grants Program and Bus and Bus-Related Equipment and Facilities Grant Program (Discretionary).	<u>/</u>
15.	Urbanized Area Formula Grants Programs/ Passenger Ferry Grants Program/Job Access and Reverse Commute (JARC) Formula Grant Program.	<u>/</u>
16.	Seniors/Elderly/Individuals with Disabilities Programs/New Freedom Program.	<u>/</u>
17.	Rural/Other Than Urbanized Areas/Appalachian Development/Over-the-Road Bus Accessibility Programs.	<u>/</u>
18.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	<u>/</u>
19.	Low or No Emission/Clean Fuels Grant Programs.	<u>/</u>
20.	Paul S. Sarbanes Transit in Parks Program.	<u>/</u>
21.	State Safety Oversight Grant Program.	<u>/</u>
22.	Public Transportation Emergency Relief Program.	<u>/</u>
23.	Expedited Project Delivery Pilot Program.	<u>/</u>
24.	Infrastructure Finance Programs.	<u>/</u>

## FTA FISCAL YEAR 2015 CERTIFICATIONS AND ASSURANCES

### FEDERAL FISCAL YEAR 2015 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE (Required of all Applicants for FTA funding and all FTA Grantees with an active Capital or Formula Project)

#### AFFIRMATION OF APPLICANT

Name of the Applicant: Fresno Council of Governments  
Name and Relationship of the Authorized Representative: Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2015, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Project for which it seeks now, or may later seek FTA funding during Federal Fiscal Year 2015.

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

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

Signature: Tony Boren Date: 4/17/15  
Name: Tony Boren  
Authorized Representative of Applicant

#### AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Fresno Council of Governments

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

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

Signature: Arthur G. Wille Date: 4/30/15  
Name: Arthur G. Wille  
Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active Capital or Formula Project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

## Appendix C - Caltrans Debarment and Suspension Certification

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C



**Fiscal Year 2015/2016 California Department of Transportation  
Debarment and Suspension Certification**

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

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

DEPARTMENT OF TRANSPORTATION  
DEBARMENT AND SUSPENSION CERTIFICATION

FISCAL YEAR 2015/2016

**SIGNATURE PAGE**

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

Signature Tony Boren Date 4/17/15

Printed Name Tony Boren, Executive Director

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

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

AFFIRMATION OF APPLICANT'S ATTORNEY

For Fresno Council of Governments

Signature A. G. Wille Date 4/30/15

Printed Name Arthur Wille









## **APPENDIX D**

### **Planning Funds – Eligible Uses**

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

Regional planning studies and activities:

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

Regional planning consensus efforts:

- Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure.
  - Conduct collaborative public participation efforts to further extend transportation planning to communities previously not engaged in discussion.
  - Create, strengthen and use partnerships to facilitate and conduct regional planning activities among California Department of Transportation (Department), MPOs, RTPAs, Native American Tribal Governments, transit districts, cities, counties, the private sector and other stakeholders.
  - Develop partnerships with local agencies responsible for land use decisions to facilitate coordination of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management.
  - Utilize techniques that assist in community-based development of innovative transportation and land use alternatives to improve community livability, long-term economic stability and sustainable development.
  - Work with appropriate agencies and developers to reach agreement on proper mitigation measures, and strategies to finance, implement and monitor these mitigation measures; after mitigation measures are implemented and determined to be effective, report status to project sponsors.
  - Use partners to identify policies, strategies, programs and actions that enhance the movement of people, goods, services and information.
  - Ensure that projects developed at the regional level are compatible with statewide and interregional transportation needs.
  - Review the regional project screening process, ranking process, and programming guidelines ensuring comprehensive cost/benefit analysis of all project types are considered.
  - Develop and implement joint work programs with transportation and air quality agencies, including transit operators, to enhance coordination efforts, partnerships, and consultation processes; eliminate or reduce redundancies, inefficient or ineffective resource use and overlapping review and approvals.
  - Identify and address issues relating to international border crossings, and access to seaports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, military installations; and military base closures.
  - Conduct planning and project activities (including corridor studies, and other transportation planning studies) to identify and develop candidate projects for the FY 2008/2009 Federal Transportation Improvement Program (FTIP).
  - Preserve existing transportation facilities, planning ways to meet transportation needs by using existing transportation facilities more efficiently, with owners and operators of transportation facilities/systems working together to develop operational objectives and plans which maximize utilization of existing facilities.
-

- Involve federal and state permit and approval agencies early and continuously in the regional transportation planning process to identify and examine issues to develop necessary consensus and agreement; collaborate with Army Corps of Engineers, National Fish and Wildlife Service, Environmental Protection Agency and other federal agencies responsible for permits and National Environmental Protection Act (NEPA) approvals and with state resources agencies for compliance with California Environmental Quality Act (CEQA).
- Document environmental and cultural resources, and develop and improve coordination between agencies using Geographic Information Services (GIS) and other computer-based tools.

Regional planning documents, consistent with federal and state requirements:

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

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

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

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## **Appendix E – Tribal Government's Requirement for Transportation Planning and Programming**

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**E**





**APPENDIX E**  
**State of California**  
**Transportation Planning and Programming**  
**Requirements Regarding Tribal Governments**

Federal statute and regulations require that Tribal Governments be involved in transportation planning and programming processes. The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) reiterates and expands compliance with existing requirements and re-emphasizes the Tribal Government participation in transportation planning and programming processes that was initiated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for 21st Century (TEA 21).

Regional transportation agencies are sometimes uncertain of the governance underlying the need to involve Tribal Governments and/or the appropriate methods of involvement required. The following attempts to clarify, without going into contemporary Indian law, the "why" and "how" of Tribal Governmental participation in transportation planning and programming.

**GOVERNANCE**

***Statute***

Title 23, U.S.C., Chapter 1, Sections 134 and 135, as amended by SAFETEA-LU, provides statutory guidance relative to the planning requirements. SAFETEA-LU requires that State and metropolitan agencies must consult, coordinate and consider the concerns of Tribal Governments when developing transportation plans, and the State Transportation Improvement Program (STIP).

Statewide Transportation Plan: "Each State shall develop a statewide transportation plan, with a minimum 20-year forecast period, updated at least every five years, for areas of the State, that provides for the development and implementation of the intermodal transportation system of the State."

Indian Tribal Areas- "With respect to each areas of the State under the jurisdiction of an Indian tribal government, the statewide transportation plan shall be developed in consultation with the tribal government and Secretary of the Interior."

Statewide Transportation Improvement Program (STIP) —"Each State shall develop a statewide transportation improvement program for all areas of the State."

Subpart C, Metropolitan Transportation Planning and Programming, § 450.312 Metropolitan transportation planning: Responsibilities, cooperation, and coordination,

"Where a metropolitan planning area includes Federal public lands and/or Indian tribal lands, the affected Federal agencies and Indian tribal governments shall be involved appropriately in the development of transportation plans and programs."

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**SAFETEA LU adds new requirements as summarize below, that expands the scope in the regulations for consultation, mitigation and participation of tribes under Sections 3005, 3006 and 6001.**

**Transportation Planning and Programming:**

- Consultation with Tribal Governments is required for the coordination of environmental planning and transportation planning requirements when working with Tribal Governments. Environmental planning includes all environmental concerns a tribe may have – not only the cultural resources. Transportation planning includes all modes of transportation i.e., transit pedestrian, etc. The Department and regional transportation planning agencies may consider including tribal representatives on the project management team when the project will clearly impact a tribal community and/or environmental resource.
- Consultation with the Federally-recognized Tribal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation is required during the planning and programming processes.
- There must be a discussion of types of potential environmental mitigation activities to be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies in the transportation planning and programming documents.
- A “participation plan” must be developed in consultation with all interested parties, which includes tribal governments and their communities.

**SAFETEA-LU has also provided new revisions to the Federal Transit Administration (FTA)—Title 49, U.S.C.:**

- When developing the annual listing of obligated projects, there shall be a cooperative effort of “transit operators” that shall include “investments in pedestrian walkways and bicycle transportation facilities.” “Transit operators” include Tribal transit operators.
- A coordinated Public Transit-Human Services Transportation Plan must be developed through a process that include representatives of public, private, and non profit transportation and human services providers, as well as the public, Tribal nonprofit organizations, e.g., Indian health clinics in California are primarily incorporated as non-profit organizations.

***Regulations***

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Code of Federal Regulations (CFR) 23, pursuant to Title 23, U.S.C., provides regulatory guidance relative to the planning requirements.

Part 450, Planning Assistance and Standards:

Subpart B, Statewide Transportation Planning, § 450.202 Applicability: "The requirements of this subpart are applicable to States and any other agencies/organizations which are responsible for satisfying these requirements."

Subpart B, § 450.208, Statewide transportation planning process: Factors, (a)(23): "The concerns of Indian tribal governments having jurisdiction over lands within the boundaries of the State."

Subpart B, § 450.210, Coordination,

- (a): "In addition to the coordination required under § 450.208(a)(21) in carrying out the requirements of this subpart, each State, in cooperation with participating organizations (such as MPOs, Indian tribal governments, environmental, resource and permit agencies, public transit operators) shall, to the extent appropriate, provide for a fully coordinated process including coordination of the following:
- (2): "Plans, such as the statewide transportation plan required under §450.214, with programs and priorities for transportation projects, such as the STIP;"

Subpart B, § 450.214, Statewide transportation plan,

- (a): "The State shall develop a statewide transportation plan for all areas of the State."
- (c): "In developing the plan, the State shall:
- (2) "Cooperate with the Indian tribal government and the Secretary of the Interior on the portions of the plan affecting areas of the State under the jurisdiction of an Indian tribal government:"

Subpart C, Metropolitan Transportation Planning and Programming, § 450.312  
Metropolitan transportation planning: Responsibilities, cooperation, and coordination,

- (i): "Where a metropolitan planning area includes Federal public lands and/or Indian tribal lands, the affected Federal agencies and Indian tribal governments shall be involved appropriately in the development of transportation plans and programs."

Subpart C, § 450.324, Transportation improvement program: General,

- (f): The TIP shall include:
    - (1): "All transportation projects, or identified phases of a project, (including pedestrian walkways, bicycle transportation facilities and transportation enhancement projects) within the metropolitan planning area proposed for funding under title 23, U.S.C., (including Federal Lands Highway projects). "
-

## *Guidelines*

### **California Transportation Commission (CTC), Regional Transportation Plan Guidelines, approved in December 1999, and amended in December 2003.**

The California Transportation Commission approved the following requirement in the Regional Transportation Guidelines: "the MPOs and RTPA should include a discussion of consultation, coordination and communication with federally recognized Tribal Governments when the community is located within the boundary of an MPO/RTPA".

The MPO/RTPAs should develop a government-to-government relationship with each of these tribes. This refers to the protocol for communicating between the MPOs/RTPAs and the Tribal Governments as sovereign nations. This consultation process should be documented in the RTP. The initial point of contact for Tribal Governments should be the Chairperson for the tribe. When unsuccessful in getting a response from the Tribe, the MPO/RTPA should re-evaluate the method used in encouraging participation from the Tribal Government and these efforts should be documented.

### **TRIBAL GOVERNMENT CONSULTATION vs. NATIVE AMERICAN PUBLIC PARTICIPATION**

When involving Tribal Governments in the planning and programming process, transportation agencies need to consult with them---in addition to the need to include Native Americans in public participation. Establishing and maintaining government-to-government relations with Federally-recognized Tribal Governments through consultation is separate from, and precedes, the public participation process.

#### ***Consultation with Tribal Governments***

Federally-recognized Tribes are familiar with the federal "consultation" process that requires agencies to identify when the agency is formally consulting with the Tribe.

CFR 23, Subpart A, § 450.104, Definitions: "Consultation means that one party confers with another identified party and, prior to taking action(s), considers that party's views."

Tribal Government refers to the recognized government, or political unit, of a Tribe.

CFR 23, Subpart B § 450.208(b): "The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation problems, land use, employment, economic development, environmental and housing and community development objectives . . ."

Issues may also include Tribal Governments' concerns about projects outside their jurisdiction that have the potential to impact their communities or cultural resources.

It is important to know with whom you are consulting and what methods are most effective:

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Each federally recognized Tribe is a sovereign government. Each Tribe has its own form of government and protocol for how business is to be conducted. There is no singular approach. Unless otherwise directed by the Tribe, correspondence should be addressed to the Tribal Chairperson.

Tribes differ in their ability to finance leaders, spokespersons or administrative support. Tribal leaders are frequently participating on their own time and money. Agencies need to be cognizant of this and act accordingly, e.g., be flexible when and where meetings are scheduled. A meeting with the Tribal Government (most often referred to as the Tribal Council) is usually the most effective way to communicate.

Providing enough time for the Tribal Government to respond is important. Most Tribal Governments meet once a month, and it may be difficult to put additional items on the agenda if not given enough time.

### ***Public Participation***

Public participation provides for public involvement of all citizens (including Native Americans), affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties of the community affected by transportation plans, programs and projects.

All Native Americans as individual citizens---regardless of whether they are members of Federally-recognized Tribes---can contribute to the public participation process. They belong to a minority, they may be low income and they may be associated with a community-based organization or be among the groups shown above. Within public participation forums, as individuals, they are not representing Tribal Governments.

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## Appendix F – Indirect Cost Negotiation Agreement and Cost Allocation Plan

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**APPENDIX F**  
**Indirect Cost Allocation Plan**  
**(ICAP) Definitions and Areas of Particular Importance**

**Definitions:**

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

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

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

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

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

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

Indirect Cost Rate Calculation –

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

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

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

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**Areas of Particular Importance:**

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

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

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

**CFR Part 225.55:**

[http://www.whitehouse.gov/omb/fedreg/2005/083105\\_a87.pdf](http://www.whitehouse.gov/omb/fedreg/2005/083105_a87.pdf)

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

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

[http://www.dot.ca.gov/hq/LocalPrograms/lam/prog\\_p/p05accin.pdf](http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_p/p05accin.pdf)

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

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**Attachment A1**

**Council of Fresno County Governments  
2015/16 Budget**

	Direct Costs	Indirect Costs	Ineligible Costs	Other Program Costs	Total Budget
Salaries	1,451,214	434,560	18,014	503,369	2,407,157
Fringe Benefits	525,758	198,059	2,254	162,966	889,037
Total	1,976,972	632,619	20,268	666,335	3,296,194
	<b>A4a</b>	<b>A3a</b>	<b>A3b</b>	<b>A3c</b>	<b>A4e</b>
Indirect Costs					
Telephone		7,000			7,000
Insurance		14,000			14,000
Postage		9,000			9,000
Printing Supplies		12,000			12,000
Office Supplies		26,000			26,000
Publ. & Subscript.		2,500			2,500
Advertising & Legal Notice		4,000			4,000
Computer Supplies		14,500			14,500
Office Lease		230,863			230,863
Bldg. Operating Expense		25,000			25,000
Copier Lease		24,000			24,000
Repair & Maint.		2,300			2,300
Travel Expenses		39,000			39,000
Audit		20,400			20,400
Total Indirect		430,563		0	430,563
		<b>A5a</b>			
Depreciation		5,984			5,984
		<b>A6e</b>			
Subtotal Indirect Costs		1,069,166			
		<b>A1a</b>			
Other Direct Costs				11,939,446	11,939,446
				<b>A5b</b>	
ICAP Carry Forward		(6,990)		6,990	0
		<b>A6c</b>			
Total Budget	1,976,972	1,062,176	20,268	12,612,771	15,672,187
	<b>A1b</b>				<b>A5d</b>

Attachment A2

Council of Fresno County Governments  
Cost Carry Forward Provision

Fiscal Year	2012/13	2013/14	2014/15	2015/16
Approved Rate	57.48%	54.74%	55.99%	53.73%
Indirect Calculation				
Prior year Carry Forward				
Indirect Costs Per Single Audit	63,731	24,060	39,931	(6,990)
Travel Expense Adj.	918,183	938,759	A6c	1,069,166
Total Indirect Costs	981,914	962,819		A1a 1,062,176
Recovered Costs				
(Direct Salaries + Benefits)				
* Approved Rate)	941,983	969,809		1,976,972
Future Year Carry Forward				A1b
Direct Salaries + Benefits	39,931	(6,990)		
(Per Single Audit)	A6c 1,638,801	A6b 1,758,812		
		A6d		

### Attachment A3

#### Council of Fresno County Governments 2015/16 Indirect Cost Plan

#### Adjustment for Ineligible Activities

	Executive Director	Executive Assistant				
Salary	170,179	71,630				
Benefits	59,068	42,403				
Total Salary & Benefits	229,247	114,033				
Annual Hours	1,718	1,821				
Salary Rate	99.06	39.34				
Benefit Rate	34.38	23.29				
Ineligible Activities						
One Voice Advocacy	135	36				
Total Ineligible Hrs.	135	36				
Ineligible Salaries	13,372.62	1,416.08	14,788.70			
Ineligible Benefits	4,641.55	838.28	5,479.83			
Ineligible Costs	\$18,014.17	\$2,254.36	20,268.53			
	Professional Staff	FCRTA Staff	FAX Staff	Ineligible Activities	Support Staff	Total Staff
Salaries & Benefits	1,976,972	393,717	272,618		652,887	3,296,194
	A4a	A4b	A4c		A4d	A4e
Executive Director adj.				18,014	(18,014)	0
Executive Assistant adj.				2,254	(2,254)	0
Subtotal	0	0	0	20,268	(20,268)	0
Adj Salaries & Benefits	1,976,972	393,717	272,618	20,268	632,619	3,296,194
				A3b	A3a	
FCRTA Staff		393,717				
FAX Staff		272,618				
Total Other Program Costs		666,335				
		A3c				

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## Appendix G – Key Federal Contract and Procurement Requirements

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## **APPENDIX G**

### **Key Federal Contract and Procurement Requirements**

Per 49 Code of Federal Regulations, Part 18.36:

- (1) Grantees and sub grantees will maintain a contract administration system which ensures that contractors perform in accordance with the terms, conditions, and specifications of their contracts or purchase orders.
  - (2) Grantees and sub grantees will maintain a written code of standards of conduct governing the performance of their employees engaged in the award and administration of contracts. No employee, officer or agent of the grantee or sub grantee shall participate in selection, or in the award or administration of a contract supported by Federal funds if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when:
    - (i) The employee, officer or agent,
    - (ii) Any member of his immediate family,
    - (iii) His or her partner, or
    - (iv) An organization which employs, or is about to employ, any of the above, has a financial or other interest in the firm selected for award. The grantee's or sub grantee's officers, employees or agents will neither solicit nor accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub agreements. Grantee and sub grantees may set minimum rules where the financial interest is not substantial or the gift is an unsolicited item of nominal intrinsic value. To the extent permitted by State or local law or regulations, such standards or conduct will provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the grantee's and sub grantee's officers, employees, or agents, or by contractors or their agents. The awarding agency may in regulation provide additional prohibitions relative to real, apparent, or potential conflicts of interest.
  - (3) Grantees and sub grantees will maintain records sufficient to detail the significant history of a procurement. These records will include, but are not necessarily limited to the following: rationale for the method of procurement, selection of contract type, contractor selection or rejection, and the basis for the contract price.
  - (4) Grantees and subgrantees will use time and material type contracts only--
    - (i) After a determination that no other contract is suitable, and
    - (ii) If the contract includes a ceiling price that the contractor exceeds at its own risk.
  - (5) Grantees and subgrantees alone will be responsible, in accordance with good administrative practice and sound business judgment, for the settlement of all contractual and administrative issues arising out of procurements. These issues include, but are not limited to source evaluation, protests, disputes, and claims. These standards do not relieve the grantee or sub grantee of any contractual responsibilities under its contracts. Federal agencies will not substitute their judgment for that of the grantee or sub grantee unless the matter is primarily a Federal concern. Violations of law will be referred to the local, State, or Federal authority having proper jurisdiction.
  - 6) Grantees and sub grantees will have protest procedures to handle and resolve disputes relating to their procurements and shall in all instances disclose information regarding the protest to the awarding
-

agency. A protestor must exhaust all administrative remedies with the grantee and sub grantee before pursuing a protest with the Federal agency. Reviews of protests by the Federal agency will be limited to:

(i) Violations of Federal law or regulations and the standards of this section (violations of State or local law will be under the jurisdiction of State or local authorities) and (ii) Violations of the grantee's or sub grantee's protest procedures or failure to review a complaint or protest. Protests received by the Federal agency other than those specified above will be referred to the grantee or sub grantee.

(7) Grantees will have written selection procedures for procurement transactions. These procedures will ensure that all solicitations: (i) Incorporate a clear and accurate description of the technical requirements for the material, product, or service to be procured. Such description shall not, in competitive procurements, contain features which unduly restrict competition. The description may include a statement of the qualitative nature of the material, product or service to be procured, and when necessary, shall set forth those minimum essential characteristics and standards to which it must conform if it is to satisfy its intended use. Detailed product specifications should be avoided if at all possible. When it is impractical or uneconomical to make a clear and accurate description of the technical requirements, a "brand name or equal" description may be used as a means to define the performance or other salient requirements of a procurement. The specific features of the named brand which must be met by offerors shall be clearly stated; and (ii) Identify all requirements which the offerors must fulfill and all other factors to be used in evaluating bids or proposals.

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## **Appendix H – Deputy Directive Complete Streets- Integrating the Transportation System**

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**H**

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## **APPENDIX H**

### **California Complete Streets & Smart Mobility Framework**

#### **New Complete Streets Law:**

On September 30, 2008 Governor Arnold Schwarzenegger signed AB 1358, The California Complete Streets Act. AB 1358 impacts local general plans by adding the following language to Government Code Section 65302(b): (2)(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. (2)(B) For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors. In addition, the signing of the act required the Governor’s Office of Planning and Research (OPR) to amend the General Plan Guidelines to provide local jurisdictions with guidance on how they can comply with the new regulatory statutes. In response, OPR has developed the Update to the General Plan Guidelines: Complete Streets and the Circulation Element.

The draft of the Update to the General Plan Guidelines: Complete Streets and the Circulation Element was recently available to the public for a 30 day review comment period. It is anticipated that OPR will finalize the guidelines before the new year. Visit <http://www.opr.ca.gov/> for more information.

#### **Complete Streets at Caltrans:**

On October 2, 2008, Caltrans then-Chief Deputy Director Randy Iwasaki signed a deputy (policy) directive to Caltrans employees titled Complete Streets - Integrating the Transportation System. The directive states that “the California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

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

The directive also required Caltrans staff to develop a directive implementation plan. The Complete Streets Implementation Action Plan was adopted in early 2010 and included 73 action items for complete streets implementation. Caltrans staff is in the process of implementing those 73 items.

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For more information about the deputy directive and the Complete Streets Implementation Action Plan, visit <http://www.dot.ca.gov/completestreets>. The deputy directive has also been included in Appendix I of this guidance.

### **Smart Mobility Framework:**

In February 2010, Caltrans then-Director Randy Iwasaki released the Smart Mobility Framework: A Call to Action for the New Decade. This report responds to today's transportation challenges with new concepts and tools, presented with a program for putting them into action. Smart Mobility addresses:

- **The State mandate to find solutions to climate change.** Achieving the State's goals for reduction of greenhouse gas (GHG) emissions requires a positive and integrated approach to our transportation future.
- **The need to reduce per capita vehicle miles traveled.** Reduced per capita auto use will lower emissions of GHG gas and conventional pollutants, reduce petroleum consumption and associated household transportation costs, and minimize negative impacts on air quality, water quality, and noise environments.
- **Demand for a safe transportation system that gets people and goods to their destinations.** Smart Mobility must be achieved with vigilant attention to serving the safety and reliability needs of the State's people and businesses. The Call to Action endorses the application of land use strategies and the use of transit, carpool, walk, and bike travel to satisfy travel needs through a shift away from higher-polluting modes.
- **The commitment to create a transportation system that advances social equity and environmental justice.** Caltrans' California Transportation Plan (CTP) already sets forth a commitment to equity, the environment, and the economy. Smart Mobility integrates social equity concerns into transportation decisions and investments.

The contents of the report include:

- Focused attention on Smart Mobility as a response to the State's interrelated challenges of mobility and sustainability.
  - Six principles that shape the Smart Mobility Framework: Location Efficiency, Reliable Mobility, Health and Safety, Environmental Stewardship, Social Equity, and Robust Economy.
  - The concept of place types, a contemporary approach to planning and design. Seven place types are specifically designed as tools for planning and programming that implement Smart Mobility. The place types are: Urban Centers, Close-in Compact Communities, Compact Communities, Suburban areas, Rural and Agricultural Lands, Protected Lands, and Special Use Areas.
  - A set of 17 Smart Mobility performance measures, similar to metrics presently used by Caltrans but redefined to better achieve the Smart Mobility Principles. As a group, the proposed measures facilitate Caltrans' role in context-sensitive solutions, regional blueprints, sustainable communities strategies, corridor system management plans, and interstate commodity movement, and are applicable in a full range of Caltrans studies.
  - Summary comments about moving forward with Smart Mobility.
-

- An extensive Resources section, materials that illustrate best practices and provide research evidence of the benefits of a Smart Mobility approach.

The report can be downloaded at <http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.htm>

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# Deputy Directive

*Number:* DD-64-R1

*Refer to  
Director's Policy:* DP-22  
Context Sensitive  
Solutions  
DP-05  
Multimodal Alternatives  
DP-06  
Caltrans Partnerships  
DP-23-R1  
Energy Efficiency,  
Conservation and Climate  
Change

*Effective Date:* October 2008

*Supersedes:* DD-64 (03-26-01)

*TITLE* Complete Streets - Integrating the Transportation System

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*POLICY*

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

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

## DEFINITIONS/BACKGROUND

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

*"Caltrans improves mobility across California"*

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

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

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

### *RESPONSIBILITIES*

#### Chief Deputy Director:

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

#### Deputy Directors, Planning and Modal Programs and Project Delivery:

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

Deputy Director, Maintenance and Operations:

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

District Directors:

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

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

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

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

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

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

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

Employees:

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

**APPLICABILITY**

All departmental employees.

Deputy Directive  
Number DD-64-R1  
Page 5

Randell H. Iwasaki

RANDELL H. IWASAKI  
Chief Deputy Director

October 2, 2008

Date Signed

**Appendix I - Certification of Restrictions on Lobbying**



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**CERTIFICATION  
OF  
RESTRICTIONS ON LOBBYING**

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

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

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

Executed this 17<sup>th</sup> day of April, 2015.

By: \_\_\_\_\_

Tony Boren  
TONY BOREN, Executive Director  
Fresno Council of Governments

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## **Appendix J – Resolution of Approval – Approve May 2015**

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**J**

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**BEFORE THE  
FRESNO COUNCIL OF GOVERNMENTS  
RESOLUTION NO. 2015-06**

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

RESOLUTION ADOPTING  
THE OVERALL WORK  
PROGRAM AND LINE ITEM  
BUDGET FOR FISCAL YEAR  
2015/16

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

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

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

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

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

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

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

WHEREAS, the **Overall Work Program** is considered to be a guide for work activity and may be considered for amendment by the Fresno COG Policy Board during the 2015/16 fiscal year; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the **Fresno COG adopts the FY 2015/16 Overall Work Program and Line Item Budget for 2015/16** including statements of commitment to satisfy all Federal and State requirements for grant approval.

BE IT FURTHER RESOLVED that the Fresno COG Executive Director and/or Policy Board Chairman are authorized to execute and submit certifications, assurances, and applications for funding to State and Federal agencies identified as proposed sources of funding by the FY 2015/16 Overall Work Program; and execute and submit agreements with participating member agencies and auditors; and

BE IT FURTHER RESOLVED, that the Fresno COG will continue to work with State and Federal funding agencies in addition to member agencies on any adjustments to the Overall Work Program and Line Item Budget which may occur subsequent to July 1, 2015.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 28th day of May, 2015.

AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Selma

NOES: None

ABSTAIN:

ABSENT: San Joaquin, Sanger, Fresno County

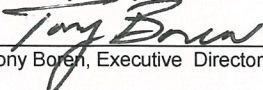
ATTEST:

Signed:

 **VICE CHAIR**  
Amarpreet Dhaliwal, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 28<sup>th</sup> day of May, 2015.

Signed:

  
Tony Boren, Executive Director







## TOTAL EXPENSES

	Actual Cost 2013/14	Total Adopted Budget 2014/15	Total Proposed Budget 2015/16	Total Budget Increase (Decrease)	Percent Change
<b>SALARIES</b>	<b>26%</b>	<b>18%</b>	<b>15%</b>		
Salaries - COFCG	1,756,446	1,868,185	1,903,788	35,603	2%
Salaries - FCRTA	326,279	321,048	295,610	(25,438)	-8%
Salaries - FAX	193,440	207,903	207,759	(144)	0%
<b>Total Salaries</b>	<b>2,276,165</b>	<b>2,397,136</b>	<b>2,407,157</b>	<b>10,021</b>	<b>0%</b>
<b>BENEFITS</b>	<b>9%</b>	<b>6%</b>	<b>6%</b>		
Vehicle Allowance/Parking Permits	32,445	32,598	31,560	(1,038)	-3%
Retirement	338,746	359,570	361,074	1,504	0%
Health Insurance	249,689	322,323	368,371	46,048	14%
Dental/Optical	39,527	33,855	35,109	1,254	4%
Life, Disability, & Unemployment Ins.	29,381	35,763	32,358	(3,405)	-10%
Workers Comp	20,466	25,680	25,661	(19)	0%
FICA/Medicare	30,562	32,596	34,904	2,308	7%
<b>BENEFITS SUBTOTAL</b>	<b>740,816</b>	<b>842,385</b>	<b>889,037</b>	<b>46,652</b>	<b>6%</b>
<b>INDIRECT OVERHEAD</b>	<b>4%</b>	<b>3%</b>	<b>3%</b>		
Telephone	5,830	7,000	7,000	0	0%
Insurance	11,113	14,000	14,000	0	0%
Postage	6,982	9,000	9,000	0	0%
Printing Supplies	10,832	12,000	12,000	0	0%
Office Supplies	24,472	26,000	26,000	0	0%
Publ. & Subscript.	1,054	2,500	2,500	0	0%
Advertising & Legal Notice	5,471	4,000	4,000	0	0%
Computer Supplies	3,574	14,500	14,500	0	0%
Office Lease	213,073	213,075	230,863	17,788	8%
Bldg. Operating Expense	21,663	22,000	25,000	3,000	14%
Copier Lease/Service Contracts	17,378	24,000	24,000	0	0%
Repair & Maint.	1,928	1,850	2,300	450	24%
Travel Expenses	34,778	39,000	46,000	7,000	18%
Single Audit	12,300	20,400	20,400	0	0%
<b>INDIRECT OVERHEAD SUBTOTAL</b>	<b>370,448</b>	<b>409,325</b>	<b>437,563</b>	<b>28,238</b>	<b>7%</b>
ICAP -Cost Carry Fwd & Depreciation	5,984	66,049	5,984	(60,065)	-91%
<b>Total Salaries Benefits &amp; Overhead</b>	<b>3,393,413</b>	<b>3,714,895</b>	<b>3,739,741</b>	<b>24,846</b>	<b>1%</b>
<b>OTHER DIRECT COSTS</b>	<b>61%</b>	<b>72%</b>	<b>76%</b>		
Consultants	1,219,432	3,318,219	6,818,455	3,500,236	105%
Supplies/Printing	48,397	70,288	80,401	10,113	14%
Software Support/Maint	127,564	143,700	144,200	500	0%
Workshops	4,634	55,100	75,100	20,000	36%
Promotion/Outreach	50,676	220,000	220,000	0	0%
Carpool Subsidy	24,000	24,000	48,000	24,000	100%
Prizes & Awards	51,274	60,113	32,000	(28,113)	-47%
Commuter Van Pool Subsidy	129,608	158,840	165,000	6,160	4%
Taxi Scrip	318,941	345,000	385,000	40,000	12%
Farm Worker Van Pool Subsidy	260,531	280,000	300,000	20,000	7%
Grant Specific Travel	22,330	53,334	48,239	(5,095)	-10%
FTA 5316 JARRC	1,287,000	2,315,558	886,625	(1,428,933)	-62%
FTA 5317 New Freedom	620,531	1,116,454	1,314,586	198,132	18%
Translation Services			2,500	2,500	0%
County Counsel	21,114	26,000	41,000	15,000	58%
Program Audits	59,790	30,000	30,000	0	0%
County Auditor Controller	8,391	8,000	8,000	0	0%
Membership/Dues	17,271	17,500	17,500	0	0%
Board Remuneration	15,593	19,200	19,200	0	0%
Temporary Help	10,219	4,000	4,000	0	0%
Other Misc Expense	10,695	11,301	11,802	501	4%
Freeway Service Patrol	382,284	420,000	420,000	0	0%
Equipment	25,043	98,000	123,000	25,000	26%
Agency Pass Through	532,912	527,200	736,833	209,633	40%
Grant Administration	0	136,058	78,005	(58,053)	-43%
<b>OTHER DIRECT SUBTOTAL</b>	<b>5,248,230</b>	<b>9,457,865</b>	<b>12,009,446</b>	<b>2,551,581</b>	<b>27%</b>
<b>TOTAL EXPENSES</b>	<b>8,641,643</b>	<b>13,172,760</b>	<b>15,749,187</b>	<b>2,576,427</b>	<b>20%</b>

**TOTAL REVENUES  
INCLUDING CARRYOVER**

	Actual Cost 2013/14	Total Adopted Budget 2014/15	Total Proposed Budget 2015/16	Total Budget Increase (Decrease)	Percent Change
<b>FEDERAL</b>	<b>42%</b>	<b>45%</b>	<b>51%</b>		
FTA 5303 Apportionment	298,486	320,000	329,964	9,964	3%
FTA 5303 Reserve Draw	122,041	88,530	30,000	(58,530)	-66%
FTA 5304	149,715	146,508	44,265	(102,243)	-70%
FTA JARC 5316	855,237	1,729,393	603,938	(1,125,455)	-65%
FTA NF 5317	230,623	852,496	1,033,097	180,601	21%
FTA 5307	194,986	214,734	3,373,948	3,159,214	1471%
FHWA/PL Apportionment	1,266,003	1,480,000	1,508,019	28,019	2%
FHWA/PL Reserve Draw	549,850	1,112,186	1,080,464	(31,722)	-3%
PARTNER/PLANNING	0			0	N/A
DOE	0			0	N/A
<b>FEDERAL SUBTOTAL</b>	<b>3,666,941</b>	<b>5,943,847</b>	<b>8,003,695</b>	<b>2,059,848</b>	<b>35%</b>
<b>STATE</b>	<b>11%</b>	<b>15%</b>	<b>14%</b>		
STATE STIP PLANNING	276,293	322,000	364,846	42,846	13%
SPR	27,818	197,183	20,000	(177,183)	-90%
State Blue Print	47,973			0	N/A
STATE FSP	310,174	344,466	346,334	1,868	1%
STATE HWY ACCT			550,000	550,000	N/A
STATE ATP		150,000	150,000	0	N/A
STATE Prop. 84	318,951	995,602	793,799	(201,803)	-20%
<b>STATE SUBTOTAL</b>	<b>981,209</b>	<b>2,009,251</b>	<b>2,224,979</b>	<b>215,728</b>	<b>11%</b>
<b>LOCAL</b>	<b>46%</b>	<b>40%</b>	<b>35%</b>		
LOCAL RESERVE DRAW	0	21,166	208,686	187,520	886%
LTF ADMIN.	133,000	100,000	100,000	0	0%
LTF PLANNING	792,290	835,107	851,809	16,702	2%
MEMBER DUES	40,001	40,000	40,000	0	0%
OUTSIDE SERVICES	10,500	53,677	15,000	(38,677)	-72%
INTEREST EARNINGS	59,678	40,000	60,000	20,000	50%
TRANS AUTH ADMIN	2,293	2,600	2,673	73	3%
TRANS AUTH PLANNING	1,476,779	2,437,676	2,412,704	(24,972)	-1%
FCRTA ADMIN.	432,854	434,707	397,282	(37,425)	-9%
VALLEY COGS	104,755	114,017	139,021	25,004	22%
FAX FTA MATCH	39,800	67,982	54,824	(13,158)	-19%
In Kind/ Cash Match	890,712	950,123	739,176	(210,947)	-22%
MISC OTHER	53,376	122,607	499,338	376,731	307%
<b>LOCAL SUBTOTAL</b>	<b>4,036,038</b>	<b>5,219,662</b>	<b>5,520,513</b>	<b>300,851</b>	<b>6%</b>
<b>TOTAL REVENUES</b>	<b>8,684,188</b>	<b>13,172,760</b>	<b>15,749,187</b>	<b>2,576,427</b>	<b>20%</b>



11 2010/10 UWR spreadsheet

Expenditure by Agency

Work Element Descrip		COFCG	County	Fresno	Clovis	FCEOC	Contract	Programs & Services	Agency Total
Work Element Descrip		COFCG	County	Fresno	Clovis	FCEOC	Contract		Agency Total
110	REG STREETS & ROADS	0.06	0.00	0.00	0.00	0.00	0.00		0.06
111	REGIONAL TRANSPORTA	2.78	0.00	0.00	0.00	0.00	0.00		2.78
112	REGIONAL TRAFFIC MON	0.92	1.48	0.80	0.10	0.00	0.00		3.30
114	INTELLIGENT TRANS. SY	0.29	0.00	0.00	0.00	0.00	0.00		0.29
115	REGIONAL TRANS. MITIG	0.25	0.00	0.00	0.00	0.00	0.00		0.25
116	NATIONAL PARKS	0.09	0.00	0.00	0.00	0.00	0.00		0.09
117	GOLDEN STATE	0.29	0.00	0.00	0.00	0.00	0.00		0.29
120	PUBLIC TRANSPORTATIO	1.67	0.00	0.00	0.00	0.50	0.00		2.17
121	FTA 5310	0.25	0.00	0.00	0.00	0.00	0.00		0.25
150	OTHER MODAL ELEMENT	0.53	0.00	0.00	0.00	0.00	0.00		0.53
152	HIGH SPEED RAIL PLANN	0.06	0.20	1.20	0.00	0.00	0.00		1.46
153	AIRPORT LAND USE COM	0.29	0.00	0.00	0.00	0.00	0.00		0.29
170	REGIONAL TRANSPORTA	1.65	0.00	0.00	0.00	0.00	0.00		1.65
172	CONGESTION MANAGEM	1.23	0.00	0.00	0.00	0.00	0.00		1.23
180	AIR QUALITY/TRANS. PLA	1.18	0.00	0.00	0.00	0.00	0.00		1.18
210	MEASURE "C" - EXTENSIO	1.32	0.00	0.00	0.00	0.00	0.00		1.32
211	MEASURE "C" - OVERSIG	0.07	0.00	0.00	0.00	0.00	0.00		0.07
212	MEASURE "C" - RIDESHA	0.52	0.00	0.00	0.00	0.00	0.00		0.52
214	MEASURE "C" - ADA/SEN	0.68	0.00	0.00	0.00	0.00	0.00		0.68
215	MEASURE "C" - FARM VA	0.39	0.00	0.00	0.00	0.00	0.00		0.39
220	TRANSPORTATION PROC	1.15	0.00	0.00	0.00	0.00	0.00		1.15
310	INTERGOVERNMENTAL C	0.82	0.31	0.04	0.10	0.00	0.00		1.27
311	PUBLIC INFO. AND PARTI	0.58	0.00	0.00	0.00	0.00	0.00		0.58
313	ENVIRONMENTAL JUSTIC	0.18	0.00	0.00	0.00	0.00	0.00		0.18
320	TECHNICAL ASSISTANCE	0.25	0.00	0.00	0.00	0.00	0.00		0.25
340	TDM PROGRAM	0.06	0.00	0.00	0.00	0.00	0.00		0.06
350	FRESNO REGIONAL DAT	0.25	0.00	0.00	0.00	0.00	0.00		0.25
360	ONE VOICE ADVOCACY	0.47	0.00	0.00	0.00	0.00	0.00		0.47
411	AG FARM Lnd Mitigation	0.10	0.00	0.00	0.00	0.00	0.00		0.10
420	REGIONAL HOUSING NEE	0.18	0.00	0.00	0.00	0.00	0.00		0.18
811	SJV GOODS MOVEMENT	0.10	0.00	0.00	0.00	0.00	0.00		0.10
814	SUBSTAINABLE COMMUN	0.51	0.00	0.00	0.00	0.00	0.00		0.51
820	VALLEY RTPA COORDIN	0.32	0.00	0.00	0.00	0.00	0.00		0.32
910	COFCG ADMINISTRATION	0.30	0.00	0.00	0.00	0.00	0.00		0.30
911	OWP & BUDGET	0.16	0.00	0.00	0.00	0.00	0.00		0.16
912	TRANSPORTATION FUNC	0.51	0.00	0.00	0.00	0.00	0.00		0.51
920	FCRTA ADMINISTRATION	2.44	0.00	0.00	0.00	0.00	0.00		2.44
930	AUTHORITY ADMINISTRA	0.02	0.00	0.00	0.00	0.00	0.00		0.02
940	FREEWAY SERVICE PATI	0.04	0.00	0.00	0.00	0.00	0.00		0.04
TOTAL EXPENDITURES		22.90	1.99	2.04	0.20	0.50	0.00		27.63

**FY 2015/16 OWP Spreadsheet**  
**Expenditure by PROGRAM**

Work Element Description		COG	Programs & Services	Agency Total	
110	REGIONAL TRANSPORTATION MODELING	9,448	360,000	369,448	
111	REGIONAL TRANSPORTATION MODELING	452,498	563,200	1,015,698	
112	REGIONAL TRAFFIC MONITORING	150,188	307,200	457,388	
114	INTELLIGENT TRANS. SYSTEMS	47,516	0	47,516	
115	REGIONAL TRANS. MITIGATION FEE	40,330	165,000	205,330	
116	NATIONAL PARKS	15,289	3,631,567	3,646,856	
117	GOLDEN STATE	47,508	100,000	147,508	
120	PUBLIC TRANSPORTATION - URBAN	272,618	51,500	324,118	
121	JARC	40,345	2,201,211	2,241,556	
150	OTHER MODAL ELEMENTS	86,483	300,000	386,483	
152	HIGH SPEED RAIL PLANNING	9,688	240,000	249,688	
153	AIRPORT LAND USE COMMISSION	47,900	5,000	52,900	
170	REGIONAL TRANSPORTATION PLAN	269,376	120,000	389,376	
172	CONGESTION MANAGEMENT PROGRAM	200,709	175,000	375,709	
180	AIR QUALITY/TRANS. PLANNING	191,782	55,000	246,782	
210	MEASURE "C" - EXTENSION	214,736		214,736	
211	MEASURE "C" - OVERSIGHT COMMITTEE	11,047	1,000	12,047	
212	MEASURE "C" - RIDESHARE/VAN POOL	84,399	320,940	405,339	
214	MEASURE "C" - ADA/SENIORS	110,699	456,700	567,399	
215	MEASURE "C" - FARM VANPOOL	63,658	402,000	465,658	
220	TRANSPORTATION PROG DEVELOPMENT	186,995	135,005	322,000	
310	INTERGOVERNMENTAL COORDINATION	133,223	45,000	178,223	
311	PUBLIC INFO. AND PARTICIPATION	95,071	22,000	117,071	
313	ENVIRONMENTAL JUSTICE	29,752	0	29,752	
320	TECHNICAL ASSISTANCE TO MEMBERS	40,000	100,000	140,000	
340	TDM PROGRAM	10,005	13,250	23,255	
350	FRESNO REGIONAL DATA CENTER	40,971	8,000	48,971	
360	ONE VOICE ADVOCACY	75,916	62,424	138,340	
411	AG FARMLAND MITIGATION	16,709	25,000	41,709	
420	REGIONAL HOUSING ELEMENT	28,602	175,000	203,602	
811	SJV GOODS MOVEMENT	16,709	550,000	566,709	
814	SUSTAINABLE COMMUNITIES	83,522	742,149	825,671	
820	VALLEY RTPA COORDINATION	51,486	115,000	166,486	
910	COG ADMINISTRATION	42,607	82,700	125,307	
911	OWP & BUDGET	25,635		25,635	
912	TRANSPORTATION FUNDS ADMIN	83,048	59,000	142,048	
920	FCRTA ADMINISTRATION	397,282		397,282	
930	AUTHORITY ADMINISTRATION	2,673		2,673	
940	FREEWAY SERVICE PATROL	6,318	426,600	432,918	
<b>TOTAL EXPENDITURES</b>		<b>3,732,741</b>	<b>12,016,446</b>	<b>15,749,187</b>	

**FHWA-PL CARRY OVER BALANCE**

Carry over Balance 06/30/14	1,385,477
2014/15 Estimated Allocation	1,480,000
2014/15 OWP Programmed	(2,592,186)
2014/15 Estimated Deobligation	875,000
Balance 2014/15	<b>1,148,291</b>
2015/16 Estimated Allocation	1,508,019
2015/16 OWP Programmed	(2,588,483)
Balance 2016/17	<b>67,827</b>

**FTA 5303 Allocation**

Carry over Balance 06/30/14	145,270
2014/15 Estimated Allocation	320,000
2014/15 OWP Programmed	(408,530)
2014/15 Estimated Deobligation	15,000
Balance 2014/15	<b>71,740</b>
2015/16 Estimated Allocation	329,964
2015/16 OWP Programmed	(359,964)
Balance 2016/17	<b>41,740</b>

[illegible]

# Expenditure by Work Element and Funding Source

## 2015/16

Consultants		Total	FHWA PL	FTA 5303	FTA 5304	FTA 5307	St. Hwy	State ATP	Prop 84	Local	Local Source
110 Regional Streets & Roads	Soundwall Study	50,000	44,265	0							5,735 LTF
	Freeway Litter Survey	10,000		8,853							1,147 LTF
	Blackstone TOD	150,000	132,795								17,205 LTF
	Cycle Tracs	100,000	88,530								11,470 LTF
111 Regional Transportation Modeling	Down Town/Tower Alt. Transp.	50,000	44,265	0							5,735 LTF
	SCS &S8375 Model Phase I	20,000	17,706								2,294 LTF
	SCS &S8375 Model Phase II	150,000	132,795								17,205 LTF
	ITHIM Model	150,000	132,795								17,205 LTF
	Urban Footprint - Land Use Model	50,000	44,265								5,735 LTF
115 RTMF Development Fee Program	Fresno Madera OD & Fiscal Impact Study	125,000	88,530								36,470 LTF & Madera Measure C
	PB America - Technical Support	50,000									50,000 Measure C
	RTMF Nexus Updated	100,000									100,000 Measure C
	YARTS Planning	50,000									5,735 LTF
116 National Parks	YARTS Operations	3,059,567				44,265					367,040 Air Dist
	Sequoia Operations	522,000				2,692,527					59,873 Air Dist
	Active Transportation Plan	300,000				462,127					150,000 Measure C
	HSR Planning	100,000									100,000 Measure C
150 Other Modal Elements	SCS Needs Assessment	100,000	88,530				150,000				11,470 LTF
152 High Speed Rail	CMP Update	150,000	132,795								17,205 LTF
170 Regional Transportation Plan	Circuit Planner	100,000	0								100,000 Measure C
172 Congestion Management Program	Simon & Simon	21,000									21,000 Member Dues/Donations
320 Technical Assistance	Ag Land Mitigation	25,000									25,000 LTF
360 One Voice Advocacy	County Wide RENA Study	175,000									175,000
411 Farmland Mitigation	Interstate I5 & SR 99 Freight Study	550,000					550,000				
420 Regional Housing Needs	Sustainable Communities Plan	15,000									
811 SJV Goods Movement	SCS Modeling	317,000									
814a Sustainable Communities	Resource Management Plan	218,888									
814e SCS Modeling	Valley Wide MPO Coordinator	110,000	22,864	0							
814c2 SCS Green Print	Total Consultants	6,818,455	970,135	8,853							
820 Valley RTPA Coordination											
Supplies Printing		Total	FHWA PL	FSP	Prop 84	Local	Local Source				
212 Measure "C" Carpool/Vanpool	Supplies/Printing	10,440				10,440	Measure C				
214 Measure "C" ADA/ Seniors	Supplies/Printing	14,000				14,000	Measure C				
215 Measure "C" Farm Worker Van Pool	Supplies/Printing	2,000				2,000	Measure C				
311 Public Participation	Annual Report	10,000	8,853			1,147	LTF				
360 One Voice Advocacy	One Voice Supplies	4,113				4,113	Member Dues/Donations				
340 Transportation Demand Management	Supplies/Printing	7,750				7,750	LTF				
814a Sustainable Communities	Supplies/Printing	4,000				4,000					
814e SCS Modeling	Supplies/Printing	793				793					
814c2 SCS Green Print	Supplies/Printing	23,705				23,705					
940 Freeway Service Patrol	Supplies/Printing	3,600									
	Total Supplies & Printing	80,401	8,853	2,880	28,498	720	LTF				
Software Support/Maint.		Total	FHWA PL	STIP	Local	Local Source					
111 Regional Transportation Modeling	Program Customization	10,000	8,853		1,147	LTF					
" " " "	Program Technical Support	10,000	8,853		1,147	LTF					
" " " "	City Labs Valley Wide License	39,000	8,103		30,897	Valley MPOs					
" " " "	County GIS Subscription	2,000	1,771		229	LTF					
" " " "	Anti Virus Maintenance Fee	2,000	1,771		229	LTF					
" " " "	Arctview GIS Maint	5,200	4,604		596	LTF					
212 Measure "C" Carpool/Van Pool	Website & App.	5,000			5,000	Measure C					
214 Measure "C" ADA/ Seniors	Web Based Tax Scrp	5,000			5,000	Measure C					

2015/16

[illegible]

# Expenditure by Work Element and Funding Source

2015/16

	Total	FTA 5317	Match	Toll Credit
121 New Freedom				
FAX Travel Training	30,072	15,036	15,036	
FAX Bus Station Ramps	105,618	84,495	21,123	
FAX Bus Stop Improvements	221,000	176,800	44,200	
FAX Braille Signs	84,870	67,896	16,974	
FCRTA Travel Training	30,356	15,178	15,178	
FCRTA Van - Heavy Duty Lift	290,720	121,742	168,978	
FAX Improve 14 Bus Stops	327,475	327,475		65,531
FAX Improve 13 Bus Stops	224,475	224,475		44,895
<b>Total Total 5317 New Freedom</b>	<b>1,314,586</b>	<b>1,033,097</b>	<b>281,489</b>	

311 Public Participation	Total	2,500	FHWA PL	Match	287	LTF

115 RTMF	Total	15,000	Local	Local	Source
153 Airport Land Use	Legal Advice	5,000	15,000	RTMF	
912 TDA Administration	Legal Advice	21,000	5,000	Measure C	
	<b>Total County Counsel</b>	<b>41,000</b>	<b>21,000</b>	<b>LTF</b>	

912 TDA Administration	Total	30,000	Local	30,000	LTF
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912 TDA Administration	Total	8,000	Local	8,000	LTF
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910 COG Administration	Total	7,500	Local	7,500	LTF
"	NAARC	10,000	10,000	LTF	
"	CALCOG	17,500	17,500		

910 COG Administration	Total	19,200	Local	LTF	
910 COG Administration	Board Renumeration	19,200	19,200		

910 COG Administration	Temporary Help	4,000	4,000	LTF	
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211 Measure "C" Oversight Committee	Total	1,000	Local	1,000	Measure C
214 Measure "C" ADA/ Seniors	Committee Meetings	2,000	2,000	Measure C	
360 One Voice Advocacy	Taxi Scrip Misc	3,802	3,802	Member Dues/Donations	
910 COG Administration	One Voice	5,000	5,000	LTF	
	Organizational Health	11,802	11,802		
	<b>Total Other Misc. Expense</b>				

940 Freeway Service Patrol	Total	420,000	STATE FSP	Local	Local	Source
			336,000	84,000	LTF	

112 Regional Traffic Modeling	Total	70,000	FHWA PL	SPR	FSP	Local	Source
172 Congestion Management Program	Equipment	25,000	61,971	0	20,000	8,029	LTF
910 COG Administration	Bicycle, Ped Counting Equipment	15,000				5,000	LTF
"	Computers	10,000				15,000	LTF
"	Office Equipment	5,400				10,000	LTF
940 Freeway Service Patrol	Commercial Radio Rental	125,400	61,971	2,400	2,400	600	LTF
	<b>Total Equipment</b>			<b>22,400</b>	<b>2,400</b>	<b>38,629</b>	

	Total	FHWA PL	FTA 5303	Prop 84	Local	Local	Source
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# Expenditure by Work Element and Funding Source

## 2015/16

112 Regional Traffic Modeling	County Traffic Count Program	147,500	130,582					16,918	LTF
"	Fresno Traffic Count Program	80,200	71,001					9,199	LTF
"	Clovis Traffic Count Program	9,500	8,410					1,090	LTF
117 Golden State	City County Preliminary Design	100,000						100,000	Measure C
120 Public Transportation Urban	FCEOC CTSA - Urban	50,000				44,265		5,735	LTF
152 High Speed Rail Planning	County High Speed Rail Planning	20,000						20,000	Measure C
"	Fresno High Speed Rail Planning	120,000						120,000	Measure C
180 Air Quality	Air Quality Liason - San Joaquin COG	55,000	48,692			0		6,308	LTF
310 Intergovernmental Coordination	County Intergovernmental Review	31,000						31,000	LTF
"	Fresno Intergovernmental Review	4,000						4,000	LTF
"	Clovis Intergovernmental Review	10,000						10,000	LTF
814a Sustainable Communities	Sustainable Communities Valley COGs	109,633					109,633		
	<b>Total Agency Pass Through</b>	<b>736,833</b>	<b>258,685</b>	<b>44,265</b>			<b>109,633</b>		
220 Transportation Prog. Development	<b>Grant Administration</b>	<b>Total</b>	<b>PPM</b>	<b>SPR</b>	<b>Prop 84</b>	<b>Local</b>	<b>Local</b>	<b>Source</b>	
	TPD Administration	78,005	78,005	0	0	0	0	0	
	<b>Total Grant Administration</b>	<b>78,005</b>	<b>78,005</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	<b>Total Accounts</b>	<b>12,011,846</b>							

***Council of Fresno County Governments  
2014/15 Member Dues Schedule\****

MEMBER	CENSUS POPULATION 01/01/15	PERCENT	Current DUES SCHEDULE	One Voice Federal/State
Clovis	104,339	10.73%	4,292	4,292
Coalinga	16,529	1.70%	680	680
Firebaugh	7,779	0.80%	320	320
Fowler	5,957	0.61%	245	245
Fresno City	520,159	53.50%	21,399	21,399
Huron	6,817	0.70%	280	280
Kerman	14,314	1.47%	589	589
Kingsburg	11,711	1.20%	482	482
Mendota	11,211	1.15%	461	461
Orange Cove	9,358	0.96%	385	385
Parlier	15,095	1.55%	621	621
Reedley	25,488	2.62%	1,049	1,049
Sanger	25,128	2.58%	1,034	1,034
San Joaquin	4,041	0.42%	166	166
Selma	23,912	2.46%	984	984
Fresno Co.	170,459	17.53%	7,013	7,013
<b>TOTALS</b>	<b>972,297</b>	<b>100%</b>	<b>40,000</b>	<b>40,000</b>
			<b>40,000</b>	<b>40,000</b>

\* Updated for DOF population estimates in May.



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## Appendix L – Intermodal Planning Group Comments

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L



**FRESNO COUNCIL OF GOVERNMENTS**  
**Intermodal Planning Group Meeting –Response to Comments**

**District 6 Division of Transportation Planning**

**General OWP Comments:**

1. FCOG is commended for their efforts on continually providing a well-organized and comprehensive OWP. FCOG is also commended on its efforts of continually encouraging public participation and involvement from its citizenry, public agencies and local partners to address transportation goals and strategies. FCOG's ability to see to the future and begin to incorporate such concepts as Active Transportation Planning (ATP), complete streets and Smart Growth Framework strategies is commendable.

*Response: Comment noted.*

2. FCOG is commended on providing an efficient and coordinated Mass transit system through the Fresno County Rural Transit System (FCRTA). FCRTA continues to reach and enhance transit opportunities for the elderly, disabled, low income, and the general public. In collaboration with the City of Sanger, FCRTA has launched a new express public transit route from the Sanger Community Center to Reedley College. This service is open to the general public and is available weekdays. This service provides free and discounted monthly passes to qualifying residents. The benefits of this project include: providing students and workers who may not be able to drive with access to Reedley College for job training, higher education, and access to local businesses in Reedley, California. This partnership promotes the use of public transit, lowers parking demand for the college, and conserves natural resources for the area. FCRTA is commended for their continued public service in identifying the Unmet Needs for the County of Fresno and for improving transit services for its rural commuters to reach their personal goals. Caltrans would like to continue to collaborate with FCOG on future transit related projects to ensure selected projects address local and regional needs as identified in the FCOG Regional Transportation Plan (RTP). Furthermore, we encourage public involvement such as public meetings, hearings as proposed projects are discussed to ensure that project selection is based on local needs and local priorities.

*Response: Comment noted. Efforts to continually encourage public involvement in transportation planning activities remain a priority for FCOG.*

3. FCOG's OWP has addressed complete streets elements such as bicycle, pedestrian, transit and Sustainable Community Strategies (SCS). FCOG is encouraged to continue addressing such elements and encouraged to further their efforts in both concepts through future planning and projects.

*Response: Comment noted.*

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4. On page viii, Organization and Management, Public Participation, Third Paragraph, First Sentence: This paragraph should state “consultation and coordination” rather than “communication”.

*Response: Comment noted. The change was made to page viii.*

5. On page 3, Regional Streets and Highways Planning, First Paragraph: State Route (SR) 198 Corridor Preservation and Implementation Strategic Plan work should be coordinated with the State Freight Mobility Plan.

*Response: Reference to such coordination has been made within the narrative.*

6. On page 13, Regional Traffic Monitoring, Traffic Monitoring Tasks: A sub-task should be included for coordination with the development of the Regional Active Transportation Plan.

*Response: A sub-task for coordination with the ATP has been added.*

7. On page 22, National Park Transit Service Planning, Task: A task should be added for consultation and coordination with tribal governments.

*Response: Reference to such coordination has been made within the discussion and task (116.02) sections of this element.*

8. On page 40, Other Modes – Aviation, Rail, Bicycling, Pedestrian: This section should include information about the Complete Streets Act (AB 1358, 2008) which requires providing for the needs of all travelers and the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects. Caltrans recommends FCOG consider reviewing all the Final Reports of previously funded Caltrans Environmental Justice and Community Based Transportation Planning Grant projects within Fresno for inclusion of improvement projects in the Fresno County Active Transportation Plan.

*Response: Complete Streets information has been added to WE 150. In addition, Fresno COG will review the EJ and Planning Grant projects and will work closely with member agencies to obtain a status on such projects and the expected implementation of those projects. If projects are expected to be implemented, then FCOG will include them in the Regional Active Transportation Plan.*

9. On page 55, Congestion Management Plan, Tasks: See comments related to Regional Traffic Monitoring and the need for coordination with the development of a Regional ATP plan.

*Response: [Reference to the ATP has been made in WE 172 under Task 17.07.](#)*

10. On page 74, Transportation Program Development: FCOG should consider adding a task to seek information about the Strategic Growth Council’s Affordable Housing and Sustainable Communities Program and whether applicable for the implementation of transportation projects in Fresno County.
-

*Response: Reference to the monitoring of available funding programs has been made within Task 220.02.*

11. On page 79, Intergovernmental Coordination, Objective, Third Paragraph: The name of the planning grant program is now the “Caltrans Sustainable Transportation Planning Grant Program”.

*Response: References to the grant program have been adjusted accordingly.*

12. On page 91, Environmental Justice Activities: Caltrans offers the following comments:
  - a. FCOG should consider adding a map of the Fresno County “disadvantaged communities” to this Work Element. CalEPA provides this mapping information through EnviroScreen Version2. This map will prove useful as FCOG moves towards addressing the needs of “disadvantaged communities” within Fresno County.
  - b. FCOG could also add another task to address the Strategic Growth Council designation of “disadvantaged communities” in relation to the work FCOG is conducting for Title VI and environmental justice communities.
  - c. This Work Element needs to consider the disabled as an environmental justice community.
  - d. This Work Element should mention the Environmental Justice Plan (2009) as Previous Work Completed.
  - e. There should be coordination between the previously funded Caltrans Transportation Planning Grant projects and the development of the Fresno County ATP plan.

*Response:*

- a. Various groups/committees will have slightly different definitions of a disadvantaged community. Maps will be generated as necessary.*
- b. This information has been added to Task*
- c. FCOG considered adding the elderly and the disabled populations to our environmental justice community during the most recent RTP cycle and were informed by FHWA to only include the minority and low income populations.*
- d. The information has been added to the Previous Work Completed section.*
- e. Fresno COG will review the EJ and Planning Grant projects and will work closely with member agencies to obtain a status on such projects and the expected implementation of those projects. If projects are expected to be implemented, then FCOG will include them in the Regional Active Transportation Plan.*

13. On page 115, San Joaquin Valley I-5/SR 99 Goods Movement Study: A Caltrans Native American Advisory Committee was represented in the development of the State Freight Mobility Plan and California State Rail Plan. FCOG should consider coordination and consultation with tribal governments in the San Joaquin Valley Goods Movement efforts.

*Response: Tribal Government representatives have been invited to participate in the Stakeholder Advisory Committee; proper notation of this has been made within the document.*

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14. On page 123, Prop 84-Sustainable Communities Grant, Tasks: FCOG should consider adding a task to this Work Element to utilize the Caltrans Smart Mobility Framework to build upon the Regional Blueprint and the Sustainable Communities Strategies, especially where location efficiencies can assist efforts to increase densities.

*Response: Language encouraging the utilization of Caltrans' Smart Mobility Framework has been added to Task 814.04.*

15. Work Element comments:

- a. WE 111 – Regional Transportation Modeling:
  - i. In the next to the last paragraph of the Discussion section: It appears to limit the study to SR 41. It is our understanding this been expanded to include SR 99 traffic movement locations between Fresno and Madera Counties, if so it should be stated in the work element.
  - ii. In Transportation Modeling Tasks, WE 111.11: It also limits the study to SR 41 in both the narrative and the Table.

*Response: Comment noted. The text has been updated to indicate the recently-enhanced scope, which includes inclusion of State Route 99 and analysis of alternative transportation modes.*

- b. WE 150 – Other Modes-Aviation, Rail, Bicycling, Pedestrian:
  - i. Should this WE include the FHWA grant and work product to count pedestrians and bicycles?

*Response: The FHWA Bike and Pedestrian Count Pilot Program grant will be included in WE 172-Congestion Management Process.*

**Headquarters Office of Regional Planning Branch**

**General Comments:**

16. Caltrans commends FCOG's comprehensive, well-written OWP.

*Response: Thank you.*

17. Caltrans also commends FCOG for their demonstration of how each work element supports federal Planning Emphasis Areas.

*Response: Thank you.*

18. Individual work element budgets are not simple to understand at a glance. Expenditure totals are not explicitly listed against revenue totals. The reviewer must add revenue sources together to determine if total revenue meets the annual budget. For every work element, please derive totals for every fund item expended against eligible activities.
-

*Response: We have attempted to organize a variety of complex information as simply as possible and we understand that the budget information is dense and difficult to read. To facilitate the review a grid for each work element is provided showing each expenditure account spread across all revenue sources. The itemized detailed schedule of each expenditure account in each work element, entitled Expenditures by Work Element and Funding Source also appears in appendix L, to allow the reviewer to see total funding by sources for each eligible item. Generally, if an item is deemed ineligible it is removed from the work element. A summarized schedule also appears in appendix L, Expenditure by Revenue source, to allow the reviewer to see the total budget, by work element and funding source and determine total revenue meets the annual budget. All schedules are linked from balanced cross footed spreadsheets so the reviewer need not add anything.*

19. Caltrans suggests that FCOG consider separating a specific work element for Active Transportation Planning.

*Response: The Active Transportation Program planning and implementation is included in WE 220-Transportation Program Development.*

20. Please include the estimated carryover in the final adopted OWP (not OWPA) if FCOG would like to use toll credits as a match. Amendments to the toll credit amounts identified in the final OWP will not be permitted during the course of FY 2015-16.

*Response: Each work element includes a schedule that separates current year apportionment from carry forward apportionment. At the bottom of each schedule are headings to show match by local funds or toll credits. The total toll credits for all work elements appear at the bottom of the schedule Expenditure by Revenue Source in Appendix L. The current proposed budget was configured prior to the announcement that toll credits could be used to match prior year apportionment however we chose to continue using toll credits to match only current year apportionment rather than revise the entire budget. Perhaps next year, if the option is available, we will program prior year apportionments matched with toll credits.*

### **Headquarters Division of Traffic Operations, Office of Strategic Development**

#### **General Comments:**

21. The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) requires MPO's to address eight planning factors including safety, specifically: *Increase the safety of the transportation system for motorized and non-motorized users.* It is recommended that RTPAs also address the national planning emphasis areas (PEAs). Nearly 3,000 people are killed and more than 10,000 are seriously injured on California public roads each year, which is why we encourage MPOs and RTPAs to specifically address safety in their OWPs and comprehensively integrate safety into each phase of the planning process. This integration can be new activities or an enhancement of existing activities in the following ways:
- a. Focus on safety in public outreach, e.g., publicize the number of fatalities and severe injuries in your area;
-



*Response: Noted: We will research current data for fatalities and severe injuries and discuss appropriate messaging options for public outreach communications.*

- b.** Incorporate safety into planning goals/objectives;

*Response: Noted. We have incorporated safety into our planning efforts within the development of the RTP as part of WE170. Chapter 6 of Fresno COG's 2014 Regional Transportation Plan supports safety in all modes of transportation throughout its goals, objectives and policies.*

- c.** Develop a dedicated transportation safety plan similar to the California Strategic Highway Safety Plan (SHSP), or a plan for regional implementation of SHSP strategies that relate to regional safety problems (<http://www.dot.ca.gov/hq/traffops/shsp/>);

*Response: Comment noted. FCOG will look into the possibilities.*

- d.** Analyze regional safety problems and identify solutions using techniques such as network screening for spot specific improvements, systemic safety analysis, or refinement and enhancement of travel demand models to determine the relationships between various land use and transportation factors and safety outcomes;

*Response: Fresno COG is starting to incorporate safety and other performance based planning areas required by MAP 21, while the NPRM process is still on-going and the performance measures won't be finalized until after this OWP is adopted. In WE 172, Fresno COG will be collecting collision and injury data to start address safety measures. Travel demand model is one of the approaches that can shed light on the potential future safety issues, but it will take time and resources to implement it.*

- e.** Develop specific safety performance targets for traffic related fatalities and severe injuries (four safety measures are required for MPOs under MAP-32); and

*Response: The national NPRM is still ongoing, and is yet to finalize the proposed safety performance measure; it is our understanding that MPOs are required to develop safety performance targets not later than 180 days after Caltrans establishes state-wide safety performance targets. Caltrans has yet to start the performance target setting process. So it is premature to have a work element in this OWP to develop specific safety performance targets for the region.*

- f.** Use safety-specific criteria for project selection.

*Response: Fresno COG's Regional Transportation Plan (RTP), Regional Surface Transportation Program (RSTP) and Active Transportation Program (ATP) scoring criteria each include safety specific questions and possible points awarded in the call for projects/application processes.*

**22.** Below are resources to utilize as you address safety in your OWPs:

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- a. **NCHRP-8-76, Framework for Institutionalizing Safety in the Transportation Planning Process** [http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP08-76\\_PhaseI-FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP08-76_PhaseI-FR.pdf)
- b. **NCHRP Report 546, Incorporating Safety in the Long-Range Transportation Planning Process** [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_546.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_546.pdf)
- c. **Integrating Safety into the Rural Planning Process**  
[http://safety.fhwa.dot.gov/local\\_rural/training/fhwasa14102/isrtpp.pdf](http://safety.fhwa.dot.gov/local_rural/training/fhwasa14102/isrtpp.pdf)
- d. **Systemic Safety Project Selection Tool**  
<http://safety.fhwy.dot.gov/systemic/fhwasa1019/sspst.pdf>
- e. **Here is an example of an MPO safety plan**  
[http://www.mdt.mt.gov/pubinvolve/missoulactsp/docs/mis\\_ctsp\\_final\\_09\\_2013.pdf](http://www.mdt.mt.gov/pubinvolve/missoulactsp/docs/mis_ctsp_final_09_2013.pdf)
- f. **AASHTO Highway Safety Manual**  
<http://www.highwaysafetymanual.org/Pages/default.aspx>

*Response: Noted. Thank you.*

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FRESNO COUNCIL OF GOVERNMENTS

JOINT POWERS AGREEMENT

THIS AGREEMENT made and entered into this 25<sup>th</sup> day of March, 1976, by and between the County of Fresno, a political subdivision of the State of California, and the Cities of Fresno, Clovis, Coalinga, Firebaugh, Fowler, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Huron, Sanger, San Joaquin, and Selma all being municipal corporations of the State of California; WITNESSETH:

(Amendment No. 3)

WHEREAS, the President of the United States, through Executive Order 12372 (FR 30959, July 14, 1982), under the authority vested in him by the Constitution and laws of the United States of America, including Section 401 (a) of the Intergovernmental Cooperation Act of 1968 (42 U.S.C. 4231 (a), Section 301 of Title 3 of the United States Code, and Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 (42 U.S.C. 3334) has ordered that Federal agencies shall provide opportunities for consultation by elected officials of those state and local governments that would provide non-Federal funds for, or that would be directly affected by, proposed Federal financial assistance or direct Federal development; and

(Amendment No. 4)

WHEREAS, the President has ordered that, to the extent permitted by law, Federal agencies shall utilize the State process to determine official views of State and local elected officials and, further, to make efforts to accommodate State and local elected officials' concerns with proposed Federal financial assistance and direct Federal development that are communicated through the designated State process; and

(Amendment No. 4)

WHEREAS, the Governor of the State of California has established clearinghouse procedures pursuant to Executive Order 12372 providing for review of and comment on Federally-assisted programs by local elected officials through the Office of Planning and Research (gubernatorial Executive Order D-24-83); and

(Amendment No. 4)

WHEREAS, the Governor has designated the Fresno Council of Governments as the areawide clearinghouse for Fresno County, California; and

(Amendment No. 4)

WHEREAS, planning concerns in the County of Fresno, and the solution to such concerns often transcend municipal boundaries, making it desirable to regularly bring together representatives of the various governments to discuss common problems, develop consensus of policy questions of mutual interest in order to pursue a coordinated course of action without infringing on the political traditions and powers of the individual governments; and

(Amendment No. 3)

WHEREAS, Section 6500, et. Seq. of the California Government Code (Title 1, Division 7, Chapter 5, Article 1) provide for agreements between two or more public agencies to jointly exercise any power common to the contracting parties; and

(Amendment No. 3)

WHEREAS, the City of Fresno by virtue of its charter, and the County of Fresno, and other incorporated cities, parties hereto, by virtue of Sections 65600 and 65604, inclusive, of the California Government Code have the joint and mutual power to create an areawide planning organization.

(Amendment No. 3)

NOW, THEREFORE, in consideration of these premises, the parties hereto mutually agree as follows:

(Amendment No. 3)

## CHAPTER 1

### ORGANIZATION

1.1 ADDITIONAL MEMBERS: In addition to the named parties to this agreement, any city not now a member and any other city which may be hereafter incorporated within the boundaries of the County of Fresno, may become a member of the Fresno Council of Governments by executing this agreement without prior approval or ratification of the named parties, and shall thereafter be bound by all of the terms and provisions of the agreement as of the date of execution.

(Amendment No. 3)

1.2 COUNCIL; QUORUM; VOTING:

1.2.1 Council: The Council shall be the governing body of the Fresno Council of Governments. The Council shall be composed of one member of the County of Fresno Board of Supervisors, or in his absence such supervisor as may be present, and the mayors of the member cities, or in a mayor's absence such councilman as may be present.

(Amendment No. 8)

1.2.2 Quorum: A majority of the members in good standing of the Organization, which members represent no less than 40% of the total population of the member agencies in good standing, shall constitute a quorum for the transaction of business.

(Amendment No. 5)

1.2.3 Vote of Council: Any motion or action of the Council in order to be deemed carried or approved must receive an affirmative vote of a majority of the member agencies in good standing, which vote must represent no less than 40% of the total population of the member agencies in good standing.

(Amendment No. 5)

1.3 POLICY ADVISORY COMMITTEE: There shall be established a Policy Advisory Committee which shall be composed of the Chief Administrative Officer of each member agency, or his duly authorized representative, or if no such, or similar position exists, the Committee member shall be designated by the member agency's Council representative to serve at his pleasure, and shall be a full-time employee of the member agency. All matters upon which the Council is to act must first be considered by the Policy Advisory Committee and such matters when considered by the Council must be accompanied by the Policy Advisory Committee's comments and recommendations, if any, and voting record except that the Council may at its discretion consider urgent matters other than adoption of the annual budget or work program without prior consideration by the Policy Advisory Committee.

(Amendment No. 3)

1.4 STANDING TECHNICAL COMMITTEES: The Council may establish such technical advisory committees as may be necessary to assist in carrying out the duties as herein set forth in Chapter 2.

(Amendment No. 3)

1.5 COOPERATING MEMBERS: Subject to the approval of the Council, any governmental entity or public agency or nonprofit organization not eligible for membership under paragraph 1.1 of this Agreement may elect to join the Fresno Council of Governments as a cooperating member.

(Amendment No. 4)

1.5.1 Cooperating members shall be entitled to attend all meetings of the Council but shall not be entitled to vote or participate in debate.

(Amendment No. 4)

1.5.2 Cooperating members shall be entitled to receive data, studies, planning documents, special services, technical assistance, and other written materials and services of the Fresno Council of Governments, subject to policies adopted by the Council.

(Amendment No. 4)

## CHAPTER 2

### POWERS AND DUTIES

2.1 INTERGOVERNMENTAL COOPERATION: The Fresno Council of Governments shall perform clearinghouse review under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966, Title IV of the Intergovernmental Cooperation Act of 1968, and Executive Order 12372 (FR 30959, July 14, 1982). The Fresno Council of Governments may establish committees and execute memoranda of understanding with local, regional, state and federal agencies to facilitate coordination and cooperation. The Fresno Council of Governments shall be the forum for cooperative decision making by principal elected officials of the member agencies.

(Amendment No. 4)

2.2 COMPREHENSIVE PLANNING: The Fresno Council of Governments shall carry out an ongoing areawide comprehensive planning process as hereinafter set forth and may cause to be developed areawide plans and elements with respect to:

2.2.1 Land Use

2.2.4 Transportation

2.2.2 Housing

2.2.5 Water Quality Management

2.2.3 Open Space

2.2.6 Air Quality Management

The Fresno Council of Governments may from time to time develop or coordinate other plans when authorized to do so by the Council.

(Amendment No. 3)

2.3 PLANNING PROCESS: All plans and plan elements and other projects which the Fresno Council of Governments shall prepare or cause to be prepared shall be done to the greatest extent by member agencies. Consulting services may, when authorized by the Council, be utilized to carry out all or portions of the Work Program. Such consulting services contract may be performed by any member agency and no consulting service contract may be tendered to other than a member agency unless each member agency has been provided with a reasonable opportunity to exercise the right of refusal. In the event of any controversy between member agencies regarding the assignment of consulting services, the Council shall make the final determination.

(Amendment No. 3)

All consulting services performed shall be conducted under the authority of the Fresno Council of Governments and in accordance with the approved work program.

(Amendment No. 3)

All plans upon which the Council is to act must first be submitted to the Policy Advisory Committee and such matters when considered by the Council must be accompanied by the Policy Advisory Committee's comments and recommendations, if any, and voting record

(Amendment No. 3)

2.4 CITIZEN INVOLVEMENT: The Fresno Council of Governments shall carry out a process for citizen involvement in major decisions. Such process may include committees, legal notices and public hearings.

(Amendment No. 3)

2.5 LOCAL TRANSPORTATION PLANNING AGENCY: The Fresno Council of Governments shall carry out the duties of a local transportation planning agency as provided by State Law including administration of the local transportation fund and assisting local governments in claiming, obtaining, and utilizing funds as required by the Transportation Development Act of 1973.



(Amendment No. 3)

2.6 TECHNICAL ASSISTANCE: The Fresno Council of Governments may assist member agencies, or cooperating members by providing technical assistance and services including, but not limited to, governmental management, planning, administration, public involvement, and grants-in-aid when and upon such terms as such assistance is approved by the Council.

(Amendment No. 4)

2.7 WORK PROGRAM: The Fresno Council of Governments shall prepare and adopt annually a multi-year work program which contains a description, including objectives and proposed costs, of all activities to be undertaken.

(Amendment No. 3)

2.8 SPECIAL SERVICES: Consistent with the policies approved by the Council, and the Public Records Act, the Fresno Council of Governments may provide data, studies, planning documents and other written materials to private or public organizations or individuals. Such organizations or individuals shall bear the cost of providing said data, studies, documents and materials, including the reasonable cost of staff time spent in reviewing said data, studies, documents and materials with the requesting party.

(Amendment No. 4)

2.9 REGIONAL VANPOOL SERVICES: The Fresno Council of Governments may operate vanpool services within the County of Fresno and enter into a Joint Exercise of Powers Agreement to operate regional van pool services and related activities, including, but not limited to, obtaining grant funds and borrowing funds for purchasing and leasing vans.

(Amendment No. 6)

2.10 PARTICIPATION IN SAN JOAQUIN JOINT POWERS AUTHORITY:

The San Joaquin Joint Powers Authority will be responsible for the following:

- Working with state and federal agencies to plan, program, and secure funding for improvements for intercity rail passenger services and facilities in the San Joaquin Rail Corridor, including the acquisition or leasing, or use by agreement of right-of-way, stations, and station sites; the leasing or acquisition of or use by agreement of equipment, and related activities.
- Negotiate for and accept funds to be expended for the purpose of providing and improving intercity rail passenger services and activities.
- Develop policy, plan and implement improvements, administer and manage the operations and marketing for the San Joaquin Rail Service as part of the California Passenger Rail System.
- Review and comment on facility, service, and operational plans and programs of the agency or agencies planning potential commuter rail service in the San Joaquin Rail Corridor.
- Coordinate facility, service, and operational plans and programs with other organizations, providing rail service in the San Joaquin Corridor or whom the SJJPA may share common facilities, including Caltrain, Capitol Corridor, the BNSF Railway and Union Pacific or their successor agencies or corporations.
- Advocate before local, regional, state, and federal officials and agencies for improvements to services and facilities for the San Joaquin Rail Corridor.

(Amendment No. 7)

2.11 Interregional Public Transportation Services.

*The Fresno COG may act as lead agency, apply for and receive grant funding, enter into agreements to provide funding, administration and oversight for interregional public transportation services. Fresno COG's role as lead agency for interregional public transportation services between Fresno County and the abutting counties of Tulare, Kings, Merced, and Madera shall include oversight to assure that operators of interregional public transportation services provided through agreements with Fresno COG comply with state, local and federal regulations and requirements.*

(Amendment No. 9)

## CHAPTER 3

### LIMITATIONS

3.1 MEMBER AGENCY AUTONOMY: Nothing herein shall be construed as limiting in any manner the power of the respective member agencies and all plans, programs and activities shall at all times be carried out in such manner as so to maintain and insure the separateness and autonomy of the member agencies.

(Amendment No. 3)

3.2 SUBMISSION OF PLANS: The council may consider adoption of any areawide plan or element thereof after such plan or element has been submitted to the legislative bodies of the respective member agencies for this consideration at least forty-five (45) days prior to such adoption.

(Amendment No. 3)

3.3 WORK PROGRAM: The Council may consider adoption of any Annual Budget or Work Program after the preliminary Annual Budget or Work Program has been submitted to the legislative bodies for the respective member agencies for their consideration at least forty-five (45) days prior to final adoption.

(Amendment No. 3)

## CHAPTER 4

### ENTRY INTO FORCE, AMENDMENT, WITHDRAWAL, TERMINATION AND DISSOLUTION

4.1 ENTRY INTO FORCE: This Amendment shall enter into force and become binding upon its adoption by resolution of the governing bodies of no less than one-half of the eligible agencies in Fresno County which in aggregate represent no less than one-half of the population of Fresno County.

(Amendment No. 3)

4.2 AMENDMENT: The Joint Powers Agreement, as well as any of the provisions may be amended by the approval or ratification of such amendment by the governing bodies of no less than one-half of the member agencies which in the aggregate represent no less than 40% of the population of the member agencies and all member agencies shall thereafter be bound by such amendments.

(Amendment No. 5)

4.3 WITHDRAWAL: Any of the parties to this agreement may by action of its governing body withdraw from the Fresno Council of Governments. Such withdrawal shall be accomplished in the following manner:

(Amendment No. 3)

4.3.1 NOTIFICATION OF INTENT: Written notification of intent to withdraw shall be transmitted to each member of the Council, and to the Executive Director. Such notification of intent must be given no less than ninety (90) days prior to formal withdraw action.

(Amendment No. 3)

4.3.2 NOTIFICATION OF WITHDRAWAL ACTION: Written notification of withdrawal action shall be transmitted to each member of the Council, and to the Executive Director. Such notification shall be given no sooner than ninety (90) days from the date of notification of intent as herein above set fourth in 4.31.

(Amendment No. 3)

4.3.3 **EFFECTIVE DATE OF WITHDRAWAL:** No withdrawal shall be come effective until nine (9) months from the date of notification of withdrawal as hereinabove set forth in 4.32.

(Amendment No. 3)

4.4 **TERMINATION:** This agreement may be terminated by resolution of the governing bodies of all of the member agencies or by vote of the Council in accordance with the voting procedures set forth in 1.23. Should this agreement be terminated, the Fresno Council of Governments shall be dissolved in accordance with the procedures hereinafter set forth.

(Amendment No. 5)

4.5 **DISSOLUTION:** Should the Fresno Council of Governments terminate as set forth above, or for any other reason, the President of the Council shall appoint a dissolution committee, which committee shall be approved by the Council. The dissolution committee shall exist for the sole purpose of settling the affairs of the Fresno Council of Governments, and shall be empowered to immediately take control of all lands, buildings, equipment, accounts, case records, and to conduct all business as may be necessary to dissolve the Fresno Council of Governments and dispose of any assets, to settle all liabilities and shall pay the balance to the member agencies which have been in good standing during the year on the same proportionate basis that costs are shared as set forth in Chapter 5. Should the proceeds be insufficient, the deficit shall be paid by the member agencies on the same proportionate basis.

(Amendment No. 3)

## CHAPTER 5

### FINANCIAL

5.1 **COSTS:** Costs incurred by Fresno Council of Governments shall be shared on a proportionate basis in the following manner:

5.1.1 A per capita cost shall be calculated by dividing the total cost by the sum of the total population of member cities and the unincorporated population of Fresno County. The annual population figures published by the California State Controller shall be used to determine the per capita cost.

(Amendment No. 3)

5.1.2 The County share shall equal the per capita cost times the unincorporated population of Fresno County.

(Amendment No. 3)

5.1.3 Each member city shall pay an amount equal to the per capita cost times the city's population.

(Amendment No. 3)

5.1.4 If the costs to be shared are not paid within ninety (90) days of the date they are due and payable as set forth in the by-laws, they shall be delinquent and the member agency shall no longer be a member in good standing until payment is made in full.

(Amendment No. 3)

The Fresno Council of Governments may also, when authorized by the Council and the governing body of any member agency, apply for and receive Federal and State grants-in-aid on behalf of the member agency. Nothing contained herein shall prevent the acceptance by the Fresno Council of Governments, for any of its purposes and functions under this agreement, of donations, grants of money, equipment, supplies, materials and services from any member agency the United States or any agency thereof, of State of California.

(Amendment No. 3)

5.2 **ANNUAL BUDGET:** The preliminary Annual Budget projecting a financial plan to undertake the work for the ensuing fiscal year shall be prepared by the Executive Director and presented, together with the Work

Program, to the Council and the Policy Advisory Committee at their regular February meetings of each year, and to the governing bodies of all member agencies not less than forty-five (45) days prior to the date scheduled for budget adoption by the Council. The Council shall review and adopt the Annual Budget and Work Program at or before the May meeting.

(Amendment No. 3)

5.3 FUNDS: The Treasurer of the County of Fresno shall be the depository and have custody of all money of the Fresno Council of Governments. The Auditor-Controller of the County of Fresno shall draw warrants to pay demands against the Fresno Council of Governments when approved by the Executive Director. All funds received by the Fresno Council of Governments shall be strictly accounted for and the Auditor-Controller shall cause to be made an annual audit of the accounts and records of the Fresno Council of Governments as prescribed in California Government Code Section 6505.

(Amendment No. 3)

5.4 ANNUAL REPORT: The annual audit report shall be included in and become a part of the Annual Report to the Council and the member agencies.

(Amendment No. 3)

## CHAPTER 6

### SERVICES AND PERSONNEL

6.1 EXECUTIVE DIRECTOR: There shall be established the position of Executive Director of the Fresno Council of Governments. The Executive Director shall be appointed by the Council and shall serve at the pleasure of the Council. The Executive Director shall be the chief executive officer of the Fresno Council of Governments and shall have charge of all projects and property and personnel. The Executive Director shall be bonded for an amount established by the Council.

(Amendment No. 3)

6.2 SERVICES: The Fresno County Counsel's Office shall provide all legal services to the Fresno Council of Governments, the Council and the committees, provided however the Council may elect to retain independent Counsel when deemed necessary.

(Amendment No. 3)

## CHAPTER 7

### AMENDMENT OF PREVIOUS AGREEMENTS

7.1 SUPERSEDING: This agreement amends in its entirety the original Joint Powers Agreement of the parties hereto dated September 24, 1969, together with the amendments thereto dated January 30, 1970, and April 25, 1971.

(Amendment No. 3)

It is the intent of the parties hereto that all other provisions of the Joint Powers Agreement dated March 25, 1976, shall remain unchanged.

(Amendment No. 4)

It is the intent of the parties hereto that all other provisions of the Joint Powers Agreement dated March 25, 1976, and of Amendment No. 4 dated June 25, 1985, not herein amended shall remain unchanged.

(Amendment No. 5)

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their respective duly authorized offices as of the day and year first hereinabove written.

(Amendment No. 3)

Amendment No. 3, dated March 25, 1976, replaced the Joint Powers Agreement in its entirety.

Amendment No. 4, dated June 25, 1985

Amendment No. 5, dated April 27, 1989

Amendment No. 6, dated September 10, 2010, renamed to Fresno Council of Governments from Council of Fresno County Governments

Amendment No. 7, dated December, 2012, added San Joaquin Joint Powers Authority participation (approved by each member agency)

Amendment No. 8, dated December 2013, changed section 1.2.1 (approved by each member agency)

Amendment No. 9 dated November 2014, added section 2.11 (approved by each member agency)





**BY-LAWS FOR THE  
COUNCIL OF FRESNO COUNTY GOVERNMENTS**

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

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

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

**THEREFORE, BE IT RESOLVED:**

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

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

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

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

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



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

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

Business may be conducted when there are at least five (5) members present to perform the duties of the Policy Advisory Committee. Any motion or action of the Policy Advisory Committee in order to be deemed carried or approved must receive an affirmative vote from a majority of the members present.

14. The Council agenda shall be established by the Executive Director. Subjects for inclusion on the agenda of the Council shall be directed to the Executive Director sufficiently in advance of the Council meeting so as to be reviewed by the Policy Advisory Committee.
  - a. Agenda subjects proposed by the Council shall be referred to the Policy Advisory Committee for its review and recommendation.
  - b. Agenda subjects proposed by persons or organizations not members of the Council shall be placed on the agenda following review and recommendation by the Policy Advisory Committee.
  - c. All subjects on the Council's agenda shall be accompanied by a report from the Policy Advisory Committee, which report shall include the Policy Advisory Committee's voting on the subject.
  - d. The Council Chairman may establish time limits or any other control measure he deems appropriate for presentation or comment.

15. The Council agenda shall be included in written notice of meeting and forwarded to Council members as specified elsewhere herein. Items of an emergency nature which require immediate action by the Council may be added to the agenda upon concurrence of a majority of the members in good standing and representing no less than 40% of the total population of the member agencies.  
(By-Law Amendment accompanying JPA Amendment No. 5)
16. All administrative work of the Council shall be performed by or under the direction of an Executive Director, or if specifically directed by the Council, the Policy Advisory Committee. The duties of the Executive Director shall be:
- To serve as Secretary to the Council and Policy Advisory Committee.
  - To serve as Secretary to such committees as the Council may establish.
  - To keep a good and sufficient record of the proceedings and business of the Council.
  - To keep a record and ascertain the qualifications of each duly authorized representative.
  - To maintain files for all reports, correspondence and other business of the Council, the Policy Advisory Committee and other committees as may be established.
  - To coordinate the work program and budget of the Council.
  - To assist member agencies in making application for Federal funds.
  - To maintain a record of all financial transactions.
  - To transmit to his successor all books, records and files of the Council of Fresno County Governments in his possession.
  - To perform such other duties as may be assigned.
17. Membership costs, as specified in the Joint Powers Agreement, shall be due and payable at the start of the Council of Fresno County Governments' fiscal year. The Executive Director shall provide each member agency written notice of its cost due not later than thirty (30) days prior to the due date. If the costs to be shared are not paid within sixty (60) days of the date they are due and payable, the member agency shall immediately be sent written notice by first class mail, advising amount due and consequences of non-payment. If payment is not made within ninety (90) days of the date due and payable, the member agency shall immediately be sent written notice that it is not longer a member in good standing, as specified in the Joint Powers Agreement, and no longer carries voting privileges in the conduct of the business of the Council of Fresno County Governments.
- Good standing shall be restored to a member agency immediately after payment of delinquent costs is received.
18. A proposed annual Overall work Program (OWP) for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in January of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary OWP by March 1 of each year.
- A proposed annual budget for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in February of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary budget by April 1 of each year. The budget shall be a financial plan to undertake the work program of the Council. The Council shall review and *adopted*\* the budget and OWP at or before the May meeting.
19. The Fresno County Counsel's Office shall provide all legal services to the Council of Fresno County Governments, the Council and any committees as specified in the Joint Powers Agreement, except the Council may retain independent legal counsel when it deems appropriate.
20. The Council shall be responsible for making all amendments to these By-Laws.
- Proposed amendments may be originated by the Council of any duly authorized representative to the Council.
  - Proposed amendments may not be finally acted upon unless all of the members have been given written notice thereof at a prior meeting or by mail at least 15 days prior to the date of the meeting at which final action is to be taken.

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

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

*\*Typographical error contained in original document.*

JPA Amendment No. 3, dated March 25, 1976, replaced the JPA in its entirety, with accompanying full-replacement of By-Laws  
JPA Amendment No. 4, dated June 25, 1983, no formal amendment to By-Laws  
JPA Amendment No. 5, dated April 27, 1989, with formal amendment to By-Laws