

*ORIGINAL*

**Fresno Council of Governments**

# **Overall Work Program**

**Fiscal Year 2021-2022**

**Final Draft  
May 2021**



**Fresno Council  
of Governments**

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## Glossary of Common Acronyms

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



STA - State Transit Assistance  
STIP - State Transportation Improvement Program  
STP - Surface Transportation Program  
TAC - Technical Advisory Committee  
TCI - Transit Capital Improvement  
TCM - Transportation Control Measure  
TDA - Transportation Development Act  
TDM - Transportation Demand Management  
TDP - Transit Development Plan

TIP - Transportation Improvement Programs  
TMA - Transportation Management Association  
TOD - Transit Oriented Development  
TPA - Transportation Planning Agency  
TPC - Transportation Policy Committee  
TSM - Transportation Systems Management  
TTC - Transportation Technical Committee  
VMT - Vehicle Miles Traveled  
VOC - Volatile Organic Compound

# Organization and Management

## Overview

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

Fresno COG's member agencies are:

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

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

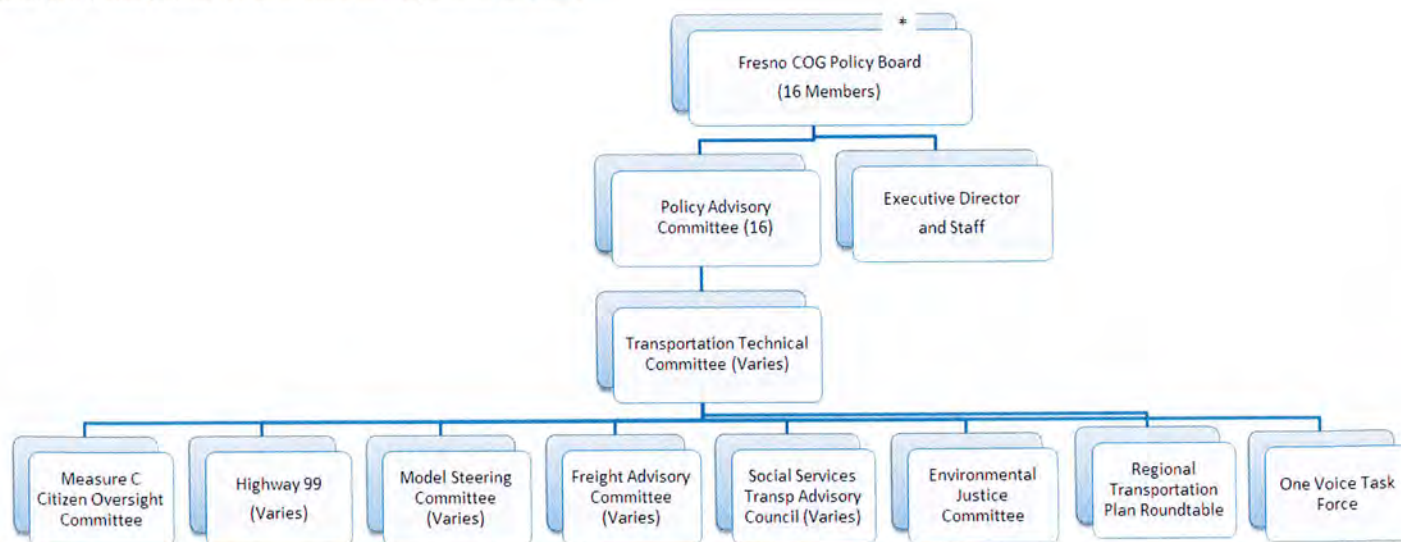
1. Agencies representing **over 40%** of the population must be in favor of an action, and
2. **A majority** of all the members must support the action; that is, nine of the 16 members.

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

## Organizational Chart

The adopted organizational structure is shown in Exhibit 1. Members are represented on the Policy Board by the mayors of each incorporated city and the chairman of the County Board of Supervisors, or their designated alternates. The Policy Board governs the agency, setting policy and guiding work activities. The Board is assisted in its decision-making process by the Policy Advisory Committee (PAC), comprising each member agency's Chief Administrative Officer. The process is also assisted by expert staff from member agencies, citizen and interest groups, and other stakeholders.

Exhibit 1- Fresno Council of Governments Organization Chart



\* Fresno County Regional Transportation Mitigation Fee Agency



Exhibit 2- Fresno Council of Governments Staff Organizational Chart

Exhibit 2  
Fresno Council of Governments Staff  
Organizational Chart

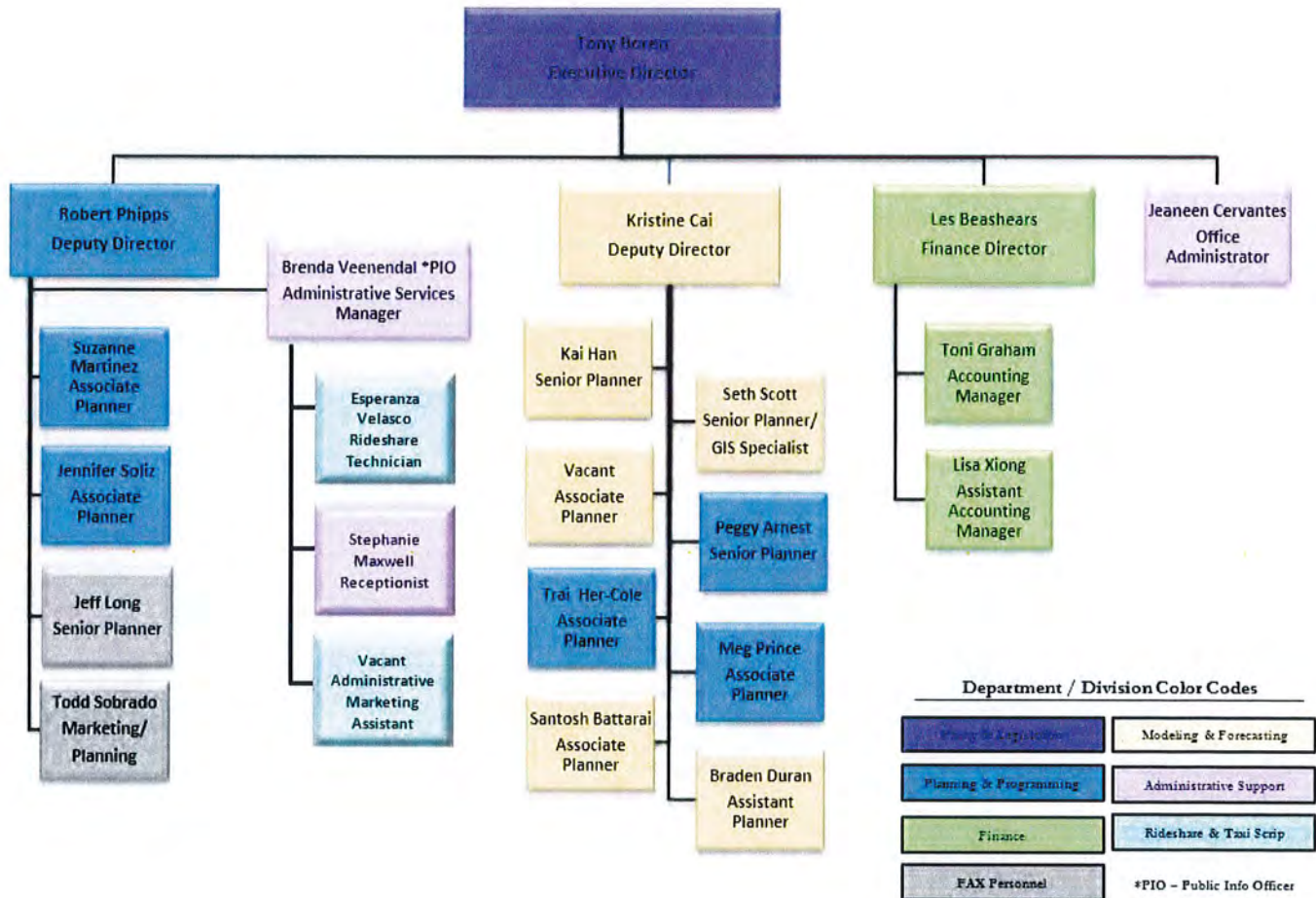
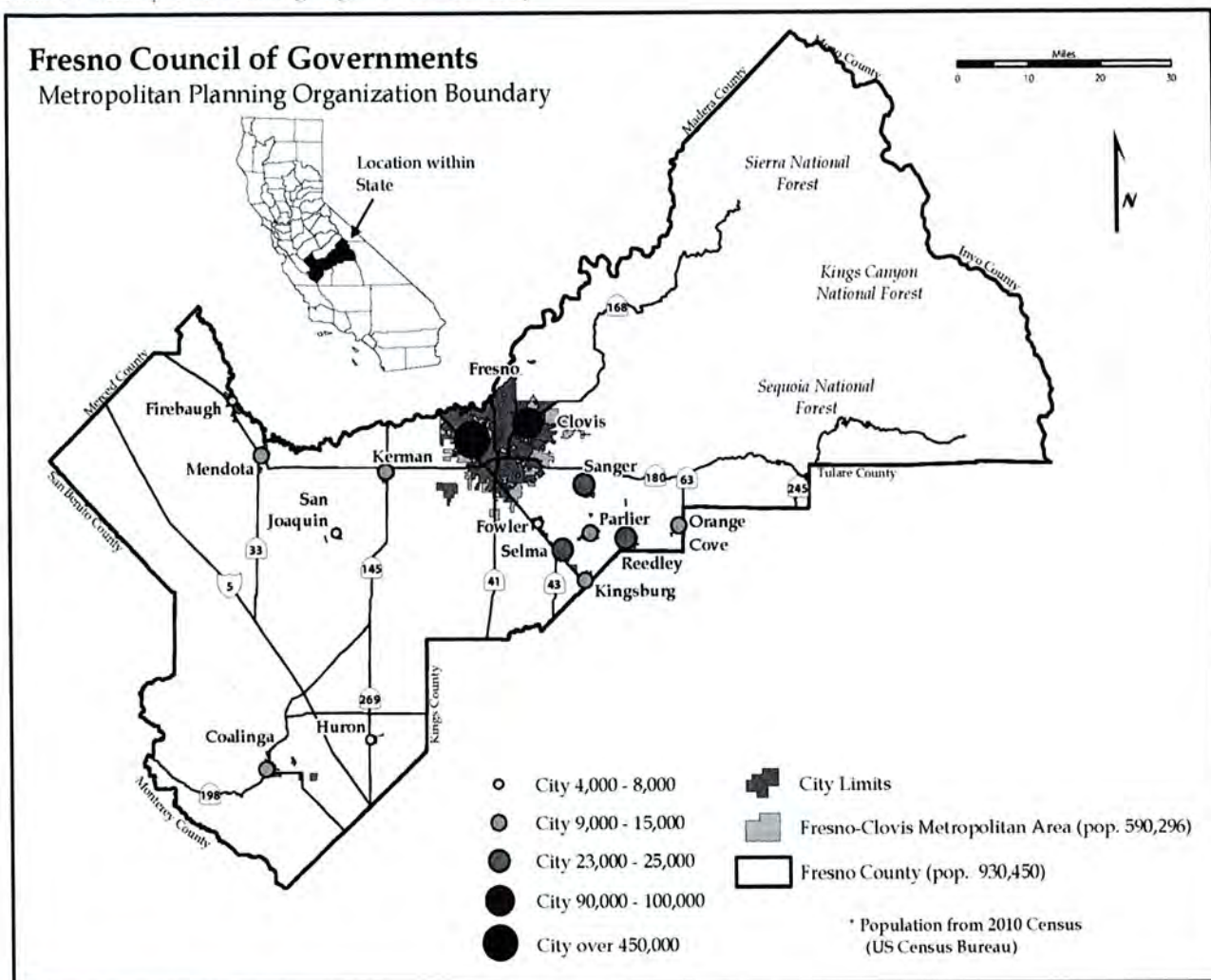


Exhibit 3- Metropolitan Planning Organization Boundary



## Cooperative Agreements

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

- Member Agency Working Agreements

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

- San Joaquin Valley Air Pollution Control District (SJVAPCD)

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

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



- Eight-County Memorandum of Understanding

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

This MOU was revised and adopted on September 21, 2006.

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

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

- Fresno-Madera Area Agency on Aging

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

- Transportation Policy Committee

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

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

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

## Polymaking Process

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

The Policy Board and PAC are assisted in the decision-making process by member agency staff, citizen and interest group input, and various technical advisory committees including: the Transportation Technical Committee, Model Steering Committee, Social Services



Transportation Advisory Council, Transportation Reauthorization Subcommittee, Association for the Beautification of Highway 99, Environmental Justice Subcommittee, Measure C Citizen's Oversight Committee, Freight Advisory Committee, the Active Transportation Program Multi-Advisory Committee and the Airport Land Use Commission.

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

The scope of policymaking responsibilities includes the following:

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

## Coordination Statement

Fresno COG has developed several mechanisms to promote coordination, including diversified membership of the agency itself, its committees, exchanging work programs, joint data use, exchanging plans and other publications, contractual arrangements, informal day-to-day communication and other means. The MOUs among the eight valley transportation planning agencies and the Valley Air District form the framework for regular work sessions to coordinate and collaborate on a variety of issues. Government-to-government consultation with federally recognized tribes is an important aspect for planning and programming. Consultation is a process, not a single event. Through its Tribal Consultation Plan, Fresno COG strives to keep open communication with tribes to facilitate better relationships and better reflect tribes' viewpoints and needs in regional planning documents and projects.

## Public Participation

Public participation efforts center around providing information on activities, meetings, plans and reports, and seeking input on Fresno COG's planning activities. Work element 311 highlights the COG's desire and efforts to encourage more public participation during the transportation planning process, consistent with the FAST Act. This includes public participation during plan and program development as well as throughout the adoption process. Fresno COG's 2020 Public Participation Plan guides each phase of plan or program development.

Citizens are represented on the following committees:

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



The Policy Advisory Committee and Policy Board consider all committee member viewpoints before making a final decision. Citizens are encouraged to participate in whatever capacity may be appropriate to their cause. All Transportation Technical Committee meetings, Policy Advisory Committee meetings and Policy Board meetings are open and transparent. The Social Services Transportation Advisory Council holds an annual public hearing on unmet transit needs within the county. Matters of important public consequence, such as federal-aid programs, are announced to the general public through email, web and Facebook postings, and press releases when warranted. Official matters requiring public hearings also require legal notices and are followed up with press releases and a posting on Fresno COG's website and mass emails. Efforts to expand public participation include announcing plan and program development early and often during the planning process, as well as regular progress announcements, e.g. draft availability and public hearing opportunities.

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

Office policy requires COG staff to inform member agencies administrative officers of any matters that may be of importance to their communities, and staff regularly offers special presentations to the citizens of a particular community to ensure meaningful interaction.

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

### Equal Opportunity Statement/Disadvantaged Business Enterprise

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

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

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

### Staff

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

### Transportation Improvement Program (TIP)

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

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

### Environmental Protection Statement

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

### Historic Preservation



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

## Social, Economic and Environmental Effects

The 2011 Regional Transportation Plan update included a subsequent environmental impact report. The 2014 and 2018 RTPs included program-level environmental impact reports.

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

## Public Transportation Facilities for Elderly and Persons with Disabilities

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

## JARC/New Freedom

In 2015, Fresno COG updated the Fresno County Coordinated Public Transit-Human Services Transportation Plan that provides a strategy for serving older adults, persons with disabilities and persons of low income. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of environmental justice populations in Fresno County. The Moving Ahead for Progress in the 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 FTA Section 5310 program, restating the requirement of the Coordinated Plan and providing for funding support for strategies and projects recommended through the Coordinated Plan process. Fresno COG continues to oversee and administer existing JARC and New Freedom grants until fully implemented.

## Environmental Justice

The transportation needs of Fresno County environmental justice (EJ) populations have always been an important part of Fresno COG. In spring 2017, staff formed its Environmental Justice Advisory Committee to serve Fresno COG's Transportation Technical Committee (TTC). This group has assisted Fresno COG staff in setting thresholds for EJ populations for the Environmental Justice Report within each Regional Transportation Plan. The group also plays a role when Fresno COG staff, the TTC, the Policy Advisory Committee or the Fresno COG Policy Board request recommendations on items involving environmental justice populations. Fresno COG staff, with input from Fresno COG's Environmental Justice Task Force, developed the Environmental Justice Report for the Fresno COG 2018 RTP. Staff completed the update of the Fresno COG Title VI Plan in spring 2019 which U.S. DOT approved in August, 2019.

## Energy Conservation

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

## Other Technical Activities

### Existing Conditions of Travel, Transportation Facilities and Systems Management

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

Important modifications to the system management concept within MAP-21 included an emphasis for MPOs to use a performance-based approach to transportation decision making and planning that has carried forward into the FAST Act. This planning process involves intense coordination with Caltrans and transit agencies to meet three key federal requirements – developing performance measure targets; integrating those measures into the planning process; and developing performance plans for safety, asset management (highway and transit), and congestion. Caltrans' policy is to maintain the Bridge, Pavement, Intermodal Transportation Management System and Highway Safety management systems as in the past. Caltrans will continue to rely on periodic input from local agencies to complete the reporting process



for this effort. Congestion Management Process activities are still mandated by federal regulation in transportation management areas (which includes Fresno), and COG has established procedures to comply with these regulations as described in Work Element 172.

**The framework for evaluating alternative transportation systems management improvements**

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

**Projections for economic, demographic and land use activities for transportation planning**

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

**Regional Transportation Plan refinement through special studies**

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

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

# Comprehensive Planning Process

## Planning Area

Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With more than \$7 billion a year in commercial crop production, it is the nation's leading agricultural-producing county. The 2019 population of 999,101 places Fresno as the tenth most populous of the 58 California counties. There are 15 incorporated cities, three federally recognized Native American tribes and the county contains a federally recognized urbanized area - the Fresno Clovis Metropolitan Area - with a 2018 population of about 642,115. The county comprises four distinct geographic areas: the coastal range on the west, the San Joaquin Valley in the central portions, the Sierra Nevada foothills to the east of the valley, and the Sierra Nevada Mountains along the eastern boundary. Fresno County contains portions of the Sierra and Sequoia National Forests, a portion of Kings Canyon National Park and provides a major access to Sequoia National Park and Yosemite National Park.

## Planning Designations and Responsibilities

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

### Regional Transportation Planning Agency (RTPA)

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

#### Plans & Programs

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

#### Transportation Development Act Administrative Functions

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

### Metropolitan Planning Organization (MPO)

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

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

### Areawide Planning Organization

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

### Transportation Management Area

As an urbanized area with more than 200,000 residents, Fresno County has been designated as a federal Transportation Management Area (TMA). TMAs are required to develop and adopt a Congestion Management System that includes project selection and certification procedures. Fresno COG's Policy Board comprises local elected officials. These officials also sit as the governing board of the Fresno



County Rural Transit Agency (FCRTA), or as in the case of the City of Fresno, has administrative control over Fresno Area Express (FAX). Fresno COG sitting as the Transportation Policy Committee includes a Caltrans representative.

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

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

#### **Local Clearinghouse**

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

#### **Census Data Center**

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

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

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

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

#### **LOCAL**

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

**Local Transportation Fund (LTF)** - The LTF is derived from a quarter-cent of the retail sales tax collected within Fresno County. It is intended to support a balanced transportation system with emphasis on public transportation. The policy is to first fund all Transportation Development Act (TDA) administrative activities "off-the-top." Included are 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 on proportionate population relative to total county population. Pursuant to state law, specific allocations are apportioned from each member's fund as follows:

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

**Fresno County Transportation Authority (FCTA)** - In November 2006 Fresno County voters reauthorized a 20-year, half-cent sales tax for transportation projects within the county. Fresno COG is required to develop and adopt a Strategic Implementation Plan for the revenues. Fresno COG is allotted one-half percent of Measure C revenues for transportation planning and administrative activities.

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

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

#### **STATE**

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



**Department of Housing and Community Development (Housing)** - Fresno COG may submit estimates to the State Housing and Community Development Department for reimbursement of costs relative to Regional Housing Needs Assessment activities.

## **FEDERAL**

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

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

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

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

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

## **Other funding sources**

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

## **Status of Comprehensive Planning Process**

### **Summary**

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

- Transportation (highways, public transportation, rail, aviation, and non-motorized)
- Congestion management
- Regional land use
- Housing
- Air quality
- Environmental conservation
- Transportation demand measures
- Open space
- Seismic
- Water and sewer
- Technical assistance to members

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

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



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

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

### **MPO Planning Certification Process**

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

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(l) as amended by the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act 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 disadvantaged business enterprises' involvement in FHWA- and the ISTA-funded projects (F.R. 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
- Metropolitan/Regional Transportation Plan (current)
- Regional Transportation Improvement Program (current)
- Unified/Overall Planning Work Program/OWP (current)
- Air Quality/RTP/TIP Conformity Report (current)
- Certification on Lobbying Restrictions (current)
- DBE goals, consistent with filed Title VI assurances (current)

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

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

# Regional Transportation Planning Issues

## Transportation reauthorization issues

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

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

## Funding

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

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

## Travel demand and air quality

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

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

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

The most significant vehicle emission reductions are achieved through California's motor vehicle control program. Accordingly, state and federal agencies must continue to help implement control strategies to achieve those reductions. The federal 2019 Safer, Affordable, Fuel-Efficient (SAFE) rule and challenges to the Corporate Average Fuel Economy (CAFE) standards have rendered EMFAC unusable for the foreseeable future and California unable to meet CAA emissions standards.

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



## Livable communities and transit-oriented development

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

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

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

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

Under AB 32, SB 375 and SB 743, California's 18 MPOs are required to address climate change issues through integrated transportation and land-use planning. The MPOs are required to develop sustainable communities strategies (SCS) in their regional transportation plans. Land use and transportation strategies applied in the SCS include compact development, mixed uses, allocating more growth along major transportation corridors, investment in public transit and active transportation, etc. In addition to meeting CARB's greenhouse gas emission reduction targets, the SCS is intended to also achieve other co-benefits such as farmland preservation, improved air quality and public health, affordable housing and more transportation options, etc.

## Capacity problems / corridor needs

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

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

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

## Local Maintenance, Rehabilitation, Reconstruction and New Construction

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

## Public and social service transportation

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

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

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

## Aviation

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

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

## Rail

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

Other passenger rail-related planning efforts include such considerations as:

1. Additional funding for grade separation projects
2. Additional intercity train service for the San Joaquin route.
3. Obtaining abandoned railways through Fresno County for future local transportation purposes.
4. Long-range planning and corridor preservation for future commuter, light rail or other mass transit uses in Fresno County.
5. Expanding train service to Sacramento.



## 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. For 2021-22, the Federal Highway Administration (FHWA) California Division, Federal Transit Administration (FTA) Region IX, and Caltrans' Planning Division have not issued new PEAs and planning factors for the Overall Work Program.

#### FAST Act Implementation

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

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

	FAST Act Implementation
<i>Work Element</i>	
110 Regional Streets & Highways Planning	X
111 Regional Transportation Modeling	X
112 Regional Traffic Monitoring	X
114 Fresno County Intelligent Transportation System Architecture	X
115 Regional Transportation Mitigation Fee Program	X
116 National Park Transit Service	X
117 Golden State Corridor Study	
120 Regional Public Transportation Planning	X
121 Federal Transportation Administration Direct Grants	X
140 Fresno Regional Safety Improvement Plan-Phase II	X
148 Fresno Regional Safety Improvement Plan-Phase I	X
149 SB 743 Local Assistance Program	X
150 Other Modes - Aviation and Rail, Bicycle and Pedestrian	X
152 High Speed Rail Planning	X
153 Fresno County Airport Land Use Commission	X
160 Better Blackstone Design Challenge - Strategic Partnership Grant	
161 Fresno-Madera Sustainable Corridor Study	X
162 Fresno Regional Safety Improvement Plan Phase 3 – Multi-Jurisdictional Local Roadway Safety Plan	X
163 Freight Movement and Planning	X
164 California Inland Port Feasibility Study	X
165 San Joaquin Valleywide Household Travel Survey	X
166 Regional Transit Onboard Survey	X
167 Regional Sustainable Infrastructure Planning Program	X



170 Regional Transportation Plan	X
171 Transportation Performance Management	X
172 Congestion Management Process (CMP)	X
180 Air Quality Transportation Planning	X
210 Measure C Reauthorization Implementation	
211 Measure C Citizen Oversight Committee	
212 Measure C Carpool/Vanpool Programs	
214 Measure C ADA/Seniors/Paratransit/Senior Scrip Program	
215 Measure C Agricultural Worker Vanpool Program	
220 Transportation Program Development	X
310 Intergovernmental Coordination	X
311 Public Information and Participation	X
313 Environmental Justice Activities	X
320 Technical Assistance	X
350 Fresno Regional Data Center	X
360 "One Voice" and "Valley Voice" Advocacy	
420 Fresno Regional Housing Needs Allocation Plan/Multi-Jurisdictional Housing Element	
421 San Joaquin Valley Regional Early Action Planning (REAP) Housing Program	
820 Valley Coordination Activities	X
910 Fresno COG Administration	
911 Overall Work Program & Budget Development	
912 Local Transportation Fund Administration	X
920 Fresno County Rural Transit Agency Administration	X
930 Fresno County Transportation Authority Administration	X
940 Freeway Service Patrol	

### Elements of the transportation planning process: MPO planning factors

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

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

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

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

The FAST Act added the following for consideration:

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



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

#### Metropolitan Planning Factors

<i>FAST ACT Factors</i>	Support Economic Activities	Safety for Users	Security for Users	Accessibility/Mobility for People & Freight	Environment/Energy Cons./Quality of Life	Connectivity of System Between Modes	Efficient System Management and Operation	Preserve Existing System	Improve the resiliency and reliability of the system	Reduce or mitigate storm water impacts of surface	Enhance travel and tourism
<i>Work Element</i>											
110 Regional Streets & Highways Planning	■	■	■	■	■	■	■	■	■		■
111 Regional Transportation Modeling	■	■	■	■	■	■	■	■	■		■
112 Regional Traffic Monitoring	■	■	■	■	■	■	■	■	■		
114 Fresno Co. Intelligent Transp. System Arch.	■	■	■	■	■	■	■	■	■		
115 Regional Transportation Mitigation Fee Program	■	■	■	■	■	■	■	■			
116 National Park Transit Service	■	■	■	■	■	■	■				■
117 Golden State Corridor Study	■	■	■	■	■	■	■	■			■
120 Regional Public Transportation Planning	■	■	■	■	■	■	■	■			
121 Federal Transportation Admin. Direct Grants	■	■		■	■	■		■			■
140 Fresno Reg. Safety Improvement Plan-Phase II	■	■	■	■	■	■	■	■	■		■
148 Fresno Reg. Safety Improvement Plan-Phase I	■	■	■	■	■	■	■	■	■		■
149 SB 743 Local Assistance Program	■				■	■	■	■			
150 Other Modes – Aviation, Rail, Bicycle and Ped.	■	■	■	■	■	■	■	■	■		■
152 High Speed Rail Planning	■	■	■	■	■	■	■				■
153 Fresno Co. Airport Land Use Commission	■	■		■		■	■				■
160 Better Blackstone Design Challenge-Strategic Partnership Grant	■	■	■	■	■	■	■	■	■		
161 Fresno-Madera Sustainable Corridor Study	■	■	■	■	■	■	■	■	■		■
162 Fresno Reg. Safety Improvement Plan-Phase III – Multi-Jurisdictional Local Roadway Safety Plan		■		■	■	■	■	■	■		
163 Freight Movement and Planning	■	■	■	■	■	■	■	■	■		
164 California Inland Port Feasibility Study	■	■	■	■	■	■	■	■	■		
165 San Joaquin Valleywide Household Travel Survey	■	■		■	■	■	■	■	■		
166 Regional Transit Onboard Survey	■	■	■	■	■	■	■	■	■		
167 Reg. Sustainable Infrastructure Planning Program	■	■	■	■	■	■	■	■	■		
170 Regional Transportation Plan	■	■	■	■	■	■	■	■	■		■
171 Transportation Performance Mgmt.	■	■	■	■	■	■	■	■	■		■
172 Congestion Management Process (CMP)	■	■	■	■	■	■	■	■			
180 Air Quality Transportation Planning	■	■	■	■	■	■	■	■	■		
210 Meas. C Reauthorization Implementation	■	■	■	■	■	■	■	■	■		
211 Meas. C. Citizen Oversight Committee	■	■	■	■	■	■	■	■	■		
212 Meas. C Carpool/Vanpool Coordination	■	■	■	■	■	■	■	■	■		
214 Meas. C ADA/Senior/Paratransit/Senior Scrip	■	■	■	■	■	■	■	■	■		
215 Meas. C Agriculture Worker Vanpool Program	■	■	■	■	■	■	■	■	■		
220 Transportation Program Development	■	■	■	■	■	■	■	■	■	■	■
310 Intergovernmental Coordination	■	■	■	■	■	■	■	■			
311 Public Information and Participation	■	■	■	■	■	■	■	■			
313 Environmental Justice Activities	■	■	■	■	■	■				■	
320 Technical Assistance for Member Agencies	■	■	■	■	■	■	■	■			■
360 One Voice/Valley Voice Advocacy	■			■		■	■	■			
420 Fresno Regional Housing Needs Allocation Plan/Multi-Jurisdictional Housing Element	■				■						
421 San Joaquin Valley Regional Early Action Planning Housing Program	■				■						
820 Valley Coordination Activities	■	■	■	■	■	■	■	■			

910 Fresno COG Administration	■	■	■	■	■	■	■	■	■			
911 Overall Work Program & Budget Development	■	■	■	■	■	■	■	■	■			
912 Local Trans. Fund Administration	■		■	■	■	■	■	■	■			
920 Fresno County Rural Transit Agency Admin.	■	■	■	■	■	■	■	■	■			
930 Fresno County Transportation Authority Admin.	■	■	■	■	■	■	■	■	■			
940 Freeway Service Patrol		■		■	■		■	■	■			

## Core MPO Planning Functions

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

The core functions can be found in 23 CFR 450, Subpart C, and typically include:

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



# Regional Transportation Planning Work Elements

## 110 Regional Streets and Highways Planning

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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. In concert with modeling activities (WE 111) the transportation planning function has delivered a variety of planning analyses, studies and reports.

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

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

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

### Previous work

#### East Side Corridor Study

The Fresno Region Eastside Corridor Study established future transportation needs for the eastern portion of Fresno County, focusing primarily on the major north-south/east west transportation corridors (Academy Avenue/Manning Avenue) that service the study area. This planning study will identify transportation projects that will likely serve as potential candidate projects for Measure C III.

#### Blackstone/Shaw Activity Center Project

Completed in 2020, The Blackstone/Shaw Activity Center Project brought together community members, business and property owners, and local agency leaders to collectively inform and help shape design concepts to implement complete streets improvements that will increase the effective range of public transit and serve the needs of all roadway users, particularly pedestrians. The Blackstone/Shaw-Activity Center study evaluated mobility and access along a 0.75 mile segment of Blackstone Avenue from Barstow Avenue to Santa Ana Avenue and along a one-mile segment of Shaw Avenue from Maroa Avenue to Fresno Street. An extensive traffic impact study evaluated how additional traffic signals and development would affect level of service and queuing.

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

This feasibility study provided Fresno COG, Tulare County Association of Governments, the City of Kingsburg, and the City of Selma near-term, midterm, and long-term improvement alternatives for addressing safety and operational deficiencies at the State Route SR99/Mountain View and SR99/Mendocino (18th) Avenue interchanges.

#### State Route 198 (SR 198) Corridor Preservation and Improvement Strategic Plan

Fresno COG was a partnering agency along with Tulare County Association of Governments and Kings County Associated Governments in the State Route 198 (SR 198) Corridor Preservation and Improvement Strategic Plan. The study evaluated the corridor's safety and efficacy, and established a set of performance measures to prioritize a list of recommended projects for incremental improvements. This Plan was approved by the Fresno COG Policy Board in March 2016.

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

## Products

1. Transportation corridor studies (as needed)
2. Special transportation planning studies (ex: Operational Deficiencies and Highway/Local Road Interfaces, etc.) (as needed)

## Tasks

- 110.01 Study and evaluate possible corridors to support higher density mixed-use transit-oriented development, as needed
- 110.02 Conduct special transportation planning studies, as needed

110 Regional Streets and Highways Planning																
Task Description		C O G	C O N S I T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
<b>Streets &amp; Highways Planning</b>																
110.01 Study & evaluate possible TOD corridors		■		30	■	■	■	■	■	■	■	■	■	■	■	■
110.02 Special transportation planning studies		■		70	■	■	■	■	■	■	■	■	■	■	■	■

### 110 Regional Streets & Highways Planning

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	FHWA PL
Salaries	16,983	16,811	11,171	11,171
Benefits	5,998	5,118	3,356	3,356
Overhead	4,087	14,131	9,803	9,803
Total Staff Costs	27,068	36,060	24,330	24,330
Direct Costs				
Consultants	144,925	300,000	0	0
Total Direct Costs	144,925	300,000	0	0
TOTAL	171,993	336,060	24,330	24,330
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				2,791



## 111 Regional Transportation Modeling

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### Objective

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

### Discussion

Fresno COG has maintained an extensive modeling program since 1970. Of continuing concern are state and federal requirements addressing the traffic model's use for air quality analysis, Sustainable Communities Strategies (SCS) development and SB 743 implementation purpose.

The traffic model has become the key tool to measure greenhouse gas (GHG) reduction for various land-use and transportation strategies. Fresno COG has successfully transitioned from the four-step travel model to activity-based model (ABM), which has been applied in Fresno COG's planning activities since early 2019. ABMs track individual and household characteristics throughout the day; trips are part of a larger tour and all trips are linked. ABMs are more sensitive to pricing, time, policies and demographic characteristics such as household income, allowing for greater spatial and temporal details, to better understand the impact of a built environment and accessibility on travel demand. Fresno COG made a significant investment in 2016/17 to update the ABM so that issues such as social equity, pricing and bike & pedestrian trip assignment can be better explored with the finer-grained, behavior-based model. The COG staff also runs the latest EMFAC emissions model in support of transportation conformity and GHG quantification.

Fresno COG helps coordinate Valleywide modeling activities and participates in the SJV model users group and Model Coordinating Committee.

Fresno COG staff also used Cube Land and Envision Tomorrow software to test various land use scenarios for SB 375 target setting and SCS development. The REMI economic model was also added to the modeling suite to test land-use and transportation strategies against future economic and other environmental assumptions.

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

### Previous work

The Fresno ABM update was completed in early 2019 and tested for conformity and SB 375 compatibility. The ABM future-year 2035 was fine-tuned with the new growth and development, along with bike and pedestrian projects in the model's highway network.

In 2020-21, the traffic model was used on a continuing basis to analyze major regional transportation systems, transportation corridors, and specific regional-scale, land-use development proposals. It was also used in Fresno COG's environmental justice analyses.

Fresno COG's SB 743 process used the ABM to establish a vehicle-miles-traveled (VMT) baseline and threshold for each of the 16 member jurisdictions. A VMT calculation tool was also developed based on travel characteristics the ABM produced. VMT maps were created for each of the member agencies to screen out projects in the low VMT areas. COG modeling staff has been running the ABM to assist development projects in the analysis of transportation impact using VMT. COG's ABM was applied in the City of Fresno's general Plan EIR update in 2019, and the development of the City's Southeast Specific Plan and South Central Specific Plan.

The traffic model was also used extensively in the City of Fresno's General Plan Circulation Element and its environmental impact report (EIR) Update. The COG model played a major role in establishing the Regional Transportation Mitigation Fee (RTMF) program, which is part of the "Measure C Extension" program. The RTMF update was approved by both Fresno COG Policy Board and FCTA Board in December 2019.

In 2020-21, ABM model runs provided the basis for traffic analysis in the Eastside Corridor Study and the Fresno-Madera State Route 41 & Avenue 9 study.

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

## Transportation Modeling Products

1. 2022 RTP/SCS scenario runs & GHG target analysis (as needed)
2. Environmental justice analysis/traffic impact (VMT) analysis for development projects (as needed)
3. Updated VMT calculation tool (June 2022)
4. Model runs for transportation conformity analyses (as needed)

## Transportation Modeling Tasks

- 111.01 Conduct model runs for the 2022 RTP/SCS scenarios and evaluate air quality, GHG, public health, environmental justice and other co-benefits/impact of the scenarios.
- 111.02 Provide transportation modeling support for planning activities including conformity analyses and other studies, such as the corridor study and city general plan updates.
- 111.03 Maintain future-year population and employment projections at traffic analysis zone (TAZ) level. At a minimum, projections are required for the 20-year planning horizon and intermediate planning years consistent with air quality planning requirements.
- 111.04 Provide traffic modeling data as basis for EMFAC air quality model runs in support of air quality planning activities and conformity determinations. The VMT and speed distribution data the model produces are critical input to EMFAC analyses to ensure future regional transportation project deliveries.
- 111.05 Conduct modeling runs for traffic impact studies for local developments and local general plan development. Fresno COG has developed methodologies and processes for evaluating VMT impacts for development projects and will conduct such VMT analysis for projects.
- 111.06 Participate in activities related to coordination of traffic modeling activities on a Valleywide basis to include interaction with other Valley transportation planning agencies, the SJVAPCD and state and federal agencies as appropriate. Fresno COG will play the role of coordinator among the regional planning agencies to promote regional cooperation, information distribution, and technical assistance in the modeling context.

111 Regional Transportation Modeling																
Task Description	C O G	C O N S I T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
111.01 Conduct model runs for 2022 RTP/SCS	■		35						■	■	■	■	■	■	■	
111.02 Support planning process	■		20	■	■	■	■	■	■	■	■	■	■	■	■	
111.03 Maintain future year models	■		15	■	■	■	■	■	■	■	■	■	■	■	■	
111.04 Provide input to EMFAC	■		10						■	■	■	■	■	■	■	
111.05 Traffic Impact Studies (VMT) Modeling	■		15	■	■	■	■	■	■	■	■	■	■	■	■	
111.06 Participate in Valleywide modeling activities	■		5	■	■	■	■	■	■	■	■	■	■	■	■	



111 Regional Transportation Modeling

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	FHWA PL	FHWA Carry Fwd	LOCAL FUNDS
Salaries	266,600	183,319	186,230	53,680	132,550	
Benefits	94,158	64,189	65,439	18,863	46,576	
Overhead	64,158	159,494	169,827	48,953	120,874	
Total Staff Costs	424,915	407,002	421,496	121,496	300,000	0
Direct Costs						
Software Support & Maintenance	107,474	145,000	160,500	122,269	0	38,231
Total Direct Costs	107,474	145,000	160,500	122,269	0	38,231
TOTAL	532,389	552,002	581,996	243,765	300,000	38,231
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				27,960	34,410	

	Total	FHWA PL	FHWA Carry Fwd	LOCAL FUNDS
Software Support & Maintenance				
Program Customization	10,000	10,000		
Program Technical Support	60,000	60,000		
Activity Based Model	10,000	10,000		
Bentley Valley Wide Cube License	50,000	11,769		38,231
Server Upgrade	25,000	25,000		
Arcview GIS Maintenance	5,500	5,500		
Total Software Support & Maintenance	160,500	122,269	0	38,231

## 112 Regional Traffic Monitoring

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### Objective

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

### Discussion

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

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

### Previous work

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

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

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

Fresno COG completed the survey for the update of the federal program Model Inventory of Roadway Elements (MIRE), coordinated by the state and UC Berkeley. COG provided the comprehensive information on regional traffic data to the Berkeley Transportation team and serves in the stakeholder committee for the California roadway data update.

### Traffic Monitoring Products

1. Traffic counts, including bike/pedestrian counts from local governments.
2. Computer database containing historical traffic monitoring information.
3. Update federal MIRE data

### Traffic Monitoring Tasks

- 112.01 Maintain regional traffic monitoring program. Conduct traffic counts on pre-determined road segments of the regional roadway network to provide critical validation data supporting Fresno COG's model development. (Ongoing)
- 112.02 Perform corridor monitoring, bicycle, pedestrian and vehicle counts as necessary to collect additional traffic data, complementing the monitoring project by providing more detailed traffic information in a variety of local planning efforts. (Ongoing)
- 112.03 Distribute traffic count data for planning analyses. (Ongoing)
- 112.04 Coordinate monitoring with the Regional Active Transportation Plan and the Congestion Management Plan. (Ongoing)
- 112.05 Continue to provide bicycle/pedestrian portable counters to member agencies. (Ongoing)
- 112.06 Integrate Highway Performance Monitoring System (HPMS) count locations in Fresno COG's traffic count database. Fresno COG will support Caltrans' effort in collecting HPMS count data through the data reviewing and commenting process. (Ongoing)
- 112.07 Synchronize the traffic monitoring program database with latest updates. Support and serve in the stakeholder committee for the update of federal program, MIRE data for the California region. (Ongoing)



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

#### 112 Regional Traffic Monitoring

	Actual	Adopted	Annual			
Budget	Cost	Budget	Budget	FTA	FTA	FHWA
Account	2019/20	2020/21	2021/22	5303	Carry Fwd	PL

Salaries	32,494	18,794	16,534	8,267	8,267	
Benefits	11,476	5,980	5,412	2,706	2,706	
Overhead	7,820	15,965	14,809	7,404	7,405	
Total Staff Costs	51,790	40,739	36,755	18,377	18,378	0
Direct Costs						
Equipment	4,986	50,000	50,000	50,000	0	0
Agency Pass Thru	237,200	237,200	237,200		0	237,200
Grant Administration						
Total Direct Costs	242,186	287,200	287,200	50,000	0	237,200
TOTAL	293,976	327,939	323,955	68,377	18,378	237,200
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				7,843	2,108	27,207

	Total	FTA 5303	FTA Carry Fwd	FHWA PL
Equipment				
Traffic Counting Equipment	50,000	50,000		
Total Equipment	50,000	50,000	0	0
Agency Pass Through				
County Traffic Count Program	147,500			147,500
Fresno Traffic Count Program	80,200			80,200
Clovis Traffic Count Program	9,500			9,500
Total Agency Pass Through	237,200	0	0	237,200

### Objective

- Facilitate ITS planning strategy and discussion among regional partners that supports interoperability, adherence to data standards, and education.
- Maintain the 2015 Intelligent Transportation System (ITS) Strategic Deployment Plan and Regional Architecture for Fresno County
- Continue to monitor the 511 SJV page on the Valleyrides website for content & accuracy.

### Discussion

ITS uses sensing, analysis, control, and communications technologies to improve ground transportation safety, mobility and efficacy. These components include: traffic signal control, freeway management, transit management, electronic fare payment, electronic toll payment, incident management, traveler information services, emergency management services and railroad grade crossing safety. The U.S. Department of Transportation (USDOT) has established the National ITS Architecture to provide a common structure for the ITS project design. The National Architecture describes what types of interfaces could exist between ITS components and how they exchange information and work together to deliver ITS user service requirements.

A regional ITS strategic deployment plan should include:

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

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

The Fresno COG Policy Board approved the Fresno County ITS Strategic Deployment Plan & Regional Architecture (Plan & Architecture) in January 2016. Fresno COG oversaw the development, guided by a Project Advisory Committee comprised of FHWA, Caltrans, member agencies, and transit operators. The Plan built consensus on applying advanced technologies to allow all public agencies to better manage the existing transportation system over a 20-year timespan.

Fresno COG staff coordinated with Caltrans to merge the new Fresno COG Valleyrides website with the San Joaquin Valley 511 website, 511sjv.org. The new 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; Caltrans QuickMap; and links to all the MPOs in the San Joaquin Valley.

Fresno COG staff will host quarterly meetings with regional ITS partners to plan for and implement ITS elements in the region. Meetings will include Caltrans, regional transit agencies, and local agencies.

### Previous work

In 2020-21, Fresno COG staff continued to host the Fresno County Regional Architecture website and be available for any questions concerning the Architecture and the ITS Strategic Deployment Plan (Plan) and be responsive to requests to update the Plan.

Fresno COG staff also monitored ITS developments by attending ITS training, webinars & workshops and by reading ITS news and research.

Fresno COG staff continues to review and update traveler information on the Valleyrides website.



## Products

1. Up-to-date regional ITS architecture (June 2022)
2. Current traveler information on the Fresno COG Valleyrides website (ongoing)
3. Staff ITS education (ongoing)
4. Meeting agendas & minutes from regional ITS partners quarterly meetings. (July, October, 2021; January, April 2022)

## Tasks

- 114.01 Maintain Regional ITS architecture (Ongoing)  
 114.02 Attend ITS webinars, training and workshops (Ongoing)  
 114.03 Maintain the 511 portions of the Valleyrides website (Ongoing)  
 114.04 Host quarterly meetings with regional ITS partners

114 Fresno County Intelligent Transportation System Architecture															
Task Description	C O G	C O N S I D E R A T I O N	"% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
114.01 Maintain Regional ITS Architecture	■		10	■	■	■	■	■	■	■	■	■	■	■	■
114.02 Attend ITS webinars, training and workshops	■		85	■	■	■	■	■	■	■	■	■	■	■	■
114.03 Maintain the 511 portion of the Valley Rides website	■		5	■	■	■	■	■	■	■	■	■	■	■	■
114.04 Host quarterly meetings with regional ITS partners	■			■			■			■			■		

## 114 Fresno County Intelligent Transportation System Architecture

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA Carry Fwd
Account	2019/20	2020/21	2021/22	
Salaries	5,661	6,083	6,961	6,961
Benefits	1,999	2,020	2,323	2,323
Overhead	1,362	5,221	6,264	6,264
Total Staff Costs	9,023	13,324	15,548	15,548
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	9,023	13,324	15,548	15,548
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				1,783

## 115 Regional Transportation Mitigation Fee Program

### Objective

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

### Discussion

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

### Previous work

- As of March 2020, new RTMF rates were implemented. Under the revised nexus calculation, the fee has increased approximately 36 percent for residential development and an average of 24 percent for commercial development.
- Fresno COG staff provided traffic analysis pertaining to infill development that provides direct access from residential and commercial development to and from transit.
- An RTMF joint powers agency was formed by the cities and County of Fresno.
- Staff developed an administrative manual to guide RTMF fee collections and associated issues.
- An RTMF Q&A appendix to the administrative manual is being maintained to clarify recurring RTMF situations.
- Worked with member agencies, the development community, and the public to understand and apply the RTMF to their respective projects.
- Implemented a right-to-appeal process for the RTMF

### Products

1. Regional Transportation Mitigation Fee Program.

### Tasks

115.01 Administer the Regional Transportation Mitigation Fee Program. (Ongoing)

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



115 Regional Transportation Mitigation Fee Program

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	LOCAL FUNDS
Salaries	24,908	21,315	22,354	22,354
Benefits	8,797	7,818	8,224	8,224
Overhead	5,994	18,773	20,634	20,634
Total Staff Costs	39,699	47,906	51,212	51,212
Direct Costs				
Consultants	43,187	50,000	50,000	50,000
County Counsel	854	5,000	5,000	5,000
Program Audits	8,400	8,652	8,912	8,912
Total Direct Costs	52,441	63,652	63,912	63,912
TOTAL	92,140	111,558	115,124	115,124
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
WSP	50,000	50,000
Total Consultants	50,000	50,000

## 116 National Park Transit Service

### Objective

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

### Discussion

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

A round-trip ticket on YARTS has been \$30/person, but was increased to \$34/person in 2020. However, the reduced rate for seniors, disabled persons, veterans and children 6-17 riding without an adult will still only be charged \$20. Children 12 and under riding with an adult, and children 5 and under, ride for free. All tickets include the park entrance fee.

### Previous work

Fresno COG contracted with Yosemite Area Regional Transportation System (YARTS) to provide service along SR 41 from Fresno to Yosemite National Park starting in May 2015. Fresno COG staff was able to secure additional funding, including Caltrans Rural Transit 5311(f) grants and annual funding from Yosemite National Park. The schedule was trimmed to a summer only (mid-May to mid-September) service beginning in 2017. Once again YARTS was awarded a Federal Lands Access Program (FLAP) grant to provide free rides to all YARTS riders on days during 2020 when the National Park Service waives entrance fees. Fresno COG also received CARES ACT funding for YARTS operations.

### Products

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

### Tasks –National Park Transit Service Planning

- 116.01 Administer transit service to/from major locations in Fresno and Yosemite National Park via YARTS. (Ongoing)  
 116.02 Provide fiscal management of YARTS transit service on SR 41. (Ongoing)

116 National Park Transit Service																			
Task Description	C O G	C N T Y	F R E S	F C R T A	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 Administer transit service to/from major locations in Fresno and Yosemite National Park via YARTS	■					■	25	■	■	■	■	■	■	■	■	■	■	■	■
116.02 Provide fiscal management and oversight of YARTS transit service on SR 41.	■					■	75	■	■	■	■	■	■	■	■	■	■	■	■



116 National Park Transit Service

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	FTA 5311(f)	FTA 5307	LOCAL FUNDS
Salaries	6,252	5,525	5,888			5,888
Benefits	2,208	1,886	2,013			2,013
Overhead	1,504	4,775	5,331			5,331
Total Staff Costs	9,964	12,186	13,232	0	0	13,232
Direct Costs						
Consultants	528,891	747,500	747,500	228,476	250,300	268,724
Total Direct Costs	528,891	747,500	747,500	228,476	250,300	268,724
TOTAL	538,855	759,686	760,732	228,476	250,300	281,956
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%						

	Total	FTA 5311(f)	FTA 5307	LOCAL FUNDS
Consultants				
YARTS Operations	747,550	228,476	250,300	268,774
Total Consultants	747,550	228,476	250,300	268,774

## 117 Golden State Corridor Study

### Objective

To revitalize the corridor, improve economic development and safety for commercial purposes and the traveling public.

### Discussion

The study area is along Golden State Boulevard, a 14.1 mile stretch of old State Route 99 generally from American Avenue to the Mission Street in Kingsburg. The project's multijurisdictional impact includes: the cities of Fowler, Selma, and Kingsburg, and unincorporated areas. The scope includes: community planning, an economic analysis, infrastructure improvements, pavement rehabilitation, drainage facilities, traffic signals, bicycle lanes, pedestrian/bicycle paths, landscaping, and other hardscape improvements.

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

### Previous work

Fresno COG along with the Fresno County Transportation Authority, the County of Fresno, and the cities of Selma, Fowler and Kingsburg, signed cooperative agreements and developed an amended scope incorporated into the request for proposals for the final engineering design plans. One hundred percent specifications, estimates and bid documents have been completed. Public meetings have elicited feedback from local elected officials and the public. All coordination and agreements with UPRR and the CPUC have been completed. All environmental preconstruction surveys have been conducted.

### Products

1. Completed bids
2. Construction activity

### Tasks

117.01 Bidding assistance (Ongoing)

117.02 Construction support (Ongoing)

117 Golden State Corridor Study															
Task Description (TBD)	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
117.01 Bidding assistance	■	■	50	■	■	■	■	■	■	■	■	■	■	■	■
117.02 Construction support	■	■	50	■	■	■	■	■	■	■	■	■	■	■	■



117 Golden State Corridor Study

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	LOCAL FUNDS
Salaries	26,068	16,650	4,786	4,786
Benefits	9,207	5,791	1,652	1,652
Overhead	6,273	14,461	4,344	4,344
Total Staff Costs	41,547	36,902	10,782	10,782
Direct Costs				
Consultants	723,020	500,000	200,000	200,000
Agency Pass Thru	0	200,000	200,000	200,000
Grant Administration				
Total Direct Costs	723,020	700,000	400,000	400,000
TOTAL	764,567	736,902	410,782	410,782
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Mark Thomas	200,000	500,000
Total Consultants	200,000	500,000
Agency Pass Through		
GSC Member Agencies	200,000	200,000
Total Agency Pass Through	200,000	200,000

## 120 Regional Public Transportation Planning

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### Objective

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

### Discussion

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

Fresno COG will update the Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) as required by MAP-21. To receive funds, potential transit agency grantees must comply with all federal coordinated planning requirements. MAP-21 stipulates that projects selected for funding under these programs must be derived from a locally coordinated, public transit-human services transportation plan. The Coordinated Plan will be developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public. Projects will be identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation-coordination objectives articulated and prioritized within the plan.

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 it. Fresno COG has also designated a Rural Consolidated Transportation Service Agency pursuant to its updated Fresno County Coordinated Public Transit-Human Services Transportation Plan. The annual edition of the Operations Program and Budget summarizes their specific activities.

### Previous Work Completed

In 2020-21, COG staff contracted part time (80 percent) to the City of Fresno Department of Transportation/FAX continued to work with the City of Fresno's Development and Resource Management Department to assess transit-friendly development guidelines recommended in the Public Transportation Infrastructure Study (PTIS) and Bus Rapid Transit (BRT) Master Plan, and to review development proposals to encourage transit friendly development. Additionally, COG/FAX staff participated in the City of Fresno's General Plan update, Central Southeast Area Specific Plan, Specific Plan of the West Area, and the South Central Specific Plan.

Additionally, staff continued to develop plans for service changes anticipated in FY 2021. This included adjustments to Routes 12, 28, 35, 20, 45 and the new Route 3, as well as frequency enhancements to Route 38. Staff completed an extensive public outreach to gather input on the proposed changes (pre-COVID). Outreach was provided in both English and Spanish. Another aspect of the outreach was to fulfil our federal obligation to complete a Title VI Service Equity Analysis (SEA). The SEA is to ensure that FAX's service changes would not have a discriminatory effect on minority or low-income populations.

COG/FAX staff also completed the redesign of the FAX Schedule Guide. Public feedback from the visually impaired made it apparent that the guide was not conducive to screen readers. While the guide included Spanish, the format of including both Spanish and English on the same page created problems for the screen readers. The new guide has separated the languages, reorganized the content, and created an easier-to-use guide. During the next fiscal year, FAX will refine the web site for enhanced accessibility.

COG/FAX staff also completed the annual unmet transit needs assessment process ensuring that distribution requirements are met for LTF/TDA funds.

Staff continues to support FAX planning and marketing activities. Public information products are routinely updated and corrected to ensure accurate and timely information. When the COVID-19 coronavirus epidemic hit the San Joaquin Valley, it had a crushing effect on public transit nationwide. For FAX and the City of Fresno, this resulted in 52% loss of ridership over the last quarter of FY 2020. The pandemic affected all aspects of FAX operations. Planning Staff was responsible for developing contingency operating plans, as well as implementing an outreach campaign to communicate with the public the status of bus service, new health rules to ride by, and FAX actions to keep riders and staff safe and healthy. The campaign included printed materials on the buses and at major transit facilities, recorded messages played on-board the vehicles, and extensive social media using Twitter and Facebook.



## 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 (every 2 years).
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.
8. Transit Asset Management Plan (TAM).
9. Long Range Transit Plan (LRTP) with FCOG.
10. Triennial Performance Audit (every 3 years).

### Technical Process and Studies

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

## Tasks

### Required Reports

- 120.01 Update FAX's five-year capital program.
  - a. Evaluate FAX's five-year capital program and ensure consistency with RTP and FAX Fleet Plan.
  - b. Ensure that proposed programs are in compliance with federal and state legislation (FAST Act, TDA and AB 2766).
- 120.02 Update the Short-Range Transit Plan for the Fresno-Clovis Urbanized Area.
  - a. Coordinate with FCMA transit service providers.
  - b. Analyze current data related to demographic trends, operating performance and budget.
  - c. Incorporate updated information into capital improvement program.
- 120.03 Update the CTSA Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area (FCMA).
  - a. Coordinate with contracted paratransit service provider to secure required documentation.
  - b. Continue to refine the CTSA process in the FCMA.
  - c. Continue to better coordinate social service transportation.
- 120.04 Undertake environmental assessments as appropriate, as well as alternative analysis if indicated.
  - a. Undertake preliminary assessment of environmental effects of urban public transportation planning reports.
  - b. Conduct re-assessment of environmental effects on rural public transportation planning reports
  - c. Prepare alternative analysis and/or environmental impact reports and conduct public hearings, as required.
- 120.05 Rural Public Transportation Planning.
  - a. Special Rural Transit Studies
    - (1) Staff time devoted to consultant contracts in coordination with FCOG.
    - (2) Review comments submitted at annual "Unmet Transit Needs" public hearings to determine special rural transit studies. Evaluate current and projected data.
    - (3) Evaluate proposals to expand, reduce or modify service as expressed through the citizen participation and environmental justice process; develop service alternatives as warranted; present draft and final recommendation, review with member agency staff and advisory committees and revise as necessary, finalize implementation schedules and financial commitments.
    - (4) Identify follow-up strategies to ensure timely and systematic plan implementation by the rural transit operator.
    - (5) Coordinate and consult with the tribal governments. Document tribal government-to-government relations.
  - b. COG staff to support the Social Services Transportation Advisory Committee
- 120.06 Agricultural Industries Transportation Services (AITS)

- a. Review how to help meet farm workers' transportation needs
- 120.07 Social Service Transportation Planning.
  - a. Refine the Consolidated Transportation Service Agency's (CTSA's) process in rural Fresno County.
    - (1) Continue providing transportation planning technical assistance to the Fresno Economic Opportunities Commission and the Fresno County Rural Transit Agency, designated Consolidated Transportation Service Agency (CTSAs) for rural Fresno County to bring additional social service agencies into CTSA.
    - (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 2020-21 productivity evaluation draft and final report; and continue to respond to 2018-19 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 Fresno COG's "Social Service Transportation Advisory Committee" meetings.
- 120.10 Prepare Fresno COG's "Unmet Transit Needs Staff Report" and conduct public hearing.
- 120.11 Coordinate air quality planning efforts with the COG as related to transit.
  - 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 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
- 120.16 Develop FAX's FTA National Transit Database Report.
  - a. Conduct NTDB surveys on a continuous basis.
  - b. Update NTDB Report.
  - c. Coordinate Annual NTDB Audit.
- 120.17 Coordinate with the transit agencies on a Transit Asset Management Plan
- 120.18 Update the Coordinated Public Transit-Human Services Transportation Plan
  - a. Inventory existing transportation services
  - b. Develop a demographic profile
  - c. Identify gaps in service
  - d. Public and stakeholder engagement
  - e. Develop strategies, activities and/or projects to address identified gaps
  - f. Develop final coordinated plan

#### **Transit Service Evaluation and Monitoring**

- 120.19 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.
  - c. Update AB 120 Action Plan



120 Regional Public Transportation Planning																				
Task Description	C O G	F C R T A	F C E O C	F A N	C L O V	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
120.01 Update five-year capital program				■			2									■	■	■		
120.02 Update SRTTP	■			■	■		10									■	■	■	■	
120.03 Update CTSA OPB			■				8						■	■						
120.04 Undertake EA as appropriate	■	■		■		■	2										■	■	■	
120.05 Rural public transportation planning	■	■		■			13		■			■		■	■	■	■	■	■	
120.06 ATIS support		■					5	■	■	■	■	■	■	■	■	■	■	■	■	
120.07 Social services transportation planning		■					8	■	■	■	■	■	■	■	■	■	■	■	■	
120.08 Review development proposals				■			13	■	■	■	■	■	■	■	■	■	■	■	■	
120.09 Conduct SSTAC		■	■	■			5		■			■		■	■	■	■	■	■	
120.10 Unmet needs report		■		■			5								■	■	■	■	■	
120.11 Coordinate air quality planning				■			2	■	■	■	■	■	■	■	■	■	■	■	■	
120.12 Passenger surveys	■			■			2	■	■	■	■	■	■	■	■	■	■	■	■	
120.13 Community outreach program				■			5													
120.14 Long-range planning	■			■			5	■	■	■	■	■	■	■	■	■	■	■	■	
120.15 Regional transit coordination	■	■		■			2	■	■	■	■	■	■	■	■	■	■	■	■	
120.16 Develop NTDB report				■			2	■	■	■	■	■	■	■	■	■	■	■	■	
120.17 Transit asset management		■	■	■			2	■	■	■	■	■	■	■						
120.18 Coordinated Public Transit-Human Services Transportation Plan	■	■	■	■	■	■	5						■	■	■	■	■	■	■	
120.19 Transit Productivity Report							4	■	■	■	■	■	■	■	■	■	■	■	■	

120 Regional Public Trans. Planning

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	FTA 5303	FTA 5307	LOCAL FUNDS
Salaries	165,898	184,435	194,219		148,924	45,295
Benefits	55,972	67,770	72,477		55,650	16,827
Overhead	0	1,730	7,408		0	7,408
Total Staff Costs	221,870	253,935	274,104	0	204,574	69,530
Direct Costs						
Consultants			121,584	121,584		
Grant Specific Travel	3,578	3,000	3,000		2,400	600
Agency Pass Thru	50,000	50,000	0			0
Total Direct Costs	53,578	53,000	124,584	121,584	2,400	600
TOTAL	275,448	306,935	398,688	121,584	206,974	70,130
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				13,946		
			Total	FTA 5303	FTA 5307	LOCAL FUNDS
Consultants						
Human Social Services Plan			121,584	121,584		0
Total Agency Pass Through			121,584	121,584	0	0

## 121 Federal Transit Administration Direct Grants

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### Objective

To administer FTA transit funding programs in Fresno County, including coordinating the award of Section 5310 funds allocated to the region.

### Discussion

Fresno COG will provide ongoing grants management support, including review of grant funding applications, and provide letters of concurrence, review and track fund transfers, and track progress in completing projects in the individual grant budgets.

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

The FTA grant administration provisions include the following activities:

- Require a locally developed coordinated public transit-human services transportation plan for FTA human service transportation programs, such as Enhanced Mobility of Seniors and Individuals with Disabilities Program
- 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.

FTA provisions encourage federal funding coordination by permitting funding from other non-DOT programs to match fund requirements for transportation services.

Changes within MAP-21 also included providing MPOs in large UZAs the opportunity to become the designated recipient for the Federal Transit Administration Section 5310 program. Fresno Council of Governments is the Designated Recipient of Section 5310 funding and administers the grant program for the Fresno Urbanized Area.

### Previous work

- Maintained the FTA Section 5310 Grant Program
- Administered existing FTA Section 5316 & 5317 grants
- Fresno COG staff procured 17 vehicles for successful 5310 applicants.
- Fresno COG staff developed the Fresno COG Section 5310 Program Management Plan and Grant Application.

### Products

1. FTA Section 5310 grant management
2. Notice of funding availability
3. FTA Section 5310 grant vehicles
4. FTA Section 5339 grant management

### Tasks

- 121.01 Notifying eligible local entities of funding availability
- 121.02 Oversee and administer FTA Section 5310 funds
- 121.03 Procure FTA Section 5310 vehicles for successful applicants
- 121.04 FTA Section 5310 application review and scoring
- 121.05 Project selection
- 121.06 Project monitoring
- 121.07 Asset management and property disposition
- 121.08 FTA Section 5339 grant administration



121 Federal Transit Administration Direct Grants																	
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN		
121.01 Notifying eligible local entities of funding availability	■	•	1	■	■	■	■										
121.02 Oversee and administer 5310 funds	■	•	29	■	■	■	■	■	■	■	■	■	■	■	■	■	■
121.03 Procure vehicles for successful Section 5310 applicants	■	•	15	■	■	■	■	■	■	■	■	■	■	■	■	■	■
121.04 Application review and scoring	■	■	10											■	■		
121.05 Assist grant applicants	■	■	19	■	■	■	■	■	■	■	■	■	■	■	■	■	■
121.06 Project monitoring	■		25	■	■	■	■	■	■	■	■	■	■	■	■	■	■
121.07 Asset management and property disposition	■		1	■	■	■	■	■	■	■	■	■	■	■	■	■	■
121.08 FTA Section 5339 grant administration	■			■	■	■	■	■	■	■	■	■	■	■	■	■	■

121 Federal Transit Administration Direct Grants

Budget	Actual	Adopted	Annual			
Account	Cost	Budget	Budget	FTA	FTA	LOCAL
	2019/20	2020/21	2021/22	5310	5339	FUNDS

Salaries	22,270	20,401	20,139			20,139
Benefits	7,865	7,094	6,995			6,995
Overhead	5,359	17,718	18,310			18,310
Total Staff Costs	35,495	45,213	45,444	0	0	45,444
Direct Costs						
FTA 5339	99,447	0	10,290,562		5,145,281	5,145,281
FTA 5317 New Freedom	544,736	570,664	0		0	0
FTA 5310	521,838	892,767	2,020,324	1,956,066	0	64,258
Total Direct Costs	1,166,021	1,463,431	12,310,886	1,956,066	5,145,281	5,209,539
TOTAL	1,201,516	1,508,644	12,356,330	1,956,066	5,145,281	5,254,983
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				194,879	0	

## 140 Fresno Regional Safety Improvement Plan – Phase II

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### Objective

To develop a Regional Safety Improvement Plan, Phase II. See Work Element 148 for Phase I.

### Discussion

To address safety issues and reduce collisions, injuries and fatalities, the four E's of safety countermeasures -- engineering, education, enforcement and emergency response -- are used as metrics for success. During development of the 2018 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), traffic safety was a large concern for Fresno County residents. To address these concerns, the Fresno COG Safety Target Subcommittee meets a few times each year to discuss regional traffic safety and set federal safety performance targets to produce a regional safety improvement plan that works toward meeting the targets. The safety plan works in conjunction with the RTP to reduce fatalities and serious injuries on the road and achieve a safer transportation system for all motorized and non-motorized travelers on public roads in Fresno County. A safer transportation system maximizes bicycle and pedestrian activities, helping to reduce GHG emissions. The safety plan will also help support the state's Highway Safety Improvement Program (HSIP), and meet the vision and goals of Strategic Highway Safety Plan (SHSP).

This project is funded by the SB 1 2019/20 RMRA program and will expire on February 28, 2023.

### Previous Work

This project continues work in Phase I; see Work Element 148. In Phase I, the following tasks will be completed:

- Convening a safety steering committee.
- Reporting existing conditions for the multi-modal safety and historical collision data.
- Identifying safety countermeasures for the urban and rural area, multi-modal transportation system.
- Developing implementation strategies for the countermeasures.
- Developing a public engagement platform.

Phase II will include a traffic safety education program, identify funding to implement safety countermeasures strategies, and a final report of the Regional Safety Improvement Plan for the Fresno County region.

### Products

- Traffic Safety Education Program and Toolkit.
- Identify funding sources for safety countermeasures and the safety education program developed in phase II.
- Final report.

### Tasks

- 140.01 Traffic Safety Education Program - The consultant team will identify focus areas for the safety education program and develop education approaches accordingly. The education program will include, but is not limited to, safety campaign to the general public, focused outreach to users of different transportation facilities, and safety education for K-12 students. The safety education program is envisioned to be multi-faceted and would include various components such as virtual platform, public events, traditional media campaign, social media promotion, and should be available in multiple languages. (October 2021)
- 140.02 Identify funding sources for strategies - Identify the funding sources for the implementation strategies of the countermeasures identified in phase I and the safety education program developed in phase II. (December 2021)
- 140.03 Prepare a final report - The consultant will prepare a draft report for public review. After the public comments are addressed, the draft final report will be presented to Fresno COG's Transportation Technical Committee (TTC), Policy Advisory Committee (PAC) and the Policy Board for approval. (February 2022)



140 Fresno Regional Safety Improvement Plan - Phase II															
Task Description	C O G	C O N S L T	% W O R K	J U L Y	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
140.01 Traffic Safety Education Program		■	50			■	■								
140.02 Identify the funding sources for implementation strategies		■	25			■	■	■	■						
140.03 Final report		■	25			■	■	■	■	■	■				

140 Fresno Regional. Safety Improvement Plan Phase II

	Actual Cost	Adopted Budget	Annual Budget	RMRA	LOCAL
Account	2019/20	2020/21	2021/22	2020/21	FUNDS

Salaries	0	0	0		0
Benefits	0	0	0		0
Overhead	0	0	0		0
Total Staff Costs	0	0	0	0	0
Direct Costs					
Consultants	74,168	35,041	35,041	31,022	4,019
Total Direct Costs	74,168	35,041	35,041	31,022	4,019
<b>TOTAL</b>	74,168	35,041	35,041	31,022	4,019
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2020/21	LOCAL FUNDS
Consultants			
Kittrelson	35,041	31,022	4,019
Total Consultants	35,041	31,022	4,019

## 148 Fresno Regional Safety Improvement Plan – Phase I

### Objective

To develop a Regional Safety Improvement Plan, Phase I. See Work Element 140 for Phase II.

### Discussion

During the development of the 2018 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), traffic safety was a large concern for Fresno County residents. To address this, the Fresno COG Safety Target Subcommittee meets a few times annually to discuss regional traffic safety and set federal safety performance targets, including safety education. The safety plan will assist the RTP in reducing fatalities and serious injuries and achieving a safer transportation system for motorized and non-motorized travelers on all public roads in Fresno County. The safer transportation system maximizes the bicycle and pedestrian activities, helping to reduce GHG emissions. The safety plan will also support the Highway Safety Improvement Program (HSIP), and Strategic Highway Safety Plan (SHSP).

This project is funded by the SB 1 2019/20 RMRA program and will expire on February 28, 2022.

### Previous Work

MPOs in California are either required to follow the state safety targets set by state DOT or set its own regional safety target. In 2018, Fresno COG was the only MPO in California to set its own safety target using evidence-based data (trendline). In 2019, Fresno COG set the safety target based on the California Strategic Highway Safety Plan (SHSP). During these processes, Fresno COG analyzed the collision by location, jurisdictions, collision type, and contributing factors, also comparing over time using the various data sources like FARS, SWITRS, and HPMS. Improper turning, alcohol-impaired driving, pedestrian violations, and unsafe speeds are the top four contributing factors to fatal crashes and serious injury crashes. Also, the top 10 intersections by injury collision were listed for rural and urban areas.

### Products

- Safety Steering Committee agendas and minutes
- Identify safety countermeasures
- Implementation strategies for the safety countermeasures
- Public engagement meetings

### Tasks

- 148.01 Convene a safety steering committee - The committee includes but is not limited to representatives from local governments, bike/pedestrian, disabled communities, CHP, Caltrans, local law enforcement, emergency services and other stakeholders (February 2022)
- 148.02 Identify safety countermeasures for urban and rural areas by mode based on the analysis in previous tasks and develop implementation strategies for the countermeasures. (September 2021)
- 148.03 Conduct public outreach to collect input on safety concerns and recommendations for potential improvement. The outreach should cover both the urban and rural areas, and inputs should be collected for safety issues for all modes. Develop virtual public engagement platform for public input. Identify alternative methods to engage disadvantage and hard to reach communities. All materials will be distributed in multiple languages. (January 2022)
- 148.04 Project Management - invoicing and quarterly reporting (Monthly)

148 Fresno Regional Safety Improvement Plan - Phase I															
Task Description	C O G	C o n	% 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
148.01 Convene a safety steering committee		■	15	■		■		■		■	■				
148.02 Identification of Countermeasures		■	40		■	■									
148.03 Public engagement		■	35	■			■		■	■					
148.04 Project Management		■	10		■	■	■	■	■	■	■	■	■	■	■



148 Fresno Reg. Safety Improvement Phase I

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	RMRA 2019/20	LOCAL FUNDS
Salaries	3,195	1,966	2,687	2,379	308
Benefits	1,129	582	788	698	90
Overhead	769	1,642	2,345	2,076	269
Total Staff Costs	5,093	4,190	5,820	5,153	667
Direct Costs					
Consultants		164,959	95,000	84,103	10,897
Grant Administration		5,810	0	0	0
Total Direct Costs	0	170,769	95,000	84,103	10,897
TOTAL	5,093	174,959	100,820	89,256	11,564
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2019/20	LOCAL FUNDS
Consultants			
Kittelson	95,000	146,038	18,921
Total Consultants	95,000	146,038	18,921

## 150 Other Modes – Aviation, Rail, Bicycling, Pedestrian

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### Objective

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

### Discussion

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

#### Aviation

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

#### Rail

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

An ongoing rail issue of importance in Fresno County and elsewhere in the San Joaquin Valley is preserving and/or acquiring appropriate railroad corridors that have been abandoned or may be abandoned for freight rail or alternative transportation uses, both short-term and long-term. Staff will also continue to assist any local jurisdiction that seeks to improve former railroad corridors for alternative transportation uses, including landscaped multi-use trails.

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

#### Bicycling and pedestrian facilities

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

Fresno COG developed a Regional Active Transportation Plan (R-ATP), which includes bicycle and pedestrian plans for all member agencies. The plan provides a countywide inventory of existing conditions and planned countywide priority bicycle and pedestrian networks. Fresno COG's increased involvement in promoting bikeway and pedestrian (including trails) planning, funding and project development will continue in 2019-20.

#### Complete Streets

Fresno COG remains consistent with its Regional Transportation Plan policies concerning complete streets (Chapter 2) and will continue to work with its member agencies to provide complete streets guidance and training. In addition, competitive funding programs Fresno COG administers will take the Complete Streets Act into consideration by awarding points to projects that implement complete street policies. The Fresno City Council adopted a complete streets policy on October 10, 2019.

### Previous work

- Updated rail, aviation, and non-motorized modal elements, contained within the RTP, adopted June 2018
- Fresno County Regional Active Transportation Plan.
- Fresno/Clovis Class IV Separated Bikeway Feasibility Study.

## 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. (as needed).
- 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. (as needed).
- 150.03 Document issues, provide analysis and staff research on aviation system plans and other aviation matters as appropriate. (as needed).
- 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 (monthly).
- 150.05 Coordinate with Tulare County and other Valley counties on potential 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) (as needed).
- 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 (as needed).
- 150.07 Monitor new active transportation innovations and technologies (as needed).
- 150.08 Participate in the technical advisory committees for the San Joaquin Valley Goods Movement Sustainable Implementation Plan and the San Joaquin Valley I-5 Goods Movement Safety Corridor Study to ensure that the advantages and opportunities provided by the Class 1 freight railroads and the short line freight railroad are represented (monthly).
- 150.09 Monitor and participate in activities of the San Joaquin Joint Powers Agency, the regional governance structure of the Amtrak San Joaquins (monthly).
- 150.10 Participate in the Fresno Yosemite International Airport Master Plan Update as an advisory committee member (as needed).
- 150.11 Continue communicating and coordinating planning activities with Lemoore Naval Air Station (as needed).

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



150 Other Modes – Aviation, Rail, Bicycling, Pedestrian

	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	LOCAL
Account	2019/20	2020/21	2021/22	FUNDS
Salaries	17,543	16,612	22,046	22,046
Benefits	6,196	5,749	7,633	7,633
Overhead	4,222	14,409	20,028	20,028
Total Staff Costs	27,960	36,770	49,707	49,707
Direct Costs				
Supplies/Printing	2,500	2,000	2,000	2,000
Total Direct Costs	2,500	2,000	2,000	2,000
TOTAL	30,460	38,770	51,707	51,707
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 152 High Speed Rail Planning

### Objective

Assist the California High-Speed Rail Authority, in conjunction with Fresno COG member agencies, FresnoWorks, Fresno County Economic Development Corporation, and interested citizens and organizations, with proposals and initiatives for the high-speed train system. Help identify and evaluate all issues associated with high-speed trains in Fresno County, including passenger station-area planning and design issues, operational issues, and ongoing efforts to secure maintenance facilities.

### Discussion

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

The downtown Fresno high-speed rail passenger station will be located along the Union Pacific corridor centered on the Mariposa Street alignment. The City of Fresno is taking the lead on station-area planning, with the passenger station functioning as an intermodal facility, including access to the station by FAX and Rural Transit Agency public transit.

### Previous work

- An “expression of interest” (FresnoWorks) for the High-Speed Train Heavy Maintenance Facility and its submittal to the High-Speed Rail Authority for consideration.
- Fresno Freight Rail Realignment Study/Rail Consolidation.
- Amendment to Measure C for \$25 million from the Rail Consolidation subprogram for property acquisition and infrastructure improvements for the heavy maintenance facility.
- Comprehensive presentation to COG committees and Policy Board on the project-level EIR/EIS for the segment Fresno north and the segment Fresno south.

### Products

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

### Tasks

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

152 High-Speed Rail Planning															
Task Description	C O G	P A R T N E R	Months of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
152.01 HSR plans, programs, & studies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
152.02 Staff support committees, public	■		10	■	■	■	■	■	■	■	■	■	■	■	■
152.03 Other HSR matters as app.	■		10	■	■	■	■	■	■	■	■	■	■	■	■
152.04 Attend HSRA meetings as app.	■		50	■	■	■	■	■	■	■	■	■	■	■	■
152.05 Station Area Planning	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■

152 High Speed Rail Planning

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	LOCAL FUNDS
Salaries	0	1,361	1,456	1,456
Benefits	0	419	437	437
Overhead	0	1,147	1,277	1,277
Total Staff Costs	0	2,927	3,170	3,170
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	0	2,927	3,170	3,170
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



## 153 Fresno County Airport Land Use Commission

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### Objective

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

### Discussion

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

### Previous work

- Drafted agenda packets, and conducted ALUC meetings in 2020-21
- Reviewed local agency actions and individual development projects, and determined consistency with the Fresno County Airport Land Use Commission Compatibility Land Use Plan
- Offered full administrative and planning support to the Fresno County Airport Land Use Commission
- Provided staff-level review on many plans and projects as requested, assessing Fresno County ALUCP consistency
- Developed a unified Fresno County Airport Land Use Compatibility Plan (ALUCP) combining all eight existing airport compatibility plans into one document, with an additional chapter to address the land use compatibility issues and requirements of NAS Lemoore. The plan was adopted December 2018 and an amendment to the plan began in January 2021.
- 2022 Regional Transportation Plan Action Element's aviation section

### Products

1. Agenda packets, minutes, staff reviews, recommendations and reports
2. Written staff analysis of local agency projects or plans and individual development projects to determine consistency with the Fresno County Airport Land Use Compatibility Plan (ALUCP) prior to placing on ALUC agendas
3. ALUC webpage edits, maintenance
4. ALUC Form 700 reporting
5. ALUCP amendments

### Tasks

- 153.01 Provide staffing and administrative support throughout the year (monthly)
- 153.02 Provide technical assistance to local agencies and airports for the Airport Land Use Compatibility Plan (ongoing)
- 153.03 Draft agenda packets, communicate with ALUC members, conduct ALUC meetings every other month (as needed), and provide meeting follow-up communications,
- 153.04 Prepare staff reports for the Airport Land Use Commission on matters of land use compatibility or consistency as requested (bi-monthly)
- 153.05 Review environmental documents and potential projects to ensure consistency with airport land use compatibility plans and guidelines from the Caltrans Airport Land Use Planning Handbook, as requested
- 153.06 Review proposed revisions to airport master plans, FAR 150 studies, general plans, heliport layout plans and proposed ordinances, as requested.
- 153.07 Coordinate with the state of California, airport authorities and local jurisdictions airport land use policies and implementation (ongoing)
- 153.08 Incorporate technical graphics for all county public use airports, as needed.
- 153.09 Maintain and update Airport Land Use Commission information on the Fresno COG website (ongoing).
- 150.10 Coordinate plans and share information with Naval Air Station Lemoore (ongoing)

**153 Fresno County Airport Land Use Commission**

Task Description	C O G	L E G A L	% 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	■		20	■	■	■	■	■	■	■	■	■	■	■	■
153.02 Provide technical assistance to local agencies and airports	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
153.03 Prepare agenda packets and/or meeting follow-up	■		20	■	■	■	■	■	■	■	■	■	■	■	■
153.04 Prepare staff reports	■		17		■		■		■		■		■		■
153.05 Review environmental documents	■		15	■	■	■	■	■	■	■	■	■	■	■	■
153.06 Review proposed revisions to plans and studies	■		8	■	■	■	■	■	■	■	■	■	■	■	■
153.07 Coordinate with Caltrans, ALUC, airports and public	■		5	■	■	■	■	■	■	■	■	■	■	■	■
153.08 Technical graphics for airports	■		3	■	■	■	■	■	■	■	■	■	■	■	■
153.09 Maintain and update ALUC page on Fresno COG website	■		2	■	■	■	■	■	■	■	■	■	■	■	■
153.10 NAS Lemoore Coordination	■		2	■	■	■	■	■	■	■	■	■	■	■	■

**153 Fresno Co. Airport Land Use Commission**

	<b>Actual</b>	<b>Adopted</b>	<b>Annual</b>	
Budget	<b>Cost</b>	<b>Budget</b>	<b>Budget</b>	<b>LOCAL</b>
Account	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>FUNDS</b>

Salaries	13,888	9,958	9,827	9,827
Benefits	4,905	3,469	3,414	3,414
Overhead	3,342	8,652	8,935	8,935
Total Staff Costs	22,135	22,079	22,176	22,176
Direct Costs				
Consultants	0	5,000	10,000	10,000
County Counsel	4,502	10,000	5,000	5,000
Total Direct Costs	4,502	15,000	15,000	15,000
TOTAL	26,637	37,079	37,176	37,176
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	<b>Total</b>	<b>LOCAL</b>
		<b>FUNDS</b>
Consultants		
Coffman On Call	10,000	10,000
Total Consultants	10,000	10,000

## 160 Better Blackstone Design Challenge – Strategic Partnership Grant

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### Objective

Produce alternative, feasible, transit-oriented development design scenarios for more than 200 mixed-use designated parcels, gap financing-related economic, real estate, and UrbanFootprint multivariate analyses, translated into web-based tools and ongoing technical assistance for property owners, developers and funders to increase transit-oriented development funding and development.

### Discussion

This project is funded by the FY 2019-20 Strategic Partnership-Transit (FTA5304) grant. This project is expected to be completed January 2022. The grant expires June 30, 2022.

The Better Blackstone Design Challenge (BBDC) is a strategic partnership aimed at increasing investment in sustainable transportation projects by developing critical tools for transit supportive land uses integrated with the California 2040 Transportation Plan and Senate Bill 1 goals, objectives and policies for complete streets, multi-modal systems, and protection of regional facility capacities. BBDC is consistent with the local general plan, Regional Transportation Plan/Sustainable Communities Strategy, and Caltrans-funded Southern Blackstone Smart Mobility and the Fresno Council of Governments-funded Blackstone-Shaw Activity Center Complete Streets projects. BBDC multi-disciplinary teams staffed by local architectural firms, planning professionals and university students, coordinated by Fresno Metro Ministry, will produce alternative feasible transit-oriented development design scenarios for over 200 mixed-use designated parcels, gap financing related economic, real estate, and Urban Footprint multivariate analyses, translated into useful web-based tools and on-going technical assistance for property owners, developers and funders for significantly increasing transit-oriented development funding and development.

This grant award leverages WE 146, which is funded with SB 1 formula dollars. Work Elements 146 and 160 will be closely coordinated; both will be completed concurrently and without duplication of tasks or deliverables. A breakdown showing the coordination of tasks is attached as WE 160 Appendix A.

### Previous work

- Project kick-off meeting
- UrbanFootprint and traffic impact analysis consultants chosen
- Project coordination
- Stakeholder small group and community meetings
- Student intern performance and management
- Preliminary activity center design recommendations
- Economic analysis of the activity center design recommendations
- UrbanFootprint analysis of the activity center design recommendations
- Traffic impact analysis of the activity center design recommendations on SR 41 operations
- Activity center scenarios for public events and exhibits
- Better Blackstone Design Challenge website

### Products

1. Activity center analyses for scenario optimization
2. Activity center design recommendations
3. Economic analyses of preliminary design recommendation
4. UrbanFootprint analyses and recommendation
5. Traffic analyses and recommendation
6. Draft and final report

### Tasks

- 160.1 Project coordination – Monthly project coordination team meetings with Better Blackstone Design Leadership Team partners and appropriate other Multi-Disciplinary Design Team members.
- 160.2 City of Fresno DARM Department and consultants conduct UrbanFootprint analyses of preliminary activity center design recommendations.
- 160.3 Conduct traffic engineering assessments of future impacts to SR 41 capacities produced by preliminary activity center design recommendations
- 160.4 Submit final report to Caltrans, Fresno COG Policy Board, City of Fresno, and other supporting institutions and agencies.



- 160.5 Design website portal for all Better Blackstone Design Challenge final drawings, data, and tools from final report and continue conducting broad-based Dissemination and Community Engagement
- 160.6 Provide quarterly reports
- 160.7 Provide invoices monthly or quarterly

160 Better Blackstone Design Challenge – Strategic Partnership Grant																
Task Description	C O G	P A R T N E R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
160.1 Project coordination	■	■	15%	■	■	■										
160.2 Conduct UrbanFootprint analyses of preliminary activity center design recommendations	■	■	20%	■												
160.3 Conduct traffic engineering assessments of future impacts to SR 41 capacities produced by preliminary activity center design recommendations	■	■	20%	■												
160.4 Submit final report	■	■	10%	■	■	■										
160.5 Design website portal for posting all Better Blackstone Design Challenge deliverables & continued outreach	■	■	20%	■	■	■										
160.6 Quarterly reports	■	■	5%				■									
160.Invoices monthly or quarterly	■	■	10%	■	■	■	■	■								

160 Better Blackstone Design Challenge – Strategic Partnership Grant

	Actual	Adopted	Annual		
Budget	Cost	Budget	Budget	FTA	LOCAL
Account	2019/20	2020/21	2021/22	5304	FUNDS

Salaries	2,906	4,357	4,265	3,776	489
Benefits	1,027	1,515	1,481	1,311	170
Overhead	699	3,784	3,878	3,433	445
Total Staff Costs	4,632	9,656	9,624	8,520	1,104
Direct Costs					
Consultants	82,565	437,383	225,000	199,192	25,808
Grant Administration		9,630	0	0	0
Total Direct Costs	82,565	447,013	225,000	199,192	25,808
<b>TOTAL</b>	<b>87,197</b>	<b>456,669</b>	<b>234,624</b>	<b>207,712</b>	<b>26,912</b>
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	FTA	LOCAL
		5304	FUNDS
Consultants			
Fresno Metro Minitries	225,000	199,192	25,808
Total Consultants	225,000	199,192	25,808

## 161 Fresno-Madera Sustainable Corridor Study

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### Objective

As a joint endeavor between the Fresno Council of Governments and the Madera County Transportation Commission, the Fresno-Madera Sustainable Corridor Study will determine the future transportation needs of the northern portion of State Route 41 that runs through the core of the City of Fresno and continues north into the future developed area of Madera County. This study will also include the major connecting corridor that serve residents of both counties, Avenue 9, which links SR 41 and SR 99 in southern Madera County. The joint study will provide direction for both Counties as residential population and the need for sustainable transportation improvements continues to increase along the corridor. Fresno COG and Madera CTC anticipate that the general public and disadvantaged communities will be stakeholders for all public outreach efforts.

Fresno COG and Madera CTC intend to engage with a consulting firm for study development. The study is funded by Senate Bill 1 planning grants and will be completed in June 2021.

### Discussion

Fresno COG and Madera CTC are designing a sustainable corridor strategy that is in line with the California Transportation Commission's Comprehensive Multimodal Corridor Plan Guidelines and Caltrans Corridor Planning Guidebook. It will take a comprehensive look at Travel Demand Management (TDM) strategies along the corridor, including how to best integrate strategies such as HOV express lanes, dedicated transit lanes, and active transportation features into the corridor to promote efficiency and reduce our environmental impact as the region continues to grow.

The study area proposed encompasses two parts. The main trunk is a 19 mile stretch of State Route 41 starting at the junction of SR41 and SR 99 south of downtown Fresno and rising north to the Madera Canal at Avenue 15 in Madera County. SR 41 runs as a four-to-six lane divided freeway for nearly the entire stretch of the study area located in Fresno County. In Madera County, the highway transitions to an undivided two-lane highway southbound, with one lane going north. The second part, Avenue 9, is a 10.7 mile stretch of mostly undivided single lane roadway located in rural southern Madera County, connecting to SR 41 at Children's Blvd, and extending westward to an interchange with State Route 99, providing access to both northbound and southbound on-ramps.

Fresno COG and Madera CTC understand that future growth will significantly affect the transportation system that currently exists. Together, this study will review existing and future land use and transportation plans to understand the growth potential and impact to the corridor. Similarly, the plan aims to provide sustainable recommendations for future improvements to the corridor, relying on a bi-county modelling approach to forecast traffic growth along the corridor, and the sustainable strategies that will allow both Counties to remedy any impacts and reduce greenhouse gas emissions.

### Previous Work

Fresno COG and Madera CTC partnered for a Fresno/Madera Origin-Destination Study, with a final report produced in June 2016. The study explained transportation movements between Fresno and Madera counties along SR 99 and SR 41 using four data collection methods, including vehicle classification counts and license plate analysis to define transportation movements.

Previous work completed under this study include:

- Final scope of study – Spring 2020.
- Request for proposal – April 2020.
- Working group roster – August 2020.
- Meeting agendas and minutes – Ongoing.
- Monthly progress reports – Ongoing.
- Existing conditions assessment report – September 2020.
- Existing plans summary report – September 2020.
- Planned improvements report – October 2020.
- List of goals and objectives – November 2020.
- Public outreach plan – October 2020.
- Stakeholder outreach report – May 2021.
- Bi-county model documentation and key findings report – February 2021.
- List of sustainable corridor management strategies – May 2021.
- List of sustainable transportation improvement recommendations – May 2021.

## Products

- Completed study, includes recommendations and public review – June-July 2021.

## Tasks

**161.01** Prepare final corridor study – Consultant will create a final corridor study that includes all components of the scope of work and incorporates feedback from stakeholders/public. The final study will be presented to the Fresno COG committees and Policy Board for approval. (June-July 2021).

**161.02** Project management and agency coordination – The project manager and consultant will hold bi-weekly project coordination meetings. (Ongoing).

**161.03** Quarterly reports.

**161.04** Monthly invoices.

161 Fresno-Madera Sustainable Corridor Study															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
161.01 Final Corridor Study		■	55%	■											
161.02 Project management and agency coordination	■	■	15%	■	■										
161.03 Provide Caltrans with quarterly reports	■	■	15%	■	■										
161.04 Provide monthly invoices	■	■	15%	■	■	■	■								

### 161 Fresno-Madera Sustainable Corridor Study

	Actual Cost	Adopted Budget	Annual Budget	RMRA 2020/21	LOCAL FUNDS
Budget Account	2019/20	2020/21	2021/22		

Salaries	0	3,346	1,602	1,417	184
Benefits	0	1,034	481	426	55
Overhead	0	2,822	1,405	1,244	162
Total Staff Costs	0	7,202	3,488	3,087	401
Direct Costs					
Consultants		400,000	56,000	43,380	12,620
Grant Administration		12,000	0	0	0
Total Direct Costs	0	412,000	56,000	43,380	12,620
TOTAL	0	419,202	59,488	46,467	13,021
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2020/21	LOCAL FUNDS
Consultants			
Fresno/Madera Sus 41 Corridor	56,000	43,380	12,620
Total Consultants	56,000	43,380	12,620



## 162 Fresno Regional Safety Improvement Plan Phase 3 – Multi-Jurisdictional Local Roadway Safety Plan

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### Objective

To develop a multi-jurisdictional local roadway safety plan that includes 10 individual jurisdictions in the County of Fresno.

### Discussion

A strategic highway safety plan (SHSP) is a statewide, data-driven traffic safety plan that coordinates the efforts of multiple organizations to reduce traffic accident fatalities and serious injuries on all public roads. In coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis (or challenge) areas. The SHSP address the 4Es of traffic safety: engineering, enforcement, education, and emergency services.

A local roadway safety plan (LRSP) can be a means for providing local and rural road owners with an opportunity to address unique safety needs in their jurisdictions while contributing to the success of the SHSP. Local roadway safety plans offer a proactive approach to addressing safety needs and demonstrate agency responsiveness to safety challenges. Future Highway Safety Improvement Program funding cycles will soon require all jurisdictions to have a local roadway safety plan. To ensure the Fresno region can continue to receive its share of HSIP funds, FCOG is developing a multi-jurisdictional local roadway safety plan (MLRSP) for those jurisdictions that do not have one.

Fresno COG recently launched a regional safety plan (RSP) to address safety issues in the region. The RSP will develop a deeper understanding of crash patterns and safety performance across Fresno County's roadways and intersections, identify safety countermeasures that address the most common crash types and patterns for each mode and context (urban, rural, small town), prepare a transportation safety education program that establishes safety campaigns for specific audiences and crash patterns, and create an implementation plan tied to available funding sources to help the region achieve its safety goals.

The MLRSP will build off the RSP and be developed concurrently to maximize public engagement, data analyses and development of countermeasures. FCOG recommends both documents be closely coordinated to ensure consistency, achieve fiscal savings, reduce duplicate work and be ready for adoption by March 2022.

The MLRSP is funded through the HSIP set aside for LRSP, local match from each participating jurisdiction and RMRA 2020/21 SB 1 formula funds.

### Previous Work

This plan will be developed alongside the Fresno Regional Safety Improvement Plan (WE 140 and WE 148) to maximize the public engagement process and data analysis required.

- RFP for qualified consultants to complete MLRSP and selected consultant through scoring committee
- Expanded stakeholder group to meet LRSP requirements

### Products

Local Roadway Safety Plans for Fresno County, Coalinga, Clovis, Huron, Firebaugh, San Joaquin, Orange Cove, Kerman, Mendota, Selma Localized and Expanded Counter Measures Final Report

### Tasks

- 162.01: Identify and engage stakeholders -- The MLRSP will be developed in close partnerships with stakeholders, including but not limited to local governments, law enforcement, emergency responses, community groups & residents, businesses, schools, etc. (March 2022)
- 162.02: Develop localized and expanded countermeasures -- The consultant will assist Fresno COG and stakeholders in identifying emphasis areas and establishing goal and strategies (including specific countermeasures) to improve traffic safety. (August 2021)
- 162.03: Prepare final Multi-Jurisdictional LRSP report -- The consultant will develop a Multi-jurisdictional Local Roadway Safety Plan for the 10 identified agencies. The plan will include strategies and a methodology to review and update every five years after it has been approved. (December 2021)
- 162.04: Prepare draft HSIP applications for at least two projects for each participating city (February 2022)
- 162.05: Present the MLRSP to approving bodies -- The consultant will prepare materials and present the final report to Fresno COG's committees, Policy Board, and 10 local jurisdictions for approval (if requested by city). (March 2022)

162 Fresno Regional Safety Improvement Plan Phase 3 – Multi-Jurisdictional Local Roadway Safety Plan															
2021/2022															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
162.01 Engage stakeholders		■	15	■		■		■		■		■			
162.02 Develop localized and expanded countermeasures		■	20	■	■										
162.03 Prepare final multi-jurisdictional LRSP report		■	20					■	■						
162.04 Prepare draft HSIP applications		■	25							■	■				
163.05 Present the MLRSP to approving bodies		■	5									■			

162 Fresno Reg. Safety Improve. Plan Phase 3 – Multi-Jurisdictional Local Roadway Safety Plan

Budget	Actual	Adopted	Annual			
Account	Cost	Budget	Budget	RMRA	HSIP	LOCAL
	2019/20	2020/21	2021/22	2020/21	0	FUNDS
Salaries	0		0			
Benefits	0		0			
Overhead	0		0			
Total Staff Costs	0	0	0	0	0	0
Direct Costs						
Consultants		271,732	271,732	63,504	180,000	28,228
Total Direct Costs	0	271,732	271,732	63,504	180,000	28,228
TOTAL	0	271,732	271,732	63,504	180,000	28,228
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%						

	Total	RMRA	HSIP	LOCAL
		2020/21	0	FUNDS
Consultants				
Kittelson	271,732	63,504	180,000	28,228
Total Consultants	271,732	63,504	180,000	28,228

## 163 Freight Movement and Planning

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### Objective

Coordination with local, statewide, and federal freight planning efforts.

### Discussion

Fresno COG coordinates a comprehensive freight planning effort at the local and regional level and aims to achieve MAP-21 and FAST Act goals related to freight movement and economic vitality.

The Fresno COG Overall Work Program and its Regional Transportation Plan incorporates planning factors that increase accessibility and mobility for freight, and that help enhance the transportation system's integration and connectivity across and among all the modes, people, and freight.

Fresno COG will achieve these goals by participating in and monitoring freight planning efforts in the state, as well as engaging in studies and plans, as needed. Fresno COG-led studies and plans will follow guidance from the California Freight Mobility Plan, Caltrans Comprehensive Multimodal Corridor Plan Guidelines (updated 2018), National Highway Freight Program, and California Sustainable Freight Action Plan.

Rail freight planning and coordination efforts are addressed in Work Elements 150 and 152.

The California Inland Port Feasibility Study is referenced in Work Element 164.

Freight performance conditions and management are addressed in Work Element 171.

Caltrans programs addressing freight and corridor connectivity are addressed in Work Element 220.

### Previous Work

1. Reverse Triangle Study
2. SJV Interstate 5 Corridor Study (2017)
3. San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
4. State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
5. San Joaquin Valley Interregional Goods Movement Plan (2013)

### Products

- Meeting agendas, minutes, action plans. Ongoing.
- Communications between Fresno COG and freight industry/businesses. Ongoing.
- Final study reports and plans. Ongoing.

### Tasks

- 163.01** As needed, coordinate with Caltrans and FHWA on freight planning efforts on the local, regional, or state level.
- 163.02** As needed, coordinate with the San Joaquin Valley COGs on a unified freight planning effort.
- 163.03** As needed, participate in the Freight Advisory Committee, Interregional Goods Movement Technical Working Group, and technical advisory committees for the San Joaquin Valley Goods Movement Sustainable Implementation Plan and the San Joaquin Valley I-5 Goods Movement Safety Corridor Study.
- 163.04** Act as liaison with both the freight/goods movement industry and business communities as related to Fresno COG and San Joaquin Valley freight planning efforts. (Ongoing).
- 163.05** As needed, participate in statewide coordination process to designate critical urban and rural freight corridors.
- 163.06** Assist with developing performance measures related to freight traffic. (Ongoing as needed)
- 163.07** Assist with monitoring state and federal funding source programs including the Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and National Highway Freight Program. (Ongoing, as needed.)



163 Freight Movement and Planning																
Task Description		C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
163.01 State and federal coordination		■		30	■	■	■	■	■	■	■	■	■	■	■	■
163.02 SJV coordination		■		30	■	■	■	■	■	■	■	■	■	■	■	■
163.03 Meetings participation		■		20	■	■	■	■	■	■	■	■	■	■	■	■
163.04 Communications liaison		■		5	■	■	■	■	■	■	■	■	■	■	■	■
163.05 Coordination for designation of critical corridors		■		5	■	■	■	■	■	■	■	■	■	■	■	■
163.06 Performance measures assistance		■		5	■	■	■	■	■	■	■	■	■	■	■	■
163.07 Funding source assistance		■		5	■	■	■	■	■	■	■	■	■	■	■	■

163 Freight Movement and Planning

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FHWA PL
Salaries	0	2,808	2,691	2,691
Benefits	0	844	889	889
Overhead	0	2,354	2,415	2,415
Total Staff Costs	0	6,006	5,995	5,995
Direct Costs				
Total Direct Costs	0	0	0	0
<b>TOTAL</b>	0	6,006	5,995	5,995
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				688

## 164 California Inland Port Feasibility Study

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### Objective

The California Inland Port Feasibility Study aims to reduce road congestion, decrease harmful air emissions, improve air quality, and boost California's extraordinarily large intrastate cargo market/freight movement system by laying the groundwork to establish a new intermodal rail spine, connecting seaports to key consumption and production markets, via the San Joaquin Valley.

### Discussion

There is a critical need for a more effective goods movement system for the San Joaquin Valley. Container-on-truck methods used to transport goods between Valley consumption and production centers and seaports is highly inefficient, resulting in increased costs and air pollution. Key facts show:

- I-5 and SR-99 carry up to 80,000 trucks per day, many traveling to San Pedro port's complex
- Lack of local Valley container storage facility necessitates empty containers be picked up from and returned to seaport locations (doubles needed trips)
- Regulations on truck operators' limit shipping distance

The California Inland Port Feasibility Study includes two parts. The first part, spearheaded by the Central Valley Community Foundation and funded by the San Joaquin Valley APCD, South Coast AQMD, and Ports of LA and Long Beach, laid the groundwork by studying the underlying feasibility. Completed in April 2020 by GLD Partners, the first phase conducted a market assessment, gathered industry input, performed an environmental assessment, and developed a preliminary business model.

GLD Partners is expected to lead phase two as well. This second part is further split into two phases, with Fresno COG as the fiscal agent responsible for managing the effort for both phases. Overall objectives include developing a detailed business model, determining public policy support, and reviewing best business structures. The first phase began in January 2021 and ended in June 2021. The second phase, detailed in this work element, will begin in July 2021, and continue into 2022. Phase A is funded by the San Joaquin Valley APCD, South Coast AQMD, and Ports of LA and Long Beach. Phase B is funded by MPOs and a Caltrans Strategic Partnership grant. This work element covers the work to be completed under this grant.

Rail freight planning and coordination efforts are addressed in work elements 150 and 152.

Freight planning efforts are addressed in work element 163

Freight performance conditions and management are addressed in work element 171.

Caltrans programs addressing freight and corridor connectivity are addressed in work element 220.

### Previous Work

Other freight planning efforts completed by Fresno COG include:

1. Reverse Triangle Study (Ongoing)
2. SJV Interstate 5 Corridor Study (2017)
3. San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
4. State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
5. San Joaquin Valley Interregional Goods Movement Plan (2013)
6. Truck Model Improvement Project (2007)
7. SJV Regional Goods Movement Action Plan (2007)
8. San Joaquin Valley Movement Studies, Phase I (2000) and Phase II (2002)
9. Caltrans Statewide Freight Study (2000)

### Products

- Final Scope of Part 2 Phase B – Spring 2021.
- Executive Advisory Group Creation – July 2021.
- Meeting Agenda and Minutes – Ongoing.
- Monthly Progress Reports and Invoices – Ongoing.
- Developed Business Model – Date TBD
- Market Development Plan – Date TBD
- Fiscal Impact and Implications Report – Date TBD
- Transportation and Environmental Impact Analysis – Date TBD
- State Policy and Legislation Initiative Recommendations – Date TBD
- Project Delivery Plan – Date TBD

- Completed Study – Date TBD

## Tasks

- 164.01** Finalize scope of work – Fresno COG and project partners have held meetings to coordinate priorities, agree to financial commitments, and finalize the scope of work. Spring 2021.
- 164.02** Assemble Executive Advisory Group (EAG) – The consultants, in consultation with Fresno COG and Caltrans, will assemble the EAG. July-August 2021.
- 164.03** EAG Meetings - The consultant will conduct an initial kick-off meeting with project partners, stakeholders, and EAG members to introduce the project, review the final scope of work, schedule, work products, and management and communication procedures. The consultant will hold occasional EAG meetings to provide updates on project progress, present findings, and analyses, solicit feedback from members, and receive direction from project management. Ongoing.
- 164.04** Develop business model – Consultant will develop a business model report. Date TBD.
- 164.05** Market development plan – Consultant will develop a market development plan. Date TBD.
- 164.06** Fiscal impact and financial implications report – Consultant will develop a fiscal impact and financial implications report. Date TBD.
- 164.07** Transportation and environmental impact analysis – Consultant will complete a transportation and environmental impact analysis. Date TBD.
- 164.08** State policy and legislation initiative recommendations – Consultant will develop recommendations for state policy and legislation initiatives. Date TBD.
- 164.09** Project delivery plan – Consultant will develop a project delivery plan. Date TBD.
- 164.10** Completed study – Consultant will produce a completed study/report. Date TBD.
- 164.11** Project management and agency coordination – The project manager and consultant will hold occasional project coordination meetings. Ongoing.
- 164.12** Provide Caltrans with quarterly reports. Quarterly.
- 164.13** Provide Caltrans with invoices monthly or quarterly. Monthly.

164 California Inland Port Feasibility Study															
Task Description	C O G	C O N S U L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
164.01 Finalize scope of work	■	■	5%	■											
164.02 Assemble Executive Advisory Group (EAG)	■	■	5%	■	■										
164.03 EAG Meetings	■	■	10%	■	■	■	■	■	■	■	■	■	■	■	■
164.04 Develop Business Model		■	10%		■	■	■	■	■	■	■	■	■	■	■
164.05 Market Development Plan		■	10%		■	■	■	■	■	■	■	■	■	■	■
164.06 Fiscal Impact and Financial Implications Report		■	10%		■	■	■	■	■	■	■	■	■	■	■
164.07 Transportation and Environmental Impact Analysis		■	10%		■	■	■	■	■	■	■	■	■	■	■
164.08 State Policy and Legislation Initiative Recommendations		■	10%		■	■	■	■	■	■	■	■	■	■	■
164.09 Project Delivery Plan		■	10%		■	■	■	■	■	■	■	■	■	■	■
164.10 Completed Study		■	5%										■	■	■
164.11 Project management and agency coordination	■	■	5%	■	■	■	■	■	■	■	■	■	■	■	■
164.12 Provide Caltrans with quarterly reports	■	■	5%	■	■	■	■	■	■	■	■	■	■	■	■
164.13 Provide Caltrans with invoices monthly or quarterly	■	■	5%	■	■	■	■	■	■	■	■	■	■	■	■



164 Calif. Inland Port Feasibility Study

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	LOCAL FUNDS
Salaries	0	0	1,996	1,997
Benefits	0	0	624	624
Overhead	0	0	1,768	1,768
Total Staff Costs	0	0	4,388	4,389
Direct Costs				
Consultants			250,000	250,000
Total Direct Costs	0	0	250,000	250,000
<b>TOTAL</b>	0	0	254,388	254,389
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Inland Port Study	250,000	250,000
Total Consultants	250,000	250,000

## 165 San Joaquin Valleywide Household Travel Survey

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### Objective

Subject to receiving a FY 2021-22 Sustainable Communities Competitive Technical Grant, this work element's objective is to collect household travel data from across the entire San Joaquin Valley to update travel demand forecast models, meeting federal & state requirements and the Valley's modeling needs.

### Discussion

Household travel surveys provide critical data for estimating, calibrating and validating travel demand forecast models. The travel survey collects information such as household demographics, trip making and travel characteristics, vehicle ownership, mode choice, etc. Model integrity, and the subsequent planning work resulting from the modeling analysis are strongly tied to the quality of data from the household travel survey. The last statewide household travel survey was conducted around 2011.

The existing models owned by the San Joaquin Valley MPOs have base years ranging from 2014 to 2018. Federal conformity regulations require that travel models applied in the conformity analysis cannot be more than 10 years old. The valley MPOs will need updated models by 2024 to 2028. Since Caltrans has decided not to conduct a statewide household travel survey as in the past two decades and shifted their efforts towards Big Data, the valley MPOs have decided to collectively pursue funding and conduct a valley-wide household survey to meet the timeline for updating the travel models. Fresno COG and Tulare County Association of Governments have since moved to activity-based models (ABM). The Valley models were calibrated and validated using the last statewide household travel survey in 2011/2012, which was funded by SGC's Prop 84. The emergence of big data has provided opportunities for transportation agencies to look at potential alternatives to correct, supplement or improve the existing data source.

Valleywide modeling efforts have proven to be cost-efficient due to economies of scale. Such valleywide efforts have also improved collaboration among the MPOs. The estimated cost for a valleywide household survey is around \$1 million to \$1.4 million, and it will take approximately a year or more to complete such an extensive survey. The Valley MPOs expect to start the RFP process in fall/winter 2021 and collect data in spring 2022. Fresno COG will act as the project manager for Valleywide household travel survey efforts.

### Previous Work

N/A

### Products

1. RFP for the Valleywide household survey
2. Draft survey methodology and instrument design
3. Development of sample design
4. Public outreach plan
5. Final instrument design and interviewers trained
6. Survey data collected

### Tasks

- 165.01 Develop & issue RFP for the valley-wide household travel survey. Fresno COG, in collaboration with the other valley COG, will develop the RFP for the travel survey and send the RFP to a list of consulting firms. (September 2021)
- 165.02 Select a consultant (team). A selection committee that comprises Valley COG staff will interview consultants and offer a recommendation to the COG Directors group. (November 2021)
- 165.03 Develop draft survey methodology and design survey instrument. The consultant (team) will develop draft survey methodology and propose the design of survey instrument for review. (December 2021-January 2022)
- 165.04 Develop survey sampling design. The consultant (team) will design survey sampling and present it for review. (February 2022)
- 165.05 Recruit and train the interviewers. (January-February 2022)
- 165.06 Finalize the survey instrument and procedures. After the pretest of the survey instrument and procedures, survey instrument and methodology are adjusted and finalized. (March 2022)
- 165.07 Implement the survey and collect household travel data. Consultants begin the data collection process. (March-May 2022)
- 165.08 Process the survey data. The consultant (team) will clean up and processes the survey data (June 2022)
- 165.09 Prepare draft final report for the survey. (June 2022)
- 165.10 Presentation to committees and the Policy Board. The consultant presents the report to the Valley COG Directors, Fresno COG's Transportation Technical Committee, Policy Advisory Committee and Policy Board for final acceptance. (June 2022)

165 San Joaquin Valleywide Household Travel Survey	2021/2022														
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
165.01 Develop & issue RFP	■		5%			■									
165.02 Select a consultant team	■		2%					■							
165.03 Develop survey methodology & survey instrument		■	13%						■	■					
165.04 Design survey sampling		■	10%								■				
165.05 Recruit & train interviewers		■	10%							■	■				
165.06 Finalize survey instrument and procedure		■	10%									■			
165.07 Implement survey		■	15%									■	■	■	
165.08 Process data		■	15%												■
165.09 Develop draft final report		■	15%												
165.10 Presentations	■	■	5%												

165 San Joaquin Valleywide Household Travel Survey

Budget	Actual Cost	Adopted Budget	Annual Budget	FHWA Carry Fwd	RMRA	LOCAL FUNDS
Account	2019/20	2020/21	2021/22		2021/22	
Salaries	0		5,372		4,756	616
Benefits	0		1,538		1,362	176
Overhead	0		4,663		4,128	535
Total Staff Costs	0	0	11,573	0	10,246	1,327
Direct Costs						
Consultants			1,494,003	364,707	552,561	576,735
Grant Administration			11,573		10,246	1,327
Total Direct Costs	0	0	1,505,576	364,707	562,807	578,062
TOTAL	0	0	1,517,149	364,707	573,053	579,389
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				0		



## 166 Regional Transit Onboard Survey

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### Objective

- To calibrate the Fresno COG's Activity Based Model (ABM). The ABM will be updated with the origin and destination data for transit riders from the survey and will be applied in the future RTP/SCS development.
- To help the region further the RTP/SCS' goals and objectives. Because of the ABM's sensitivity to housing density, mixed uses (diversity), urban design, and destination -- all of which contribute to the propensity of transit usage -- the improved ABM will better inform the region's transportation investment efficacy for increased transit ridership, reduced VMT/GHG, and air quality improvement.
- To enhance transit services, thereby attracting more riders and reducing single-occupancy vehicle trips, which will lead to VMT/GHG reductions and air quality improvements. In some areas that have potential for transit-oriented development (TOD), enhanced transit can serve as a catalyst for attracting more affordable and compact housing near the transit stations. TOD communities will provide more opportunities for housing, active transportation, and transit usage, which will help the region implement the RTP/SCS.
- To provide the region with a tool to assess future transit investment's efficacy, and to make sure transportation investment will benefit disadvantaged communities and environmental justice populations equitably. Using different measurement tools such as AB 1550, FRMP, CalEnviroScreen 3.0, and California HPI, over 50 percent of the Fresno County region has been identified as disadvantaged communities. The survey is essential in addressing the transportation needs of disadvantaged communities by directly engaging riders, and making sure low-income and minority residents have transportation options in their daily life.
- To inform the transit providers of the performance on the existing transit service and assist them in planning future service with respect to the location and time thereby addressing the need of the active transportation users (bike and pedestrians). It also enhances the safety, mobility, and multimodal transportation network of the region.

### Discussion

This will be the first countywide, onboard transit survey for the Fresno region. Along with service-related questions, the survey will also include: rider demographics, origin and destination data, transfers, customer travel characteristics, customer satisfaction, customer preferences for receiving communications, and other transit trip information. The survey data collected will be used to update the transit components of the Fresno COG's ABM and improve the transit ridership forecast. The survey will also assist local transit operators to plan for future services by integrating feedback from existing riders. The survey will be conducted in 2021. The work will be accomplished with input from an advisory committee comprising staff from Fresno COG and the three local transit operators. The consultant will work with transit agencies to increase survey awareness among the transit riders.

The project area will cover all of Fresno County, which is home to more than 1 million residents. CalEnviroScreen 3.0 identifies 13 of the 15 incorporated cities, as well as the predominant area of unincorporated Fresno County, as disadvantaged communities. Fresno County has 11 out of the top 20 most disadvantaged communities in the State of California, with 60 percent of the total census tracts ranked in the top 25 percent statewide.

### Previous Work

This project was started last year, and the survey was originally planned to be conducted in 2020. The RFP was released, the consultant was recommended by the advisory committee to the Policy Board. However, due to COVID, transit ridership plummeted and was statistically insufficient to move forward. The scope of work, along with other resources developed last year, will be carried forward.

### Products

- Countywide transit origin and destination data
- Countywide onboard transit customer satisfaction survey

### Tasks

- 166.01 Project initiation (July 2021)
- 166.02 Work plan development (August 2021)
- 166.03 Survey and sampling plan design (September 2021)
- 166.04 Survey instrument design (October-November 2021)
- 166.05 Conduction of the survey on the field (December 2021-February 2022)
- 166.06 Data processing and analysis (January-March 2022)
- 166.07 Produce final report (April-May 2022)
- 166.08 Project management (monthly)

166 Regional Transit Onboard Survey																
Task Description	C O G	O T H E R	% of Work	JU L	A U G	SE P	OCT	NOV	DEC	JAN	FEB	MA R	AP R	MA Y	JUN	
166.01 Project initiation	■	■	5	■												
166.02 Work plan development	■		10		■											
166.03 Survey and sampling plan design	■	■	10			■										
166.04 Survey instrument design	■	■	10				■	■								
166.05 Conduct survey		■	25						■	■	■					
166.06 Data Processing and Analysis		■	20							■	■	■				
166.07 Final Report		■	10										■	■		
166.08 Project Management	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	

166 Regional Transit Onboard Survey

Phase II

Budget

Account

Actual	Adopted	Annual		
Cost	Budget	Budget	RMRA	LOCAL
2019/20	2020/21	2021/22	2021/22	FUNDS

Salaries	0		5,042	4,464	578
Benefits	0		1,464	1,296	168
Overhead	0		4,390	3,886	504
Total Staff Costs	0	0	10,896	9,646	1,250
Direct Costs					
Consultants			205,000	181,487	23,513
Grant Administration			11,000	9,738	1,262
Total Direct Costs	0	0	216,000	191,225	24,775
TOTAL	0	0	226,896	200,871	26,025
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2021/22	LOCAL FUNDS
Consultants			
Transit On Board Survey	205,000	181,487	23,513
Total Consultants	205,000	181,487	23,513

## 167 Regional Sustainable Infrastructure Planning Program

### Objective

Using funding from the 2021-22 SB 1 Sustainable Communities Formula grant, encourage regional planning projects that help implement the RTP/SCS and address disadvantaged communities' needs through a competitive process.

### Discussion

During the 2014 RTP planning process, community stakeholders discussed a Sustainable Planning and Infrastructure Program to further compliment RTP/SCS goals. SB 1 Sustainable Communities formula funds will allow for a reliable source of funds to carry out this program.

The regional sustainable infrastructure planning grant program will prioritize planning projects that benefit areas that are the most health burdened based on our region's health priority index, as well as projects that fall within an economically disadvantaged community based on the program criteria. The criteria will be consistent with the overarching objectives of health, sustainability and social equity, as well as the Smart Mobility Principles that include health and safety, environmental stewardship, and social equity.

Regional guidelines, criteria and eligible applicants for this competitive program will be developed through a working group.

### Previous Work

There have been two successful cycles of the competitive Regional Sustainable Infrastructure Planning Grant Program. The City of Fowler's SR 99 Community Landscape Plan was awarded funding through cycle one of the Regional Sustainable Infrastructure Planning Grant Program, and the plan was completed in October 2019. Fresno County Rural Transit Agency's Analysis and Operational Plan for Rural Transit Services was awarded funding through cycle 2 and completed in 2020.

### Products

1. Final guidelines
2. Call for projects
3. Project selection

### Tasks

- 167.01 Hold subcommittee meetings to develop/update regional guidelines and final criteria. (August-December 2021)  
167.02 Coordinate with Caltrans to ensure program meets Caltrans requirements (December 2021)  
167.03 Assemble scoring committee (October-December 2021)  
167.04 Call for projects (January-March 2022)  
167.05 Project Selection (April-June 2022)

167 Regional Sustainable Infrastructure Planning Program																
Task Description	COG	CONSLT	% of Work	2021/2022												
				JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
167.01 Subcommittee meetings for guideline development	■		100		■	■	■	■	■							
167.02 Caltrans meeting	■								■							
167.03 Assemble scoring committee	■						■	■	■							
167.04 Call for projects	■									■	■	■				
167.05 Project selection	■												■	■	■	



167 Regional Sustainable Infrastructure Planning Program

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	RMRA 2021/22	LOCAL FUNDS
Salaries	0	0	0		
Benefits	0	0	0		
Overhead	0	0	0		
Total Staff Costs	0	0	0	0	0
Direct Costs					
Consultants	0	0	213,382	188,907	24,475
Grant Administration		0	20,000	17,706	2,294
Total Direct Costs	0	0	233,382	206,613	26,769
TOTAL	0	0	233,382	206,613	26,769
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2021/22	LOCAL FUNDS
Consultants			
Sustainable Comm Grant Program	213,382	188,907	24,475
Total Consultants	213,382	188,907	24,475

## 170 Regional Transportation Plan

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### Objective

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

RTP is a fiscally constrained document and is consistent with the Environmental Protection Agency's defined transportation conformity process and all local plans. The RTP also complies with the applicable requirement of 23 CFR Part 450, which regulates metropolitan transportation planning and programming. Additionally, as mandated by SB 375, the RTP includes a sustainable communities strategy (SCS), that if implemented, will demonstrate that the region will achieve the greenhouse gas emissions reduction targets set by the State. If an SCS is not feasible, then an alternative planning scenario (APS) should be included in the plan. The RTP also addresses transportation performance management required under 23 U.S.C. 150(c).

### Discussion

The RTP is a long-range comprehensive planning document that provides guidance for regional transportation investment for the next two decades. It takes an integrated land use and transportation approach to promote a safe, sustainable and vibrant future for our communities. MPOs, including Fresno COG, have been applying scenario planning techniques in the RTP development process. Scenarios are created to reflect different visions for the region. These scenarios are then compared based on their performances in areas such as air quality improvement, congestion, greenhouse gas (GHG) reduction, farmland conservation, etc. Fresno COG conducts extensive outreach to collect input from the public and stakeholders. Workshops, online surveys, focus groups, scientific surveys, pop-up events, and community meetings have been extensively used in our dynamic outreach process. The Policy Board ultimately makes the decision on the preferred scenario after considering input from the public, stakeholders, and technical advisory committees.

In addition to meeting federal requirements for transportation conformity, fiscal constraint, transportation performance management, environmental justice, etc., the RTP is also required to satisfy the state mandates such SB 375 and SB 743. The federal and state mandates and best practices are documented in the 2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations, which was adopted by the California Transportation Commission in January 2017.

Fresno COG is in the process of developing the 2022 RTP/SCS, which is scheduled for adoption in June 2022. The 2022 RTP/SCS was launched in June 2020. The new features of the 2022 RTP/SCS include: developing futures in combination with scenarios, new GHG reduction targets of 6 percent and 13 percent, applying Fresno COG's newly developed ABM, implementing SB 743 in the EIR, virtual outreach due to COVID, and a new and more readable format of the RTP document. The sixth cycle Regional Housing Needs Allocation (RHNA) process will take place simultaneously with the RTP, and will be consistent with the assumptions in the RTP. In addition, the ARB published its final SCS Evaluation Guidelines in November 2019. Fresno COG's 2022 SCS will be developed in accordance with the new guidelines.

### Previous work

The 2022 RTP/SCS was officially launched with the RTP Roundtable kick-off meeting in June 2020. Fresno COG held several focus group meetings and developed concepts for potential "futures," which will be applied in the 2022 RTP/SCS. The SCS subcommittee subsequently defined such future concepts with more specific details based on the input from the focus groups. Fresno COG launched an extensive and robust outreach in the summer of 2020. Despite the cloistered COVID environment, staff reached more than 37,000 residents, and collected more than 1,200 comments regarding potential transportation improvement in Fresno County region. COG staff also: completed the RTP project mapping tool; updated the demographic forecast; conducted a statistically valid survey to gauge the public on their values and priorities; updated the public participation plan; completed the call for projects and received proposed projects from local partners for the 2022 RTP/SCS; developed SCS scenarios; developed revenue projections; revisited the policy element; transmitted the technical methodology to ARB, and started the EIR process.

### Products

1. RTP futures & scenarios
2. Preferred SCS scenario
3. EJ analysis report
4. Certified EIR
5. Adopted 2022 RTP/SCS
6. Conformity analysis for the 2022 RTP/SCS

## 7. Develop the RTP/SCS document

### Tasks

- 170.01 Conduct model runs for the SCS scenarios (monthly)
- 170.02 Conduct outreach and collect feedback on the SCS scenarios (September 2021-January 2022)
- 170.03 Work with EJ subcommittee and complete the EJ analysis and report (August-November 2021)
- 170.04 Work with the EIR consultant and develop a comprehensive and defensible EIR report (July 2021-March 2022)
- 170.05 Conduct conformity analysis for the RTP/SCS (September 2021-January 2022)
- 170.06 Develop design for the final RTP/SCS document and write up the document (November 2021-February 2022)
- 170.07 Publish notice of availability of documents and release documents for public review and comments (September-November 2021)
- 170.08 Address public comments and incorporate changes into the final draft documents (March-April 2022)
- 170.09 Fresno COG Policy Board adopts the RTP/SCS and certifies the EIR for the RTP/SCS (June 2022)
- 170.10 Transmit final documents to the state/federal authority (June 2022)

### 170 Regional Transportation Plan

Task Description	C O G	C O N S I T	" of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
170.01 Conduct model runs for the SCS scenarios	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
170.02 Conduct outreach for SCS, collect feedback	■	■	10			■	■	■	■	■					
170.03 Develop EJ report	■		5		■	■	■	■							
170.04 Develop EIR	■	■	20	■	■	■	■	■	■	■	■	■			
170.05 Perform conformity analysis	■	■	5			■	■	■	■	■					
170.06 Document development	■		20					■	■	■	■				
170.07 Public review of documents; hold workshops as required	■		5			■	■	■							
170.08 Address public comments and incorporate changes into the document	■		10									■	■		
170.09 Policy Board adoption and certification of documents -	■	■	3												■
170.10 Transmit final documents to state/federal authorities.	■	■	2												■



170 Regional Transportation Plan

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	FTA Carry Fwd	FHWA PL	FHWA Carry Fwd
Salaries	223,328	290,449	308,318	71,051	147,108	90,159
Benefits	78,875	102,802	108,638	25,035	51,835	31,768
Overhead	53,744	253,411	281,362	64,839	134,246	82,277
Total Staff Costs	355,948	646,662	698,318	160,925	333,189	204,204
Direct Costs						
Consultants	0	250,000	225,000	0	225,000	0
Supplies/Printing		10,000	10,000		10,000	0
Workshops	0	10,000	10,000		10,000	0
Promotion/Outreach	50,498	15,000	15,000		15,000	0
Total Direct Costs	50,498	285,000	260,000	0	260,000	0
TOTAL	406,446	931,662	958,318	160,925	593,189	204,204
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				18,458	68,039	23,422

	Total	FTA Carry Fwd	FHWA PL	FHWA Carry Fwd
Consultants				
RTP EJR	175,000	0	175,000	0
Best Best & Krieger	50,000		50,000	
Total Consultants	225,000	0	175,000	0

## 171 Transportation Performance Management

### Objective

Comply with Moving Ahead for Progress in the 21st Century Act (MAP-21) requirement for Transportation Performance Management and work with federal/state agencies, local governments and stakeholders to establish appropriate targets for the region.

### Discussion

Federal transportation bills MAP-21 and the Fixing America's Surface Transportation (FAST) Act require MPOs to conduct performance-based planning and focus on achieving performance outcomes. FHWA defines transportation performance management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

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

- Safety (PM1): achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Pavement and bridge (PM2): maintain the highway infrastructure asset system in a state of good repair.
- System performance/Freight/CMAQ (PM3): achieve a significant reduction in congestion on the National Highway System.
- Transit asset management: maintain the transit capital assets in a state of good repair.

### Previous work

Fresno COG's 2020 safety performance targets were adopted based on statewide targets in February 2020 for each of the five safety performance measures: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non-motorized fatalities and serious injuries.

Two-year and four-year targets were set in November 2018 for the six PM2 performance measures and four PM3 performance measures that apply to Fresno COG. Fresno COG supports the statewide targets for all measures. The mid-year review (two year) for PM2 and PM3 was completed in November 2020 supporting the previous set targets.

### Products

1. 2022 Safety performance targets
2. Database of past and existing safety performance conditions.
3. Database of past and existing pavement and highway performance conditions.
4. Database of past and existing system performance conditions.

### Tasks

- 171.01 Update safety performance database and establish 2022 safety performance targets. (October 2021-January 2022)
- 171.02 Organize safety advisory committee for ongoing discussion of safety facts and improvements. (Quarterly)
- 171.03 Implement the safety plan's education campaigns on transportation safety. (July-November 2021)
- 171.04 Combine and integrate data into databases storing all past and existing performance conditions. (February-June 2022)

171 Transportation Performance Management															
Task Description	C O G	C O N S I D E R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
171.01 Update safety performance database with latest data and establish 2022 safety performance targets.	■		30				■	■	■	■					
171.02 Organize safety advisory committee for ongoing discussion of safety facts and improvements.	■		30	■			■				■			■	
171.03 Implement the safety plan's education campaigns on transportation safety.	■		30	■	■	■	■	■							
171.04 Combine and integrate data from various sources into databases storing all past and existing performance conditions	■		10								■	■	■	■	■

171 Trans. Performance Management

	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	FTA
Account	2019/20	2020/21	2021/22	5303

Salaries	43,466	21,363	17,396	17,396
Benefits	15,351	6,496	5,284	5,284
Overhead	10,460	17,952	15,305	15,305
Total Staff Costs	69,278	45,811	37,985	37,985
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	69,278	45,811	37,985	37,985
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				4,357



## 172 Congestion Management Process (CMP)

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### Objective

To implement Fresno COG's most recent congestion management process (CMP) update and continue to monitor regional congestion and system performance.

### Discussion

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

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

### Previous work

Working in partnership with FHWA, Fresno COG identified and developed a scope of work for the 2017 CMP update. The steering committee redefined the CMP network, limited it to the major freeways in the urban area, and established three performance measures for monitoring, e.g.: travel time index, planning time index and delay. Staff developed a congestion monitoring dashboard for the Fresno region that provides live-speed information on a website for the major freeways in the Fresno/Clovis Metro Area and also analyzes historical performance based on the identified performance measures. In 2018, the State developed a similar dashboard for the entire state that covers the CMP networks in Fresno region. Fresno COG identified an approach to integrate the CMP into the TIP planning process. Speed and crash data is mapped and combined into a CMP score., which is implemented in the Surface Transportation Block Grant (STBG) project scoring process. The last CMP mapping was updated in early 2021.

As part of the CMP program, Fresno COG received \$20,000 from the FHWA Bicycle-Pedestrian Count Technology Program in spring 2015 to deploy automated pedestrian and bicycle counting equipment and encourage non-motorized count collection efforts in the MPO planning areas. Member agencies have been using the portable bike and pedestrian counters in their data collection efforts for bike/pedestrian activities. Such bike/ped count data has been made available to Fresno COG. In addition, Fresno COG has expanded the traffic count collection program as part of the CMP program and has been receiving traffic count data from its member agencies for over 750 count locations throughout the county.

Fresno COG has been implementing CMP strategies such as rideshare, vanpool, public transit, bike/pedestrian infrastructure, ITS, land use strategies through COG's other programs.

### Products

1. Congestion monitoring dashboard in conjunction with statewide PeMS
2. Updated CMP mapping in the 2021/2022 STPG cycle
3. 2021/2022 Bike/ped counts from member agencies
4. Traffic counts for 2021/2022

### Tasks

- 172.01 Maintain the congestion monitoring dashboard (monthly)
- 172.02 Continue to provide bike/pedestrian counters to member agencies for their data collection efforts (monthly)
- 172.03 Provide speed and crash mapping to the STBG project selection process for scoring purposes (January-March 2022)
- 172.04 Continue to collect traffic counts on the regional transportation system

172 Congestion Management Process																
Task Description	C O G	C O N S T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
172.01 Maintain the Congestion Monitoring Dashboard	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
172.02 Provide bike/ped counters to member agencies and receive bike/ped counts	■		30	■	■	■	■	■	■	■	■	■	■	■	■	
172.03 Update speed and crash mapping for the STBG scoring process	■		30							■	■	■				
172.04 Continue to collect traffic counts on regional transportation system	■		30	■	■	■	■	■	■	■	■	■	■	■	■	

# 172 Congestion Management Process

	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	FTA
Account	2019/20	2020/21	2021/22	5303

Salaries	19,410	15,535	12,081	12,081
Benefits	6,855	5,102	4,058	4,058
Overhead	4,671	13,299	10,890	10,890
Total Staff Costs	30,937	33,936	27,029	27,029
Direct Costs				
Consultants	0	20,000	20,000	20,000
Total Direct Costs	0	20,000	20,000	20,000
TOTAL	30,937	53,936	47,029	47,029
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				5,394

	Total	FTA
		5303
Consultants		
CMP Update	20,000	20,000
Total Consultants	20,000	20,000

## 180 Air Quality Transportation Planning

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### Objective

The Air Quality Transportation Planning work element provides for a coordinated transportation and air quality planning process. Both the federal and California clean air acts require that transportation plans, programs and projects conform to state implementation plans (SIPs) and establish the criteria and procedures for determining whether they conform.

### Discussion

Transportation conformity is required by section 176(c) of the 1990 Federal Clean Air Act. Transportation conformity to a State Implementation Plan (SIP) means that on-road transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. In nonattainment and maintenance areas, federal regulations require that Regional Transportation Plans (RTPs), Federal Transportation Improvement Programs (FTIPs) and federally funded or approved highway and transit activities demonstrate transportation conformity.

#### Regional Transportation Plan Conformity

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

The federal transportation conformity rule requires interagency consultation on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Interagency consultation is generally conducted through the San Joaquin Valley COG Directors' Association-Interagency Consultation Group (IAC).

### Previous work

In 2020-21:

- Updates/presentations/information to member agencies on revisions, amendments, and guidance developed from federal and California clean air legislation
- Emissions travel forecasts
- Provided updated travel factors to the SJVAPCD
- Transportation conformity determinations (for 2021 FTIP, 2018 RTP, and 2019 FTIP Formal Amendments)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) 2021-22 call for projects: Process involved a series of meetings with member agencies, stakeholders, updating guidelines, developing application packet, and initiating the call-for-projects.
- Annual CMAQ Improvement Program Report for FY19-20
- Project-level conformity determinations (hot-spot assessments) for various member agencies
- Attended Statewide Conformity Working Group meetings
- Attended California Federal Programming Group meetings
- Attended San Joaquin Valley Interagency Consultation Group meetings.
- Attended San Joaquin Valley Air Pollution Control District Meetings
- Attended California Air Resources Board Meetings
- Participate as a steering committee member of the South-Central Fresno AB617 community
- Fresno COG 2021 TCM Substitution Report

### Products

1. 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) as part of new transportation air quality determinations. (Ongoing as needed).
2. San Joaquin Valley COG Directors Association-Interagency Consultation Group (IAC) meetings to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues. (Ongoing).
3. Annual CMAQ Improvement Program Report. (Winter 2021)
4. Project-level conformity determinations (hot-spot assessments). (Ongoing as needed).
5. Conformity analysis including model runs for each regionally significant FTIP amendment, and RTP. (Ongoing as needed.)
6. Implementation of federal air quality regulations as part of Fresno COG planning processes and programming. (Ongoing).
7. Interregional IAC meetings and Statewide Air Quality Conformity Working Group meetings. (Ongoing).
8. Valley air quality workshops. (Ongoing).
9. Programming of new CMAQ projects through Fresno COG member agencies. (Ongoing).



10. New CMAQ guidelines and applications for the 21-22 CMAQ cycle. (July 2021.)
11. Approved CMAQ projects list. (January 2022).
12. Updates to Fresno COG Transportation Technical Committee (TTC) Policy Advisory Committee (PAC) and Policy Board regarding air quality regulatory actions and Fresno COG planning processes. (Ongoing as needed).
13. Documents, plans, presentations, meeting notes resulting from the AB617 process. (Ongoing as developed).
14. Public remarks at SJVAPCD or CARB meetings, as needed. (Ongoing as needed.)

## Tasks

- 180.01 Monitor state and federal guidance related to air quality transportation planning requirements. (Ongoing).
- 180.02 Provide technical support and assistance on applicable transportation planning issues to the San Joaquin Valley Air Pollution Control District (SJVAPCD). (Ongoing).
- 180.03 Participate with the other Valley MPOs in the San Joaquin Valley COG Director's Association- IAC to address pertinent transportation modeling, air quality modeling, and conformity analysis issues. (Ongoing as needed).
- 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. (Ongoing as needed).
- 180.05 Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board. (Ongoing).
- 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. (Ongoing as needed.)
- 180.07 Participate in truck and goods movement studies along with the SJVAPCD, MPOs, and other government agencies. (Ongoing as needed).
- 180.08 Continue with the ongoing public education process and work to develop outreach programs on conformity, air quality, and other transportation issues. (Ongoing as needed).
- 180.09 Assist local agencies with emissions calculations and offer general support for projects funded through the CMAQ program. (Ongoing as needed).
- 180.10 Work with the SJVAPCD and California Air Resources Board to jointly evaluate EMFAC model and California mobile source control measures on motor vehicle emissions projections. (Ongoing as needed).
- 180.11 Identify methods, procedures, and/or alternatives to analyzing the effect of transportation modes, infrastructure, and land use patterns on air quality. (Ongoing as needed).
- 180.12 Participate in local, regional, and statewide AB617 air quality planning efforts.

180 Air Quality Transportation Planning																
Task Description	C O G	P A R T N E R 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 Y	J U N	
180.01 Monitor State/Federal guidance	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
180.02 Tech Assist to SJVAPCD	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
180.03 Interagency Consultation Group	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
180.04 Conformity determinations	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	
180.05 Submit travel forecasts	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
180.06 TCMs/RACM/BACM	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
180.07 Truck movement studies	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
180.08 Public Education	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
180.09 CMAQ Emissions	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	
180.10 Evaluate EMFAC Updates	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
180.11 Evaluate emission impacts	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
180.12 AB617 Participation	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	

180 Air Quality Trans. Planning

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	FTA 5303	FHWA PL
Salaries	65,742	49,737	50,121	15,809	34,312
Benefits	23,219	17,005	17,113	5,398	11,715
Overhead	15,821	43,008	45,369	14,310	31,059
Total Staff Costs	104,781	109,750	112,603	35,517	77,086
Direct Costs					
Agency Pass Thru	17,967	65,000	65,000	20,502	44,498
Grant Administration					
Total Direct Costs	17,967	65,000	65,000	20,502	44,498
TOTAL	122,748	174,750	177,603	56,019	121,584
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				6,425	13,946
			<b>Total</b>	<b>FTA 5303</b>	<b>FHWA PL</b>
Consultants					
Air Quality Liason - San Joaquin COG			65,000	65,000	
Total Consultants			65,000	65,000	0

# Transportation Program Development

## 210 Measure C Reauthorization Implementation

### Objective

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

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

### Discussion

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

### Products

1. Strategic Implementation Plan
2. Public transportation infrastructure study
3. Senior Scrip, Measure C Carpool Incentive, Commuter and Agricultural Worker Vanpool Program, and the Regional Transportation Mitigation Fee Program implementation plans and strategies
4. Measure C Regional Transportation Plan Update
5. Measure C Regional Transportation Short-Term Program
6. Updates to the Strategic Implementation Plan for all Measure C programs that Fresno COG oversees
7. Update to the *Regional Transportation Program* component of Measure C Expenditure Program
8. Programming updates to the Measure C expenditure program in the Federal Transportation Improvement Program (FTIP)
9. Staff support for the Measure C Citizen Oversight Committee
10. List of recommended projects to award screened by the New Technology Multidisciplinary Advisory Group and approved by the FCOG Policy Board to FCTA Board
11. New Technology reserve fund projects
12. Measure C Steering Committee to oversee the renewal of Measure C III

### Tasks

- 210.01 Update Measure C Strategic Implementation Plans for Measure C's regional subprograms, as needed
- 210.02 Address other implementation requests and requirements as issues arise
- 210.03 Administer sixth funding cycle, reconvene the TOD Technical Advisory Committee (TAC) and review the 2019 TOD program guidelines and policies after the sixth funding cycle is completed. (ongoing)
- 210.04 Oversee and document the Measure C Senior Scrip Program, Regional Transportation Mitigation Fee Program, Commuter and Agricultural Worker Vanpool Programs, New Technology Reserve Fund and Carpool Incentive Program. (ongoing)
- 210.05 Staff support and administration for all aspects of the Measure C Citizen Oversight Committee, including meetings, recruitment, communications, and annual report to the public support (ongoing)
- 210.06 Administer and monitor New Technology reserve funding projects (ongoing)
- 210.07 Administer current funding cycle of the New Technology Reserve Fund Grant (ongoing)
- 210.08 Provide leadership, staff support and planning expertise for the initial Measure C III renewal effort and steering committee throughout the fiscal year. (ongoing)



210 Measure "C" Reauthorization Implementation																	
Task Description	C O G	C O N S I D E R	# of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	J U L	A U G
210.01 Update Strategic Implementation Plans as needed	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	■	■
210.02 Address other implementation requests and requirements	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	■	■
210.03 Administer current funding cycle, and review TOD Program Guidelines and Policies	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	■	■
210.04 Oversee and document the Measure C: Taxi Scrip Program, Regional Transportation Mitigation Fee Program, Commuter and Agricultural Worker Vanpool Programs, New Technology Reserve Fund and Carpool Incentive Program.	■	■	40	■	■	■	■	■	■	■	■	■	■	■	■	■	■
210.05 Staff and Administer the Citizens Oversight Committee	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■	■	■
210.06 Administer and monitor New Technology Reserve Funding Projects	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	■	■
210.07 Administer current funding cycle of the New Technology Reserve Fund Grant	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	■	■
210.08 Measure C III renewal effort	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	■	■

#### 210 Measure "C" Reauthorization Implementation

	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	LOCAL
Account	2019/20	2020/21	2021/22	FUNDS

Salaries	181,998	158,339	143,216	143,216
Benefits	64,278	56,243	50,508	50,508
Overhead	43,798	138,277	130,726	130,726
Total Staff Costs	290,074	352,859	324,450	324,450
Direct Costs				
Consultants	0	40,000	50,000	50,000
Agency Pass Thru	345,687	4,030,637	3,134,065	3,134,065
Grant Administration				
Total Direct Costs	345,687	4,070,637	3,184,065	3,184,065
TOTAL	635,761	4,423,496	3,508,515	3,508,515
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Measure "C" Update	50,000	50,000
Total Consultants	50,000	50,000
Agency Pass Thru		
FSU Transportation Institute	2,234,065	2,234,065
FCRTA Electric Vehicles	900,000	900,000
Total Agency Pass Thru	3,134,065	3,134,065

## 211 Measure C Citizen Oversight Committee

### Objective

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

### Discussion

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

### Previous work

Staff support for the 13-member Citizen Oversight Committee, formed in March 2007 with members appointed by the Measure C's Fresno County Mayors' Select Committee. Oversight Committee meetings are held on an as-needed basis, not typically occurring more than once per month or nine per year.

### Products

1. Local agency budget reports
2. Citizen Oversight Committee formal annual report to the public
3. Monthly meeting agendas, minutes, attachments
4. Advertisements for COC members
5. Citizen Oversight Committee webpage

### Tasks

- 211.01 Prepare, publish and print meeting agendas and materials, notifying the committee and interested parties of agenda packet availability (ongoing)
- 211.02 Design, publish, email, review and submit Citizen Oversight Committee local agency reporting budget forms for all local agencies receiving Local Measure C pass-through funds. Form update/redesign begins in June and updated forms are received through December for committee review.
- 211.03 Provide Citizen Oversight Committee members with information and staff support needed to write and publish their formal annual report to the public between September to December 2021
- 211.04 Recruit new members to fill available positions due to term expiration or resignation, as needed
- 211.05 Communicate with Citizen Oversight Committee members regarding committee business via phone and email (ongoing)
- 211.06 Work as liaison between local agencies and Citizen Oversight Committee members (ongoing)
- 211.07 Update the Fresno COG website with current meeting and committee information, as needed
- 211.08 Communicate with FCTA regarding issues and concerns of the committee, and supply the committee with FCTA information and reports (ongoing, as needed)

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

211 Measure C Citizen Oversight Committee

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	LOCAL FUNDS
Salaries	7,634	11,079	9,502	9,502
Benefits	2,696	3,919	3,385	3,385
Overhead	1,837	9,664	8,697	8,697
Total Staff Costs	12,168	24,662	21,584	21,584
Direct Costs				
Other Misc Expense	625	1,000	1,000	1,000
Total Direct Costs	625	1,000	1,000	1,000
TOTAL	12,793	25,662	22,584	22,584
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



## 212 Measure C Carpool/Vanpool Programs

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### Objective

To encourage carpooling and commuter vanpooling in Fresno County.

### Discussion

The 2006 Measure C Extension Expenditure Plan funds the carpool incentive and vanpool subsidy programs. Fresno County Transportation Authority (FCTA), charged Fresno COG with administering, overseeing and implementing the Measure C carpool/vanpool programs. The commuter vanpool program provides an equal opportunity for both public and private industry competition, as well as potential public/private partnerships, offering subsidies and reimbursements for new and existing vanpools originating within Fresno County. The Carpool Incentive Program offers Fresno County commuters an opportunity to be chosen for monthly incentive awards by registering for the Measure C Carpool Incentive Program online at [www.valleyrides.com](http://www.valleyrides.com) and submitting carpool logs through the program's system. Awards are given pending submission and approval of required online information. Participants also qualify for the annual grand prize giveaway.

### Previous work

Fresno COG has operated the Measure C Carpool Incentive Program for 11 years, awarding participants up to \$4,000 in prizes per month and hosting a grand prize giveaway annually. In 2019, staff launched a new [Valleyrides.com](http://Valleyrides.com) rideshare platform to host the Measure C Carpool Program, provide ride-matching functions for car, van and bike pools, merging it with the [sjv511.org](http://sjv511.org) commuter information website. Fresno COG annually provides subsidies and reimbursements to more than 60 commuter vanpools.

### Products

1. Measure C carpool/vanpool incentive program rules, regulations, forms, and outreach materials.
2. Measure C Carpool Program Grand Prize Giveaway annual fall event.
3. Monthly Measure C carpool incentive awards.
4. Valleyrides website, rideshare registrations, ridematch and outreach portal.
5. Commuter vanpool subsidies provided monthly to eligible new and existing vanpoolers.
6. Rideshare e-news monthly publication.

### Tasks

- 212.01 Plan and implement the Measure C Carpool Grand Prize Giveaway event. Planning begins in the spring of each year. The event is typically held in the fall.
- 212.02 Evaluate previous fiscal years' programs and events for needed updates to incentive systems. (ongoing as needed)
- 212.03 Publicize the programs via website, email, social media, community events, presentations, e-newsletters, media and other cost effective means available, aiding employers who wish to start or promote rideshare programs within their companies throughout the year.
- 212.04 Post and update all related information and forms on Fresno COG and Valleyrides' websites, as needed.
- 212.05 Receive and evaluate all applications for each vanpool, each month.
- 212.06 Field calls from the public, answer emails and assist walk-in traffic on a continuous basis.
- 212.07 Notify recipients and sign agreements/forms with vanpool providers, as received.
- 212.08 Coordinate all aspects of the monthly Measure C carpool incentive award giveaways including drawing winners, dispersing incentive awards, documenting all awards.
- 212.09 Receive and process monthly vanpool invoices and mail out subsidies and reimbursements.
- 212.10 Submit claim forms to FCTA monthly.
- 212.11 Complete bi-monthly, quarterly and year-end reports.

212 Measure C Carpool/Vanpool Programs																
Task Description	C O G	F C T A	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	J U N
212.01 Carpool grand prize giveaway	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	■
212.02 Evaluate programs	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	■
212.03 Publicize programs	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	■
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	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	■

212 Measure "C" Carpool/Vanpool Programs

Budget	Actual	Adopted	Annual	
Account	Cost	Budget	Budget	LOCAL
	2019/20	2020/21	2021/22	FUNDS
Salaries	35,223	46,718	48,083	48,083
Benefits	12,440	18,481	19,047	19,047
Overhead	8,476	42,015	45,299	45,299
Total Staff Costs	56,139	107,214	112,429	112,429
Direct Costs				
Consultants				
Supplies/Printing	1,293	10,000	10,000	10,000
Software Support & Maint	9,578	30,000	30,000	30,000
Promotion/Outreach	92	100,000	100,000	100,000
Carpool Subsidy	40,172	48,000	48,000	48,000
Prizes & Awards	8,000	32,000	32,000	32,000
Commuter Van Pool Subsidy	256,299	488,000	260,000	260,000
Grant Specific Travel		1,000	1,000	1,000
Total Direct Costs	315,434	709,000	481,000	481,000
TOTAL	371,573	816,214	593,429	593,429
LTF MATCH 11.47%				
TOILE CREDIT MATCH 11.47%				

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

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### Objective

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

### Discussion

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

### Previous work

Fresno COG developed implementing guidelines for the Senior Scrip Program in February 2008. Staff has accomplished an automated, online program that allows scrip purchases using a credit card for payment. Past efforts and achievements include implementing Lyft and Uber rides as an addition to the Senior Scrip program, allowing Senior Scrip program users to access both electronic scrip (e-scrip) for Lyft and Uber and hard copy scrip (paper scrip) for taxi fares.

Additionally, effective July 1, 2020, the Senior Scrip website was structured to allow and record online scrip purchases with use of a credit card for payment. All enrolled seniors were notified of the option to purchase online themselves or to call the office for assistance with their purchase.

### Products

1. Senior Scrip transportation subsidy program database management system, maintenance and updates.
2. Outreach program materials and webpage.
3. Agreements with GoGoGrandparent, taxi companies and EOC Transit to provide transportation services, and with local agencies for the sale of scrip to seniors.
4. Annual reports and quarterly reporting.

### Tasks

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



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

214 Measure C ADA/Seniors/Paratransit Senior Scrip Program

Budget	Actual	Adopted	Annual	
Account	Cost	Budget	Budget	LOCAL
	2019/20	2020/21	2021/22	FUNDS
Salaries	82,388	77,460	79,824	77,460
Benefits	29,098	32,258	33,372	33,372
Overhead	19,827	70,702	76,385	76,385
Total Staff Costs	131,312	180,420	189,581	189,581
Direct Costs				
Supplies/Printing	11,695	14,000	20,000	20,000
Software Support & Maint	16,025	40,000	15,000	15,000
Promotion/Outreach	2,073	100,000	100,000	100,000
Taxi Scrip	342,325	480,000	480,000	480,000
Grant Specific Travel	111	1,000	1,000	1,000
Other Misc Expense	1,625	2,000	5,000	5,000
Total Direct Costs	373,854	637,000	621,000	621,000
TOTAL	505,166	817,420	810,581	810,581
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 215 Measure C Agricultural Worker Vanpool Program

### Objective

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

### Discussion

The 2006 Measure C Extension Expenditure Plan funds a farmworker vanpool program, which Fresno County Transportation Authority (FCTA) charged Fresno COG with administering and implementing.

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

### Previous work

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

A grassroots outreach program that began in early 2018 in partnership with multiple non-profit organizations to increase active awareness and participation in the Measure C Agricultural Worker Vanpool program concluded in July 2020.

### Products

1. Vanpool subsidy program for agricultural workers.
2. Valleyrides website ag worker subsidy pages and links. (July 2021)
3. Valleyrides website's Spanish translation for rideshare registration, ride-match, outreach portal. (September 2021)

### Tasks

- 215.01 Evaluate reporting procedures. (Ongoing)
- 215.02 Publicize the Agricultural Worker Vanpool Program via website, email, community events, social media, traditional media, news articles, and other means available to all Fresno County residents including Native American tribes and employees. (Ongoing)
- 215.03 Post all related multilingual information and forms on websites and keep updated. (Ongoing, as needed)
- 215.04 Receive, evaluate, document and process all applications for each agricultural worker vanpool applicant. (Ongoing)
- 215.05 Notify recipients and sign agreements/forms with vanpool providers. (Ongoing)
- 215.06 Receive, evaluate, document and process monthly invoices. (Ongoing)
- 215.07 Submit claim forms to the FCTA. (Ongoing, as needed)
- 215.08 Complete bi-monthly, quarterly and annual reports of the program accomplishments. (Ongoing)
- 215.09 Field calls and answer emails regarding the program. (Ongoing)

215 Measure C Agricultural Worker Vanpool Program															
Task Description	C O G	C O N S E L T	* of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
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 Measure C Agricultural Worker Vanpool Program

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	LOCAL FUNDS
Salaries	12,877	14,428	15,777	15,777
Benefits	4,548	6,033	6,634	6,634
Overhead	3,099	13,185	15,123	15,123
Total Staff Costs	20,523	33,646	37,534	37,534
Direct Costs				
Supplies/Printing	2,350	2,000	2,000	2,000
Software Support & Maint	9,328	5,000	5,000	5,000
Promotion/Outreach	22,737	100,000	100,000	100,000
Farm Worker Van Pool Subsidy	378,870	560,000	385,000	385,000
Grant Specific Travel		500	0	0
Total Direct Costs	413,285	667,500	492,000	492,000
TOTAL	433,808	701,146	529,534	529,534
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



### Objective

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

### Discussion

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

The federal TIP is a short-range transportation capital improvement program covering 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 transportation control measures or degrade 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 encourages decision making through partnerships. Each Regional Transportation Improvement Program (RTIP) shall be based on the regional transportation plan developed and updated pursuant to Government Code Section 65080, and a regionwide assessment of transportation needs and deficiencies. Each regional agency adopts and submits its RTIP to the Commission and Caltrans no later than Dec. 15 of each odd-numbered year. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments for the biennial five-year plan.

Senate Bill 1 (SB 1) provides funding to statewide competitive funding programs including Active Transportation Program, Trade Corridor Enhancement Program, Solutions for Congested Corridors Program, Local Partnership Program and planning grant programs. The Active Transportation program has a statewide competitive component and a regional competitive program component. The regional competitive program component is incorporated in the FTIP.

Through the regional bid process, special emphasis is afforded transportation projects that meet the common goals of the Fresno COG's Regional Transportation Plan and Sustainable Communities Strategy. Federal Surface Transportation Program funds are split into two distribution methods for CMAQ funding, a regional bid process that equates to 70 percent of the total pot, and a targeted performance program funds that make up 30 percent of the pot and allow member agencies the flexibility to implement their most prioritized projects. All projects utilizing funds are reviewed for air quality benefits, cost-effectiveness, and eligibility.

### Previous Work

- Maintained STBG/CMAQ/ATP appropriation process.
- Provided for consistent presentation of federal TIP by eight Valley transportation planning agencies.
- Maintained a tracking system for STBG, CMAQ, and ATP projects to ensure federal funds are either encumbered or reappropriated within the region in a timely manner.
- Implemented policies and procedures for reprogramming surplus STBG and CMAQ funds.
- Participated in statewide California Federal Programming Group meetings on a monthly and/or quarterly basis.
- Prepared "local" obligation plans for STBG, CMAQ, and ATP Programs to track regional obligation progress in meeting AB 1012 requirements. The plan also included other projects with federal funding as requested by Caltrans.
- Prepared an annual listing of transportation projects for which federal funds were obligated during the previous fiscal year.
- Continued to use FTIP amendment procedures that authorize administrative modifications and specific types of formal amendments in lieu of Policy Board approval.
- Convened the programming taskforce on an as-needed basis to advise COG staff regarding a programming process to assist member agencies' timely delivery of projects.
- Continued to use adopted expedited project selection procedures (EPSP) and post-programming adjustments to ensure project delivery.
- Continued support to local agencies in their use of project tracking software (FresnoTrak).
- Developed scoring criteria and updated the guidelines and applications for Fresno COG's regionally competitive Active Transportation Program.
- Issued cycle five of the regional, competitive Active Transportation Program.
- Staff served on the evaluation team for the state's ATP.



- Staff served as FCOG representative for RTPA group meetings and CTC meetings.
- Served on statewide working groups to develop state guidelines for all statewide competitive programs.
- Updated STBG/CMAQ guidelines, scoring criteria and applications
- Held programming sub-committee meetings to discuss updates to CMAQ/STBG

## Products

1. Federal Transportation Improvement Program (four years of programming every two years). Ongoing on set schedule. Next update cycle begins January 2022 for December 2022 federal approval.
2. Federal Transportation Improvement Program amendments. Ongoing as needed.
3. Expedited project selection procedures (EPSP) used to advance or delay eligible project components and post-programming adjustments for cost overruns. Ongoing as needed.
4. Air quality conformity determination for Fresno County. Ongoing as needed.
5. STBG/CMAQ/ATP program updates including publishing funding amounts and assisting with project liaison. Ongoing.
6. Policies and procedures for monitoring and reprogramming surplus STBG and CMAQ funds. Ongoing
7. Local obligation plans for STBG, CMAQ, and other federal-administered funding programs and submittal of regional funding obligation report to Caltrans to ensure OA project delivery. April 2022
8. RTIP submittal. December 2021
9. Annual federal funding obligation listing submittal. December 2021.
10. Consistent ITS architecture maintenance from all eight Valley regional transportation planning agencies. Ongoing
11. FTIP document compliance certifications. As needed.
12. Tribal government relations. Ongoing as needed
13. RTPA group meetings, CTC meetings and statewide working group participation. Ongoing.

## Tasks

- 220.01 Prepare regional TIPs, (federal and state) for the California Transportation Commission and appropriate federal agencies. Ongoing on set schedule. Next update cycle begins January 2022 for December 2022 federal approval.
- 220.02 Prepare, analyze and approve FTIP amendments and administrative modifications; transmit to state and federal agencies for approval. Ongoing as needed
- 220.03 Prepare, analyze and submit the Annual Federal Funding Obligation Listing.
- 220.04 Maintain and update the programming project tracking system (FresnoTrak).
- 220.05 Attend and participate in all Caltrans and FHWA-administered workshops and help develop performance-based planning and programming metrics.
- 220.06 Participate in the California Federal Programming Group (CFPG) and related subgroups. Ongoing
- 220.07 Work with San Joaquin Valley RTPAs to provide for ITS architecture maintenance. Ongoing
- 220.08 Prepare and document project information suitable to making necessary air quality conformity findings. Ongoing
- 220.09 Track and provide for the implementation of new project proposals from member agencies and other eligible public agencies. Ongoing
- 220.10 Establish project priorities using locally adopted criteria; revise project selection procedures as necessary for all regional competitive programs. Different program cycles vary.
- 220.11 Track any funding augmentation as related to programming and delivery of projects. Ongoing.
- 220.12 Coordinate, consult and collaborate with all member agencies to ensure project delivery for all projects. Ongoing.
- 220.13 Hold biannual OA Meetings with all member agencies and complete annual obligation plan submittal to Caltrans. October 2021 through April 2022
- 220.14 OA quarterly reports. Ongoing
- 220.15 Review and track Caltrans proposed programs including but not limited to ITIP and SHOPP. Ongoing
- 220.16 Review California Transportation Commission's fund estimate, policies, and federal estimates. Track STIP as related to programming and delivery of projects and submit RTIP. January 2022.
- 220.17 Prepare FTIP document compliance certifications.
- 220.18 Coordinate, consult and collaborate with all tribal governments. Ongoing
- 220.19 Participate in the statewide RTPA group, subgroups and technical working groups, monitor regional, state and federal transportation issues, including potential and current transportation-related funding programs and opportunities. Ongoing
- 220.20 Represent Fresno COG at California Transportation Commission meetings. Ongoing.

## 220 Transportation Program Development

Task Description	C OG	T R I B E S	% of W O R k	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
220.01 Prepare & publish TIPs	■		10							■	■	■	■	■	■
220.02 Process TIP amendments	■		10	■		■		■		■		■		■	
220.03 Annual obligation listing	■		1						■						
220.04 Maintain programming tracking system	■		10	■	■	■	■	■	■	■	■	■	■	■	■
220.05 Performance-based planning and programming metrics.	■		4	■	■	■	■	■	■	■	■	■	■	■	■
220.06 Participate in CFPG and subgroups	■		4	■	■	■	■	■	■	■	■	■	■	■	■
220.07 Valley coord. & ITS Arch. Maint.	■		1	■	■	■	■	■	■	■	■	■	■	■	■
220.08 Air quality conformity	■		5					■	■	■	■				
220.09 Provide support for new project applications	■		5	■	■	■	■	■	■	■	■	■			
220.10 Establish priority/project selection	■		12	■	■	■	■	■	■	■	■	■	■	■	■
220.11 Solicit new projects	■		3	■	■	■	■	■	■	■	■	■	■	■	■
220.12 Support member agencies to ensure project delivery	■		5	■	■	■	■	■	■	■		■	■	■	■
220.13 OA meetings and obligation plan	■		5				■	■			■	■	■		
220.14 OA quarterly report	■		4	■			■			■			■		
220.015 Review and track Caltrans proposed programs	■		5	■	■	■	■	■	■	■	■	■	■	■	■
220.16 Track STIP and submit RTIP	■		5	■	■	■	■	■	■	■					
220.17 FTIP compliance certifications	■		1	■	■	■	■	■	■	■		■	■	■	■
220.18 Coordinate with tribal government	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
220.19 Participate in state working groups/Monitor issues and programs	■		5	■	■	■	■	■	■	■	■	■	■	■	■
220.20 Participate in CTC Meetings	■		3		■		■		■	■		■		■	■



220 Transportation Program Development

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	FTA 5303	State PPM	LOCAL FUNDS
Salaries	211,522	151,299	169,460		169,460	
Benefits	74,706	54,442	60,423		60,423	
Overhead	50,903	132,580	155,125		155,125	
Total Staff Costs	337,131	338,321	385,008	0	385,008	0
Direct Costs						
Consultants						
Supplies/Printing						
Software Support & Maint	59,699	57,679	63,335	43,683	13,992	5,660
Grant Specific Travel		3,000	3,000	2,656	0	344
Total Direct Costs	59,699	60,679	66,335	46,339	13,992	6,004
TOTAL	396,830	399,000	451,343	46,339	399,000	6,004
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				5,315		

	Total	FTA 5303	State PPM	LOCAL FUNDS
Software Support & Maint				
Fresno Track - Echointeractive	63,335	43,683	13,992	5,660
Total Software Support & Maint	63,335	43,683	13,992	5,660

## Services and General Coordination Activities

### 310 Intergovernmental Coordination

#### Objective

Promote coordination, cooperation and communication among local agencies, Fresno COG, tribal governments, federal and state agencies on planning matters. Enable various partners, including native-American tribes, to participate in the regional planning process. Provide information to the public on activities, meetings, planning documents and reports; seek advice on COG's planning activities.

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

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

#### Discussion

Fresno COG helps coordinate decisions among various governmental agencies at the local, tribal, state, and federal level in multiple ways. 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 interjurisdictional coordination of federally assisted activities within Fresno County.

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

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

To strengthen the relationship between native-American tribes and Fresno COG, a staff person has been assigned responsibility for native-American tribal government activities. This staff member is responsible for ensuring that any pertinent information affecting the tribes is transmitted in a timely manner. Fresno COG has adopted a formal tribal consultation plan (see Appendix N). Fresno COG will continue to provide staff support to the Association for the Beautification of Highway 99 as needed.

#### Previous work

- Maintained a coordinated planning process involving local, tribal, state and federal agencies.
- Monitored and provided analysis to members on the federal transportation bills including FAST ACT and MAP-21 provisions and notices of proposed rulemaking.
- Reviewed and commented on major federal and state assistance programs to the Fresno COG Policy Board.
- Provided support for the Environmental Enhancement and Mitigation Program to member and other interested agencies.
- Monitored and provided analysis to members on AB 1012 apportionment and obligational authority delivery.
- Provided staff support to the Association for Beautification of Highway 99. Helped complete the 2016 update to the Highway 99 Beautification Master Plan. Coordinated Association meetings in 2018-19.
- Continued ongoing consultation with native-American tribal governments in Fresno County.
- Continued to provide information that may have potential effects on a tribe's land to the tribes in a timely manner.
- Updated and approved Fresno COG's Tribal Coordination Plan in 2019.
- Coordinated Caltrans transportation planning grant applications, as needed, from member agencies and other organizations that qualify for the grant programs but require the Fresno COG to be the lead applicant.
- Coordinated interagency consultation with Madera County, Merced County, and the National Parks Conservation Agency on the National Parks Transit Study.
- Provided member agency assistance on grant opportunities through the membership of Efficientgov Grantfinder service.
- Consulted with resource agencies, state and local agencies responsible for land use management, environmental protection, conservation, historic preservation and Native-American tribal governments concerning the 2018 Regional Transportation Plan.
- Participated in the 2018, 2019, 2020 San Joaquin Valley Technical Assistance Team for the Affordable Housing and Sustainable Communities Program.

## Products

1. Document library.
2. Information and coordination at the public, local, regional, tribal, state and federal levels.
3. Technical and legislative information assembled, analyzed, reproduced and disseminated to member agencies.
4. Planning certification report.
5. Staff support to policy, technical and citizens' advisory committees to resolve regional transportation issues.
6. Comments on proposals for federal assistance and state plans and programs.
7. Input into state planning efforts.
8. Required products, e.g., OWPs; RTPs; RTIPs, FTIPs.
9. Comments on local agency environmental reports and planning studies.
10. Staff support to the Association for the Beautification of Highway 99, if needed.
11. Native-American tribal and government-to-government coordination
12. Monthly legislative reports and bill and policy analysis to local agencies.
13. Sustainable Transportation Planning Grant applications.
14. Areawide Clearinghouse reports

## Tasks

- 310.01 Execute coordinated OWP objectives, tasks, and schedules. (as needed)
- 310.02 Carry out Fresno COG's process of dissemination, coordination and involvement, evaluation, and review and comment on federally assisted program and projects. (as needed)
- 310.03 Participate in environmental document review processes, as appropriate, when applicable to the regional planning process. (as needed)
- 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. (as needed)
- 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. (as needed)
- 310.07 Participate with and communicate with other regional agencies on planning matters. (monthly)
- 310.08 Carry out committee activities/tasks, including coordinating, participating and reviewing regional planning process. (as needed)
- 310.09 Encourage public representation within the Fresno COG committee structure. (as needed)
- 310.10 Fulfill delegated clearinghouse responsibilities. (as needed)
- 310.11 Provide that all regional planning be carried out in conformance with the provisions of the NEPA-404 MOU. (as needed)
- 310.12 Continue coordination and collaboration with native-American tribal governments 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. (as needed)
- 310.13 Provide staffing for the Association for the Beautification of Highway 99, as needed.
- 310.14 Continue to consult with local agencies through FresnoTrak regarding federally aided projects in the FTIP and RTP. (as needed)
- 310.15 Provide staff support for the San Joaquin Valley technical assistance team as part of the Affordable Housing Sustainable Communities grant program. (as needed)
- 310.16 Coordinate the local clearinghouse review process (as needed)
- 310.17 Coordinate grants management program (as needed)



310 Intergovernmental Coordination																
Task Description	C O G	P A R T N E R 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 Y	J U N	
310.01 Maintain interagency coordination	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
310.02 Maintain COG process	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
310.03 Review environmental documents	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
310.04 Review state plans	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	
310.05 Execute review agreements	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
310.06 Liaison with government agencies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
310.07 Coordinate with regional agencies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
310.08 Staff COG committees	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
310.09 Encourage public participation on committees	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
310.10 Local Clearinghouse review	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	
310.11 Conform with NEPA 404 MOU	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	
310.12 Consult with Indian tribes	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	
310.13 Staff for SR 99 Committee	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	
310.14 FresnoTrak coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
310.15 AHSC Technical Assistants	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	
310.16 Local Clearinghouse Process	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
310.17 Grants Management Program	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	

### 310 Intergovernmental Coordination

	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	LOCAL
Account	2019/20	2020/21	2021/22	FUNDS

Salaries	70,128	39,325	34,817	34,817
Benefits	24,768	13,808	12,324	12,324
Overhead	16,877	34,239	31,811	31,811
Total Staff Costs	111,773	87,372	78,952	78,952
Direct Costs				
Agency Pass Thru	34,761	59,616	59,616	59,616
Total Direct Costs	34,761	59,616	59,616	59,616
TOTAL	146,534	146,988	138,568	138,568

LTF MATCH 11.47%

TOLL CREDIT MATCH 11.47%

	Total	LOCAL FUNDS
Agency Pass Thru		
Fresno County Intergovernmental	45,616	45,616
Fresno Intergovernmental	4,000	4,000
Clovis Intergovernmental	10,000	10,000
Total Agency Pass Thru	59,616	59,616

## 311 Public Information and Participation

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### Objective

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

### Discussion

Fresno COG complies with all public notification requirements of the California Public Records Act, the California Environmental Quality Act and Assembly Bill 52, as well as applicable state and federal laws. For additional information on those requirements and Fresno COG's application of them see the Fresno Council of Governments 2020 Public Participation Plan.

Fresno COG continues to expand all of their websites' interactive natures, providing the public with an opportunity to view and comment on projects, programs and plans online. Fresno COG's website also provides information on, and links to, public meeting agenda packets and information, calendar listings, opportunities to submit public comment or get involved in a plan or project, documents, surveys, public hearings, news releases and the Fresno COG Regional Directory, Policy Board Directory, Staff Directory and Transportation Guide. Fresno COG's website also contains links to other governmental, transportation and air quality-related sites. In 2017-2018 the fresnocog.org website was modernized and updated with increased functionality from an advanced operating system. In September 2019 Fresno COG's commuter website, Valleyrides.com, launched with improved carpool and vanpool matching and incentive software. Lastly, Fresno COG launched a new Regional Transportation Plan (RTP) Update website, PlanFresno.com, which is dedicated to RTP contents and public outreach for the 2022 RTP.

Fresno COG actively pursues community engagement through social media interactions. COG's social media accounts include Facebook (Fresno COG and Valleyrides), Instagram, Twitter, LinkedIn and YouTube.

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 and engaging the public throughout our planning processes, and further commits to providing an environment that is both conducive and receptive to public participation during the planning process.

The COVID-19 pandemic required that many of Fresno COG's meetings, public meetings and public engagement communications be reconfigured from March 2020 through May 2021 from live to virtual events. Little to no virtual engagement was utilized prior to that time. A large part of the RTP public outreach occurred during this time as well as public engagement on many of Fresno COG's plans, projects and special studies. To address COG's need to continue our public engagement we signed a contract with PublicInput.com (PI) to use their online services for community surveying and data reporting. The PI tools were used from October 2020 through May 2021 to gather public response on several projects, listed below in Previous Work. Fresno COG also placed a concerted effort on increasing our social media presence and communications, increasing our following up from 35 to 51% in our existing accounts, while opening three new social media accounts on LinkedIn, Instagram and YouTube.

### Previous work

In 2020-21:

- Approved 2020 Public Participation Plan and Regional Transportation Plan Public Outreach Strategy
- Public participation process involving speaking engagements; summaries of plans, programs, and technical processes; news releases, newsletters and other informative publications; citizen participants on working committees; participation in community organization and private events; library circulation of key documents; public notices; public hearings; and the biannual conferences and forums.
- Fresno COG hard copy materials and online videos explaining Fresno COG's roles and responsibilities
- Fresno COG's websites—[www.valleyrides.com](http://www.valleyrides.com), [www.fresnocog.org](http://www.fresnocog.org) and [www.planfresno.com](http://www.planfresno.com); Updated Fresno COG agenda builder
- Designed, and published a hard copy or electronic Fresno COG annual meeting calendar.
- Conducted portions of the 2022 RTP Public Outreach Strategy, including: RTP Roundtable formation, meetings and workshops, focus groups, professional community survey, online survey portals and websites
- RTP 2020 Community Transportation Needs Survey outreach program using multiple strategies to collect transportation needs from 1,681 participants utilizing the following strategies:
  - Online community survey available in English, Spanish and Punjabi – 3,765 views

- Six e-newsletters created in Constant Contact and sent to a database totaling more than 4,880 email addresses in English and/or Spanish
- Seven social media posts in English and Spanish repeatedly posted on Facebook, Instagram, Twitter, LinkedIn
- Seven social media "boosts" or advertisements on Facebook and LinkedIn that reached 37,871 people
- Flyers with survey QR code links circulated through mini grantees and member agencies in English, Spanish
- Requests sent out to members agencies, transit agencies, and other government and community agencies to share survey invitations with their contacts.
- Facebook Live community presentation explaining Fresno COG, regional transportation plans, and the Transportation Needs Survey, posted to Facebook as well. Fresno COG received 46 event responses and 25 comments.
- Recruited and managed three mini-grants agreements supplied to community-based organizations for the engagement of hard-to-reach communities.
- Virtual meeting presentations and discussions to North Fresno Rotary and Central Valley Partnership
- Follow-up emails sent to all 531 respondents who provided email addresses. Staff asked them to share the survey link with friends and family, and invited them to submit additional projects.
- Telecommute survey outreach program to employers and employees using social media, e-newsletters and email. Garnered responses from 47 employers and 597 employees regarding their thoughts and experience regarding telecommuting
- Fresno County Unmet Transit Needs survey (February – March 2021) with 145 participants
- RTP/SCS Strategies and Indicators Public Survey (March -April 2021) with about 500 participants
- Environmental Justice Subcommittee formation and RTP work via online meetings
- E-newsletters, notifications and reminders via Constant Contact email software
- Maintained databases and email listings of contacts
- Offered graphic design and editing support to staff members for a variety of projects, plans and projects
- Published public notices and conducted public hearings and meetings for FTIP, RTP, air quality conformity, Measure C, active transportation plans and programs, CycleTracks
- Maintained an active media listing, provided press releases to the media, answered inquiries regarding various issues.
- Documented public participation process, with amendments as necessary
- Regional Directory – updated annually
- Fresno COG Brochure and Fresno County Transportation Guide
- Documented outreach efforts and meetings with traditionally underrepresented and underserved populations.
- Fresno COG website agenda builder update.
- Provided Measure C III reauthorization plan development staff support to the Fresno County Transportation Authority and the Measure C III Steering Committee. Coordinated public outreach tasks with the Fresno County Transportation Authority.

## Products

1. Coming Up at Fresno COG e-newsletters.
2. Topical e-news communications developed, as needed.
3. News releases and media alerts.
4. Public hearing notifications posted and published.
5. Public hearings and/or workshops as warranted.
6. PowerPoint presentations regarding Fresno COG's programs/projects.
7. Annual calendar of events either printed or electronic.
8. Fresno COG Regional Directory.
9. Fresno COG websites: fresnocog.org, planfresno.com and valleyrides.com .
10. Fresno COG office stationary/envelopes/business cards.
11. Documents, surveys, outreach and notices published in multiple languages online and in hard copy.
12. Annual update of tribal government database.
13. Annual update of email and mailing databases.
14. RTP community needs workshop materials and project needs listings.
15. Community-based mini grant outreach billing statements.
16. RTP outreach communications via email/website/social media/hard copy and presentations.
17. Sustainable Communities Strategies workshop materials and outreach products.
18. Environmental Justice Subcommittee meeting agendas and materials.
19. Social media outreach for various projects as requested by staff, via organic posts and purchased ads.

## Tasks

- 311.01 Maintain and carry out the adopted public participation process of the COG. (ongoing)



- 311.02 Communicate with community and member agencies via the “Coming Up at Fresno COG” e-newsletter and additional topical e-news communications. (ongoing)
- 311.03 Prepare news releases and maintain list of media resources, answer media inquiries, as needed.
- 311.04 Conduct public hearings and public meetings/workshops, as needed.
- 311.05 Make presentations to local businesses and community groups as needed and/or requested, as scheduled.
- 311.06 Provide graphic design support to all staff, as well as designing Fresno COG and Measure C public outreach materials (ongoing)
- 311.07 Conduct outreach on various Fresno COG plans, projects or activities as requested throughout the fiscal year through a variety of online and media sources as well as community partnerships and committees. (ongoing)
- 311.08 Publish an annual calendar of events in January of each year.
- 311.09 Respond to public comment, as needed.
- 311.10 Revise and publish online Fresno COG Regional Directory in the spring of each fiscal year.
- 311.11 Maintain Fresno COG’s websites, social media accounts and databases. (ongoing)
- 311.12 Update and reorder Fresno COG brochures, folders, stationery and business cards, as needed.
- 311.13 Conduct news conferences, as needed, on behalf of Fresno COG or partnering agencies.
- 311.14 Staff the Social Service Technical Advisory Committee and the Environmental Justice Advisory Committee and Measure C Citizen Oversight Committee monthly, as needed.
- 311.15 Conduct outreach efforts and provide informational materials in languages other than English, as needed.
- 311.16 Annual update of the email database listing of tribal governments and unacknowledged tribal communities with a specific outreach strategy for reaching and working with tribal governments.
- 311.17 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. (ongoing)
- 311.18 RTP Public Outreach Plan implementation for Sustainable Communities Strategy scenarios.
- 311.19 Additional RTP outreach communications via meeting agendas, email, website, e-newsletters, public and online presentations and social media for RTP progress and 55-day public review and comment prior to adoption.
- 311.20 Measure C III reauthorization plan development: Provide staff support to the Measure C III Steering Committee, coordinate public outreach tasks with the Fresno County Transportation Authority.
- 311.21 Environmental Justice Subcommittee meeting agendas.

311 Public Information and Participation																
Task Description	COG	PARTNER	# Of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
311.01 Conduct public process	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	
311.02 E-news communication	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■	
311.03 Media relations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.04 Public hearings/meetings	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.05 Presentations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.06 Graphic design	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■	
311.07 Publicize plans/programs/activities	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
311.08 Publish annual calendar	■	■	3						■	■						
311.09 Respond to public comments	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
311.10 Regional Directory	■	■	3	■						■	■	■	■	■	■	
311.11 Maintain Fresno COG websites/databases	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	
311.12 Fresno COG printed materials	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
311.13 News conferences/interviews	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	
311.14 SSTAC/EJ Task Force/COC	■		8			■		■		■	■	■	■	■	■	
311.15 Outreach and materials translation and provision	■		3	■	■	■	■	■	■	■	■	■	■	■	■	
311.16 Tribal database annual update and outreach strategy	■		2	■	■	■	■									
311.17 EJ, comm. database annual update	■		2	■	■	■	■									
311.18 RTP / SCS Scenario outreach	■		6				■	■	■	■						
311.19 RTP Outreach and communications	■		7	■	■	■	■	■	■	■	■	■	■	■	■	
311.20 Measure C III reauthorization outreach	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
311.21 EJ Subcommittee	■		2	■					■	■	■	■	■	■	■	

311 Public Information and Participation

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	FHWA PL
Salaries	97,648	66,720	81,843	81,843
Benefits	34,487	24,126	30,361	30,361
Overhead	23,499	58,541	75,716	75,716
Total Staff Costs	155,634	149,387	187,920	187,920
Direct Costs				
Supplies/Printing	2,054	10,000	10,000	10,000
Software Support & Maint	26,024	19,000	10,000	10,000
Workshops	37,453	5,000	5,000	5,000
Promotion/Outreach	10,073	10,000	15,000	15,000
Translation Services		4,500	4,500	4,500
Total Direct Costs	75,604	48,500	44,500	44,500
TOTAL	231,238	197,887	232,420	232,420
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				26,659

## 313 Environmental Justice Activities

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### Objective

Ensure that Fresno County's low-income and minority populations are being included in the transportation planning process by implementing environmental justice (EJ) and Title VI principles and Tribal Consultation Plan.

### Discussion

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

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

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

1. Make better transportation decisions that meet the needs of all people.
2. Design transportation facilities to fit harmoniously within 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 offset initiatives and enhancement measures to benefit affected communities and neighborhoods.

### Previous work

In 2020-21:

- Forwarded all funding opportunities to tribal agencies.
- Final Big Sandy Rancheria Emergency Evacuation Plan completed
- Continued to provide technical data support for grant applications as needed.
- Met with tribes to develop projects for federal and state mobility and housing grant applications
- Coordinated with tribe on ongoing transportation projects

### Products

1. Update to Title VI Program (May 2022)
2. Update tribal consultation listing (June 2022)
3. Provide support and coordination to tribes for transportation related funding (June 2022)
4. EJ Subcommittee meetings for RTP EJ Analysis (June 2022)
5. Update Regional Transportation Plan (RTP) EJ Analysis Chapter (May 2022)

### Tasks

- 313.01 Monitor, document and continue implementing environmental justice, Title VI, DBE rules and regulations and Tribal Consultation Plan. Revised and submit Title VI Program.
- 313.02 Government-to-government coordination - Maintain channels of communication with tribal communities. Ensure and document tribal consultation and coordination regarding all planning documents. Consider tribal government concerns about projects outside tribal jurisdiction that have the potential to impact Native American cultural resources or communities.
- 313.03 Conduct outreach efforts to and provide informational materials in other languages as deemed necessary, continue to find partnerships for grant and project opportunities that address EJ populations.



- 313.04 The Environmental Justice Subcommittee will meet to review and select the RTP/SCS EJ indicator, establish the low income threshold and review and provide comments on the Draft EJ analysis for the 2022 RTP/SCS.
- 313.05 Conduct environmental justice & Title VI analysis for RTP & FTIP

313 Environmental Justice Activities															
Task Description	C O G	C O N S L T	% of WORK	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
313.01 Monitor, document and continue implementation	■		10	■	■	■	■	■	■	■	■	■	■	■	■
313.02 Government-to-government coordination for programs and projects	■		20	■	■	■	■	■	■	■	■	■	■	■	■
313.03 Conduct outreach/public participation, grant and project partnership	■		30	■	■	■	■	■	■	■	■	■	■	■	■
313.04 EJ subcommittee, EJ indicator, low-income threshold	■		20	■	■	■	■	■	■	■	■	■	■	■	■
313.05 Conduct environmental justice & Title VI analysis for RTP & FTIP as necessary	■		10	■	■	■	■	■	■	■	■	■	■	■	■

### 313 Environmental Justice Activities

Budget	Actual	Adopted	Annual	FTA	FHWA
Account	Cost	Budget	Budget	5303	PL
	2019/20	2020/21	2021/22		
Salaries	16,353	13,562	10,046	4,687	5,359
Benefits	5,776	5,009	3,990	1,861	2,129
Overhead	3,935	11,967	9,472	4,419	5,053
Total Staff Costs	26,064	30,538	23,508	10,967	12,541
Direct Costs					
Total Direct Costs	0	0	0	0	0
TOTAL	26,064	30,538	23,508	10,967	12,541
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				1,258	1,438

## 320 Technical Assistance

### Objective

Provide member agencies, outside agencies and consultants with specialized technical assistance services. Non-member agencies and others are assisted on a cost-reimbursement basis.

### Discussion

Fresno COG staff provides specialized technical assistance services to its member agencies and others. These services are generally related to computer applications for traffic modeling, demographics and related database maintenance. These services can also include fiscal management support, computer applications support, traffic engineering studies, and special planning studies. Internal staff capabilities generally determine the kinds of technical assistance available. Under special circumstances, consultant or other agencies' services may be used.

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

### Previous work

- Reimbursable traffic model runs for traffic impact studies.
- Consulting study coordination on trails planning for the City of Fresno, a project fully reimbursed by the City.
- Participated in oral interview panels for a variety of local agency recruitments.
- Established and helped maintain financial systems for local agencies.
- Special traffic studies for member agencies.
- Special model runs for member agency traffic studies.
- Traffic model runs in support of the general plans and specific plans analysis.
- Prepared pollution reduction calculations for member agency CMAQ applications.
- Bicycle and pedestrian plans.
- Provided member agencies with portable bike/pedestrian counters for collecting bike/walk activity data.
- Posted information to Fresno COG's website at member agencies request and provided graphic design services.
- Continually provide circuit planner/engineer assistance (project development liaison)

### Products

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

### Tasks

- 320.01 Specialized services and/or assistance to member agencies and non-member organizations, as needed.
- 320.02 "Circuit planner" and "circuit engineer" consulting assistance to member agencies, upon request.
- 320.03 Portable bike/pedestrian counters for member agencies and technical assistance, upon request.

320 Technical Assistance															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
320.01 Provide technical assistance	■		40	■	■	■	■	■	■	■	■	■	■	■	■
320.02 Circuit planner and engineer consulting assistance	■		55	■	■	■	■	■	■	■	■	■	■	■	■
320.03 Provide bicycle/pedestrian counters to member agencies	■		5	■	■	■	■	■	■	■	■	■	■	■	■

## 320 Technical Assistance

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	LOCAL FUNDS
Salaries	67,855	56,115	54,218	54,218
Benefits	23,965	21,446	20,723	20,723
Overhead	16,330	49,981	50,570	50,570
Total Staff Costs	108,150	127,542	125,511	125,511
Direct Costs				
Consultants	86,444	150,000	150,000	150,000
Total Direct Costs	86,444	150,000	150,000	150,000
TOTAL	194,594	277,542	275,511	275,511
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Circuit Planner/Engineer	100,000	100000
Technical Studies/Grant Writing	50,000	50000
	0	
Total Consultants	150,000	150,000



## 350 Fresno Regional Data Center

### Objective

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

### Discussion

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

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

### Previous work

In 2020-21:

- Dozens of fulfilled data requests from governmental agencies, businesses, academic institutions, and the public in support of transportation-related work and other needs.
- An updated demographic forecast document that supports traffic modeling and other long-range planning efforts, accessible through the Fresno COG website.
- More complete and accurate socioeconomic data for traffic modeling and future growth allocation, including data and analysis to support a modeling scenario that reflects the observed socioeconomic impacts of the COVID-19 pandemic.
- An updated demographics page on the Fresno COG website that provides access to the most up-to-date data from U.S. Census, State Department of Finance, and other sources.
- Delivered JSA to the California Department of Finance, renewing COG's status as a State Census Data Center.
- Various maps, data tables, and other support materials for Fresno COG-prepared reports and plans.

### Products

1. Socioeconomic information for Fresno COG-prepared reports and plans, most notably for the 2022 RTP/SCS (June 2022)
2. Special census reports in response to member agency and public requests for transportation data (ongoing)
3. Affiliate State Census Data Census Reports and other data (ongoing)
4. Updated demographic information for COG website as available, most notably from the 2020 decennial census (ongoing)
5. Various demographic and socioeconomic information in support of traffic modeling activities (ongoing)

### Tasks

- 350.01 Provide products and services in fulfillment of the responsibilities of the Fresno Regional Data Center; disseminate Census 2020 and other special census reports; collect, analyze, and disseminate demographic and socioeconomic data to member agencies and the public to support transportation planning and research, as needed.
- 350.02 Develop and maintain socioeconomic and demographic data critical to traffic modeling; provide support for reports and modeling projects, as needed.

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

350 Fresno Regional Data Center

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	FHWA PL
Salaries	29,615	16,001	15,722	15,722
Benefits	10,459	5,311	5,223	5,223
Overhead	7,127	13,733	14,134	14,134
Total Staff Costs	47,201	35,045	35,079	35,079
Direct Costs				
Total Direct Costs		0	0	0
TOTAL	47,201	35,045	35,079	35,079
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				4,024

## 360 “One Voice” and “Valley Voice” Advocacy

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### Objective

“One Voice” unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek annual federal and state funds and advocate for projects and legislative priorities of regional significance.

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

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

### Discussion

Since 2003, Fresno COG has sponsored a group of member agency elected officials, public administrators and selected staff to advocate in Washington DC for several regionally significant projects and priorities identified by Fresno COG member agencies and various stakeholders. This effort, known as Fresno COG’s “One Voice,” will be continued in fiscal year 2021-22.

### Valley Voice

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

### Fresno COG Legislative Reporting and Analysis

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

### Previous work

Fresno COG has organized 18 annual (2003-2019) “One Voice” advocacy trips to Washington D.C., seven annual (2006-2012) “One Voice” advocacy trips to Sacramento and coordinated with other Valley COGs for “Valley Voice” advocacy trips to Sacramento (2008-2019) and Washington D.C. (2009-2019, except in 2012).

Fresno COG created its first 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 2021 Fresno COG legislative platform was finalized in early 2021.

### Products

1. “One Voice” community advocacy trip to Washington D.C.
2. “Valley Voice” program, with appropriate action initiatives.
3. Appropriations requests and other funding applications following Washington D.C. visit.
4. Administrative and regulatory relief requests prior and following Washington D.C. visit.
5. Follow-up “Valley Voice” action initiatives.
6. Monthly legislative reports, bill analysis, and regular correspondence to state, federal, and local agency representatives on legislation and policy areas of interest to the Fresno COG.
7. 2022 Fresno COG and SJV legislative platform.

### Tasks

- 360.01 Maintain 2021 and develop 2022 Fresno COG legislative platform
- 360.02 Regional priorities selection for Fresno COG “One Voice” to Washington D.C.
- 360.03 Meeting logistics, sponsorships and materials for Fresno COG “One Voice” to Washington D.C.
- 360.04 Travel and trip implementation for Fresno COG’s “One Voice” to Washington D.C.
- 360.05 Washington D.C. trip follow-up



- 360.06 Legislative platform for Valley COGs' "Valley Voice" to Sacramento  
 360.07 Delegate briefings for Valley COGs' "Valley Voice" to Sacramento  
 360.08 Meeting logistics and materials development for Valley COGs' "Valley Voice" to Sacramento  
 360.09 Travel associated with Valley COGs' "Valley Voice" to Sacramento  
 360.10 Legislative platform and projects for Valley COGs' "Valley Voice" to Washington D.C.  
 360.11 Delegate briefings for Valley COGs' "Valley Voice" to Washington D.C.  
 360.12 Meeting logistics and materials development for Valley COGs' "Valley Voice" to Washington D.C.  
 360.13 Travel associated with Valley COGs' "Valley Voice" to Washington D.C.  
 360.14 Monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies.

360 One Voice and Valley Voice Advocacy																
Task Description	COG	CONSULT	# of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
360.1 Develop legislative platform	■	■	4					■	■							
360.2 Call for regional priorities One Voice D.C.	■	■	5					■	■	■						
360.3 Priorities selection for Washington D.C	■	■	5								■	■				
360.4 Delegate briefings for Washington D.C	■	■	5						■	■	■	■	■			
360.5 Logistics and materials for Washington D.C	■	■	11			■					■	■	■			
360.6 Travel and meet with delegation, Washington D.C.	■	■	5									■	■			
360.7 Washington D.C. One Voice trip follow up	■	■	2										■	■		
360.8 Identify state legislative requests for Valley COGs	■	■	6		■		■	■			■		■		■	
360.9 Delegate briefings for Valley COGs to Sacramento	■	■	2								■				■	
360.10 Logistics and materials for Valley COGs to Sacramento	■	■	5						■	■						
360.11 Valley COGs travel to Sacramento	■	■	2									■				
360.12 Identify legislative requests for Valley COGs Washington D.C.	■	■	8						■	■	■	■				
360.13 Delegate briefings for Valley COGs for Washington D.C.	■	■	2								■	■				
360.14 Logistics, materials for Valley COGs for Washington D.C.	■	■	7							■	■					

360 "One Voice" and 'Valley Voice' Advocacy

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	LOCAL FUNDS
Salaries	20,140	41,687	39,274	39,274
Benefits	7,113	15,057	14,134	14,134
Overhead	4,847	21,578	19,551	19,551
Total Staff Costs	32,100	78,322	72,959	72,959
Direct Costs				
Consultants	5,858	28,000	28,000	28,000
Supplies/Printing	2,180	4,113	4,113	4,113
Grant Specific Travel	5,659	24,509	24,509	24,509
Other Misc Expense	1,303	3,802	3,802	3,802
Total Direct Costs	15,000	60,424	60,424	60,424
TOTAL	47,100	138,746	133,383	133,383
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Simon & Simon	28,000	28,000
Total Consultants	28,000	28,000

# Regional Coordination of Transportation, Land Use and Housing

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

### Objective

An update of the Fresno Regional Housing Needs Allocation (RHNA) Plan to estimate and allocate regional housing needs and assist member agencies with the Multi-Jurisdictional Housing Element in Fresno County.

### Discussion

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

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

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

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

### Previous work

Fresno COG adopted the fifth cycle Fresno Regional Housing Needs Allocation Plan on July 31, 2014. The sixth cycle RHNA plan is scheduled to be adopted in 2022, with methodology development beginning in 2020. The Multi-Jurisdictional Housing Element (MJHE) was approved/adopted by each individual agency, and certified by HCD, in spring 2016.

### Products

1. Meeting agendas from meetings with member agencies to discuss housing element progress and RHNA.
2. Demographic forecast to project regional housing need.
3. Meeting agendas from RHNA Subcommittee meetings
4. Survey of member agencies for sixth cycle RHNA;
5. Report on member agencies' survey for sixth cycle RHNA
6. Sixth cycle RHNA methodology or methodology menu

### Tasks

- 420.01 Assist Fresno County with coordinating meetings for member agencies to discuss housing element progress (ongoing)
- 420.02 Project management of RHNA consultant contract (WE 421)

420 Fresno Regional Housing Needs Plan/Multi-Jurisdictional Housing Element																				
Task Description	C O G	C N T Y	F R E S	F A N	C L O V	C O N S L N T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
420.01 Assist Fresno County with coordinating meetings for member agencies to discuss housing element progress.	■						100	■	■	■	■	■	■	■	■	■	■	■	■	
420.02 Project management of RHNA consultant contract (WE 421)	■							■	■	■	■	■	■	■	■	■	■	■	■	



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

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	LOCAL FUNDS
Salaries	6,519	31,200	33,569	33,569
Benefits	2,302	11,730	12,621	12,621
Overhead	1,569	28,969	31,169	31,169
Total Staff Costs	10,390	71,899	77,359	77,359
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	10,390	71,899	77,359	77,359
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 421 Regional Early Action Planning (REAP) Grant Program

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### Objective

Administer the statewide Regional Early Action Planning (REAP) program on both the San Joaquin Valley and Fresno County regional levels.

### Discussion

Assembly Bill 101 (2018) established the REAP program to assist in developing an improved methodology for the impending sixth-cycle Regional Housing Needs Assessment (RHNA) process and to further housing production throughout the state. The eight-county San Joaquin Valley was one of two regions in the state granted additional funds to work together toward mega regional solutions to the housing crisis. This work element encompasses both the Valleywide work as well as the Fresno region's own REAP program from its pro-rata share of funds. Fresno's REAP program includes funding for consultant work for its sixth-cycle RHNA process, as well as a grant program.

### Previous work

- Established Valleywide REAP Committee of elected officials.
- Valleywide REAP Committee agendas and minutes.
- Established Fresno COG as fiscal agent for Valleywide REAP program.
- Produced MOU among eight SJV MPOs to distribute REAP funding.
- RFP and contract for Valleywide REAP program manager.
- Established Valleywide REAP Technical Assistance (TA) Committee.
- REAP TA Committee agendas.
- RFQ for suite of consultant firms to undertake Valleywide REAP deliverables.
- Contracts with consultant firms for Valleywide REAP deliverables.
- Developed guidelines for Fresno County region REAP program.
- RFP and contract for Fresno COG RHNA process.
- Survey of Member Agencies for 6th Cycle RHNA Report on survey of Member Agencies for 6th Cycle RHNA.
- Call for projects for Fresno COG's Local Housing Planning Grants Program.

### Products

1. Valleywide Comprehensive Housing Report (December 2021)
2. Technical RHNA assistance to member agencies (as needed)
3. Meeting agendas and minutes for Valleywide REAP Committee (quarterly)
4. Meeting agendas and minutes for REAP TA Committee (monthly)
5. Fresno regional REAP project grants (as requested)
6. Meetings with member agencies to discuss housing element progress and RHNA.
6. Meeting agendas from RHNA Subcommittee meetings
7. Sixth Cycle RHNA methodology or methodology menu
8. Draft RHNA Plan.

### Tasks

- 421.01 Regular meetings with consultants on Valleywide Housing report (COG) (monthly)
- 421.02 Examine housing planning and production trends across Valley jurisdictions (consultant) (July 2021)
- 421.03 Examine barriers to housing production and planning in SJV (consultant) (September 2021)
- 421.04 Provide best practices/case studies to improve housing production (consultant) (October 2021)
- 421.05 Offer policy and strategies to improve housing production (consultant) (November 2021)
- 421.06 Produce executive summary, final comprehensive housing report (consultant) (December 2021)
- 421.07 Provide housing element technical assistance to Valley jurisdictions (consultant) (as needed)
- 421.08 Consultation with HCD regarding sixth cycle RHNA (consultant)
- 421.09 Conduct RHNA Subcommittee meetings (consultant)
- 421.10 Gather data and conduct analysis for factors relating to RHNA (consultant) (April 2022)
- 421.11 Develop sixth cycle RHNA methodology or methodology menu (consultant) (January 2022)
- 421.12 Develop sixth cycle RHNA Plan (consultant) (February 2022)
- 421.13 Coordinate review and approval of sixth cycle RHNA Plan (consultant) (June 2022)

421.14 Monitor and administer all REAP consultant contracts (COG) (ongoing)

421.15 Grant administration and invoice approval for Fresno COG Local Housing Planning Grants Program (COG) (ongoing)

421 Regional Early Action Planning (REAP) Grant Program																
Task Description	COG	CONSULTANT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
421.01 Regular meetings with consultants on Valleywide Housing report	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
421.02 Examine housing planning and production trends across Valley jurisdictions		■	10	■	■	■	■	■	■	■	■	■	■	■	■	
421.03 Examine barriers to housing production and planning in SJV		■	5	■	■	■										
421.04 Provide best practices/case studies to improve housing production		■	5	■	■	■	■	■	■						■	
421.05 Offer policies and strategies to improve housing production		■	5	■	■	■	■	■								
421.06 Produce executive summary, final comprehensive housing report		■	5	■	■	■	■	■	■						■	
421.07 Provide housing element technical assistance to Valley jurisdictions		■	15	■	■	■	■	■	■	■	■	■	■	■	■	
421.08 Consultation with HCD regarding sixth cycle RHNA		■	5	■	■	■	■	■	■						■	
421.09 Conduct RHNA subcommittee meetings		■	5	■	■	■	■	■	■	■					■	
421.10 Gather data and conduct analysis for factors relating to RHNA		■	5	■	■	■	■	■	■	■	■	■	■			
421.11 Develop sixth cycle RHNA methodology or methodology menu		■	10					■	■	■						
421.12 Develop sixth cycle RHNA Plan		■	15						■	■	■					
421.13 <u>Coordinate review and approval of sixth cycle RHNA Plan</u>		■	4									■	■	■	■	
421.14 Monitor and administer all REAP consultant contracts	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
421.15 Grant administration and invoice approval for Fresno COG Local Housing Planning Grants Program (ongoing)	■		4	■	■	■	■	■	■	■	■	■	■	■	■	

#### 421 Regional Early Action Planning (REAP) Grant Program

	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	LOCAL
Account	2019/20	2020/21	2021/22	FUNDS

Salaries	0	44,931	29,067	29,067
Benefits	0	16,684	10,831	10,831
Overhead	0	39,705	26,923	26,923
Total Staff Costs	0	101,320	66,821	66,821
Direct Costs				
Consultants		6,884,539	6,138,579	6,138,579
Board Remuneration			12,000	12,000
Agency Pass Thru		3,132,972	900,000	900,000
Grant Administration		100,000		
Total Direct Costs	0	10,117,511	7,050,579	7,050,579
TOTAL	0	10,218,831	7,117,400	7,117,400

LTF MATCH 11.47%

TOLL CREDIT MATCH 11.47%



## 820 Valley Coordination Activities

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### Objective

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

### Previous work

The San Joaquin Valley regional transportation planning agencies coordinated in multiple activities and documents in 2020-21, examples of which include:

#### **San Joaquin Valley Regional Policy Council**

The San Joaquin Valley Regional Policy Council – an advisory association of 16 elected officials comprising two Board members from each of the eight Valley MPOs – is guided by the executive directors' committee, which develops the agendas and circulates materials to the public. The group met quarterly in 2020-21.

#### **Executive Directors' Committee**

The executive directors committee met monthly in 2020-21 to discuss issues, programs and projects of common concern and potentially, common action. They include federal and state air quality-related requirements, pending legislation, coordinated transportation planning efforts, the California high-speed rail project, grant programs and others.

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

The San Joaquin regional planning agencies prioritize projects and identify institutional arrangements and funding for goods movement projects.

#### **Regional Transportation Plans**

The Valley's regional planning agencies have jointly developed a common chapter for each agency's regional transportation plan since the early 1990s. In that chapter Valleywide issues 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. Assignments for the 2022 RTP went out to each of the eight MPOs in 2020-21.

#### **State Route 99 Coordination**

Fresno COG, along with staff from the other seven RTPAs and Caltrans, have updated the original SR 99 Business Plan, including an updated list of Valley projects on this important north/south trade corridor, a financial plan on how best to make these projects a reality, and highlights the successes since the original Business Plan. In 2020-21, staff continued supporting projects in the Business Plan.

#### **Intercity Rail**

Fresno COG is a member of the San Joaquin Joint Powers Authority (Authority) that provides regional governance/management of the San Joaquin intercity passenger rail service among Bakersfield-Fresno-Stockton-Sacramento-Oakland. Staff stayed abreast of JPA developments in 2020-21.

#### **Fall Policy Conference/Networking**

The annual SJV Regional Policy Conference offers a productive opportunity for networking among Valley MPO staff and elected officials. Owing to COVID, the Policy Conference was postponed in 2020-21..

#### **Valley Air Quality Coordination**

Valley air quality coordination has been established to ensure a comprehensive approach to transportation and air quality planning among the eight regional planning agencies and the San Joaquin Valley Air Pollution Control District (SJVAPCD). The goal is to attain and subsequently maintain federal and state air quality standards.

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

The Valley regional planning agencies' directors have included funding in their individual budgets to continue the contract for a Valleywide air quality coordinator to ensure that air quality conformity and related modeling is accomplished in a consistent and timely basis. San Joaquin COG is the lead agency for the group on air quality, and is responsible for administering the contract.

### 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.

### Regional Early Action Planning (REAP) Funding

Under AB 101 (2019), the eight Valley RPAs formed a 24-member working group to administer approximately \$19 million in housing planning funds through the California Department of Housing and Community Development. The funding is intended to enable local jurisdictions to prepare for anticipated new housing requirements under the state's sixth-cycle Regional Housing Needs Assessment. In 2020-21, Fresno COG was appointed as the fiscal agent for the Valleywide REAP program. This work is specifically identified under WE 421.

### Products

1. Agendas and minutes from regularly scheduled Regional Policy Council and Executive Directors' Committee meetings.
2. California Partnership for the San Joaquin Valley meeting agendas/minutes.
3. Information and documentation for federal transportation legislation reauthorization.
4. Regional Transportation Plan (RTP) Valleywide chapter.
5. Policies related to regional transportation needs, including SR 99 and high-speed rail.
6. Ongoing air quality efforts in the San Joaquin Valley; state implementation plans (SIPs), SJVAPCD rule development process, and conformity determinations.
7. New motor vehicle emission budgets for state implementation plans (SIPs).
8. Reasonably available control measures (RACM), as needed, for SIPs.
9. San Joaquin Valley MPO Directors' Association-Interagency Consultation Group (IAC) agendas and minutes to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues.
10. Comments on proposed air quality plans, rules, regulations and new standards.
11. Caltrans Sustainable Planning Grant application – SJV inland port study

### Tasks

- 820.01 Coordinate Regional Policy Council and Executive Directors' Committee meetings, including tracking minutes and other relevant records. (monthly)
- 820.02 Track legislation, advocacy. (monthly)
- 820.03 Participate in meetings of the California Partnership for the San Joaquin Valley and work on grant-funded projects. (Quarterly)
- 820.04 Participate in the Regional Policy Conference with Valley RTPAs and Regional Policy Council. (May 2022)
- 820.05 Continue to work with Valley RPAs to ensure Valley's recognition in MAP-21 and FAST Act (ongoing)
- 820.06 Develop a valleywide chapter for Regional Transportation Plans. (April-June 2022)
- 820.07 Work with Caltrans and other RPAs on plans, projects, and other needs associated with SR 99. (as needed)
- 820.08 Participate in meetings related to high-speed rail and intercity rail, as associated with valleywide efforts (ongoing).
- 820.09 Investigate alternative methods of coordination of valleywide activities (ongoing).
- 820.10 Ensure a coordinated and comprehensive approach to transportation and air quality planning with the San Joaquin Valley Air Pollution Control District. (ongoing)
- 820.11 Manage the valleywide corporate licensing for the modeling software; continue to work with valley MPOs on model improvement, including land use and transportation models. (ongoing)

820 Valley Coordination Activities															
Task Description	C O G	C O N S I D E R	n o 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 Track legislation, advocacy	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
820.03 CA Partnership	■	■	5			■			■			■			■
820.04 Fall Policy Conference	■	■	10									■	■	■	
820.05 MAP-21/FAST Act monitoring	■	■	5	■	■	■	■	■	■	■	■		■	■	■
820.06 RTP Valleywide chapter	■	■	5										■	■	■
820.07 SR 99	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.08 High-speed/intercity rail	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.09 Coordination support	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.10 Valley air quality coordination	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
820.11 Valleywide corporate licensing coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

### 820 Valley Coordination Activities

Budget	Actual	Adopted	Annual		
Account	Cost	Budget	Budget	FHWA	LOCAL
	2019/20	2020/21	2021/22	PL	FUNDS

Salaries	52,669	46,820	32,055	32,055	
Benefits	18,602	16,600	11,000	11,000	
Overhead	12,675	40,867	29,053	29,053	
Total Staff Costs	83,946	104,287	72,108	72,108	0
Direct Costs					
Consultants	129,177	135,000	135,000	31,778	103,222
Workshops	4,444	10,000	10,000		10,000
Promotion/Outreach		5,000	5,000		5,000
Total Direct Costs	133,621	150,000	150,000	31,778	118,222
TOTAL	217,567	254,287	222,108	103,886	118,222
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				11,916	

	Total	FHWA PL	LOCAL FUNDS
Consultants			
Sigala - Valley MPO Coordinator	135,000	31,778	103,222
	135,000	31,778	103,222



## Administration Activities

### 910 Fresno COG Administration

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#### Objective

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

#### Discussion

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

#### Previous work

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

#### Products

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

#### Tasks

- 910.01 Program management: (ongoing)
- 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. Ensure 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. (Ongoing)
- 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	% 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	JU N
910.01 Program Management	■	60	■	■	■	■	■	■	■	■	■	■	■	■
910.02 Fiscal Management/Reporting	■	40	■	■	■	■	■	■	■	■	■	■	■	■

910 Fresno COG Administration

	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	LOCAL
Account	2019/20	2020/21	2021/22	FUNDS

Salaries	96,239	46,311	59,228	59,228
Benefits	33,990	16,581	20,971	20,971
Overhead	23,160	40,495	54,113	54,113
Total Staff Costs	153,389	103,387	134,312	134,312
Direct Costs				
Software Support & Maint		10,000	10,000	10,000
Grant Specific Travel		5,000	5,000	5,000
Membership/Dues	16,340	21,000	21,000	21,000
Board Renumeration	18,636	19,200	19,200	19,200
Temporary Help	5,460	4,000	4,000	4,000
Other Misc Expense	7,069	5,000	5,000	5,000
Equipment	124,303	25,000	25,000	25,000
Total Direct Costs	171,808	89,200	89,200	89,200
TOTAL	325,197	192,587	223,512	223,512
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Membership Dues		
CALCOG	21,000	21,000
Total Membership Dues	21,000	21,000
Equipment		
Computers	15,000	15000
Office Equipment	10,000	10,000
Total Equipment	25,000	25,000

## 911 Overall Work Program & Budget Development

### Objective

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

### Discussion

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

### Previous Work Completed

- FHWA approved the final FY 2020-21 OWP in May 2020.
- Formal and administrative amendments

### Products

1. 2021/2022 Fresno COG Overall Work Program and budget

### Tasks

- 911.01 Review federal and state OWP guidelines. (September-November 2021)
- 911.02 Conduct public outreach pursuant to Fresno COG Public Participation Plan. (October 2021-February 2022)
- 911.03 Identify local project needs. (October 2021-February 2022)
- 911.04 Adopt OWP following local agency, federal and state review. (May 2022)
- 911.05 Process OWP amendments, as necessary,
- 911.06 Monitor fiscal resources and maintain sufficient reserves to ensure stable services on a year-to-year basis. (ongoing)
- 911.07 Construct OWP around ongoing revenue sources, with carryover funding and discretionary grants for one-time projects only. (ongoing)

911 Overall Work Program and Budget Development																
Task Description	C O G	C O N S I D E R A T I O N	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	J U L
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 and Budget Development

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	FTA 5303	FHWA PL	LOCAL FUNDS
Salaries	35,730	27,334	30,379	7,630	10,125	12,624
Benefits	12,619	9,885	11,061	2,524	3,687	4,850
Overhead	8,598	23,984	27,963	6,542	9,320	12,101
Total Staff Costs	56,947	61,203	69,403	16,696	23,132	29,575
Direct Costs						
Total Direct Costs	0	0	0	0	0	0
TOTAL	56,947	61,203	69,403	16,696	23,132	29,575
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				1,915	2,653	

## 912 Local Transportation Funds Administration

### Objective

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

### Discussion

Fresno COG, as the Regional Transportation Planning Agency, is responsible for administering the Local Transportation Fund (LTF), and State Transit Assistance Fund (STA) in Fresno County. These funds, based on a portion of the state sales tax, are generally available to local agencies for bicycle and pedestrian facilities, public transportation, social service transportation, and streets and roads projects. Fresno COG's responsibility is to ensure the funds are apportioned, allocated and expended in accordance with current statutory and administrative code requirements. To aid 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) allocations 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). Caltrans administers PTMISEA and LCTOP are administered by Caltrans. Homeland Security administers CTAF.

### 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 Meetings/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 RTPA responsibilities are fulfilled. (ongoing)
- 912.02 Monitor related legislative activity. (ongoing)
- 912.03 Assist in claim preparation with local agencies. (monthly)
- 912.04 Review claims for conformance with TDA law, the Regional Transportation Plan, and short-range transit plans (ongoing)
- 912.05 Maintain appropriate financial activity records. (monthly)
- 912.06 Conduct Social Service Transportation Advisory Council meetings/public hearing (re: WE 120). (May 2022)
- 912.07 Update unmet transit needs staff report and conduct public hearing (re: WE 120) (May 2022)
- 912.08 Contract for appropriate fiscal and triennial performance audits. (ongoing)
- 912.09 Allocate PTMISEA, CTAF and LCTOP (ongoing)

912 Local Transportation Funds Administration															
Task Description	C O G	C O N S I D E R A T I O N	# 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 Administration

Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	LOCAL FUNDS
Salaries	22,708	18,055	48,618	48,618
Benefits	8,020	6,423	17,416	17,416
Overhead	5,465	15,774	44,560	44,560
Total Staff Costs	36,192	40,252	110,594	110,594
Direct Costs				
County Counsel	17,710	25,000	25,000	25,000
Program Audits	31,900	30,282	86,190	31,190
County Auditor Controller	4,535	8,000	8,000	8,000
Total Direct Costs	54,145	63,282	119,190	64,190
TOTAL	90,337	103,534	229,784	174,784
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



## 920 Fresno County Rural Transit Agency Administration

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### Objective

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

### Discussion

The Fresno County Rural Transit Agency Administration (FCRTA) was formed in 1979 as a joint Powers Agency responsible for rural transit operations. It comprises Fresno County and 13 rural incorporated cities. An annual fiscal year contract providing for administrative, fiscal and support services continues to be executed between FCRTA and Fresno COG. This fiscal year, the agency will be led by its general manager, senior transit planner, associate transit planner, and an assistant finance manager.

### Previous Work

FCRTA has improved mobility for many who lack transportation and need access to jobs, education and medical services outside their primary area of residence. In its continued support for sustainable transportation, FCRTA, the California Energy Commission, CALSTART, Valley Air District and Caltrans celebrated having installed 13 new charging stations now open to the public that include back-up energy storage for emergency services. FCRTA has taken major steps toward obtaining electric vehicles for the vehicle fleet including the addition of six electric vehicle (EV) vans, seven EV buses and 25 EV sedans, which are being prepared for revenue service. FCRTA also installed solar-powered bus shelters to existing benches that lack shade in rural and disadvantaged areas.

### Products

1. FCRTA resolutions related to transit operations.
2. Organized files and correspondence.
3. Contractual agreements between FCRTA, rural incorporated cities, private transit providers, and other transit providers, other municipalities
4. Annual budget.
5. National Transit Database Report, State Auditors Controllers Report, FCRTA portion of Transit Productivity Evaluation.
6. Accounting records, financial statements, and annual audit reports.

### Tasks

- 920.01 Participate with Fresno COG in the rural public transportation planning process. (ongoing)
- 920.02 Participate with Fresno COG in monitoring and evaluating rural transit systems. (ongoing)
- 920.03 Participate with Fresno COG in the social service transportation planning process (ongoing).
- 920.04 Coordinate with: Caltrans; Fresno County and each rural incorporated city; further the updated Regional Transportation Plan and Rural Short-Range Transit Plan for the Rural Area of Fresno County; Measure C Expenditure Plan. (biannually)
- 920.05 Prepare and administer grants in conjunction with transit service implementation. (biannually)
- 920.06 Prepare, adopt, and amend the annual budget. (February-June 2022)
- 920.07 Negotiate and execute service agreements with rural cities, private transit providers, and other municipalities. (April-June 2022)
- 920.08 Act as broker for the fleet of public transportation vehicles. (ongoing)
- 920.09 Maintain DBE/MBE/WBE/DVBE files. (ongoing)
- 920.10 Acquire fixed assets. (ongoing)
- 920.11 Coordinate with Regional Rideshare Program and Taxi Scrip program. (ongoing)
- 920.12 Comply with state/federal air quality requirements. (July-September 2021)
- 920.13 Respond to Americans with Disabilities Act, FTA substance abuse, and FTA safety/security reporting requirements, and comply with Title VI requirements and guidelines for Federal Transit Administration recipients. (ongoing)
- 920.14 Maintain records of financial transactions (ongoing)
- 920.15 Issue warrants for payment of service. (ongoing)
- 920.16 Comply with audit requirements pursuant to the Transportation Development Act (ongoing)
- 920.17 Prepare FCRTA portion of the transit productivity evaluation. (August 2021-January 2022)
- 920.18 Prepare National Transit Database report. (ongoing)
- 920.19 Prepare State Auditor-Controller's report (August-October 2021)
- 920.20 Coordinate with alternative energy agencies and organizations such as the Air Resources Board, CalStart, Electrify America and SJV Clean Cities Coalition. (ongoing)
- 920.21 Attend meetings as required, and transit industry conferences such as CalACT, CTA, CTAA and APTA. (ongoing)
- 920.22 Maintain and update FCRTA website. (ongoing)

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

920 Fresno County Rural Transit Agency Administration				
Budget Account	Actual Cost 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	LOCAL FUNDS
Salaries	380,124	469,566	486,392	486,392
Benefits	117,985	153,719	152,129	152,129
Overhead	0	0	0	0
Total Staff Costs	498,109	623,285	638,521	638,521
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	498,109	623,285	638,521	638,521
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 930 Fresno County Transportation Authority Administration

### Objective

Provide personnel support services to the Fresno County Transportation Authority (FCTA).

### Discussion

The Fresno County Transportation Authority is responsible for administering and allocating Measure C's sales tax revenue. Fresno COG provides FCTA's salary and personnel administration.

### Tasks

1. Provide personnel services to the Authority.

#### 930 Fresno County Transportation Authority Administration

	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	LOCAL
Account	2019/20	2020/21	2021/22	FUNDS
Salaries	1,648	1,242	1,293	1,293
Benefits	582	446	465	465
Overhead	397	1,088	1,187	1,187
Total Staff Costs	2,627	2,776	2,945	2,945
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	2,627	2,776	2,945	2,945
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



## 940 Freeway Service Patrol

### Objective

Conduct the freeway service patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents and vehicle emissions.

### Discussion

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

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

### Previous work

- 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 a comprehensive review and revision of the MOU was undertaken and completed in 2014.
- Joint development of the Fresno County Freeway Service Patrol cooperative agreement between Caltrans and Fresno COG and subsequent annual amendments to the agreement through fiscal year 1997-98.
- Joint development of program supplement agreements and fund transfer agreements between Caltrans and Fresno COG for the 1998-99 through 2019-20 freeway service patrol.
- Applications for federal transportation funds to provide the additional local match required for the earlier expanded FSP program.
- Requests for proposals for towing services for 2018-19 through 2021-22.

### Products

1. FSP tow contract administration.
2. Report, prepared with Caltrans and CHP; evaluation of performance, efficacy and potential for FSP expansion or contraction.

### Tasks

- 940.01 Coordinate with Caltrans on a fund transfer agreement for the freeway service patrol for fiscal year 2021-22. (April-June 2022)
- 940.02 Participate with Caltrans and the CHP in monitoring, evaluating, and promoting the FSP. (ongoing)
- 940.03 Administer the FSP tow contract for fiscal year 2021-22. (ongoing)
- 940.04 Monitor and participate as a member of the Statewide Motorist Aid Committee (formerly the FSP Statewide Oversight Committee) and appropriate subcommittees. (October 2021)

940 Freeway Service Patrol															
Task Description	C O G	P A R T N E R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
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 2019/20	Adopted Budget 2020/21	Annual Budget 2021/22	State FSP	LOCAL FUNDS
Salaries	1,935	2,108	4,362	3,490	872
Benefits	684	961	2,000	1,600	400
Overhead	466	1,978	4,293	0	4,293
Total Staff Costs	3,085	5,047	10,655	5,090	5,565
Direct Costs					
Supplies/Printing	1,026	8,500	8,500	6,800	1,700
Software Support & Maint		5,760	5,760	4,608	1,152
Freeway Service Patrol	466,987	460,000	460,000	368,000	92,000
Equipment	4,607	8,500	8,500	6,800	1,700
Total Direct Costs	472,620	482,760	482,760	386,208	96,552
TOTAL	475,705	487,807	493,415	391,298	102,117
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	State FSP	LOCAL FUNDS
Freeway Service Patrol			
Reyna Towing	460,000	368,000	92,000
Total Freeway Service Patrol	460,000	368,000	92,000

# Appendices

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## Appendix A- FHWA and FTA Metropolitan Transportation Planning Process Certification

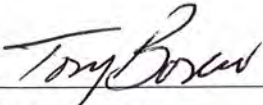
### APPENDIX A

#### FY 2021/2022 FHWA Metropolitan Transportation Planning Process Certification

##### FY 2021/2022 FHWA and FTA Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and Fresno Council of Governments, the designated Metropolitan Planning Organization for the County of Fresno urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- 2) 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;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) 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;
- 8) 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;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
\_\_\_\_\_  
MPO Authorizing Signature

\_\_\_\_\_  
Executive Director  
Title

5/28/21  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Caltrans District Approval Signature

Deputy District Director  
\_\_\_\_\_  
Title

5/27/21  
\_\_\_\_\_  
Date

## Appendix B-FTA Certifications and Assurances

### FEDERAL FISCAL YEAR 2021 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Fresno Council of Governments

The Applicant certifies to the applicable provisions of categories 01-21.     X    

*Or,*

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	<hr/>
02 Public Transportation Agency Safety Plans	<hr/>
03 Tax Liability and Felony Convictions	<hr/>
04 Lobbying	<hr/>
05 Private Sector Protections	<hr/>
06 Transit Asset Management Plan	<hr/>
07 Rolling Stock Buy America Reviews and Bus Testing	<hr/>
08 Urbanized Area Formula Grants Program	<hr/>
09 Formula Grants for Rural Areas	<hr/>
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	<hr/>
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	<hr/>



- 12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs \_\_\_\_\_
- 13 State of Good Repair Grants \_\_\_\_\_
- 14 Infrastructure Finance Programs \_\_\_\_\_
- 15 Alcohol and Controlled Substances Testing \_\_\_\_\_
- 16 Rail Safety Training and Oversight \_\_\_\_\_
- 17 Demand Responsive Service \_\_\_\_\_
- 18 Interest and Financing Costs \_\_\_\_\_
- 19 Construction Hiring Preferences \_\_\_\_\_
- 20 Cybersecurity Certification for Rail Rolling Stock and Operations \_\_\_\_\_
- 21 Tribal Transit Programs \_\_\_\_\_

**FEDERAL FISCAL YEAR 2021 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE**

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2021)

**AFFIRMATION OF APPLICANT**

Name of the Applicant: Fresno Council of Governments

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2021, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2021.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to



FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

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

Signature Tony Boren Date: 5/28/21

Name Tony Boren Authorized Representative of Applicant

#### AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Fresno Council of Governments

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

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

Signature Bryan Rome Date: 05/27/2021

Name Bryan Rome Attorney for Applicant

*Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.*

## Appendix C-Debarment and Suspension Certification

Fiscal Year 2021/2022 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.



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**DEPARTMENT OF TRANSPORTATION  
DEBARMENT AND SUSPENSION CERTIFICATION  
FISCAL YEAR 2021/2022**

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**SIGNATURE PAGE**

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

Signature Tony Boren Date 5/28/21

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 Bryan Rome Date 05/27/2021

Printed Name Bryan Rome



## 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 (ITIP).
- Preserve existing transportation facilities, planning ways to meet transportation needs by using existing transportation facilities more efficiently, with owners and operators of transportation facilities/systems working together to develop operational objectives and plans which maximize utilization of existing facilities.
- Involve federal and state permit and approval agencies early and continuously in the regional transportation planning process to identify and examine issues to develop necessary consensus and agreement; collaborate with Army Corps of Engineers, National Fish and Wildlife Service, Environmental Protection Agency and other federal agencies responsible for permits and National Environmental Protection Act (NEPA) approvals and with state resources agencies for compliance with California Environmental Quality Act (CEQA).
- Document environmental and cultural resources, and develop and improve coordination between agencies using Geographic Information Services (GIS) and other computer-based tools.

Regional planning documents, consistent with federal and state requirements:

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

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

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

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

### Definitions:

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

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

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

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

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

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

Indirect Cost Rate Calculation –

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

### 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.

**Attachment  
A1**

Fresno Council of Governments  
2021/22  
Budget

	Direct Costs	Indirect Costs	Ineligible Costs	Other Program Costs	Total Budget
Salaries	1,649,105	517,446	18,268	672,547	2,857,366
Fringe Benefits	592,493	223,043	6,167	221,692	1,043,395
Total	2,241,598	740,489	24,435	894,239	3,900,761
	<b>A4a</b>	<b>A3a</b>	<b>A3b</b>	<b>A3c</b>	<b>A4e</b>
Indirect Costs					
Telephone		11,500			11,500
Insurance		8,000			8,000
Postage		8,000			8,000
Printing Supplies		25,000			25,000
Office Supplies		32,000			32,000
Publ. & Subscript.		5,100			5,100
Advertising & Legal Notice		8,500			8,500
Computer Supplies		15,000			15,000
Office Lease		231,568			231,568
Bldg. Operating Expense		55,000			55,000
Copier Lease		36,000			36,000
Repair & Maint.		7,000			7,000
Travel Expenses		62,000			62,000
Audit		26,735			26,735
Total Indirect		531,403		0	531,403
		<b>A5a</b>			
Depreciation		33,752			33,752
		<b>A6e</b>			
Subtotal Indirect Costs		1,305,644			
		<b>A1a</b>			
Other Direct Costs				30,395,982	30,395,982
				<b>A5b</b>	
ICAP Carry Forward		206,995			206,995
		<b>A6c</b>			
Total Budget	2,241,598	1,512,639	24,435	31,290,221	35,068,893
	<b>A1b</b>				<b>A5d</b>

**Attachment A2**

**Fresno Council of Governments  
Cost Carry Forward Provision**

<b>Fiscal Year</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>		<b>2021/22</b>
<b>Approved Rate</b>	<b>66.78%</b>	<b>69.70%</b>	<b>64.44%</b>	<b>Proposed Rate</b>	<b>67.48%</b>
<b>Indirect Calculation</b>					
Prior year Carry Forward	227,541	248,116	146,047	Prior year Carry Forward	206,995
Indirect Costs Per Single Audit	1,124,843	1,218,445	<b>A6c</b>	Estimated Indirect Costs	1,305,644
				<b>A1a</b>	
Total Indirect Costs	1,352,384	1,466,561		Total Indirect Costs	1,512,639
		<b>A6a</b>			
Recovered Costs (Direct Salaries + Benefits) (* Approved Rate)	1,206,337	1,259,566		Estimated Direct Salaries + Benefits	2,241,598
				<b>A1b</b>	
Future Year Carry Forward	146,047	206,995			
	<b>A6c</b>	<b>A6b</b>			
Direct Salaries + Benefits (Per Single Audit)	1,806,434	1,807,124			
		<b>A6d</b>			



### Attachment A3

#### Fresno Council of Governments 2021/22 Indirect Cost Plan

#### Adjustment for Ineligible Activities

##### Executive Director

Salary	225,699
Benefits	76,191
<b>Total Salary &amp; Benefits</b>	<b>301,890</b>

Annual Hours	1,742
--------------	-------

Salary Rate	129.56
Benefit Rate	43.74

Ineligible Activities	
One Voice Advocacy	141
Other Activities	
<b>Total Ineligible Hrs.</b>	<b>141</b>

Ineligible Salaries	18,268
Ineligible Benefits	6,167
<b>Ineligible Costs</b>	<b>24,435</b>

	Professional Staff	FCRTA Staff	FAX Staff	Ineligible Activities	Support Staff	Total Staff
Salaries & Benefits	2,241,598	638,521	255,718		764,924	3,900,761
	<b>A4a</b>	<b>A4b</b>	<b>A4c</b>		<b>A4d</b>	<b>A4e</b>
Executive Director adj.				24,435	(24,435)	0
Executive Assistant adj.				0	0	0
Subtotal	0	0	0	24,435	(24,435)	0
Adj Salaries & Benefits	2,241,598	638,521	255,718	24,435	740,489	3,900,761
				<b>A3b</b>	<b>A3a</b>	
FCRTA Staff		638,521				
FAX Staff		255,718				
Total Other Program Costs		894,239				
		<b>A3c</b>				

## Appendix F- Key Federal Contract and Procurement Requirements

Per 49 Code of Federal Regulations, Part 18.36:

(1) Grantees and sub grantees will maintain a contract administration system which ensures that contractors perform in accordance with the terms, conditions, and specifications of their contracts or purchase orders.

(2) Grantees and sub grantees will maintain a written code of standards of conduct governing the performance of their employees engaged in the award and administration of contracts. No employee, officer or agent of the grantee or sub grantee shall participate in selection, or in the award or administration of a contract supported by Federal funds if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when:

- (i) The employee, officer or agent,
- (ii) Any member of his immediate family,
- (iii) His or her partner, or
- (iv) An organization which employs, or is about to employ, any of the above, has a financial or other interest in the firm selected for award. The grantee's or sub grantee's officers, employees or agents will neither solicit nor accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub agreements. Grantee and sub grantees may set minimum rules where the financial interest is not substantial or the gift is an unsolicited item of nominal intrinsic value. To the extent permitted by State or local law or regulations, such standards or conduct will provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the grantee's and sub grantee's officers, employees, or agents, or by contractors or their agents. The awarding agency may in regulation provide additional prohibitions relative to real, apparent, or potential conflicts of interest.

(3) Grantees and sub grantees will maintain records sufficient to detail the significant history of a procurement. These records will include, but are not necessarily limited to the following: rationale for the method of procurement, selection of contract type, contractor selection or rejection, and the basis for the contract price.

(4) Grantees and subgrantees will use time and material type contracts only--

- (i) After a determination that no other contract is suitable, and
- (ii) If the contract includes a ceiling price that the contractor exceeds at its own risk.

(5) Grantees and subgrantees alone will be responsible, in accordance with good administrative practice and sound business judgment, for the settlement of all contractual and administrative issues arising out of procurements. These issues include, but are not limited to source evaluation, protests, disputes, and claims. These standards do not relieve the grantee or sub grantee of any contractual responsibilities under its contracts. Federal agencies will not substitute their judgment for that of the grantee or sub grantee unless the matter is primarily a Federal concern. Violations of law will be referred to the local, State, or Federal authority having proper jurisdiction.

(6) Grantees and sub grantees will have protest procedures to handle and resolve disputes relating to their procurements and shall in all instances disclose information regarding the protest to the awarding agency. A protestor must exhaust all administrative remedies with the grantee and sub grantee before pursuing a protest with the Federal agency. Reviews of protests by the Federal agency will be limited to:

- (i) Violations of Federal law or regulations and the standards of this section (violations of State or local law will be under the jurisdiction of State or local authorities) and
- (ii) Violations of the grantee's or sub grantee's protest procedures or failure to review a complaint or protest. Protests received by the Federal agency other than those specified above will be referred to the grantee or sub grantee.

(7) Grantees will have written selection procedures for procurement transactions. These procedures will ensure that all solicitations:

- (i) Incorporate a clear and accurate description of the technical requirements for the material, product, or service to be procured. Such description shall not, in competitive procurements, contain features which unduly restrict competition. The description may include a statement of the qualitative nature of the material, product or service to be procured, and when necessary, shall set forth those minimum essential characteristics and standards to which it must conform if it is to satisfy its intended use. Detailed product specifications should be avoided if at all possible. When it is impractical or uneconomical to make a clear and accurate description of the technical requirements, a "brand name or equal" description may be used as a means to define the performance or other salient requirements of a procurement. The specific features of the named brand which must be met by offerors shall be clearly stated; and
- (ii) Identify all requirements which the offerors must fulfill and all other factors to be used in evaluating bids or proposals.



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

California Department of Transportation

Serious drought.  
Help save water!

### Deputy Directive

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

**TITLE** Complete Streets - Integrating the Transportation System

#### **POLICY**

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

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

#### **DEFINITION/BACKGROUND**

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

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



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

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

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

## **RESPONSIBILITIES**

### **Chief Deputy Director:**

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

### **Deputy Directors, Planning and Modal Programs and Project Delivery:**

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

Deputy Director, Maintenance and Operations:

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

District Directors:

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

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

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

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

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

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

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

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

Employees:

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



Deputy Directive  
Number DD-64-R2  
Page 5

*APPLICABILITY*

All Caltrans employees.

*Kome Ajise*

KOME AJISE  
Chief Deputy Director

*10/16/14*

Date Signed

## Appendix H - Certification of Restriction on Lobbying

### CERTIFICATION OF RESTRICTIONS ON LOBBYING

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

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

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

Executed this 28<sup>th</sup> day of May, 2021.

By: Tony Boren  
TONY BOREN, Executive Director  
Fresno Council of Governments

## Appendix I - Resolution of Approval

### BEFORE THE FRESNO COUNCIL OF GOVERNMENTS RESOLUTION NO. 2021-10

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

RESOLUTION ADOPTING  
THE OVERALL WORK PROGRAM AND  
LINE ITEM BUDGET FOR  
FISCAL YEAR 2010-22

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 2021-22 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 2021-22 Overall Work Program and Line Item Budget for 2020-21 including statements of commitment to satisfy all Federal and State requirements for grant approval.

BE IT FURTHER RESOLVED that the Fresno COG Executive Director and/or Policy Board Chairman are authorized to execute and submit certifications, assurances, applications and agreements for funding to State, Federal and Local government agencies identified as proposed sources of funding by the FY 2021-22 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, 2021

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 27<sup>th</sup> day of May, 2021.

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

NOES: None

ABSTAIN: : None

ABSENT: : Orange Cove, Fresno County

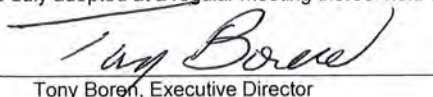
ATTEST:

Signed:

  
David Cardenas, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 27<sup>th</sup> day of May, 2021.

Signed:

  
Tony Boren, Executive Director



## Appendix J- Spreadsheet & Budget

### **TOTAL REVENUES INCLUDING CARRYOVER**

	Actual Cost 2019/20	Total Adopted Budget 2020/21	Total Proposed Budget 2021/22	Total Budget Increase (Decrease)	Percent Change
<b>FEDERAL</b>	<b>39%</b>	<b>19%</b>	<b>32%</b>		
FTA 5303 Apportionment	342,848	370,158	404,996	34,838	9%
FTA 5303 Reserve Draw	0	307,340	194,851	(112,489)	-37%
FTA 5304	77,270	404,289	207,712	(196,577)	-49%
FTA 5339	0	0	5,145,281	5,145,281	0%
FTA NF 5317	640,587	567,545	0	(567,545)	-100%
FTA 5307	510,726	615,148	457,274	(157,874)	-26%
FTA 5310	499,255	828,509	1,956,066	1,127,557	136%
FTA 5311(f)	84,372	120,000	228,476	108,476	90%
FHWA/PL Apportionment	2,016,404	1,663,121	1,633,121	(30,000)	-2%
FHWA/PL Reserve Draw	0	274,494	504,204	229,710	84%
FHWA MPO Transfer	0	0	364,707	364,707	0%
<b>FEDERAL SUBTOTAL</b>	<b>4,171,462</b>	<b>5,150,604</b>	<b>11,096,688</b>	<b>5,946,084</b>	<b>115%</b>
<b>STATE</b>	<b>12%</b>	<b>44%</b>	<b>28%</b>		
STATE STIP PLANNING	0	399,000	399,000	0	0%
STATE FSP	379,576	388,663	391,298	2,635	1%
STATE HWY ACCT	122,997	0	0	0	0%
STATE SPR	119,282	70,108	0	(70,108)	-100%
STATE HSIP	0	180,000	180,000	0	0%
STATE RMRA	637,489	860,929	1,210,786	349,857	41%
STATE REAP		10,218,831	7,617,400	(2,601,431)	-25%
<b>STATE SUBTOTAL</b>	<b>1,259,344</b>	<b>12,117,531</b>	<b>9,798,484</b>	<b>-2,319,047</b>	<b>-19%</b>

<b>LOCAL</b>	<b>49%</b>	<b>38%</b>	<b>40%</b>		
LOCAL RESERVE DRAW	0	235,572	111,598	(123,974)	-53%
LTF ADMIN.	155,000	100,000	100,000	0	0%
LTF PLANNING	1,070,976	1,103,446	1,103,446	0	0%
MEMBER DUES	39,608	40,000	40,000	0	0%
OUTSIDE SERVICES	20,125	15,000	15,000	0	0%
INTEREST EARNINGS	146,818	75,000	75,000	0	0%
TRANS AUTH ADMIN	2,675	2,775	2,945	170	6%
TRANS AUTH PLANNING	2,739,396	7,683,141	5,939,869	(1,743,272)	-23%
FCRTA ADMIN.	498,109	623,285	638,521	15,236	2%
VALLEY COGS	133,118	138,526	141,453	2,927	2%
FAX FTA MATCH	3,578	600	600	0	0%
In Kind/ Cash Match	17,595	200,525	5,597,229	5,396,704	2691%
MISC OTHER	484,545	298,445	353,060	54,615	18%
<b>LOCAL SUBTOTAL</b>	<b>5,311,543</b>	<b>10,516,315</b>	<b>14,118,721</b>	<b>3,602,406</b>	<b>34%</b>
 <b>TOTAL REVENUES</b>	 <b>10,742,349</b>	 <b>27,784,450</b>	 <b>35,013,893</b>	 <b>7,229,443</b>	 <b>26%</b>

# ***TOTAL EXPENSES***

	Actual Cost 2019/20	Total Adopted Budget 2020/21	Total Proposed Budget 2021/22	Total Budget Increase (Decrease)	Percent Change
<b><i>SALARIES</i></b>	<b>23%</b>	<b>10%</b>	<b>8%</b>		
Salaries - COFCG	1,889,590	2,099,316	2,184,820	85,504	4%
Salaries - FCRTA	380,124	469,566	486,392	16,826	4%
Salaries - FAX	165,898	182,494	186,155	3,661	2%
Total Salaries	<b>2,435,612</b>	<b>2,751,376</b>	<b>2,857,367</b>	<b>105,991</b>	<b>4%</b>
<b><i>BENEFITS</i></b>	<b>8%</b>	<b>4%</b>	<b>3%</b>		
Vehicle Allowance/Parking Permits	40,170	43,080	43,080	0	0%
Retirement	361,872	412,707	428,605	15,898	4%
Health Insurance	344,312	424,342	448,484	24,142	6%
Dental/Optical	22,254	36,363	36,363	0	0%
Life, Disability, & Unemployment Ins.	22,414	27,249	27,152	(97)	0%
Workers Comp	13,887	26,335	18,278	(8,057)	-31%
FICA/Medicare	36,415	39,895	41,432	1,537	4%
<b>BENEFITS SUBTOTAL</b>	<b>841,323</b>	<b>1,009,971</b>	<b>1,043,394</b>	<b>33,423</b>	<b>3%</b>
<b><i>INDIRECT OVERHEAD</i></b>	<b>4%</b>	<b>2%</b>	<b>2%</b>		
Telephone	12,458	10,500	11,500	1,000	10%
Insurance	4,870	8,000	8,000	0	0%
Postage	2,829	8,000	8,000	0	0%
Printing Supplies	18,588	19,000	25,000	6,000	32%
Office Supplies	31,878	32,000	32,000	0	0%
Publ. & Subscript.	4,997	5,100	5,100	0	0%
Advertising & Legal Notice	6,673	8,500	8,500	0	0%
Computer Supplies	8,265	15,000	15,000	0	0%
Office Lease	222,316	231,568	231,568	0	0%
Bldg. Operating Expense	52,618	54,000	55,000	1,000	2%
Copier Lease/Service Contracts	34,475	35,000	36,000	1,000	3%
Repair & Maint.	6,545	7,000	7,000	0	0%
Travel Expenses	23,023	62,000	62,000	0	0%
Single Audit	25,200	25,956	26,735	779	3%
<b>INDIRECT OVERHEAD SUBTOTAL</b>	<b>454,735</b>	<b>521,624</b>	<b>531,403</b>	<b>9,779</b>	<b>2%</b>
ICAP -Cost Carry Fwd & Depreciation	16,131	166,248	240,747	74,499	45%
<b>Total Salaries Benefits &amp; Overhead</b>	<b>3,747,801</b>	<b>4,449,219</b>	<b>4,672,911</b>	<b>223,692</b>	<b>5%</b>



<b>OTHER DIRECT COSTS</b>	<b>64%</b>	<b>84%</b>	<b>87%</b>		
Consultants	2,786,277	10,828,271	10,720,821	(107,450)	-1%
Supplies/Printing	25,485	58,613	66,613	8,000	14%
Software Support/Maint	178,402	312,439	299,595	(12,844)	-4%
Workshops	41,898	25,000	25,000	0	0%
Promotion/Outreach	85,472	330,000	335,000	5,000	2%
Carpool Subsidy	40,172	48,000	48,000	0	0%
Prizes & Awards	8,000	32,000	32,000	0	0%
Commuter Van Pool Subsidy	256,299	488,000	260,000	(228,000)	-47%
Taxi Scrip	342,325	480,000	480,000	0	0%
Farm Worker Van Pool Subsidy	378,870	560,000	385,000	(175,000)	-31%
Grant Specific Travel	10,651	38,009	37,509	(500)	-1%
FTA 5339	0	0	10,290,562	10,290,562	0%
FTA 5317 JARRC / New Freedom	644,182	570,664	0	(570,664)	-100%
FTA 5310	521,838	892,767	2,020,324	1,127,557	126%
Translation Services	0	4,500	4,500	0	0%
County Counsel	23,066	35,000	35,000	0	0%
Program Audits	40,300	38,934	40,102	1,168	3%
County Auditor Controller	4,535	8,000	8,000	0	0%
Membership/Dues	16,340	21,000	21,000	0	0%
Board Renumeration	18,636	19,200	31,200	12,000	63%
Temporary Help	5,460	4,000	4,000	0	0%
Other Misc Expense	9,320	11,802	14,802	3,000	25%
Freeway Service Patrol	466,987	460,000	460,000	0	0%
Equipment	133,897	83,500	83,500	0	0%
Agency Pass Trough	637,429	7,786,193	4,595,881	(3,190,312)	-41%
Grant Administration	0	199,399	42,573	(156,826)	-79%
<b>OTHER DIRECT SUBTOTAL</b>	<b>6,675,841</b>	<b>23,335,291</b>	<b>30,340,982</b>	<b>7,005,691</b>	<b>30%</b>
<b>TOTAL EXPENSES</b>	<b>10,423,642</b>	<b>27,784,510</b>	<b>35,013,893</b>	<b>7,229,383</b>	<b>26%</b>

**FY 2021/22 OWP Spreadsheet**  
*Expenditure by Revenue Source*

[illegible]



**FY 2021-22 OWP Spreadsheet**  
**Expenditure by PROGRAM**

Work Element Description		COG	Programs & Services	Agency Total	
110	REGIONAL TRANSPORTATION MODELING	24,330	0	24,330	
111	REGIONAL TRANSPORTATION MODELING	421,496	160,500	581,996	
112	REGIONAL TRAFFIC MONITORING	36,755	287,200	323,955	
114	INTELLIGENT TRANS. SYSTEMS	15,548	0	15,548	
115	REGIONAL TRANS. MITIGATION FEE	51,212	63,912	115,124	
116	NATIONAL PARKS	13,232	747,500	760,732	
117	GOLDEN STATE	10,782	400,000	410,782	
120	PUBLIC TRANSPORTATION - URBAN	274,104	124,584	398,688	
121	FTA Grants	45,444	12,310,886	12,356,330	
140	SUS. COMM. INFRA. GRANT FY 2017/18	0	35,041	35,041	
148	REGIONAL SAFETY PLAN PHASE II	5,820	95,000	100,820	
150	OTHER MODAL ELEMENTS	49,707	2,000	51,707	
152	HIGH SPEED RAIL PLANNING	3,170	0	3,170	
153	AIRPORT LAND USE COMMISSION	22,176	15,000	37,176	
160	BETTER BLACKSTONE PHASE II	9,624	225,000	234,624	
161	FRESNO/MADERA SUSTAINABLE CORRIDOR	3,488	56,000	59,488	
162	REGIONAL SAFETY PLAN PHASE III	0	271,732	271,732	
163	FREIGHT PLANNING	5,995	0	5,995	Carry over Balance 06/30/20 274,494
164	INLAND PORT STUDY	4,389	250,000	254,389	2020/21 Estimated Allocation 1,663,121
165	HOUSEHOLD TRAVEL SURVEY	11,573	1,505,576	1,517,149	2020/21 OWP Programmed (1,937,615)
166	ON BOARD TRAVEL SURVEY	10,896	216,000	226,896	2020/21 Estimated Decoligation 504,204
167	SUSTIANABLE COMMUNITIES GRANT 2021-22	0	233,382	233,382	Estimated Balance 06/30/20 504,204
170	REGIONAL TRANSPORTATION PLAN	598,318	260,000	958,318	2021/22 Estimated Allocation 1,633,121
171	TRANSP PERFORMANCE MANAGEMENT	37,985	0	37,985	2021/22 OWP Programmed (2,137,325)
172	CONGESTION MANAGEMENT PROGRAM	27,029	20,000	47,029	Balance 06/30/22 0
180	AIR QUALITY/TRANS. PLANNING	112,603	65,000	177,603	
210	MEASURE "C" - EXTENSION	324,450	3,184,065	3,508,515	FTA 5303 Allocation
211	MEASURE "C" - OVERSIGHT COMMITTEE	21,584	1,000	22,584	
212	MEASURE "C" - RIDESHARE/VAN POOL	112,429	481,000	593,429	Carry over Balance 06/30/20 307,340
214	MEASURE "C" - ADA/SENIORS	189,581	621,000	810,581	2020/21 Estimated Allocation 370,158
215	MEASURE "C" - FARM VANPOOL	37,534	492,000	529,534	2020/21 OWP Programmed (677,498)
220	TRANSPORTATION PROG DEVELOPMENT	385,008	66,335	451,343	2020/21 Estimated Decoligation 194,851
310	INTERGOVERNMENTAL COORDINATION	78,952	59,616	138,568	Estimated Balance 06/30/20 194,851
311	PUBLIC INFO. AND PARTICIPATION	187,920	44,500	232,420	2021/22 Estimated Allocation 404,996
313	ENVIRONMENTAL JUSTICE	23,508	0	23,508	2021/22 OWP Programmed (599,847)
320	TECHNICAL ASSISTANCE TO MEMBERS	125,511	150,000	275,511	Balance 06/30/22 0
350	FRESNO REGIONAL DATA CENTER	35,079	0	35,079	
360	ONE VOICE ADVOCACY	72,959	60,424	133,383	
420	REGIONAL HOUSING ELEMENT	77,359	0	77,359	
421	REGIONAL EARLY ACTION PLAN HOUSING	66,821	7,050,579	7,117,400	
820	VALLEY RTPA COORDINATION	72,108	150,000	222,108	
910	COG ADMINISTRATION	134,314	89,200	223,514	
911	OWP & BUDGET	69,403	0	69,403	
912	TRANSPORTATION FUNDS ADMIN	110,594	64,190	174,784	
920	FCRTA ADMINISTRATION	638,521	0	638,521	
930	AUTHORITY ADMINISTRATION	2,945	0	2,945	
940	FREEWAY SERVICE PATROL	10,655	482,750	493,415	
TOTAL EXPENDITURES		4,672,911	30,340,982	35,013,893	



# ***FY 2021-22 OWP Spreadsheet***

**FY 2021-22 PY Calc**

PY Calculation							Agency
	<b>Work Element Description</b>	<b>COFCG</b>	<b>County</b>	<b>Fresno</b>	<b>Clovis</b>	<b>FCEOC</b>	<b>Contract Total</b>
110	REG STREETS & ROADS	0.15	0.00	0.00	0.00	0.00	0.15
111	REGIONAL TRANSPORTATION MODELING	2.59	0.00	0.00	0.00	0.00	2.59
112	REGIONAL TRAFFIC MONITORING	0.23	1.48	0.80	0.10	0.00	2.61
114	INTELLIGENT TRANS. SYSTEMS	0.10	0.00	0.00	0.00	0.00	0.10
115	REGIONAL TRANS. MITIGATION FEE	0.31	0.00	0.00	0.00	0.00	0.31
116	NATIONAL PARKS	0.08	0.00	0.00	0.00	0.00	0.08
117	GOLDEN STATE	0.07	0.00	0.00	0.00	0.00	0.07
120	PUBLIC TRANSPORTATION - URBAN	1.68	0.00	0.00	0.00	0.00	1.68
121	FTA 5310	0.28	0.00	0.00	0.00	0.00	0.28
148	Regional Safety Study Phase I	0.04	0.00	0.00	0.00	0.00	0.04
150	OTHER MODAL ELEMENTS	0.30	0.00	0.00	0.00	0.00	0.30
152	HIGH SPEED RAIL PLANNING	0.02	0.00	0.00	0.00	0.00	0.02
153	AIRPORT LAND USE COMMISSION	0.14	0.00	0.00	0.00	0.00	0.14
160	BETTER BLACKSTONE DESIGN PHASE II	0.06	0.00	0.00	0.00	0.00	0.06
161	FRESNO/MADERA SUSTAINABLE CORRIDOR	0.02	0.00	0.00	0.00	0.00	0.02
163	FREIGHT PLANNING	0.04	0.00	0.00	0.00	0.00	0.04
164	INLAND PORT STUDY	0.03	0.00	0.00	0.00	0.00	0.03
165	HOUSEHOLD TRAVEL SURVEY	0.07	0.00	0.00	0.00	0.00	0.07
166	ON BOARD TRANSIT SURVEY	0.07	0.00	0.00	0.00	0.00	0.07
170	REGIONAL TRANSPORTATION PLAN	4.28	0.00	0.00	0.00	0.00	4.28
171	TRANSP. PERFORMANCE MANAGEMENT	0.23	0.00	0.00	0.00	0.00	0.23
172	CONGESTION MANAGEMENT PROGRAM	0.17	0.00	0.00	0.00	0.00	0.17
180	AIR QUALITY/TRANS. PLANNING	0.69	0.00	0.00	0.00	0.00	0.69
210	MEASURE "C" - EXTENSION	1.99	0.00	0.00	0.00	0.00	1.99
211	MEASURE "C" - OVERSIGHT COMMITTEE	0.13	0.00	0.00	0.00	0.00	0.13
212	MEASURE "C" - RIDESHARE/VAN POOL	0.69	0.00	0.00	0.00	0.00	0.69
214	MEASURE "C" - ADA/SENIORS	1.16	0.00	0.00	0.00	0.00	1.16
215	MEASURE "C" - FARM VANPOOL	0.23	0.00	0.00	0.00	0.00	0.23
220	TRANSPORTATION PROG DEVELOPMENT	2.36	0.00	0.00	0.00	0.00	2.36
310	INTERGOVERNMENTAL COORDINATION	0.48	0.46	0.04	0.10	0.00	1.08
311	PUBLIC INFO. AND PARTICIPATION	1.15	0.00	0.00	0.00	0.00	1.15
320	TECHNICAL ASSISTANCE TO MEMBERS	0.77	0.00	0.00	0.00	0.00	0.77
350	FRESNO REGIONAL DATA CENTER	0.22	0.00	0.00	0.00	0.00	0.22
360	ONE VOICE ADVOCACY	0.45	0.00	0.00	0.00	0.00	0.45
420	REGIONAL HOUSING NEEDS	0.47	0.00	0.00	0.00	0.00	0.47
421	Reg Early Action Plan Housing	0.41	0.00	0.00	0.00	0.00	0.41
820	VALLEY RTPA COORDINATION	0.44	0.00	0.00	0.00	0.00	0.44
910	COFCG ADMINISTRATION	0.82	0.00	0.00	0.00	0.00	0.82
911	OWP & BUDGET	0.43	0.00	0.00	0.00	0.00	0.43
912	TRANSPORTATION FUNDS ADMIN	0.68	0.00	0.00	0.00	0.00	0.68
920	FCRTA ADMINISTRATION	3.92	0.00	0.00	0.00	0.00	3.92
930	AUTHORITY ADMINISTRATION	0.02	0.00	0.00	0.00	0.00	0.02
940	FREEWAY SERVICE PATROL	0.07	0.00	0.00	0.00	0.00	0.07
	<b>TOTAL EXPENDITURES</b>	<b>28.53</b>	<b>1.94</b>	<b>0.84</b>	<b>0.20</b>	<b>0.00</b>	<b>31.51</b>

## Consolidated Planning Grant

[illegible]

Work Element Description	FTAMPO		FTAMPO		Toll	Other	Revenue Total	TOLL Credits
	5339	Toll Credits	5310	Toll Credits				
121 FTA GRANT PROGRAMS	0	0	5,145,281	0	1,956,066	220,128	12,310,886	220,128
TOTAL TOLL CREDITS								534,842

***Fresno Council of Governments  
2021/22 Member Dues Schedule\****

<b>MEMBER</b>	<b>CENSUS POPULATION 01/01/20</b>	<b>PERCENT</b>	<b>Current DUES SCHEDULE</b>
Clovis	119,175	11.65%	4,658
Coalinga	17,199	1.68%	672
Firebaugh	7,981	0.78%	312
Fowler	6,454	0.63%	252
Fresno City	545,769	53.33%	21,333
Huron	7,299	0.71%	285
Kerman	15,950	1.56%	623
Kingsburg	12,883	1.26%	504
Mendota	12,514	1.22%	489
Orange Cove	9,456	0.92%	370
Parlier	15,890	1.55%	621
Reedley	25,917	2.53%	1,013
Sanger	27,185	2.66%	1,063
San Joaquin	4,142	0.40%	162
Selma	24,436	2.39%	955
Fresno Co.	171,108	16.72%	6,688
<b>TOTALS</b>	<b>1,023,358</b>	<b>100%</b>	<b>40,000</b>
			<b>40,000</b>

\* Updated for DOF population estimates in May.





# Expenditure by Work Element and Funding Source 2021/22

218 Measure "C" Farm Worker Van Pool	100,000				100,000	Measure C
311 Public Participation	18,000				18,000	
820 Valley RTAF Administration	5,000				5,000	LTF
Total Program & Outreach	338,000	36,000	0	0	306,000	
<b>Carpool Subsidy</b>						
212 Measure "C" Carpool/Vanpool	48,000	48,000	Measure C			
<b>Prizes &amp; Awards</b>						
212 Measure "C" Carpool/Vanpool	50,000	50,000	Measure C			
Communitarian Van Pool Subsidy	32,000	32,000				
212 Measure "C" Carpool/Vanpool	280,000	280,000	Measure C			
Taxi Subsidy						
214 Measure "C" ADA/ Seniors	480,000	480,000	Measure C			
Farm Worker Van Pool Subsidy						
215 Measure "C" Farm Worker Van Pool	388,000	388,000	Measure C			
Grant Specific Travel						
120 Public Transportation - Urban	3,000	FTAF PL	FTAF 5307	PMU	Local	Local
220 Transportation Program & Development	1,000		2,400		600	FAX Match
212 Measure "C" Carpool/Vanpool	1,000					1,000 Measure C
Taxi Subsidy	0					1,000 Measure C
215 Measure "C" Farm Worker Van Pool	3,000	2,668			344	LTF
220 Transportation Program Development	24,500				24,500	Member Dues/Donations
360 One Voice Advocacy	5,000				5,000	LTF
310 COG Administration	37,628	2,668	2,400	0	32,468	
<b>FTA 5338</b>						
121 FTA 5338	10,290,862	5,145,281	5,145,281	Toll Credit		
PORTA Operations Facility	10,290,862	5,145,281	5,145,281	0		
<b>FTA 5310</b>						
121 FTA 5310	321,268	257,030	54,258	Toll Credit		
PORTA 5310	257,030	257,030	20,481			
UCRCA 2 Buses - 5 Months	257,030	257,030	20,481			
2021-22 Buses Procurement	1,184,976	1,184,976	135,217			
Total 5310	2,003,324	1,959,068	64,258	184,976		
<b>Translation Services</b>						
311 Public Participation	4,000	4,000	Match	0		
<b>County Counsel</b>						
116 RTAF	5,000	5,000	RTAF			
183 Airport Land Use	5,000	5,000	LTF			
912 TDA Administration	25,000	25,000	LTF			
Total County Counsel	35,000	35,000				
<b>Program Audit</b>						
116 RTAF	8,912	8,912	LTF			
912 TDA Administration	31,190	31,190				
Total Program Audit	40,102	40,102	LTF			
<b>County Auditor Controller</b>						
912 TDA Administration	8,000	8,000	LTF			
County Auditor Controller						

Expenditure by Work Element and Funding Source  
2021/22

[illegible]



## Appendix K - Intermodal Planning Group Comments

Thank you submitting comments regarding Fresno COG's 2021-22 Overall Work Program on behalf of Caltrans District 6 staff, as well as Caltrans headquarters, FHWA and FTA. Fresno COG's responses to those comments follow:

### District 6 – Transportation Planning

#### General Comments

Thank you for the kind comments regarding Fresno COG's "leadership and forward-thinking" in developing its OWP. We appreciate the close partnership we enjoy with District 6 and look forward to continually finding innovative approaches to our planning work. We are excited this year to offer our partners the final draft of the Big Sandy Rancheria Extreme Weather and Natural Disaster Evacuation Plan, funded through a Caltrans Climate Adaptation Planning Grant. The plan will help leverage safety assessment recommendations, tribal hazard mitigation plans, prioritize mitigation efforts and list funding opportunities for implementation.

Fresno COG appreciates District 6's support for our commitment to identifying capacity constraint problems associated with the local and regional circulation systems for all modes and developing a phased schedule for implementing improvements, as well as our exploration of commuter light rail and other mass transit for long-range planning and corridor preservation.

Fresno COG will include information regarding COVID impacts in those work elements (W.E.) that involve public participation to discuss the impacts of COVID on the public engagement process and the various virtual public engagement strategies Fresno COG has used. While we do not immediately anticipate COVID-related activities for FY 21/22, we will certainly reflect on that consideration and update Previous Work and Products sections to include any COVID-related work products. Fresno COG has certainly engaged in a robust virtual outreach program due to COVID and plans on delivering a new and more readable format for the Regional Transportation Plan.

Thank you as well for your comments regarding our bicycle and pedestrian infrastructure planning efforts. Fresno COG will work to coordinate local bike and pedestrian planning with Caltrans' "Towards and Active California State Bicycle and Pedestrian Plan."

Our staff will be sure to include Attachment "A" in the OWP, which contains the Informational Matrix for the County of Fresno.

### District 6 – Transit Planning

Thank you for your warm comments with specific regard to FCRTA and its movement toward full fleet electrification and, particularly, its goal to help speed COVID vaccinations in our most disadvantaged communities. Fresno COG is pretty proud of the work FCRTA does as well!

### District 6 – Freight Planning

**Comment:** "Caltrans encourages Fresno COG to demonstrate specific investments they are making in rural mobility, freight movement and economic vitality given the stated *'extreme concern due to the nature of agriculture as the San Joaquin Valley's economic base.'*"

**Response:** A search of Fresno COG's 2021-22 OWP yielded no such statement. As mentioned, freight movement generally is addressed in WE 163, Rail freight planning and coordination efforts are addressed in WE 150 and 152, the California Inland Port Feasibility Study is referenced in WE 164, freight performance conditions and management are addressed in WE 171, and Caltrans' programs addressing freight and corridor connectivity are addressed in WE 220.

Fresno COG thanks District 6 for its commendations and acknowledgements regarding freight planning in general and the SR 99 Corridor Plan specifically. Of course, as requested, Fresno COG will include District 6 System Planning in coordination efforts for multiple projects across several work elements, including WE 110 Regional Streets and Highways Planning, WE 117 Golden State Corridor Study, WE 150 Other Modes – Aviation, Rail, Bicycling, Pedestrian, and WE 161 Fresno-Madera Sustainable Corridor Study.

### District 6 – Traffic Operations

- Page 9 – Fresno COG will ensure that SB 743 is addressed in future revisions of the eight-county memorandum of understanding.
- Page 19 – Fresno COG will include SB 743 as a requirement to address climate change issues through integrated transportation and land use planning.
- Page 19 – Capacity problems / corridor needs – Comments on this page are not intended as a direct reference to Level-of-Service but rather part of a broader discussion about the future of the corridor in general.
- Page 25 – Regional Transportation Planning Work Elements – Fresno COG agrees that for street and highway planning this includes coordination with Caltrans.
- Page 28 – Regional Transportation Modeling – Fresno COG thanks Caltrans for its comment regarding outreach for the pending update to the VMT calculation tool (June 2022).

- Page 30 – Traffic Monitoring Tasks 112.06 – Fresno COG thanks Caltrans for its comment regarding efforts in collecting HPMS count data.
- Page 31 – Regional Traffic Monitoring – Fresno COG has no direct means of collecting data on the percentage of electric vehicles at this time; however, staff welcomes any data District 6 staff may be able to share regarding the Fresno County EV fleet mix.
- Page 34 – Regional Transportation Mitigation Fee Program – Fresno COG thanks Caltrans for its comment regarding the Regional Transportation Mitigation Fee Program.
- Page 66 – California Inland Port Feasibility Study – Fresno COG thanks District 6 for the comment. The tasks have been corrected and renumbered.
- Page 95 – Transportation Development Program – Fresno COG thanks District 6 for its comment regarding plans to review and track proposed programs including, but not limited to, ITIP and SHOPP.

#### **District 6-Native American Liaison:**

##### **W.E. 310 Intergovernmental Coordination:**

Fresno COG thanks District 6 for its comments regarding efforts to promote a robust public involvement process by coordinating with the local tribes, specifically with the Big Sandy Rancheria Band of Western Mono Indians, Cold Springs Rancheria, and Table Mountain Rancheria. Fresno COG has vigorously pursued many of the COVID-19 public engagement strategies found in the Caltrans Sustainable Transportation Planning Grant Guide, such as electronic workshops, polling, live social media events and electronic communication tools such as e-newsletters, flyers, email blasts, direct calendar invitations and others.

##### **W.E. 313 Environmental Justice Activities:**

Fresno COG thanks District 6 for its comment. Fresno COG has been rigorous and persistent in applying for Caltrans' Sustainable Transportation Planning Grant Program and has been awarded several grants. Fresno COG has routinely encouraged its member jurisdictions and partners to do likewise. Fresno COG is happy to meet with District 6 and its rural cities to discuss future projects.

Fresno COG also thanks District 6 for its comment regarding collaboration efforts with the Big Sandy Rancheria Band of Western Mono Indians to develop an Extreme Weather and Natural Disaster Evacuation Plan, which has now been completed and was funded through a Caltrans Sustainable Transportation Planning Adaptation Planning grant.

#### **District 6 – Title VI**

Fresno COG thanks District 6 for its comment and can assure Caltrans it will continue complying with Title VI requirements and to involve and include all underserved groups in Fresno County.

#### **District 6 – Air Quality Transportation Planning**

##### **W.E. 180 – Air Quality Transportation Planning**

Fresno COG thanks District 6 for its comment and commits to coordinating with Caltrans for any future projects that may impact the State Route transportation system and air quality.

#### **Work Tasks**

- Task 180.04 Fresno COG thanks District 6 for its comment regarding efforts to ensure that the Regional Transportation Plan conforms to state implementation plans (SIPs) in addition to other mandated requirements.
- Task 180.10 Fresno COG thanks District 6 for its comment regarding implementing transportation demand management strategies to reduce congestion, reduce single-occupant vehicle use, and improve mobility and air quality (CTP 2050).
- Task 180.11 Fresno COG thanks District 6 for its comments regarding continued planning efforts being evident in the number of projects submitted for review.

#### **Office of Regional Planning – Headquarters**

##### **General Comments**

- Fresno COG thanks Headquarters for its comment regarding our prospectus that outlines our roles and responsibilities within Fresno County as well as our valleywide coordination efforts.
- Fresno COG will comb through all work elements to ensure continuity in titles across the table of contents, narratives and funding tables.

##### **Specific Comments**

##### **• W.E. 110 – Regional Streets and Highways Planning:**

Fresno COG thanks Caltrans Headquarters for its comment. The reference to a consultant in the task schedule matrix has been removed.

##### **• W.E. 111 – Regional Transportation Modeling:**

Fresno COG thanks Caltrans Headquarters for its comment. The previous work section has been updated to reflect the work that was completed during the previous FY.

- **W.E. 112 – Regional Traffic Monitoring:**

Fresno COG thanks Caltrans Headquarters for its comment. The reference to a consultant in the task schedule matrix has been removed.

- **W.E. 114 – Fresno County Intelligent Transportation System Architecture:**

Fresno COG thanks Caltrans Headquarters for its comment. The previous work section has been updated to reflect the work that was completed during 2020-21. The end products section now includes new work products that are anticipated to be completed in the upcoming year along with completion dates. The tasks now reflect the work taking place to support the products to be delivered. The consultant has been unchecked in the task schedule matrix.

- **W.E. 120 – Regional Public Transportation Planning:**

Fresno COG thanks Caltrans Headquarters for its comment. The previous work section has been updated to reflect the work that was completed during 2020-21.

- **W.E. 165 – San Joaquin Valleywide Household Travel Survey:**

Fresno COG thanks Caltrans Headquarters for its comment. The W.E. narrative has been updated to indicate it is serving as a placeholder pending award notification in June 2021.

- **W.E. 166 – Regional Transit Onboard Survey:**

Fresno COG thanks Caltrans HQ for its comments. In accordance with the SB 1 Guidance for OWP Work Elements, Fresno COG has inserted a description of SB 1 Sustainable Communities Formula, including how the activities align with the Sustainable Communities Grant Specific Objectives.

- **W.E. 172 – Congestion Management Process (CMP):**

Fresno COG thanks Caltrans Headquarters for its comments. The previous work section has been updated to reflect the work that was completed during the previous FY. The end products section now includes new work products that are anticipated to be completed in the upcoming year along with completion dates, and tasks now reflect the work taking place to support the products to be delivered.

- **W.E. 180 – Air Quality Transportation Planning:**

Fresno COG thanks Caltrans Headquarters for its comments. The previous work section has been updated to reflect the work that was completed during the previous FY. The end products section now includes new work products that are anticipated to be completed in the upcoming year along with completion dates, and tasks now reflect the work taking place to support the products to be delivered.

- **W.E. 311 – Public Information and Participation:**

Fresno COG thanks Caltrans Headquarters for its comments. Staff has discussed impacts from COVID on the public engagement process and the various virtual public engagement strategies Fresno COG has used and will use. The previous work and products sections have been updated to include any COVID-related work products.

- **W.E. 313 – Environmental Justice Activities:**

Fresno COG thanks Caltrans Headquarters for its comments. The previous work section has been updated to reflect the work that was completed during the previous FY. The end products section now includes new work products that are anticipated to be completed in the upcoming year along with completion dates, and tasks now reflect the work taking place to support the products to be delivered.

- **W.E. 350 – Fresno Regional Data Center:**

Fresno COG thanks Caltrans Headquarters for its comments. The previous work section has been updated to reflect the work that was completed during the previous FY. The end products section now includes new work products that are anticipated to be completed in the upcoming year along with completion dates, and tasks now reflect the work taking place to support the products to be delivered.

- **W.E. 820 – Valley Coordination Activities:**

Fresno COG thanks Caltrans Headquarters for its comments. The previous work section has been updated to reflect the work that was completed during the previous FY. The end products section now includes new work products that are anticipated to be completed in the upcoming year along with completion dates, and tasks now reflect the work taking place to support the products to be delivered.

- **OWP Budget Revenue Summary:**

Fresno COG thanks Caltrans Headquarters for its comment. Staff has verified that all the W.E. titles are consistent between the budget revenue summaries and the W.E. narratives.



As mentioned previously to District 6, Caltrans HQ and FHWA, Fresno COG will provide all OWP related materials by May 15 **EXCEPT** for the signed Board resolution, which, for timing reasons, will follow at the end of May. The package will include:

- o Electronically signed OWPA's
- o Electronically signed Certifications and Assurances
- o Appendices

#### **Federal Highway Administration**

Fresno COG thanks FHWA for its comments that the OWP is "a robust work program with detail on previous efforts and upcoming deliverables" and that "the graphical used to describe the work element does a good job denoting who (COG or consultant) will perform the work task and the schedule for task completion." Fresno COG strives to clearly communicate completion dates through the task tables attached to each work element. These depict each month a task is to be completed, or at least estimated to be completed.

Because so many of Fresno COG's role and responsibilities for carrying out a continuing, cooperative and comprehensive planning process are ongoing, year after year, the tables often show tasks that recur on a monthly basis. This is a true and correct representation of Fresno COG's work activity; that is, many of the tasks do not have end dates, per se, but either recur month-after-month or could recur each month, depending on circumstances. Consequently, based on the tables alone, those tasks would appear to never be completed.

Fresno COG appreciates and thanks its federal and state partners for their time and effort in reviewing the 2021-22 OWP. Our staff looks forward to a productive year.

## Appendix L - FCOG By Laws

### BY-LAWS FOR THE COUNCIL OF FRESNO COUNTY GOVERNMENTS

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

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

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

THEREFORE, BE IT RESOLVED:

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

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

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

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

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

6. Except as provided herein or in the Joint Powers Agreement, the most recent edition of Robert's Rules of Order shall constitute the parliamentary authority for the Council.
7. Officers of the Council shall consist of a Chairman and Vice-Chairman, who shall be elected from the duly authorized representatives of members in good standing. Their duties shall be as follows:
  - a. Chairman: To preside over all meetings, maintain order, decide questions of parliamentary procedure, call special meetings, and such other duties as elsewhere herein provided.
  - b. Vice-Chairman: To perform the duties of the Chairman in the absence of such officer or upon disqualification of such officer.

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

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

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



15. The Council agenda shall be included in written notice of meeting and forwarded to Council members as specified elsewhere herein. Items of an emergency nature which require immediate action by the Council may be added to the agenda upon concurrence of a majority of the members in good standing and representing no less than 40% of the total population of the member agencies.  
(By-Law Amendment accompanying JPA Amendment No. 5)
16. All administrative work of the Council shall be performed by or under the direction of an Executive Director; or if specifically directed by the Council, the Policy Advisory Committee. The duties of the Executive Director shall be:
- To serve as Secretary to the Council and Policy Advisory Committee.
  - To serve as Secretary to such committees as the Council may establish.
  - To keep a good and sufficient record of the proceedings and business of the Council.
  - To keep a record and ascertain the qualifications of each duly authorized representative.
  - To maintain files for all reports, correspondence and other business of the Council, the Policy Advisory Committee and other committees as may be established.
  - To coordinate the work program and budget of the Council.
  - To assist member agencies in making application for Federal funds.
  - To maintain a record of all financial transactions.
  - To transmit to his successor all books, records and files of the Council of Fresno County Governments in his possession.
  - To perform such other duties as may be assigned.
17. Membership costs, as specified in the Joint Powers Agreement, shall be due and payable at the start of the Council of Fresno County Governments' fiscal year. The Executive Director shall provide each member agency written notice of its cost due not later than thirty (30) days prior to the due date. If the costs to be shared are not paid within sixty (60) days of the date they are due and payable, the member agency shall immediately be sent written notice by first class mail, advising amount due and consequences of non-payment. If payment is not made within ninety (90) days of the date due and payable, the member agency shall immediately be sent written notice that it is not longer a member in good standing, as specified in the Joint Powers Agreement, and no longer carries voting privileges in the conduct of the business of the Council of Fresno County Governments.
- Good standing shall be restored to a member agency immediately after payment of delinquent costs is received.
18. A proposed annual Overall work Program (OWP) for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in January of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary OWP by March 1 of each year.
- A proposed annual budget for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in February of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary budget by April 1 of each year. The budget shall be a financial plan to undertake the work program of the Council. The Council shall review and *adopted*\* the budget and OWP at or before the May meeting.
19. The Fresno County Counsel's Office shall provide all legal services to the Council of Fresno County Governments, the Council and any committees as specified in the Joint Powers Agreement, except the Council may retain independent legal counsel when it deems appropriate.
20. The Council shall be responsible for making all amendments to these By-Laws.
- Proposed amendments may be originated by the Council of any duly authorized representative to the Council.
  - Proposed amendments may not be finally acted upon unless all of the members have been given written notice thereof at a prior meeting or by mail at least 15 days prior to the date of the meeting at which final action is to be taken.

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

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

*\*Typographical error contained in original document.*

JPA Amendment No. 3, dated March 25, 1976, replaced the JPA in its entirety, with accompanying full-replacement of By-Laws

JPA Amendment No. 4, dated June 25, 1985, no formal amendment to By-Laws

JPA Amendment No. 5, dated April 27, 1989, with formal amendment to By-Laws

## Appendix M – Joint Powers Agreement

### FRESNO COUNCIL OF GOVERNMENTS

#### JOINT POWERS AGREEMENT

THIS AGREEMENT made and entered into this 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 officers 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)



## Appendix N – Tribal Coordination Plan

### **Tribal Consultation Plan Fresno Council of Governments January 2019**

#### **Introduction**

Fresno Council of Governments (Fresno COG) is the federally designated Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Agency (RTPA) serving Fresno County. Fresno COG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region. Fresno COG routinely consults with Native American tribal governments on activities that may impact their communities.

#### **Policy for Consultation with Federally Recognized Indian Tribal Governments**

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

For this document, consultation is the meaningful and timely process of seeking, discussing and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values, and where feasible, seeking agreement.

#### **Requirement to Consult**

##### Consultation with Resource Agencies

Title 23 CFR part 450 requires that MPOs shall consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

##### Native American Tribal Government Consultation and Coordination

Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (November 6, 2000), establishes regular and meaningful consultation and collaboration with tribal officials in developing federal policies with tribal implications to strengthen government-to-government relationships with Indian tribes and to reduce unfunded mandates upon local tribes.

State and federal regulations require Fresno COG to conduct government-to-government consultation regarding its planning and programming activities with tribal governments of federally-recognized Native American tribes. Additionally, Assembly Bill 52 (Gatto, Statutes of 2014) requires that state and local agencies are to analyze the impacts to Native American cultural resources under the California Environmental Quality Act (CEQA). Lead agencies under CEQA must work with tribal governments to avoid or mitigate the impacts to cultural resources.

#### **Federally Recognized Tribes**

Federal recognition is a legal distinction that applies to a tribe’s right to a government-to-government relationship with the federal government and eligibility for federal programs. All California Native American tribes are distinct and independent governmental entities with specific cultural beliefs and traditions and unique connections to areas of California that are their ancestral homelands.

A contact list of both federally and non-federally recognized California Native American tribes is maintained by the Native American Heritage Commission. The three federally recognized tribes in Fresno County are Big Sandy Rancheria of California, Cold Springs Rancheria of Mono Indians of California, and Table Mountain Rancheria of California. Although consultation is not mandated for non-federally recognized tribes, this does not preclude the Fresno Council of Governments from consulting with local non-federally recognized tribes when plans or activities might impact cultural values or the community.

#### **Agency Organizational Structure**

Fresno COG is a consensus builder, developing acceptable programs and solutions to issues that do not respect political boundaries. In 1967, incorporated city and Fresno County elected officials established the agency, formalizing Fresno COG through a joint powers agreement, Fresno COG is a voluntary association of local governments. Fresno COG undertakes comprehensive regional planning with an emphasis on transportation, provides citizens an opportunity to be involved in the planning process and supplies technical service to its members.



Fresno COG's member agencies are represented on its Policy Board by the mayor of each incorporated city, and the chairman of the County Board of Supervisors, or designated representatives. The Policy Board is a governing body that establishes policy and guides work activities. It is assisted in making decisions by the Policy Advisory Committee (PAC), comprising the Chief Administrative Officer of each member agency, or their designated representatives. Staff from member agencies, tribal governments, interest groups and industry stakeholders comprises the Transportation Technical Committee (TTC) which also assists in the decision-making process.

Native American Indians of California and other tribal governments are also invited to participate in the monthly Transportation Technical Committee (TTC) and the Environmental Justice Subcommittee meetings. The TTC reviews staff work conducted pursuant to the Overall Work Program, advises the Policy Board and PAC on transportation issues and makes recommendations to the Policy Board on planning and programming actions. The TTC review is generally focused on the technical merits of various transportation issues coming before the Policy Board. The Environmental Justice Subcommittee under the TTC meets when necessary to review items involving Environmental Justice populations and provide recommendations to the TTC. Additionally, the subcommittee is instrumental in assisting Fresno COG staff in setting definition and thresholds for Environmental Justice Populations for the Environmental Justice Report within Regional Transportation Plan (RTP).

#### Consultation

Federal and state law require local agencies to consult with federally recognized tribal governments prior to making transportation decisions, taking actions, or implementing programs that may impact their communities. This activity is separate from, and precedes the public participation process. Protocol should be flexible and dynamic with respect to communication and discussion formats. More than one tribe may have an affiliation with the area of consideration. Individual consultation may be necessary if a combined consultation format is not preferred by the tribal government. Determining the degree and adequacy of consultation will vary depending on a number of factors, including the scope of proposed activities, whether the activity is short-term or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders. Fresno COG intends to consult with Native American tribal governments on activities that may impact their communities.

The Executive Director or his/her designee is the designated Fresno COG official with principal responsibility for the agency's implementation of consultation requirements. At the appropriate time in the planning phase, Fresno COG shall contact the Federal Land Management Agencies and tribal chairs to inquire about established protocols, such as cultural resource contacts, procedures, time limits and restrictions affecting communication. Mutually agreed-upon protocols may result in more effective consultation efforts with federal land management agencies and individual tribes.

Consultation is a process, not a single event, and communication should continue until the project or plan is complete. Consultation requests should include a clear purpose, explaining the request and declaring the importance of participation in the planning process. The request should specify the location of the area of potential effect addressed in the proposal. All aspects of the consultation process should be documented, including how the lead agency reaches a final decision.

#### Agency Activities

The agency consults with tribal governments on an ongoing basis, not only on individual projects. Fresno COG strives to keep open communication with tribes to facilitate better relationships and better reflect tribes' viewpoints and needs in regional planning documents and projects.

The Native American tribes in Fresno County receive the following information by telephone, mail, email, or in-person visits: the Fresno County Transportation Guide, the Regional Directory, newsletters, workshop invitations, grant notices, requests to participate in program guidelines development, working groups and scoring committees.

A memorandum of understanding between Fresno COG and the Big Sandy Rancheria that provides for a mutually beneficial protocol for the tribe and Fresno COG to jointly identify, communicate, and coordinate actions of common concern relating to transportation plans and programs serves as one particular success story.

Fresno COG will continue the outreach activities that have been established for the Native American tribes as well as seek new ways to enhance the government-to-government relationship between Fresno COG and the Native American tribal governments. In particular, Fresno COG will make every effort to consult and involve the Native American tribes in developing future plans and programs, including, but not limited to the short and long-range transit plans and the Federal Transportation Improvement Program.

Fresno COG will consult with federal land management agencies and federally recognized Native American tribal governments when preparing planning studies and programs affecting the agency and tribe by:

- Initiating consultation from the Executive Director or his/her designee to the agency and tribal chairperson.
- Offering to meet to discuss federal agency and tribal needs and concerns regarding impacts within their jurisdictions prior to beginning the planning process. If the agency, tribal chairperson and/or their representatives elect not to meet, Fresno COG will send a copy of the draft report for their review.
- Consulting with agency and tribal governments while developing the RTP, addressing agency and tribal concerns regarding impacts within their jurisdiction and again prior to adoption of the RTP.
- Inviting agency and tribal representatives to public meetings.

***Planning Documents requiring consultation***

- **Federal Transportation Improvement Program (FTIP)**  
The FTIP is a financially constrained multimodal transportation planning program developed by the MPO through its member agencies and in cooperation with state and federal agencies.
- **Federal Statewide Transportation Improvement Program (FSTIP)**  
The FSTIP is a statewide multimodal program of transportation projects proposed for federal funding. This includes all projects that are deemed regionally significant and contains MPOs' FTIP documents and a list of rural non-MPO projects.
- **Regional Transportation Improvement Program (RTIP)**  
The Regional Transportation Improvement Program (*RTIP*) is a document that details the transportation projects including highways, local roads, transit and active transportation that the region will fund with state and federal revenues.
- **Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**  
The RTP is a long-range transportation plan that is developed and updated by Fresno COG every four years. The RTP provides a vision for transportation investments throughout the region; the SCS is a required element that integrates land use and transportation strategies to achieve emissions reduction targets.
- **Overall Work Program (OWP)**  
The OWP identifies transportation-related planning projects and studies (called work elements) undertaken by Fresno COG and describes programs, budgetary and staffing requirements for Fresno COG. The OWP is a requirement for metropolitan transportation planning activities performed with federal funds provided under 23 USC and 49 USC 53.

***Unmet Transit Needs Assessment requiring consultation by Transit Operators***

- Transit operators initiate consultation and invitation to the unmet transit needs hearing from the transit operator or his/her designee to tribal chairperson with copies to the CEO, Administrator and cultural department representatives.
- Offer to meet to discuss the tribe's transit needs and concerns.

***Grant Programs and Funding***

Coordinate with the tribal governments to provide information and technical assistance on grant programs administered by the MPO, or other agencies.

- Initiate consultation from the Executive Director or his/her designee to the tribal chairperson with copies to the Tribal Administrator, and Cultural Department representatives.
- Provide notice of each grant and its application deadlines.
- Invite representatives of the tribe to training or public meetings regarding the grants.
- Coordinate between the tribe and Fresno COG member agencies.
- Consult with and consider the interests of the tribal government.



### ***Tribal Transportation Program (TTP) – Highway Trust Fund Planning and Programming***

Coordinate among planners and engineers in local agencies and tribes.

- Offer to meet to discuss the tribe's needs and concerns when contacted by tribal representatives.
- Provide assistance in TTP planning.

Coordinate with federal entities, as requested by the tribe.

Collaborate on funds awarded to the tribe through the Active Transportation Program.

### **Native American Tribal Contact Information**

#### ***Federally Recognized Tribes***

Big Sandy Rancheria Tribe  
Tom Zizzo, Tribal Administrator  
P.O. Box 337  
37387 Auberry Mission Rd  
Auberry, CA 93602  
(559) 374-0066 ext. 237 (559) 855-4129  
[TZizzo@bsrnation.com](mailto:TZizzo@bsrnation.com)

Cold Springs Rancheria  
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#### **Non-Federally Recognized Tribes**

There are several non-federally recognized tribes in California that are active in transportation issues. Federal law does not require government-to-government consultation on projects with non-federally recognized tribes; however, California law AB 52 requires consultation on tribal cultural resources under CEQA. In addition, non-federally recognized tribes are generally considered a minority group, and federal executive orders require consultation with minority or disadvantaged groups. In particular, Presidential Executive Order 12898 about Environmental Justice places special emphasis on coordination with these groups.

The full list with contact information can be found at [www.fresnocog.org](http://www.fresnocog.org).

