

Fiscal Year
2023-2024



Fresno Council
of Governments

2023-24 Overall Work Program

APPROVED APRIL 2023





Fresno Council
of Governments

OVERALL WORK PROGRAM
Fiscal Year 2023-2024

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Glossary of Common Acronyms

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

STA	State Transit Assistance
STIP	State Transportation Improvement Program
STBG	Surface Transportation Block Grant
STP	Surface Transportation Program
TAC	Technical Advisory Committee
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:

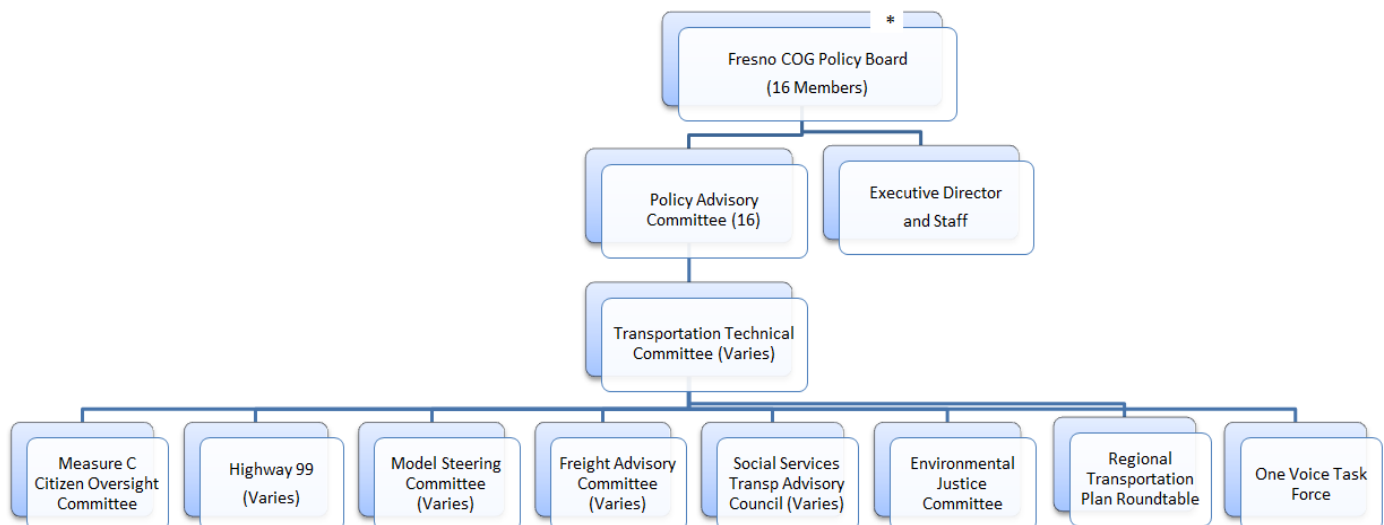
1. Agencies representing **over 40%** of the population must be in favor of an action, and
2. **A majority** of all the members must support the action; that is, nine of the 16 members.

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

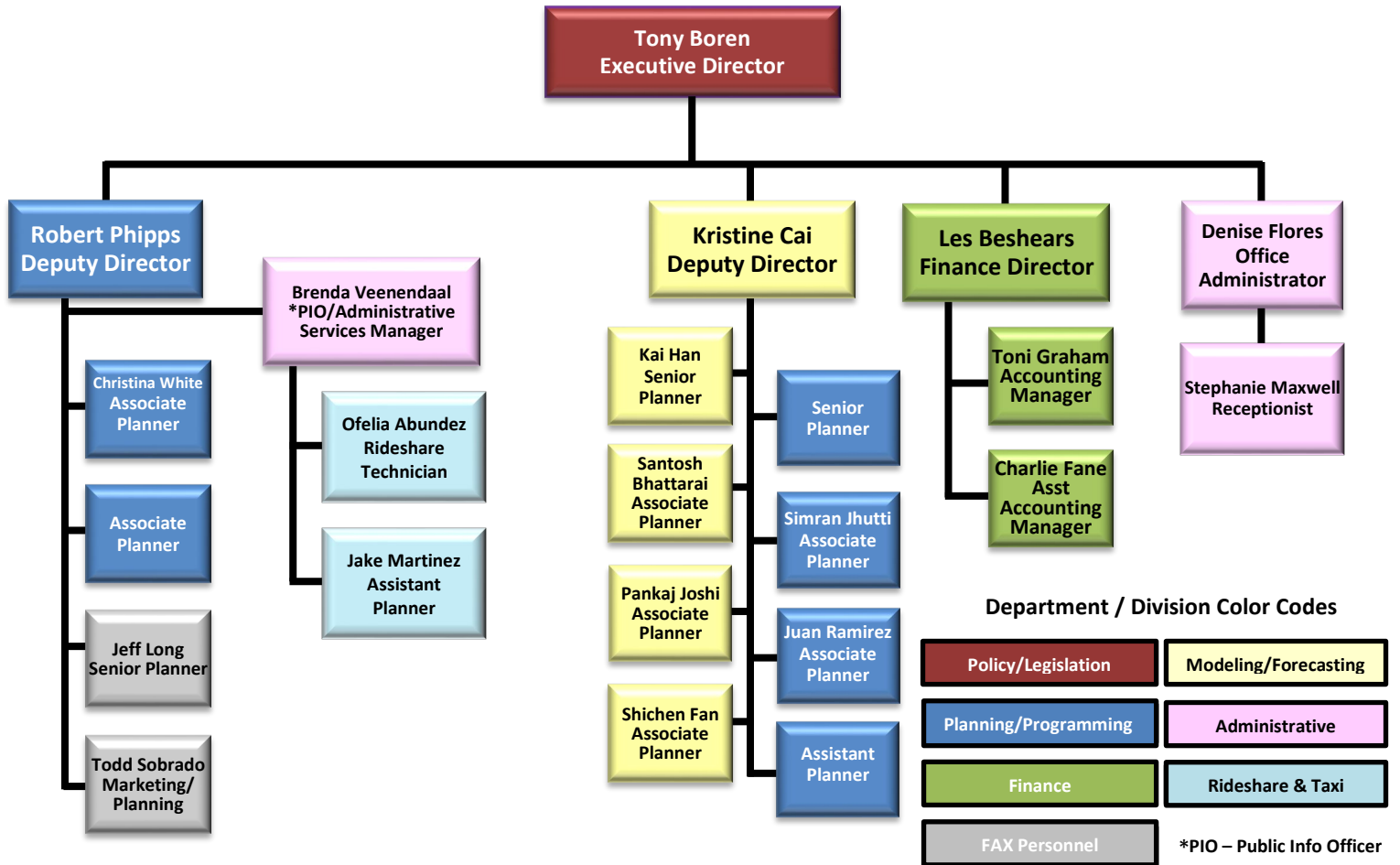
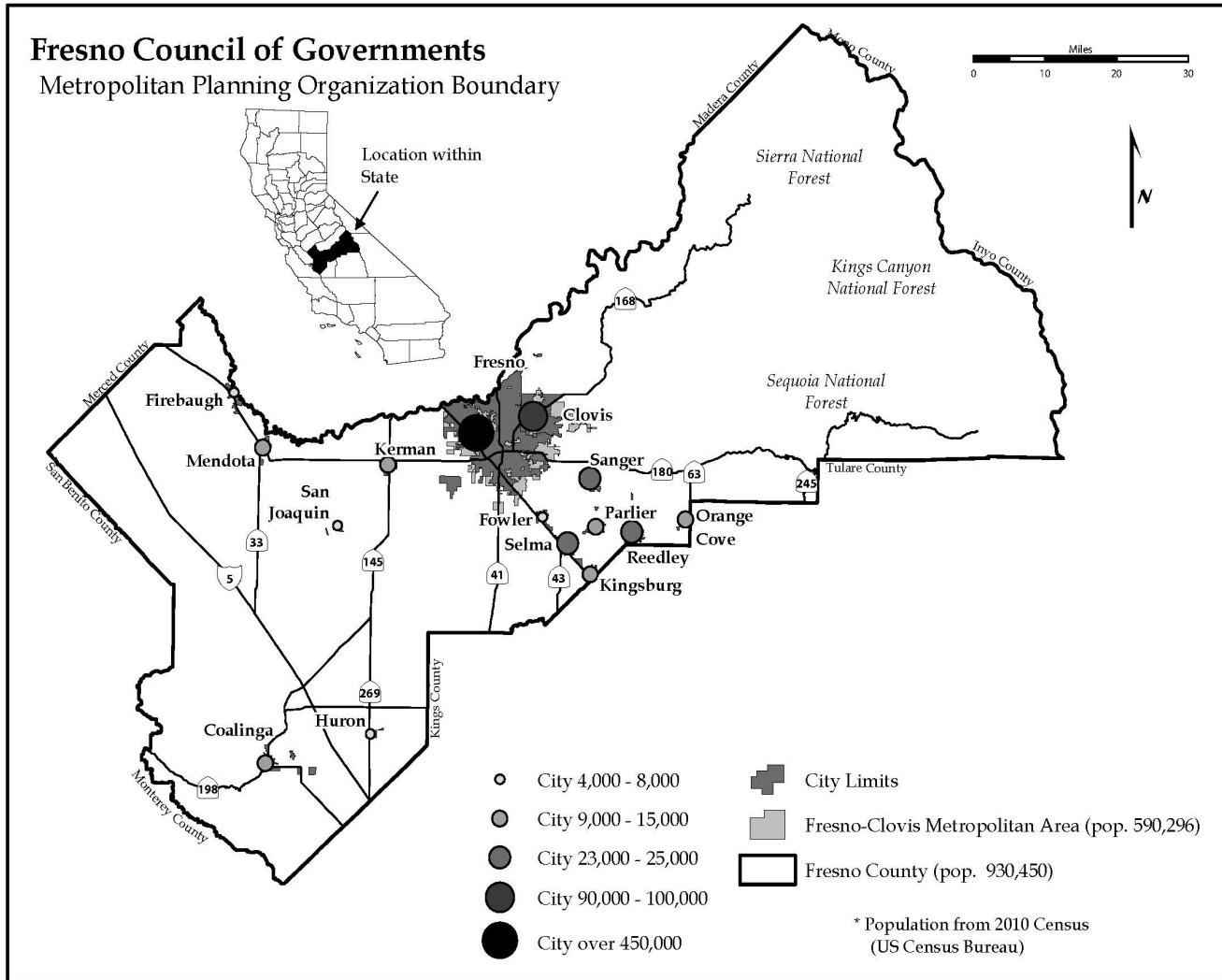


Exhibit 2- Metropolitan Planning Organization Boundary



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 Sept. 9, 2009. The MOU defines a coordinated and cooperative process aimed at ensuring air quality and transportation plans employ maximum efficacy 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 Sept. 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. 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 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 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 and the FAST Act is carried out through provisions within the BIL Act. The eight San Joaquin Valley transportation planning agencies cooperate on issues of interregional (or intercounty) 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 Oversight Committee, Freight Advisory Committee, and the Active Transportation Program Multi-Advisory Committee.

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. 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 public through email, websites, social media postings, and press releases when warranted. Official matters requiring public hearings also require legal notices and are followed up with mass emails and posting on Fresno COG's website and social media. 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, offering representation on advisory committees. Tribal contacts are routinely apprised of Fresno COG board and committee meetings as well as community engagement opportunities. This includes Regional Transportation Plan and other significant planning committee meetings. Additionally, Fresno COG participated in the Central Valley Tribal Transportation Environmental Justice Collaborative Project that sought to increase communication with San Joaquin Valley tribes.

The "Coming Up at Fresno COG" e-newsletter addresses agency activities and opportunities, directing readers back to Fresno COG's websites 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 on page 7 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 property in the National Register, an historic preservation assessment is prepared following rules and regulations in Section 600.66 of the Federal Register, Aug. 22, 1975.

Social, Economic and Environmental Effects

The 2011 Regional Transportation Plan update included a subsequent environmental impact report. The 2014, 2018 and 2022 RTPs included program-level environmental impact reports.

The RTP also 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 biennially, and an inventory update required quadrennially. Fresno COG also employs an FTA Section 5310 Program Management Plan.

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 Fresno COG Title VI Plan update 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 and now the Bipartisan

Infrastructure Law (BIL). 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 can make 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 2019 population of about 702,486. The county comprises four distinct geographic areas: the coastal range on the west, the San Joaquin Valley in the central portions, the Sierra Nevada foothills to the east of the valley, and the Sierra Nevada Mountains along the eastern boundary. Fresno County contains portions of the Sierra and Sequoia National Forests, a portion of Kings Canyon National Park and provides a major access to Sequoia National Park and Yosemite National Park.

Planning Designations and Responsibilities

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

Regional Transportation Planning Agency (RTPA)

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

Plans & Programs

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

Transportation Development Act Administrative Functions

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

Metropolitan Planning Organization (MPO)

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

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

Areawide Planning Organization

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

Transportation Management Area

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

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

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

Local Clearinghouse

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

Census Data Center

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

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

Funding the Fresno COG Planning Program

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

LOCAL

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

Local Transportation Fund (LTF) - The LTF is derived from 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. Of particular note are multiple work elements leveraging SB 1 formula or discretionary grant planning funds.

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. WE 421 also reflects Regional Early Action Planning (REAP) funds provided to Fresno COG as the fiscal agent for the San Joaquin Valley REAP program, as established by AB 101 (2019).

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.

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

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

- MPO designation letter
- 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 2021. On June 28, 2021, Fresno COG received notification of certification valid for four years. The next review is scheduled for April 2025.

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 Nov. 15, 2021, the federal surface transportation and infrastructure bill *Infrastructure Investment and Jobs Act* (IIJA) of 2021, also known as the *Bipartisan Infrastructure Law* (BIL) was signed into law following its predecessors: *Fixing America's Surface Transportation* (FAST) Act; 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's surface transportation program: National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG) – 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 Clean Air Act Amendment requirements and applicable State Implementation Plans (SIPs).

Consistent with federal direction for a coordinated approach to dealing with these pollutants, the San Joaquin Valley metropolitan planning organizations (MPOs) have engaged a 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. 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 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
- 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 social equity, farmland preservation, improved air quality and public health, affordable housing, and more transportation options, etc.

Capacity Problems/Corridor Needs

While Measure C local sales tax dollars 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. Demand for an east-west travel corridor in the northern portion of the FCMA and southern portion of Madera County remains a major unresolved issue that involves a new river crossing between the two counties. Fresno COG will continue to study potential solutions and encourage 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 plan 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. 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 are of extreme concern due to agriculture being the San Joaquin Valley's economic base. Agriculture depends on moving goods from farm to market. This involves an extensive network of local, regional, and state roadways that require ongoing maintenance and rehabilitation. An 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
5. Maintaining 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 to maintain high productivity, public transit operators have focused on developing efficient transit operations and prudent capital programs. Long-term financial strategies are necessary to ensure both long-range and short-range transit plans are justified and to avoid service deterioration. These efforts 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 2022-23, the Federal Highway Administration (FHWA) California Division, Federal Transit Administration (FTA) Region IX, and Caltrans' Planning Division have issued the following PEAs and planning factors for the Overall Work Program:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

FHWA division and FTA regional offices should work with State departments of transportation (State DOTs), MPOs, and public transportation providers to ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from climate change. Appropriate OWP work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Equity and Justice40 in Transportation Planning

FHWA and FTA encourage strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service toward communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons; Asian Americans, Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and public transportation providers to review current and new regional transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

According to National Highway Traffic Safety Administration 2019 data, 62 percent of motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users, and often lack convenient and safe crossing opportunities. They can function as barriers to a safe network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing

opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA division and FTA regional offices should encourage MPOs, State DOTs, and public transportation providers to increase meaningful public involvement in transportation planning by integrating virtual public involvement (VPI) tools into the overall approach while ensuring continued public participation by individuals without access to computers and mobile devices. VPI broadens information to the public and makes participation more convenient and affordable. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (SHRAHNET)/U.S. Department of Defense (DOD) Coordination

According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FMLA) Coordination

Through joint coordination, the State DOTs, MPOs, tribal governments, FLMAAs, and local agencies should focus on integrating their transportation planning activities and developing cross-cutting State and MPO long-range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support FMLAAs' access and transportation needs before transportation projects are programmed in the TIP and STIP. Each State must consider FMLAAs' concerns over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAAs in developing the regional transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

Bipartisan Infrastructure Law Implementation

The Bipartisan Infrastructure Law (BIL) continues all metropolitan planning requirements in effect under the Fixing America's Surface Transportation (FAST) Act, 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 BIL includes the following in the metropolitan planning process: 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 has carried forward its federal performance measures into the BIL. Fresno COG works closely with Caltrans, its Policy Board and local stakeholders on meeting performance targets, as well as other necessary and appropriate program efforts.

Work Element	BIL Implementation
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
117 Golden State Corridor Study	
120 Regional Public Transportation Planning	X
121 Federal Transportation Administration Direct Grants	X
131 Access for All	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
154 Regional Active Transportation Plan Update	X
163 Freight Movement and Planning	X
164 California Inland Port Feasibility Study Phase 2	X
165 San Joaquin Valleywide Household Travel Survey	X
166 SB 1 Formula 2021/22/Onboard Transit Survey	X
168 California Inland Port Feasibility Study Phase 3	X
170 Regional Transportation Plan	X
171 Transportation Performance Management	X
172 Congestion Management Process (CMP)	X
173 Regional VMT Mitigation Program Study	X
174 California Inland Port Regional Infrastructure Accelerators Demo. Program Phase 4	X
175 California Inland Port Regional Infrastructure Accelerators Demo. Program Phase 5	X
177 Regional Microtransit Feasibility Study	X
178 Fresno-Clovis Metropolitan Area Managed Lane Study	X
179 Complete Streets Planning	X
180 Air Quality Transportation Planning	X
210 Measure C Reauthorization Implementation	
211 Measure C Citizen Oversight Committee	
212 Measure C Carpool/Vanpool Programs	X
214 Measure C ADA/Seniors/Paratransit/Senior Scrip Program	X

215 Measure C Agricultural Worker Vanpool Program	X
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	
422 Regional Early Action Planning (REAP) 2.0	
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	X

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:

1. Improve the system's resiliency and reliability and reduce or mitigate stormwater impacts of surface transportation.
2. 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

FAST ACT Factors	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
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	■	■	■	■	■	■	■	■			
117 Golden State Corridor Study	■	■	■	■	■	■	■	■			■
120 Regional Public Transportation Planning	■	■	■	■	■	■	■	■			
121 Federal Transit Administration Direct Grants	■	■	■	■	■	■	■	■	■		■
131 Access for All	■	■	■	■	■	■	■				■
150 Other Modes – Aviation, Rail, Bicycle and Ped.	■	■	■	■	■	■	■	■	■		■
152 High Speed Rail Planning	■	■	■	■	■	■	■				■
153 Fresno Co. Airport Land Use Commission	■	■		■		■	■				■
154 Active Transportation Plan Update	■	■	■	■	■	■	■	■	■		■
163 Freight Movement and Planning	■	■	■	■	■	■	■	■	■		
164 California Inland Port Feasibility Study	■	■	■	■	■	■	■	■	■		
165 San Joaquin Valleywide Household Travel Survey	■	■		■	■	■	■	■	■		
166 Regional Transit Onboard Survey	■	■	■	■	■	■	■	■	■		■
167 Regional Sustainable Infrastructure Planning	■	■	■	■	■	■	■	■	■		■
168 California Inland Port Feasibility Study Phase 2	■	■	■	■	■	■	■	■	■		■
170 Regional Transportation Plan	■	■	■	■	■	■	■	■	■		■
171 Transportation Performance Mgmt.	■	■	■	■	■	■	■	■	■		■
172 Congestion Management Process (CMP)	■	■	■	■	■	■	■	■			
173 Regional VMT Mitigation Program Study											
174 California Inland Port Accelerators Project Phase 4	■	■	■	■	■	■	■	■	■		
175 California Inland Port Accelerators Project Phase 5	■	■	■	■	■	■	■	■	■		
177 Regional Microtransit Feasibility Study	■	■	■	■	■	■	■	■	■		■
178 Fresno-Clovis Metro. Area Managed Lane Study	■	■	■	■	■	■	■	■	■		■
179 Complete Streets Planning	■	■	■	■	■	■	■	■	■	■	■
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	■	■	■	■	■	■	■	■			■
350 Fresno Regional Data Center	■	■	■	■	■	■	■	■	■		■
360 One Voice/Valley Voice Advocacy	■			■		■	■	■			
420 Fresno Regional Housing Needs Allocation Plan/Multi-Jurisdictional Housing Element	■				■						
421 SJV Regional Early Action Planning (REAP) Program	■				■						
422 Regional Early Action Planning (REAP) 2.0	■				■						
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

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

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 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
110.01 Study & evaluate possible TOD corridors		■		30	■	■	■	■	■	■	■	■	■	■	■	■
110.02 Special transportation planning studies		■		70	■	■	■	■	■	■	■	■	■	■	■	■

110 Regional Streets & Roads

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	5,282	7,003	8,267	8,267
Benefits	1,922	2,118	3,427	3,427
Overhead	1,250	6,415	7,785	7,785
Total Staff Costs	8,454	15,536	19,479	19,479
Direct Costs				
Total Direct Costs		0	0	0
TOTAL	8,454	15,536	19,479	19,479
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

111 Regional Transportation Modeling

Objective

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

Discussion

Fresno COG has maintained an extensive modeling program since 1970. Of continuing concern are state and federal requirements 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.

Fresno COG staff also used Future Growth, the land use model developed in house 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 & 2022 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. In 2022, the ABM model was applied in the Regional VMT Mitigation Study, which seeks to provide a framework for a regional VMT mitigation program. 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. COG also trained four preferred consultants on VMT modeling and handed them the ABM so that they can directly help the builders/traffic consultants regarding the SB 743 VMT analysis when COG is busy with the update of RTP/SCS.

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.

In the development of the 2022 RTP/SCS, the ABM model, in combination with the land use tool, was applied in the SCS process to estimate the VMT, GHG, other impacts of the SCS scenarios. EMFAC 2014 was used for the air quality conformity analysis. REMI model was utilized to provide socio-economic backdrop for the Futures that were developed for testing extreme conditions in the future.

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.

These activities align with the SB 1 Sustainable Communities grant-specific eligible expenses. If implemented, the updated ABM will be applied in the development of the 2026 RTP/SCS and will be used to measure the VMT and GHG reduction from the transportation and land use strategies in the SCS.

This study will be funded by SB 1 formula planning dollars (FY22-23) and will expire in June 2025.

Transportation Modeling Products

1. Sensitivity runs and other testing conducted for the 2022 RTP/SCS review
2. Traffic impact (VMT and trips) analysis for development projects for SB743 implementation and as a part of TIS
3. Induced VMT quantification process through integrated land use and transportation modeling
4. Model runs for transportation conformity analyses (as needed)
5. Model runs for corridor study or general plans/specific plans (as needed)
6. Update the ITHIM
7. Updated land use model
8. Updated AMB with 2019 base year

Transportation Modeling Tasks

- 111.01 Provide data and model run information for the 2022 SCS review with ARB (July 2023- December 2023)
- 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 (monthly)
- 111.03 Continue to test and develop a methodology to quantify long-term induced VMT through integrated land use and transportation modeling (monthly)
- 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 (as needed)
- 111.05 Conduct modeling runs for traffic impact studies for local developments and local general plan developments. Fresno COG has developed methodologies and processes for evaluating VMT impacts for development projects and will conduct such VMT analysis for projects (monthly)
- 111.06 Interact and coordinate with other Valley transportation planning agencies, the SJVAPCD and state and federal agencies as appropriate on modeling activities (monthly)
- 111.07 Update ITHIM model. Transfer from spreadsheet to the California ITHIM R/Shiny version and update base year demographic and health statistic data as needed (July 2023- December 2023)
- 111.08 Update the land use models. Update base year housing units and employment spatial distribution information, improve accessibility measures and land use allocation methodology, (July 2023- January 2024)
- 111.09 Update the ABM to 2019 base year (ongoing)

111 Regional Transportation Modeling															
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
111.01 Data/model run for ARB on the 2022 SCS review	■		20	■	■	■	■	■	■						
111.02 Provide transportation modeling support	■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.03 Develop induced VMT methodology	■		1	■	■	■	■	■	■	■	■	■	■	■	■
111.04 Provide input to EMFAC	■		2	■	■	■	■	■	■	■	■	■	■	■	■
111.05 Traffic Impact Studies (VMT) Modeling	■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.06 Participate in Valleywide modeling activities	■		1	■	■	■	■	■	■	■	■	■	■	■	■
111.07 Update ITHIM	■		2	■	■	■	■	■	■						
111.08 Update land use models	■		24	■	■	■	■	■	■	■					
111.09 Update the ABM to 2019 base year		■	40	■	■	■	■	■	■	■	■	■	■	■	■

111 Regional Transportation Modeling

	Actual	Adopted	Annual	FTA	FHWA	FHWA Carry Fwd	RMRA	LOCAL
Budget	Cost	Budget	Budget	5303	PL			
Account	2021/22	2022/23	2023/24	2023/24	2023/24	2022/23	2022/23	FUNDS
Salaries	241,803	218,236	240,766	45,856	11,174	183,736		
Benefits	87,975	74,385	84,086	16,015	3,903	64,168		
Overhead	57,210	205,800	216,287	41,194	10,038	165,055		
Total Staff Costs	386,987	498,421	541,139	103,065	25,115	412,959	0	0
Direct Costs								
Software Support & Maint	70,042	278,500	236,840	0	127,550	0	68,947	40,343
Total Direct Costs	70,042	278,500	236,840	0	127,550	0	68,947	40,343
TOTAL	457,029	776,921	777,979	103,065	152,665	412,959	68,947	40,343
LTF MATCH 11.47%								
TOLL CREDIT MATCH 11.47%				11,822	17,511	47,366		
				FTA	FHWA	FHWA	RMRA	LOCAL
			Total	2023/24	2023/24	2022/23	2022/23	FUNDS
Software Support & Maint								
Program Customization			10,000		10,000			
Program Technical Support			60,000		60,000			
Activity Based Model Support			10,000		10,000			
Activity Based Model Update			77,880		0		68,947	8,933
Bentley Valley Wide Cube License			41,000		9,590			31,410
Eco-Counter Auto Data Transmission			2,240		2,240			
Land Use Model (Data & License			30,000		30,000			
Arcview GIS Maint			5,720		5,720			
Total Software Support & Maint			236,840	0	127,550	0	68,947	40,343

112 Regional Traffic Monitoring

Objective

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

Discussion

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

The traffic monitoring program 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 periodic air quality findings, and Sustainable Communities Strategies' development, 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 collects bike and pedestrian count to support activity-based model development. Bicycle and pedestrian data enhances 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 federal Model Inventory of Roadway Elements (MIRE) update survey, 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.

Products

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

Tasks

- 112.01 Maintain regional traffic monitoring program by conducting traffic counts on pre-determined road segments of the regional roadway network to provide critical validation data supporting Fresno COG's model development. (monthly)
- 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. (monthly)
- 112.03 Distribute traffic count data for planning analyses (monthly)
- 112.04 Coordinate monitoring with the Regional Active Transportation Plan and the Congestion Management Plan (monthly)
- 112.05 Continue to provide bicycle/pedestrian portable counters to member agencies (monthly)
- 112.06 Integrate Highway Performance Monitoring System (HPMS) count locations in Fresno COG's traffic count database (monthly)
- 112.07 Support Caltrans' effort in collecting HPMS count data through the data reviewing and commenting process (monthly)

112 Regional Traffic Monitoring															
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
112.01 Maintain monitoring program	■		25	■	■	■	■	■	■	■	■	■	■	■	■
112.02 Perform corridor monitoring and 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 count locations	■		5	■	■	■	■	■	■	■	■	■	■	■	■
112.07 HPMS support through data review and comment	■		5	■	■	■	■	■	■	■	■	■	■	■	■

112 Regional Traffic Monitoring

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA 5303	FTA Carry Fwd	FHWA PL
Account	2021/22	2022/23	2023/24	2023/24	2022/23	2023/24
Salaries	16,121	14,144	11,286	2,628	8,658	
Benefits	5,865	4,792	4,331	1,008	3,323	
Overhead	3,814	13,318	10,396	2,421	7,975	
Total Staff Costs	25,800	32,254	26,013	6,057	19,956	0
Direct Costs						
Equipment	18,225	50,000	50,000	0	0	50,000
Agency Pass Thru	227,534	237,200	237,200		0	237,200
Grant Administration						
Total Direct Costs	245,759	287,200	287,200	0	0	287,200
TOTAL	271,559	319,454	313,213	6,057	19,956	287,200
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				695	2,289	32,942

	Total	FTA 5303	FTA Carry Fwd	FHWA PL
Equipment				
Traffic Counting Equipment	50,000	0		50,000
Total Equipment	50,000	0	0	50,000
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

114 Fresno County Intelligent Transportation System Architecture

Objective

To encourage ITS planning strategy and discussion among regional partners that supports interoperability, adherence to data standards, and education. This work element will also help maintain the 2015 Intelligent Transportation System (ITS) Strategic Deployment Plan and Regional Architecture for Fresno County along with the continuation 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 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. 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 2021-22 and 2022-23, 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, and to update the Plan. Fresno COG worked on a grant application in November 2022 to seek federal funds in updating and expanding the existing ITS 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. Fresno COG managed

to convene all the ITS stakeholders of the region in January 2022 and conduct a meeting for the implementation of the ITS plan and update of the user needs.

Products

1. Up-to-date regional ITS plan and architecture
2. Current traveler information on the Fresno COG Valleyrides website
3. Staff ITS education
4. Meeting agendas & minutes from regional ITS partners quarterly meetings

Tasks

- 114.01 Maintain Regional ITS architecture (monthly)
 114.02 Attend ITS webinars, training, and workshops (ongoing)
 114.03 Maintain the 511 portions of the Valleyrides website (monthly)
 114.04 Host quarterly meetings with regional ITS partners (July, October 2023; January, April 2024)

114 Fresno County Intelligent Transportation System Architecture																
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
114.01 Maintain Regional ITS Architecture	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
114.02 Attend ITS webinars, training and workshops	■		50	■	■	■	■	■	■	■	■	■	■	■	■	
114.03 Maintain the 511 portion of the Valleyrides website	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
114.04 Host quarterly meetings with regional ITS partners	■		35	■			■			■			■			

114 Intelligent Transportation Systems

	Actual	Adopted	Annual	FTA	FTA
Budget	Cost	Budget	Budget	5303	Carry
Account	2021/22	2022/23	2023/24	2023/24	Fwd
	2021/22	2022/23	2023/24	2023/24	2022/23
Salaries	1,928	6,097	5,665	2,590	3,075
Benefits	702	2,101	2,134	1,047	1,087
Overhead	456	5,765	5,192	2,421	2,771
Total Staff Costs	3,086	13,963	12,991	6,058	6,933
Direct Costs					
Total Direct Costs	0	0	0	0	0
TOTAL	3,086	13,963	12,991	6,058	6,933
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				695	795

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

Regional Transportation Mitigation Fee Program

Tasks

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

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 Administer Fee Program	■	■	100	■	■	■	■	■	■	■	■	■	■	■	■

115 Reg. Transportation Mitigation Fee

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	16,178	20,824	12,529	12,529
Benefits	5,886	7,232	4,451	4,451
Overhead	3,828	19,731	11,305	11,305
Total Staff Costs	25,892	47,787	28,285	28,285
Direct Costs				
Consultants	7,188	50,000	50,000	50,000
County Counsel	915	5,000	5,000	5,000
Program Audits	8,652	8,912	8,912	8,912
Total Direct Costs	16,755	63,912	63,912	63,912
TOTAL	42,647	111,699	92,197	92,197
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

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. The project has been divided into two phases to comply with requirements of LPP funding. Phase I is in construction phase.

Products

1. Completed bids
2. Construction activity

Tasks

117.01 Bidding assistance (monthly)

117.02 Construction support (monthly)

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

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	4,187	8,629	3,148	3,148
Benefits	1,523	2,978	1,000	1,000
Overhead	991	8,164	2,761	2,761
Total Staff Costs	6,701	19,771	6,909	6,909
Direct Costs				
Consultants	682,422	200,000	200,000	200,000
Agency Pass Thru	0	200,000	200,000	200,000
Grant Administration				
Total Direct Costs	682,422	400,000	400,000	400,000
TOTAL	689,123	419,771	406,909	406,909
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Mark Thomas	200,000	200,000
Total Consultants	200,000	200,000
Agency Pass Through		
UPPR Railroad	200,000	200,000
Total Agency Pass Through	200,000	200,000

120 Regional Public Transportation Planning

Objective

To carry on the continuing public transportation planning process to satisfy Federal Transit Administration requirements under the Infrastructure Investment and Jobs Act (IIJA), 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 IIJA 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 2021-22, 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, the Strategic Services Evaluation and to review development proposals to encourage transit friendly development. Additionally, COG/FAX staff participated in the City of Fresno's General Plan update, High Speed Rail (HSR) station area planning, Specific Plan of the West Area, and the South-Central Specific Plan.

Additionally, staff continued to develop plans for service changes anticipated in FY 2022. This included adjustments to Routes 3, 20, 45 and the new Southwest Community Connector, a route 34 extension to the North Pointe Business Park. Staff completed an extensive public outreach to gather input on the proposed changes. 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 continues to modify and update the FAX Schedule Guide. The guide is made available for English and Spanish users and is formatted electronically to be conducive to screen readers for the visually impaired. FAX is continuing to 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. As the COVID-19 coronavirus continues to have an impact on public transit nationwide, FAX has begun to see ridership return, however they are still substantially below pre-Covid ridership levels. As of FY 2022, ridership

was down almost 25%. Planning Staff, along with Community Outreach has been responsible for 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, Instagram, and Facebook.

Products

Required Reports

1. Regional Transportation Plan (RTP) Public Transportation Element
2. Short-Range Transit Plan (SRTTP) for the Fresno-Clovis Urbanized Area
3. Short-Range Transit Plan (SRTTP) for Rural Fresno County (every two 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 three 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. Coordinate 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. (March-May 2024)
 - 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 (IIJA Act, TDA and AB 2766).
- 120.02 Update the Short-Range Transit Plan for the Fresno-Clovis Urbanized Area and Rural Fresno County. (March-June 2024)
 - 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) and Rural Fresno County. (December 2023-January 2024)
 - 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. (April-June 2024)
 - 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. (August, November 2023; January-June 2024)
 - 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) (monthly)
 - a. Review how to help meet farm workers’ transportation needs
- 120.07 Social Service Transportation Planning. (monthly)
 - 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 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 fiscal year 2023 productivity evaluation draft and final report; and continue to respond to 2019-20 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. (monthly)
 - 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. (August, November 2023; January-June, 2024)
- 120.10 Prepare Fresno COG’s “Unmet Transit Needs Staff Report” and conduct public hearing (February-June 2023)
- 120.11 Coordinate air quality planning efforts with the COG as related to transit (monthly)
 - 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 (monthly)
 - a. Develop service and training recommendations based on passenger survey results
- 120.13 Implement the FAX public information and community outreach program (monthly)
 - 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/marketing campaign
- 120.14 Coordinate long-range transit planning with the FCMA Strategic Service Evaluation recommendations. (monthly)
- 120.15 Regional transit coordination (monthly)
- 120.16 Develop FAX’s FTA National Transit Database Report (monthly)
 - 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 (July 2023-January 2024)
- 120.18 Update the Coordinated Public Transit-Human Services Transportation Plan (December 2023-June 2024)
 - 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 (monthly)

- Coordinate with other social service transportation providers to evaluate service within the county
- Present report to Social Services Transportation Advisory Council for review and comment
- Update AB 120 Action Plan

120 Regional Public Transportation Planning																								
Task Description	C O G	F C R T A	F C E O C	F A X	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 SRTP	■			■	■		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 Public Transportation - Urban

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FTA 5303 2023/24	FTA Carry Fwd 2022/23	FTA 5307	LOCAL FUNDS
Salaries	185,219	206,890	207,943	1,373	1,373	164,158	41,039
Benefits	73,719	86,936	89,320	503	503	70,652	17,663
Overhead	0	12,615	2,496	1,247	1,248	0	
Total Staff Costs	258,938	306,441	299,759	3,123	3,124	234,810	58,702
Direct Costs							
Consultants		121,584	21,584	21,584			0
Promotion/Outreach			5,000	5,000			
Grant Specific Travel	2,984	3,000	3,000			2,400	600
Total Direct Costs	2,984	124,584	29,584	26,584	0	2,400	600
TOTAL	261,922	431,025	329,343	29,707	3,124	237,210	59,302
LTF MATCH 11.47%							
TOLL CREDIT MATCH 11.47%				3,407	358		
				FTA	FTA	FTA	LOCAL
			Total	5303	Carry Fwd	5307	FUNDS
Consultants							
Human Social Services Plan			21,584	21,584			0

121 Federal Transit Administration Direct Grants

Objective

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

Discussion

Fresno COG will provide ongoing grants management support, including reviewing grant funding applications, and providing letters of concurrence, reviewing and tracking fund transfers, and tracking 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 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 new FTA Section 5339 grant
- 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 (July-October 2023)
- 121.02 Oversee and administer FTA Section 5310 funds (monthly)
- 121.03 Procure FTA Section 5310 vehicles for successful applicants (monthly)
- 121.04 FTA Section 5310 application review and scoring (May-June 2024)
- 121.05 Project selection (monthly)
- 121.06 Project monitoring (monthly)

121.07 Asset management and property disposition (monthly)

121.08 FTA Section 5339 grant administration (monthly)

121 Federal Transit Administration Direct Grants																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
121.01 Notifying eligible local entities of funding availability	■		1	■	■	■	■									
121.02 Oversee and administer 5310 funds	■		24	■	■	■	■	■	■	■	■	■	■	■	■	
121.03 Procure vehicles for successful Section 5310 applicants	■		12	■	■	■	■	■	■	■	■	■	■	■	■	
121.04 5310 application review and scoring	■	■	13											■	■	
121.05 Project selection	■	■	19	■	■	■	■	■	■	■	■	■	■	■	■	
121.06 Project monitoring	■		25	■	■	■	■	■	■	■	■	■	■	■	■	
121.07 Asset management and property disposition	■		1	■	■	■	■	■	■	■	■	■	■	■	■	
121.08 FTA Section 5339 grant administration	■		5	■	■	■	■	■	■	■	■	■	■	■	■	

121 FTA DIRECT GRANTS	Actual	Adopted	Annual			
Budget	Cost	Budget	Budget	FTA	FTA	LOCAL
Account	2021/22	2022/23	2023/24	5310	5339	FUNDS
Salaries	15,480	20,742	5,223			5,223
Benefits	5,632	7,273	1,759			1,759
Overhead	3,662	19,703	4,647			4,647
Total Staff Costs	24,775	47,718	11,629	0	0	11,629
Direct Costs						
FTA 5339	160,928	10,290,562	9,811,223		4,905,611	4,905,612
FTA 5310		1,292,496	1,106,851	999,331	0	107,520
Total Direct Costs	160,928	11,583,058	10,918,074	999,331	4,905,611	5,013,132
TOTAL	185,703	11,630,776	10,929,703	999,331	4,905,611	5,024,761
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				194,879	0	
				FTA	FTA	LOCAL
Total				5310	5339	FUNDS
Consultants			0			
Total Consultants			0	0	0	0
FTA 5310	Total	FTA 5310	Match	Toll Credits		
FAX 4 Buses	537,600	430,080	107,520			
FEOC 3 Buses	270,219	270,219		54,044		
UCPCA 2 Bus	187,950	187,950		37,590		
Westcare 2 Buses	111,082	111,082		22,216		
	0			0		
Total	1,106,851	999,331	107,520	113,850		
FTA 5339	Total	FTA 5339	Match			
FCRTA	9,811,223	4,905,611	4,905,612			

131 Access for All Program

Objective

To use funding from the California Public Utilities Commission's (CPUC) Transportation Network Company (TNC) Access for All (AFA) Program to address TNC service accessibility for people with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV)

Discussion

Established under Senate Bill (SB) 1376 (Hill: 2018), the AFA Program is funded by a \$.10 fee collected from every TNC trip, which is redistributed to each MPO region to develop programs that incentivize expanding on-demand transportation services for people with disabilities, including wheelchair accessible vehicles/rides.

Previous Work

- Received approval to serve as the Local Access Fund Administrator for Access for All Program funds in Fresno County
- Program guidelines developed and finalized
- Request for Proposals process was conducted and finalized

Products

1. Access for All program contract
2. Quarterly and annual reports
3. AFA webpage that includes SB1376 information and Access Provider application process

Tasks

- 131.01 Administer the AFA provider contract for fiscal year 2023-24 (monthly)
131.02 Monitoring, evaluate, and promote the AFA Program (monthly)
131.03 Maintain an AFA webpage that includes information on SB1376 and access provider application process (monthly)
131.04 Submit Consolidated Quarterly Reports (Aug. & Nov. 2023, Feb. and May 2024)
131.05 Submit annual and other reports to ensure that progress is made toward the broader goals and objectives of the program and SB 1376 (June 2024)

131 Access for All Program																
2023/24																
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
131.01 Administer AFA program contract	■		40	■	■	■	■	■	■	■	■	■	■	■	■	■
131.02 Monitor / Evaluate / Promote AFA program	■		35	■	■	■	■	■	■	■	■	■	■	■	■	■
131.03 Maintain a webpage	■		10	■	■	■	■	■	■	■	■	■	■	■	■	■
131.04 Submit Quarterly Reports	■		10		■			■			■				■	
131.05 Submit annual and other reports	■		5													■

131 Access for All

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	2,248	2,656	5,327	5,327
Benefits	818	1,228	1,935	1,935
Overhead	532	2,731	4,834	4,834
Total Staff Costs	3,598	6,615	12,096	12,096
Direct Costs				
Consultants		189,072	189,072	189,072
Grant Administration			26,750	26,750
Total Direct Costs	0	189,072	215,822	215,822
TOTAL	3,598	195,687	227,918	227,918
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants

FCRTA

189,072

150 Other Modes – Aviation, Rail, Bicycling, Pedestrian

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 because 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.

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 is a rail priority in Fresno County and elsewhere in the San Joaquin Valley. Staff will 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 recognizes the importance of coordinating and integrated planning between high-speed rail and intercity passenger rail (Amtrak San Joaquin), and 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. This includes a particular eye toward providing funding for traditionally disadvantaged communities.

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. An update of the R-ATP will start in FY 2022-23 (See WE 154). Fresno COG's increased involvement in promoting bikeway and pedestrian (including trails) planning, funding and project development will continue in 2022-23.

Complete Streets

Fresno COG remains consistent with its Regional Transportation Plan policies concerning complete streets 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 2022
- 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 (monthly, as needed).
- 150.02 Document issues, provide analysis and staff research on aviation system plans and other aviation matters as appropriate (monthly, as needed).
- 150.03 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 (July and Oct. 2023, Jan. and Apr. 2024)
- 150.04 Coordinate with Tulare County and other Valley counties on potential strategies to prevent important railroad corridor abandonments, in conjunction with appropriate recommendations from 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) (monthly, as needed)
- 150.05 Participate in initiatives 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 (monthly, as needed)
- 150.06 Monitor new active transportation innovations and technologies (monthly, as needed)
- 150.07 Participate in the technical advisory committees for the San Joaquin Valley Goods Movement Sustainable Implementation Plan and the San Joaquin Valley I-5 Goods Movement Safety Corridor Study to ensure that the advantages and opportunities provided by the Class I freight railroads and the short line freight railroad are represented (monthly)
- 150.08 Monitor and participate in activities of the San Joaquin Joint Powers Agency, the regional governance structure of the Amtrak San Joaquins (monthly)
- 150.09 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 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
150.01 Monitor new modal issues	■		37	■	■	■	■	■	■	■	■	■	■	■	■
150.02 Monitor and document aviation issues	■		3	■	■	■	■	■	■	■	■	■	■	■	■
150.03 SJV Rail Committee	■		10	■			■			■			■		
150.04 Rail corridor preservation	■		1	■	■	■	■	■	■	■	■	■	■	■	■
150.05 Railroad corridor preservation and alternative uses	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
150.06 Monitor new active transportation innovations	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
150.07 Goods Movement SIP/I-5 TACs	■		15	■	■	■	■	■	■	■	■	■	■	■	■
150.08 Monitor San Joaquin Joint Powers Agency	■		12	■	■	■	■	■	■	■	■	■	■	■	■
150.09 Lemoore NAS Coordination	■		2	■	■	■	■	■	■	■	■	■	■	■	■

150 Other Modal Elements

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	10,190	19,217	10,792	10,792
Benefits	3,707	6,599	3,592	3,592
Overhead	2,411	18,156	9,577	9,577
Total Staff Costs	16,308	43,972	23,961	23,961
Direct Costs				
Supplies/Printing	0	2,000	2,000	2,000
Total Direct Costs	0	2,000	2,000	2,000
TOTAL	16,308	45,972	25,961	25,961
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 High-Speed Rail Authority is taking the lead on station-area planning, with the passenger station functioning as an intermodal facility with fixed route, paratransit, regional and micro transit, rail (Amtrak), Uber/Lyft and taxi connections serving Fresno Air Terminal and locations throughout Fresno County. The station will also incorporate a variety of charging stations powered by solar sources.

Previous work

- An “expression of interest” (FresnoWorks) for the High-Speed Rail 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
- Involved in and provided input for the HSR Fresno station design
- Engaged in HSR outreach for the design of the open space at the Fresno HSR Station

Products

1. Special high-speed rail planning studies as required, regarding: the heavy-maintenance facility; light-maintenance facility; transportation interface with downtown station; high-speed train passenger station architectural visioning and function; coordination between high-speed rail and Amtrak intercity rail, etc.
2. Meeting materials for discussions related to the planning studies and other discussions as listed above.

Tasks

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

152 High-Speed Rail Planning															
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
152.01 HSR plans, programs, & studies	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■
152.02 Staff support committees, public	■		12	■	■	■	■	■	■	■	■	■	■	■	■
152.03 Other HSR matters	■		12	■	■	■	■	■	■	■	■	■	■	■	■
152.04 Attend HSRA meetings	■		52	■	■	■	■	■	■	■	■	■	■	■	■
152.05 Station Area Planning	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■

152 High Speed Rail Planning

	Actual Cost	Adopted Budget	Annual Budget	FTA
Budget Account	2021/22	2022/23	2023/24	5303 2023/24
Salaries	1,733	1,527	3,376	3,376
Benefits	630	452	968	968
Overhead	410	1,392	2,891	2,891
Total Staff Costs	2,773	3,371	7,235	7,235
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	2,773	3,371	7,235	7,235
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				830

153 Fresno County Airport Land Use Commission

Objective

The Fresno County Airport Land Use Commission coordinates airport land-use planning among state, regional and local agencies, delineating a compatible environment for the airport facility and 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 2021-23
- 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 ALUC adopted the plan in December 2018, as well as a major amendment adopted in December 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 (monthly)
- 153.03 Draft agenda packets, communicate with ALUC members, conduct ALUC meetings every other month (as needed), and provide meeting follow-up communications (monthly)
- 153.04 Prepare staff reports for the ALUC 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 (monthly)
- 153.06 Review proposed revisions to airport master plans, FAR 150 studies, general plans, heliport layout plans and proposed ordinances, as requested (monthly)
- 153.07 Coordinate with Caltrans, airport authorities and local jurisdictions on airport land use policies and implementation (monthly)
- 153.08 ALUCP Amendment No. 3 final document and adoption procedures (December 2023)
- 153.09 Maintain and update Airport Land Use Commission information on the Fresno COG website (monthly)
- 150.10 Coordinate plans and share information with Naval Air Station Lemoore (monthly)

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	■		6	■	■	■	■	■	■	■	■	■	■	■	■
153.07 Coordinate with Caltrans, ALUC, airports and public	■		5	■	■	■	■	■	■	■	■	■	■	■	■
153.08 ALUCP Amendment #2	■		5	■	■	■	■	■	■						
153.09 Maintain and update ALUC page on Fresno COG website	■		2	■	■	■	■	■	■	■	■	■	■	■	■
153.10 NAS Lemoore Coordination	■		2	■	■	■	■	■	■	■	■	■	■	■	■

**153 Airport Land Use
Commission**

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	10,316	10,146	8,933	8,933
Benefits	3,753	3,487	3,114	3,114
Overhead	2,441	9,588	8,021	8,021
Total Staff Costs	16,510	23,221	20,068	20,068
Consultants	7,390	10,000	10,000	10,000
County Counsel	2,865	5,000	5,000	5,000
Total Direct Costs	10,255	15,000	15,000	15,000
TOTAL	26,765	38,221	35,068	35,068
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Coffman On Call	10,000	10,000
Total Consultants	10,000	10,000

154 Regional Active Transportation Plan Update

Objective

This Regional Active Transportation Plan (R-ATP) update will build on the 2018 Fresno County Regional Active Transportation Plan to identify new bicycle and pedestrian projects and programs. This project will help fulfill the RTP/SCS's goals to create pedestrian and bicycling networks that are directly connected to and planned with other transportation modes and to maximize walking and bicycling. The R-ATP will lay the foundation for bicycling and pedestrian networks that link all parts of Fresno County using funding from the Senate Bill 1 Road Maintenance and Rehabilitation Account from the FY 2022-23 Sustainable Communities Formula grant.

Discussion

In 2018, Fresno COG developed the Fresno County Regional Active Transportation Plan (R-ATP). This R-ATP update will map recent projects, identify the latest collision data, and help each jurisdiction in the County identify new bicycle and pedestrian projects. Additionally, the consultant will work with each local agency and stakeholders from historically disadvantaged communities to plan community outreach, identify barriers, and innovative solutions to increase walking and biking. The 2023 Regional Active Transportation Plan update has identified connection to transit stops as well as incorporation of emerging mobility devices such as electric bicycles and scooters, which will greatly extend mobility without the use of cars. FCOG aims to address integrating transit hubs into the plan update to improve connections around transit.

Each jurisdiction's plan will be bolstered by integrating them into the regionwide plan connecting destinations across and between jurisdictions. The Fresno County R-ATP will provide a foundation for all regional jurisdictions to compete successfully for active transportation project funding.

These activities align with the SB 1 Sustainable Communities grant-specific objectives: to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan (RTP) Sustainable Communities Strategy (SCS); contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2022 RTP; addresses disadvantaged communities' needs, increases safety and mobility for non-motorized users, public health, and ultimately advances the active transportation efforts of regional agencies to achieve.

Active transportation is an essential part of the Fresno COG transportation system, is low cost, does not emit GHG, can help reduce roadway congestion, and increases residents' health and quality of life. This emphasis signifies an important opportunity to advance SB 375's goals by increasing non-motorized transportation modes, thereby expanding access to a variety of land uses and transit and improving public health and air quality.

The 2023 Active Transportation Plan update will pattern's focus on developing and advancing efficient transportation corridors to achieve significant VMT reductions and other benefits from higher walk/bike mode share, more transit use, and shorter auto trips.

Previous Work

- 2018 Fresno County Regional Active Transportation Plan
- 2021 Fresno County Trails Master Plan update

Products

1. 2023 Fresno County Regional Active Transportation Plan update
2. Meeting agendas, minutes, sign-up sheets, photos, and other documentation related to the Fresno County Regional Active Transportation Plan update
3. Released request for proposals, gathered scoring committee, and finalized results for consultant proposals
4. Initial kick-off meeting, the final scope of work, schedule, work products, and finalized management and communication procedures
5. Community outreach with each jurisdiction's in disadvantaged communities, announcements, meeting materials, meeting minutes, and citizen surveys

Tasks

- 154.01 Team meetings with the FCOG project manager (monthly)
- 154.02 Data collection: Collect and verify all data from the 2018 R-ATP (July - August 2023)
- 154.03 Field review: Consultant will complete field reviews to verify new developments and/or changed conditions (July - October 2023)

- 154.04 Stakeholder meetings: Conduct meetings with local jurisdictions and disadvantaged communities to discuss current conditions and needs primarily through existing community events in addition to stand alone ATPlan outreach events and online (July - October 2023)
- 154.05 Network quantitative/qualitative analysis: Evaluate bicycle and pedestrian networks to identify existing locations of safety concerns, connections to activity centers, connections to transit, inefficient conditions, and opportunities to improve existing facilities (October-December 2023)
- 154.06 Community outreach – web-based platform: Develop a project website with a web-based GIS platform to allow on-line public and stakeholder input (July 2023 - September 2023)
- 154.07 Identify proposed pedestrian and bicycle networks: Incorporate feedback received from small group meetings and community outreach in each jurisdiction in accordance with ATP guidelines (July - August 2023)
- 154.08 Public review: Consultant will release an administrative draft plan out for 30-day public review with a public meeting and presentation (October 2023)
- 154.09 Cost estimates: Develop cost estimates for recommended projects based on local cost data (January 2024)
- 154.10 Presentations: Prepare and present the final draft plan to Fresno COG’s Transportation Technical Advisory Committee, Policy Advisory Committee and Policy Board for acceptance (November - December 2023)
- 154.11 Produce final plan: Create the final plan from all previous tasks that incorporates comments and action by the Fresno COG Policy Board (January 2024)

154 Regional Active Transportation Plan Update															
Task Description	CO G	C O N S U L T	% of Wor k	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
154.01 Project management and coordination	■	■	13	■	■	■	■	■	■		■	■	■	■	■
154.02 Data collection		■	8			■	■			■	■				
154.03 Field review and walk audits		■	8	■	■	■									
154.04 Stakeholder meetings	■	■	9	■	■	■	■			■	■	■	■	■	■
154.05 Network quantitative/qualitative analysis		■	14				■	■	■						
154.06 Community outreach – web-based platform		■	8	■	■	■					■	■	■	■	■
154.07 Identify proposed pedestrian and bicycle networks		■	12	■	■										■
154.08 Public Review/Administrative Draft		■	13				■								
154.09 Cost Estimates		■	7							■	■				
154.10 Presentations to TTC, PAC, & Board	■	■	3					■	■						
154.11 Produce Final Report	■	■	5							■					

154 Regional ATP Update

Budget	Actual Cost	Adopted Budget	Annual Budget	RMRA	LOCAL
Account	2021/22	2022/23	2023/24	2022/23	FUNDS
Salaries	0	0	6,948	6,151	797
Benefits	0	0	2,156	1,908	248
Overhead	0	0	6,062	5,367	695
Total Staff Costs	0	0	15,166	13,426	1,740
Direct Costs					
Consultants	0	359,544	304,702	269,753	34,949
Grant Administration		20,000	4,834	4,280	554
Total Direct Costs	0	379,544	309,536	274,033	35,503
TOTAL	0	379,544	324,702	287,459	37,243
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

		RMRA	LOCAL
	Total	2022/23	FUNDS
Consultants			
Regional ATP Update	304,702	269,753	34,949
Total Consultants	304,702	269,753	34,949

163 Freight Movement and Planning

Objective

To coordinate with local, statewide, and federal freight planning efforts, Fresno COG coordinates a comprehensive freight planning effort at the local and regional level and aims to achieve federal and state goals related to freight movement and economic vitality.

Discussion

The Fresno COG Overall Work Program and its Regional Transportation Plan incorporate planning factors that increase accessibility and mobility for freight and help enhance the transportation system's integration and connectivity across and among all 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 Phase Three is referenced in Work Element 168.
- 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

- California Inland Port Feasibility Study Phase Two (2021)
- Reverse Triangle Study (2020)
- SJV Interstate 5 Corridor Study (2017)
- San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
- State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
- San Joaquin Valley Interregional Goods Movement Plan (2013)

Products

1. Meeting agendas, minutes, action plans
2. Communications between Fresno COG and freight industry/businesses
3. Final study reports and plans

Tasks

- 163.01** Coordinate with Caltrans and FHWA on freight planning efforts on the local, regional, or state level (monthly)
- 163.02** Coordinate with the San Joaquin Valley MPOs on a unified freight planning effort (monthly)
- 163.03** 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 (monthly)
- 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 (monthly)
- 163.05** As needed, participate in statewide coordination process to designate critical urban and rural freight corridors (monthly)
- 163.06** As needed, assist with developing performance measures related to freight traffic (monthly)
- 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 (monthly)

163 Freight Movement and Planning																
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
163.01 Caltrans Local, State and federal coordination		■		30	■	■	■	■	■	■	■	■	■	■	■	■
163.02 SJV MPO 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 Planning

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FHWA PL 2023/24
Salaries	1,899	2,863	7,947	7,947
Benefits	691	848	2,655	2,655
Overhead	449	2,610	7,058	7,058
Total Staff Costs	3,039	6,321	17,660	17,660
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	3,039	6,321	17,660	17,660
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				2,026

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 intra-state cargo market/freight movement system by laying the groundwork to creating a new intermodal rail spine, connecting seaports to key consumption and production markets, via the California San Joaquin Valley.

Background and 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 among 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 Inland Port would help establish a world-class efficient and competitive logistics system in California. At the same time, it would be a platform to support related statewide air quality and economic competitiveness objectives. By shifting most of the cargo truck traffic off the highway and roadway system, preliminary analysis performed by the San Joaquin Valley Air District and the California Air Resources Board show a potential 93% reduction of greenhouse gas emissions along with increased safety and decreased road congestion.

The California Inland Port Feasibility Study is phased to reflect the project's pace of work, flow of funding, and natural progression. The first part, spearheaded by the Central Valley Community Foundation and funded by the San Joaquin Valley APCD (SJVAPCD), South Coast AQMD (SCAQMD), and Ports of LA and Long Beach, along with various smaller local/regional contributions, laid the groundwork by studying the underlying feasibility. Completed in April 2020 by GLDPartners, it included a market assessment, industry input, an environmental assessment, and a preliminary business model.

Given the feasibility established in phase one, stakeholders determined that the study should continue. Fresno COG, serving its role as an MPO and RTPA, has been asked to serve as the project manager and fiscal agent for subsequent phases. Phase two took place during 2021, with phase three following immediately thereafter. Overall objectives of both phases include developing a detailed business model, determining public policy support, and reviewing best business structures. Phase three is detailed in this work element, with phase two detailed separately to reflect the different funding sources (Phase Two was funded by the Port of Los Angeles, Port of Long Beach, SJVAPCD, SCAQMD, County of Sacramento, and the Sacramento Metropolitan AQMD [SMAQMD]). Phase three is funded by a Caltrans Strategic Partnership grant with various SJV MPOs and SACOG providing the local match.

- 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 Completed

Freight planning efforts completed by Fresno COG include:

1. San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
2. State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
3. SJV Interstate 5 Corridor Study (2017)
4. Reverse Triangle Study (2020)

Products

Grant applications

Tasks

164.01 Apply for grant applications. (monthly, as needed).

164 CA Inland Port Feasibility Study Phase II															
Task Description	CO 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
164.01 Conduct follow-up grant applications	■	■	100	■	■	■	■	■	■	■	■	■	■	■	■

164 Inland Port Study

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	1,899	0	0	
Benefits	691	0	0	
Overhead	449	0	0	
Total Staff Costs	3,039	0	0	0
Direct Costs				
Consultants	173,590	50,000	50,000	50,000
Total Direct Costs	173,590	50,000	50,000	50,000
TOTAL	176,629	50,000	50,000	50,000
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Inland Port Study	50,000	50,000
Total Consultants	50,000	50,000

165 San Joaquin Valley Household Travel Survey

Objective

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. The travel models' update fulfills the Valley MPOs planning responsibilities and obligations for RTP/SCS development, SB 743 implementation, transportation conformity, corridor studies, and environmental documents for local land use plans and developments.

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 modeling analyses, are strongly tied to quality data from household travel surveys. The last statewide household travel survey was conducted around 2011.

The San Joaquin Valley MPOs' models have base years ranging from 2014 to 2018. Federal conformity regulations require that travel models used in conformity analyses 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 survey as in the past two decades, the Valley MPOs have decided to collectively pursue funding to conduct a Valleywide 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 last calibrated and validated using the last statewide household travel survey in 2011/2012, funded by Proposition 84. The Valleywide Household Travel Survey (VHTS) will collect travel data needed for the model update, including household demographic information, travel patterns and trip-making characteristics. Weekday travel data for about 6,700 Valley households will be targeted for collection. Housing questions will also be included as part of the outreach efforts for the Regional Early Action Planning (REAP) program, which is helping to fund the survey. The Valley MPOs will use survey data in estimating, calibrating and validating their travel demand models, which are a critical tool for numerous planning activities at local, regional, state, and federal levels. Such planning activities include: RTP/SCS development, air quality conformity analysis, transportation corridor studies, environmental justice analysis, SB 743 VMT analysis, local and regional environmental planning, transportation impact fee nexus studies, and transit service planning.

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 \$1.5 million, and it will take approximately a year or more to complete.

This project contains FHWA PL funding transferred from the Kings County Associated Governments pursuant to Caltrans Office of Regional and Community Planning's program to minimize unspent FHWA PL carry over balances.

Previous Work

An RFP was issued in November, and two proposals were received. The Valley MPOs conducted interviews for the two consultant teams and selected RSG to conduct the survey. The consultant team kicked-off the project in February 2022. A Technical Advisory Committee (TAC) was convened to provide input and guidance. The Committee comprises modelers from all eight MPOs, both Caltrans D6 & D10, as well as a representative from HCD. The consultant team presented the survey methodology and instrument design to the TAC in February 2022. A survey questionnaire was developed in coordination with the TAC. Housing questions were also created through the Valleywide REAP efforts in partnership with HCD staff. Sample design for the survey was created and finalized in March 2022. The consultant team developed a public outreach plan and conducted community outreach from Spring 2022 to Spring 2023. The consultant team was also in full force implementing the household travel survey and collecting data in late spring 2022. In order to supplement the mail-based surveys, transit agencies and local housing authorities throughout the Valley have been enlisted to help distribute the surveys to their riders/clients, who are typically hard to reach disadvantaged community population.

In Spring 2023, when data collection was completed, the consultant team started to process the data, and produced reports and data products that are tailored to each of the eight individual counties. The consultant delivered a memo documenting weighting and data expansion methodology, and a data codebook.

Products

1. User guide for accessing the HTS data
2. Workshops/training for local jurisdiction planning staff for the housing data
3. User guide for the housing information
4. Technical assistance
5. Final report & presentations to Valley COG Directors and Fresno COG's TTC/PAC and Policy Board

Tasks

- 165.01 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. Once the survey findings and final report are accepted, each MPO will then begin the necessary steps to update their travel demand models. (July-August 2023)
- 165.02 Host workshops/committee meetings for local jurisdiction staff training on housing data for planning processes and documents. (July-August 2023)
- 165.03 Develop user guide for how housing/transportation data may be employed to update housing elements, planning process. (July-August 2023)
- 165.04 Provide technical assistance to jurisdictions seeking to leverage housing data to update planning documents and processes. (July-August 2023)

165 San Joaquin Valley Household Travel Survey																
Task Description	COG	CONSULT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
165.01 Presentations to COG Directors and TTC/PAC and Board	■	■	25	■	■											
165.01 Housing data presented to the Valley jurisdictions	■	■	25	■	■											
165.03 Develop housing data user guide		■	25	■	■											
165.04 Technical assistance to local governments regarding housing data		■	25	■	■											

165 SJV Household Travel Survey

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	6,439	4,912		
Benefits	2,343	1,456		
Overhead	1,523	4,478		
Total Staff Costs	10,304	10,846		0
Direct Costs				
Consultants	890,480	699,991	20,000	20,000
Total Direct Costs	890,480	699,991	20,000	20,000
TOTAL	900,784	710,837	20,000	20,000
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Resource System Group (RSG)	20,000	20,000
Total Consultants	20,000	20,000

166 Regional Transit Onboard Survey

Objective

Regional Transit Onboard Survey aims to update the calibration of the Fresno COG's Activity Based Model (ABM). The ABM will be updated with the origin and destination data for transit riders and will be applied in the future RTP/SCS development. The updated ABM will 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.

The survey will also help enhance the transit services, thereby attracting more riders and reducing single-occupancy vehicle trips. 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. 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. The survey will be very helpful in informing the transit providers of the performance of the existing transit service and assisting them in planning future services. 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. As the transit ridership is still lower than the pre-COVID level and the travel pattern has significantly changed since COVID, this survey is more important than before to explore and estimate the transit ridership. 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 late 2023 and early 2024. 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 4.0 identifies all 15 incorporated cities (partly or completely), as well as the predominant area of unincorporated Fresno County, as disadvantaged communities. Fresno County has 55 percent of the total census tracts ranked in the top 25 percent statewide by CalEnviroScreen 4.0.

All the project activities align with the SB 1 Sustainable Communities grant-specific objectives: to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS); contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines; addresses disadvantaged communities' needs, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity.

As intended by the SB 1 planning grant, the project's overall efforts are consistent with the RTP/SCS goals of reducing VMT/GHG and will further climate goals and the other overarching goals in the California Transportation Plan. If implemented, regional transit onboard survey can address transportation needs in disadvantaged and dispersed communities that are either not directly served by or lacking the appropriate services from existing transit services in Fresno County. It will also enhance the multi-modal transportation system in the Fresno region, improve public health, and address the transportation equity issues in the region.

Previous Work

This project was started back in 2019, 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. Since COVID, Fresno COG along with the transit operators in Fresno County regularly assessed the possibility of conducting the transit onboard survey and found 2023/2024 to be a reasonable year. The scope of work, along with other resources developed in 2019, will be carried forward.

Products

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

Tasks

- 166.01 Project initiation (July 2023)
- 166.02 Work plan development (August 2023)
- 166.03 Survey and sampling plan design (September 2023)
- 166.04 Survey instrument design (October-November 2023)
- 166.05 Conduction of the survey on the field (December 2023-February 2024)
- 166.06 Data processing and analysis (January-March 2024)
- 166.07 Produce final report (April-May 2024)
- 166.08 Project management (monthly)

166 Regional Transit Onboard Survey																
Task Description	C O G	O T H E R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
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 Transit On Board Survey

Budget	Actual Cost	Adopted Budget	Annual Budget	RMRA	LOCAL
Account	2021/22	2022/23	2023/24	2023/24	FUNDS
Salaries	0	0	4,558	4,035	523
Benefits	0	0	1,606	1,422	184
Overhead	0	0	4,103	3,632	471
Total Staff Costs	0	0	10,267	9,089	1,178
Direct Costs					
Consultants			240,000	212,472	27,528
Grant Administration			4,476	3,963	513
Total Direct Costs	0	0	244,476	216,435	28,041
TOTAL	0	0	254,743	225,524	29,219
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

RMRA LOCAL

Total 2023/24 FUNDS

Consultants		
Transit On Board Survey	240,000	212,472 27,528
Total Consultants	240,000	212,472 27,528

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 creating a new intermodal rail spine, connecting seaports to key consumption and production markets, via the San Joaquin Valley.

Background and 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 among 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 Inland Port would help establish a world-class efficient and competitive logistics system in California. At the same time, it would be a platform to support related statewide air quality and economic competitiveness objectives. By shifting a majority of cargo truck traffic off the highway and roadway system, preliminary analysis performed by the San Joaquin Valley Air District and the California Air Resources Board show a potential 93% reduction of greenhouse gas emissions along with increased safety and decreased road congestion.

The California Inland Port Feasibility Study is phased to reflect the project's pace of work, flow of funding, and natural progression. The first part, spearheaded by the Central Valley Community Foundation and funded by the San Joaquin Valley APCD (SJVAPCD), South Coast AQMD (SCAQMD), and Ports of LA and Long Beach, along with various smaller local/regional contributions, laid the groundwork by studying the underlying feasibility. Completed in April 2020 by GLDPartners, it included a market assessment, industry input, an environmental assessment, and a preliminary business model.

Given the feasibility established in phase one, stakeholders determined that the study should continue. Fresno COG, serving its role as an MPO and RTPA, has been asked to serve as the project manager and fiscal agent for subsequent phases. Phase two took place during 2021, with phase three following immediately thereafter. Overall objectives of both phases include developing a detailed business model, determining public policy support, and reviewing best business structures. Phase three is detailed in this work element, with phase two detailed separately to reflect the different funding sources (Phase Two was funded by the Port of Los Angeles, Port of Long Beach, SJVAPCD, SCAQMD, County of Sacramento, and the Sacramento Metropolitan AQMD [SMAQMD]). Phase three is funded by a Caltrans Strategic Partnership grant with various SJV MPOs and SACOG providing the local match.

- 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 Completed

Freight planning efforts completed by Fresno COG include:

- San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
- State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
- SJV Interstate 5 Corridor Study (2017)
- Reverse Triangle Study (2020)

Products

1. Project kick-off meeting minutes, DBE reports (as needed), quarterly invoices
2. Final RFP, consultant contract, contract amendments, all consultant meeting notes
3. Scoring for intermodal site suitability analysis matrix
4. Railroad collaboration agreement
5. Detailed finance performance model
6. Detailed capital cost program report
7. Detailed options for Overall Project Implementation Paths
8. Project timeline, progress schedule, committee rosters, meeting agendas, meeting minutes
9. Public Engagement PowerPoint Presentations, Sign-In or Attendance Sheets, Meeting Notes
10. Final Phase Three Study
11. Any Presentations to Designated Bodies

Tasks

- 168.01 Project administration – Provide progress reports and invoices to Caltrans on a monthly or quarterly basis, managing and administering the grant project according to the grant application guidelines, Regional Planning Handbook, and the executed grant contract. (June 2024)
- 168.02 Intermodal site suitability analysis - Preliminary assessment using rail industry criteria to find the optimal intermodal sites within the SJV to be reviewed with the railroad(s) and agreed upon (May- June 2024).
- 168.03 Railroad agreement to collaborate – Outreach and work with railroads to plan for an Inland Port (July – September 2023).
- 168.04 Project financial performance model – Undertake analytical work to assess project’s wider scope and prescribe options for funding the various infrastructure elements including direct rail-related investment, indirect supporting transportation infrastructure, technology, and clean energy infrastructure (December 2023-February 2024)
- 168.05 Detailed capital cost program – The consultant will undertake a comprehensive review of the range of capital costs that will be associated with development of the California Inland Port (December 2023-February 2024)
- 168.06 Public-private delivery options – Consider various factors including: railroad investment, construction, rail service operational responsibilities, and project capital funding commitments, that provide critical foundations for determining the best model for project governance. Investigate various governance models that allow for orderly and strategic development while limiting risks (January – February 2024).
- 168.07 Advisory committee meetings - Conduct various advisories committee and meetings (bi-monthly)
- 168.08 Public engagement – Schedule at least two public engagement events with Inland Port stakeholders’ organizations, such as, but not limited to: Los Angeles Board of Harbor commissioners; Port of Long Beach Harbor commissioners; San Joaquin Valley MPO boards; boards of the Sacramento Metropolitan Air Quality Management District, South Coast Air Quality Management District and the San Joaquin Valley Air Pollution Control District (July 2023-February 2024).
- 168.09 Draft and final phase three study – Provide public and stakeholder opportunities for input and comments into the draft study. Respond and/or incorporate comments into the final study (May - June 2024).
- 168.10 Board’s review and approval – Present completed study findings to interested bodies as needed. These include, but are not limited to any Caltrans body, MPO policy boards, air district governing boards, and port authority executive boards (June 2024).

168 California Inland Port Feasibility Study Phase III															
Task Description	CO G	CO NS LT	% 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
168.01 Project administration	■		1	■	■	■	■	■	■	■	■	■	■	■	■
168.02 Intermodal site suitability analysis		■	15											■	■
168.03 Railroad agreement to collaborate		■	10	■	■	■									
168.04 Project financial performance model		■	15						■	■	■				
168.05 Detailed capital cost program		■	15						■	■	■				
168.06 Public-private delivery options		■	19							■	■				
168.07 Advisory committee meetings	■	■	5	■		■		■		■		■		■	
168.08 Public engagement	■	■	5	■	■	■	■	■	■	■	■				■
168.09 Draft and final phase three study	■	■	10											■	■
168.10 Board’s review and approval	■	■	5												■

168 CA Inland Port Feasibility Study Phase III

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FHWA SPR	LOCAL FUNDS
Salaries	1,068	3,817	5,147	4,118	1,029
Benefits	389	1,131	1,550	1,240	310
Overhead	253	3,480	4,459	3,567	892
Total Staff Costs	1,709	8,428	11,156	8,925	2,231
Direct Costs					
Consultants	136,455	325,070	50,000	40,000	10,000
Total Direct Costs	136,455	338,321	50,000	40,000	10,000
TOTAL	138,164	346,749	61,156	48,925	12,231
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	FHWA SPR	LOCAL FUNDS
Consultants			
GLD	50,000	40,000	10,000
Total	50,000	40,000	10,000

170 Regional Transportation Plan

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 statewide legislative initiatives such as SB 743, 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 determines a 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 MPOs.

The 2022 RTP/SCS, was adopted in July 2022. The 2022 RTP/SCS features: 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, COVID-responsive virtual outreach, and a new and more readable format. The sixth cycle Regional Housing Needs Allocation (RHNA) process took place simultaneously and is consistent with the assumptions in the RTP. In addition, the ARB published its final SCS Evaluation Guidelines in November 2019. The 2022 SCS review with ARB is under way and the approval is expected before the kick-off of the 2026 TRP/SCS in 2024.

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 were 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. The Policy Board approved a preferred scenario in October 2021. Fresno COG launched an extensive and robust outreach in summer 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. Fresno COG subsequently conducted two additional rounds of outreach, one in spring 2021 to survey the public about the performance indicators, and another in fall 2021 to collect feedback about the scenarios. 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; developed the environmental justice report; transmitted the technical methodology to ARB and received the final sign-off letter from ARB about the SCS technical methodology; conducted air quality conformity analyses and completed the EIR documentation. The 2022 RTP/SCS was adopted by the Fresno COG Policy Board in July 2022. The conformity analysis for the 2022 RTP/SCS was approved by the FHWA and FTA in December 2022.

Products

1. Sensitivity runs for the ABM model as part of the SCS review
2. Additional data for the SCS scenarios provided to ARB as part of the SCS review
3. Additional documentation for the SCS technical methodology as part of the SCS review
4. Final SCS approval from ARB
5. SCS implementation
6. RTP Public Outreach Strategy
7. RTP public outreach consultant RFP

Tasks

- 170.01 Provide sensitivity runs for the ABM model (September 2023)
- 170.02 Provide additional data for the SCS scenarios to ARB (September 2023)
- 170.03 Provide additional documentation for the SCS technical methodology (September 2023)
- 170.04 SCS implementation and tracking (monthly)
- 170.05 Create Fresno COG's 2026 RTP Public Outreach Strategy, conducting outreach during development (April 2024)
- 170.06 Write, circulate an RFP for an outreach consultant to assist staff with the 2026 RTP Outreach (June 2024)

170 Regional Transportation Plan															
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
170.01 Sensitivity run data	■		15	■	■	■									
170.02 Provide data for the SCS scenarios	■		15	■	■	■									
170.03 Provide additional documentation for the methodology	■		15	■	■	■									
170.04 SCS implementation and tracking	■		45	■	■	■	■	■	■	■	■	■	■	■	■
170.05 RTP Public Outreach Strategy	■		5							■	■	■	■		
170.06 RTP Outreach Consultant	■		5							■	■	■	■	■	■

170 Regional Transportation Plan

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FTA 5303 2023/24	FTA Carry Fwd 2022/23	FHWA PL 2023/24	FHWA Carry Fwd 2022/23	State PPM
Salaries	384,005	188,640	235,581	19,732	27,728	71,738	27,415	88,403
Benefits	139,712	64,917	81,768	6,810	9,586	52,002	9,433	31,659
Overhead	90,854	178,327	211,291	17,672	24,843	63,744	25,937	79,938
Total Staff Costs	614,571	431,884	528,640	44,214	62,157	187,484	62,785	200,000
Direct Costs								
Consultants	106,340	15,000		0	0		0	
Supplies/Printing		10,000	15,000			15,000	0	
Workshops	19,833		20,000			20,000	0	
Promotion/Outreach	1,548		120,000			120,000	0	
Total Direct Costs	127,721	25,000	155,000	0	0	155,000	0	0
TOTAL	742,292	456,884	683,640	44,214	62,157	342,484	62,785	200,000
LTF MATCH 11.47%								
TOLL CREDIT MATCH 11.47%				5,071	7,129	39,283	7,201	

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, transit agencies, and stakeholders to establish appropriate targets for different performance metrics in 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 (PM1), bridge and pavement conditions (PM2), congestion/system performance (PM3) and transit asset management (TAM). Each performance area contains a series of performance measures for which MPOs need to establish targets.

- Safety (PM1): Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Pavement and bridge (PM2): Maintain the highway and bridge 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 (TAM): Maintain the transit capital assets in a state of good repair.

Previous work

Fresno COG's 2022 safety performance targets were adopted in February 2022 based on statewide targets 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. The safety steering committee was reconvened in December 2022 and presented with different safety targets options for 2023. The committee decided to support the statewide targets based on trendline for 2023. The targets will be presented to TTC/PAC before the policy board takes the decision in January of 2023.

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 supported the statewide targets for all measures. The first cycle of PM2 and PM3 were completed in December 2021. The second cycle of PM3 has already started and Fresno COG provided feedback through different workshops and meetings. In addition, Fresno COG also set the transit asset management (TAM) and the public transit agency safety targets for 2022. The 2022 RTP included the MPO's transit asset management and safety targets.

In addition to these targets setting process, Fresno COG also represented the Regional Transportation Planning Agencies (RTPAs) for the update of 2020-2024 Strategic Highway Safety Plan (SHSP) by attending monthly safety steering committee meetings and various safety workshops throughout the year.

Products

1. 2024 Safety performance targets
2. Database of past and existing safety performance conditions.
3. Two- and four-year targets for second cycle of PM2 bridge and pavement
4. 2024 TAM targets
5. 2024 MPO transit safety targets
6. Updated 2020-2024 SHSP

Tasks

- 171.01 Update safety performance database and establish 2024 safety performance targets (October 2023-February 2024)
- 171.02 Organize safety committee to discuss safety targets, facts and improvements (October 2023-December 2023)
- 171.03 Study potential implementation of the safety plan's education campaigns on transportation safety (July 2023 -June 2024)

- 171.04 Establish new two- and four-year targets for PM2 (July-December 2023)
 171.05 Establish TAM and transit safety targets for 2024 (July-December 2023)
 171.06 Participate in the monthly steering committee meetings and working groups (monthly)

171 Transportation Performance Management																
Task Description	C O G	C O N S L T	% of Work	JU L	A U G	SE P	O C T	N O V	D E C	JAN	FEB	MAR	APR	MAY	JUN	
171.01 Update safety performance database and establish 2024 safety performance targets	■		20				■	■	■	■	■					
171.02 Organize safety committee to discuss safety targets, facts and improvements	■		20				■	■	■							
171.03 Study potential implementation of the safety plan’s education campaigns on transportation safety	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
171.04 Establish new two- and four-year targets for PM2	■		15	■	■	■	■	■	■							
171.05 Establish TAM and transit safety targets for 2023	■		15	■	■	■	■	■	■							
171.06 Participate in the monthly steering committee meetings and working groups	■		20	■	■	■	■	■	■	■	■	■	■	■	■	

171 Transportation Performance Management

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FTA 5303 2023/24	FHWA PL 2023/24
Salaries	21,181	15,851	19,105	9,553	9,553
Benefits	7,706	4,801	6,484	3,242	3,242
Overhead	5,011	14,525	17,037	8,518	8,518
Total Staff Costs	33,899	35,177	42,626	21,313	21,313
Direct Costs					
Total Direct Costs	0	0	0	0	0
TOTAL	33,899	35,177	42,626	21,313	21,313
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				2,445	2,445

172 Congestion Management Process (CMP)

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 Federal Management and Monitoring Systems (Title 23 Code of Federal Regulations Chapter I, Subchapter F, Part 500) rule defines an effective CMP as a systematic process for managing congestion that provides information on transportation system performance and on strategies for alleviating congestion and enhancing improving mobility 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 update was completed 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 2022/2023 STPG cycle
3. 2022/2023 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 2024)
- 172.04 Continue to collect traffic counts on the regional transportation system (monthly)

172 Congestion Management Process																
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	
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 Program

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FHWA PL 2023/24
Salaries	8,198	10,789	13,110	13,110
Benefits	2,983	3,672	4,876	4,876
Overhead	1,940	10,171	11,974	11,974
Total Staff Costs	13,120	24,632	29,960	29,960
Direct Costs				
Consultants	0	20,000	100,000	100,000
Total Direct Costs	0	20,000	100,000	100,000
TOTAL	13,120	44,632	129,960	129,960
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				14,906
			Total	FHWA PL
Consultants				
CMP Update			150,000	150,000
Total Consultants			150,000	150,000

173 Regional VMT Mitigation Program Study

Objective

To study the feasibility of a regional VMT mitigation program and potentially set up a framework for a regional program

Discussion

SB 743 (2013) implements SB 375 through projects on the ground by encouraging development in the infill areas and discouraging greenfield projects, resulting in vehicle miles traveled (VMT) and greenhouse gas (GHG) emission reductions. SB 743 requires that level-of-service (LOS), used in measuring transportation impacts in CEQA, be replaced with another metric that will “promote reduction of greenhouse gas emission, the development of multi-modal transportation system and a diversity of land use development.” The Office of Planning and Research (OPR) recommended VMT as the new metric. For land-use projects, OPR identified VMT per capita, VMT per employee or net VMT for transportation analysis. For roadway capacity projects, lead agencies have the discretion to choose the metric to evaluate the transportation impacts. Fresno COG developed SB 743 Implementation Regional Guidelines in 2020, which provide tools for local governments to implement the law. Fresno COG has received many requests to conduct VMT analysis based on the procedures recommended in the guidelines and has run its activity-based model (ABM) to produce VMT estimates for development projects. However, due to limited mitigation measures with quantifiable VMT reduction credits, many projects found to have VMT impacts higher than the established threshold could not move forward.

A regional-level VMT mitigation program may be most effective means of providing pathways for VMT reduction. The study will explore options such as a VMT mitigation bank, VMT mitigation exchange, regional VMT impact fees, more transit-oriented development, etc., and identify pros and cons for the various techniques. The study will establish a potential framework for implementing a regional VMT mitigation program. The study will also form a stakeholder committee and start the conversation about VMT mitigation, which is not well understood at this time.

This project’s overall efforts are consistent with the RTP/SCS’ goals of VMT/GHG reduction, and will further the state’s climate goals and the other overarching goals in the California Transportation Plan. The study will attempt to provide clarity with existing research and data available. However, more investment is needed in collecting both local and regional data as well as research on the effectiveness of mitigation approaches.

This program is funded by SB 1 planning grant (formula). The grant started in fiscal year 2021-22 with funds expiring Feb. 28, 2024.

Previous Work

The project RFP was issued in December 2021. Staff conducted interviews in February 2022, and the Policy Board contracted in March 2022. The project kicked-off in early March. A stakeholder committee has been convened and the consultant team has begun reviewing literature and best practices in other regions.

Several Technical Advisory Committee (TAC) and Stakeholder Advisory Committee (SAC) meetings have been held. The consultant team has tested various project types and developed project level VMT calculation methodologies. A framework of mitigation strategies is recommended with various techniques. Cost/VMT is proposed.

Products

1. Draft report
2. Fresno COG’s TTC/PAC/Policy Board agendas and presentations

Tasks

- 173.01 Publish the draft report for public review (July 2023)
- 173.02 Present the draft final report to the TTC/PAC and Policy Board. (September 2023)

173 Regional VMT Mitigation Program 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
173.01 Draft report public review		■	50	■											
173.02 Presentations to TTC/PAC/Policy Board	■	■	50	■	■	■									

173 Regional VMT Mitigation Program

Budget	Actual Cost	Adopted Budget	Annual Budget	RMRA	LOCAL
Account	2021/22	2022/23	2023/24	2021/22	FUNDS
Salaries	3,621	3,009			
Benefits	1,318	863			
Overhead	857	2,723			
Total Staff Costs	5,796	6,595	0	0	0
Direct Costs					
Consultants	33,978	185,928	50,000	44,265	5,735
Grant Administration		5,175	5,175	4,581	594
Total Direct Costs	33,978	191,103	55,175	48,846	6,329
TOTAL	39,774	197,698	55,175	48,846	6,329
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA	LOCAL
	2021/22	FUNDS	
Consultants			
Kimley Horn	50,000	44,265	5,735
Total Consultants	50,000	44,265	5,735

Objective

In partnership with the State's major seaports, the California Inland Port will be a public-private platform to transform much of the California logistics system to become the cleanest, most sophisticated supply chain system in the world. From its genesis, the project has been developed in coordination with the Port of Los Angeles and will establish higher efficiencies through new strategic mobility hubs, sustainable technologies, and business partnerships. The California Inland Port will be a multi-modal network of integrated clean and automated truck, rail, and cargo facilities that will underpin a next-generation ecosystem of goods movement and radically boost the economic competitiveness of California's economy. This approach would be a paradigm shift from the current conditions, and would serve to cut greenhouse gases, improve air quality, reduce road congestion, increase traffic safety, increase investment and jobs, and shape California's extraordinarily large intra-state freight movement system as the most advanced in the world.

Phase 4 would address the project development and planning efforts that will result from the Phase Three feasibility study products.

Background and 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 among 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 Inland Port would help establish a world-class efficient and competitive logistics system in California. At the same time, it would be a platform to support related statewide air quality and economic competitiveness objectives. By shifting a majority of cargo truck traffic off the highway and roadway system, preliminary analysis performed by the San Joaquin Valley Air District and the California Air Resources Board show a potential 93% reduction of greenhouse gas emissions along with increased safety and decreased road congestion by use of clean energy trucks to transport goods to and throughout the San Joaquin Valley.

The primary stakeholders on this project represent a unique blend of public and private partners, all committed to increasing the competitiveness of the San Joaquin Valley: The Port of Los Angeles; The Port of Long Beach; The Port of Stockton; Union Pacific Railroad; BNSF Railroad; The San Joaquin Valley Air Pollution Control District; South Coast Air Quality Management District; San Joaquin Valley Metropolitan Planning Organizations (Kern County, Kings County, Tulare County, Fresno County, Madera County, Stanislaus County, San Joaquin County); Sacramento County; Sacramento Council of Governments; Sacramento Metropolitan Air Quality Management District; and the Central Valley Community Foundation. The project has received further involvement from the California State Transportation Agency (CalSTA), California Department of Transportation (Caltrans), California Air Resources Board (CARB), California Department of Food and Agriculture (CFDA), and Governor's Office of Planning and Research (OPR).

The objectives of the California Inland Port are:

- Support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the San Joaquin Valley region.
- Create a more robust and efficient distribution system with a specific focus on high-value manufacturing, e-commerce, and the agriculture sectors.
- Reducing shipping costs for shippers that manage global supply chains through direct intermodal rail service to/from the San Pedro seaports.
- Significantly reduce air pollution and greenhouse gas emissions by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
- Reduce highway road congestion, with a parallel reduction in the requirement for road maintenance; accident-avoidance savings; all of this reducing cost.

This system of projects is designated as an “emerging project” by CalSTA and the USDOT due to its long-term benefits to help the supply chain crisis of 2021. It is also designated as a “Regional Infrastructure Accelerator” by the Build America Bureau at the USDOT.

- Freight planning efforts are addressed in work element 163.
- California Inland Port Feasibility Study Phase Two efforts are addressed in work element 164.
- California Inland Port Feasibility Study Phase Three efforts are addressed in work element 168.
- Freight performance conditions and management are addressed in work element 171
- California Inland Port RIA efforts are addressed in work element 175.
- California Inland Port Planning Phase 6 efforts are addressed in work element 176
- Caltrans programs addressing freight and corridor connectivity are addressed in work element 220.

Previous Work Completed

Freight planning efforts completed by Fresno COG include:

- San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
- State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
- SJV Interstate 5 Corridor Study (2017)
- Reverse Triangle Study (2020)

Products

1. Project kick-off meeting minutes
2. DBE reports
3. Monthly invoices

Tasks

- 174.01 Project Administration – The Fresno COG project manager will provide progress reports and invoices on a monthly or quarterly basis (ongoing through July 2024)
- 174.02 Develop Entity/P3 Structure – Activities will address the structure and authorities to deliver the project, with extensive expertise being utilized (ongoing through July 2024)
- 174.03 Site Selection Analysis – TradePort site location criterion will be developed to create a benchmark from which to measure site suitability and support process through site selection (ongoing through July 2024)
- 174.04 TradePort Logistics Core Zone Planning – Develop integrated rail intermodal and Truck Mobility Complex site plan prototypes; Advance, detail, and coordinate railroad discussions on site options and design elements; Clarify both public and private infrastructure components; This includes developing detailed costs, and funding and delivery responsibility for each component. Create technology delivery plans for key project components: 1) internal and external data operating systems supporting high-efficient cargo movement; 2) production, distribution, and access points for supporting hydrogen, CNG, and electric fueling/ charging. (ongoing through July 2024)
- 174.05 TradePort Investment Zone Planning – Create Investment Zone development plans; This includes: 1) identification of key commercial sites and required development-related infrastructure; 2) production of a development and infrastructure phasing plan based on a market development schedule. Define economic benefits of Investment Zone; This includes a tally of expected new investment, jobs, and tax base by phasing schedule. (ongoing through July 2024)
- 174.06 Develop Satellite TradePort Concept Plan – Develop Satellite TradePort criteria and designation plans, tallying overall expected investment, jobs, and tax base for Satellite TradePorts (ongoing through July 2024)
- 174.07 Develop Truck Cargo Mobility Business Strategy – Prepare a detailed Logistics Core Zone Mobility Plan; Prepare a detailed Investment Zone Mobility Plan (ongoing through July 2024)
- 174.08 Develop Community Engagement Plan – Specific work tasks include developing a community engagement strategy with specific tailored methods to engage the affected disadvantaged and rural communities as well as the environmental and social justice advocacy groups serving those communities (ongoing through July 2024)
- 174.09 Develop Social Equity and Environmental Justice Plan – The project team recognizes the critical role that community-based organizations (CBOs) and non-governmental organizations (NGOs) have in the ever-changing government/community relationship in California. To utilize the crucial local knowledge that these groups have throughout the state, the project team will create working relationships with these groups and will use them as advisors throughout the project. The main task that these groups will advise is the creation of a social equity and environmental

justice plan. The creation of this plan will aim to identify the crucial social equity and environmental justice issues that touch the Inland Port System project. (ongoing through July 2024)

- 174.10 Develop Los Angeles Region Plan – Development of a strategy to assure that the project supports Los Angeles region public policy objectives; Include briefings for relevant government officials and agencies to review traffic and environmental impacts/benefits associated with the project and identifying opportunities for emerging technologies to contribute to addressing any potential environmental issues; Address infrastructure and planning issues related to the interface between Inland Port system cargo and the seaports complex including review with the Ports of Los Angeles and Long Beach on necessary rail and road infrastructure planning and the defining of: 1) specific options for on-port cargo loading (rail); 2) on-port infrastructure required to support clean-energy truck equipment; and 3) on-port infrastructure that will be necessary to support next-generation truck cargo loading, queuing, and maneuvering. (ongoing through July 2024)
- 174.11 Conduct community outreach and engagement – Project team will conduct statewide outreach and engagement following principles laid out in the community engagement plan and social equity and environmental justice plan (ongoing through July 2024)

174 CA Inland Port Project Planning Phase 4																
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	
174.01 Project administration	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
174.02 Develop entity/P3 structure development	■	■	13	■	■	■	■	■	■	■	■	■	■	■	■	
174.03 Site selection analysis		■	12	■	■	■	■	■	■	■	■	■	■	■	■	
174.04 TradePort logistics core zone planning		■	9	■	■	■	■	■	■	■	■	■	■	■	■	
174.05 TradePort investment zone planning		■	10	■	■	■	■	■	■	■	■	■	■	■	■	
174.06 Develop satellite TradePort concept plan		■	10	■	■	■	■	■	■	■	■	■	■	■	■	
174.07 Develop truck cargo mobility business strategy		■	10	■	■	■	■	■	■	■	■	■	■	■	■	
174.08 Develop community engagement plan		■	2	■	■	■	■	■	■	■	■	■	■	■	■	
174.09 Develop social equity and environmental justice plan		■	2	■	■	■	■	■	■	■	■	■	■	■	■	
174.10 Develop Los Angeles region plan		■	2	■	■	■	■	■	■	■	■	■	■	■	■	
174.11 Conduct community outreach and engagement	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■	

174 Inland Port Feasibility Phase 4

	Actual Cost	Adopted Budget	Annual Budget	FHWA PL	FHWA Carry Fwd
Budget	2021/22	2022/23	2023/24	2023/24	2022/23
Account					
Salaries	0	0	4,328	4,328	
Benefits	0	0	1,304	1,304	
Overhead	0	0	3,750	3,750	
Total Staff Costs	0	0	9,382	9,382	0
Direct Costs					
Consultants	0	1,960,000	510,108	107,449	402,659
Grant Administration		40,000	0		
Total Direct Costs	0	2,000,000	510,108	107,449	402,659
TOTAL	0	2,000,000	519,490	116,831	402,659

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

13,401	46,185
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	Total	FHWA PL	FHWA Carry Fwd
Consultants			
GLD	510,108	107,449	402,659
Total Consultants	510,108	107,449	402,659

Objective

The California Inland Port a public-private platform to transform the California logistics system to become the cleanest, most sophisticated supply chain system in the world. The Inland Port would establish higher efficiencies through new strategic mobility hubs, sustainable technologies, and business partnerships. The Port will be a multi-modal network of integrated clean and automated truck, rail, and cargo facilities underpinning a next-generation ecosystem of goods movement and radically boosting California's economic competitiveness. This approach would be a paradigm shift from current conditions, and serve to cut greenhouse gases, improve air quality, reduce road congestion, increase traffic safety, increase investment and jobs, and forever reshape California's extraordinarily large intra-state freight movement system.

The Regional Infrastructures Accelerator (RIA) program aims to help designate projects that will serve defined geographic areas, with the USDOT providing technical resources and funds for planning and development activities to expedite project delivery through the Build America Bureau's loan programs and other innovative financing methods, including public-private partnerships.

Background and Discussion

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

By shifting most of the cargo truck traffic off of the highway and roadway system, preliminary analysis performed by the San Joaquin Valley Air District and the California Air Resources Board show a potential 93% reduction of greenhouse gas emissions along with increased safety and decreased road congestion.

The primary stakeholders on this project represent a unique blend of public and private partners, all committed to increasing the competitiveness of the San Joaquin Valley: The ports of Los Angeles, Long Beach, and Stockton; Union Pacific Railroad; BNSF Railroad; The San Joaquin Valley Air Pollution Control District; South Coast Air Quality Management District; San Joaquin Valley Metropolitan Planning Organizations (Kern County, Kings County, Tulare County, Fresno County, Madera County, Stanislaus County, San Joaquin County); Sacramento County; Sacramento Council of Governments; Sacramento Metropolitan Air Quality Management District; and the Central Valley Community Foundation. The project has received endorsements and/or resources from the California State Transportation Agency (CalSTA), California Department of Transportation (Caltrans), California Air Resources Board (CARB), California Department of Food and Agriculture (CFDA), and Governor's Office of Planning and Research (OPR).

Project's objectives

- Support job creation and investment growth by fundamentally repositioning the San Joaquin Valley's economic competitiveness.
- Create a more robust, efficient distribution system with a specific focus on high-value manufacturing, e-commerce, and the agriculture sectors.
- Reducing shipping costs within global supply chains through direct intermodal rail service to/from the San Pedro seaports.
- Significantly reduce air pollution and greenhouse gas emissions by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
- Reduce highway congestion, and road maintenance expense; accident-avoidance savings; all of this reducing cost.

This system of projects is designated as an "emerging project" by CalSTA and the USDOT due to its long-term benefits to help the supply chain crisis of 2021. It is also designated as a "Regional Infrastructure Accelerator" by the Build America Bureau at the USDOT.

- Freight planning efforts are addressed in work element 163
- California Inland Port Feasibility Study Phase Two efforts are addressed in work element 164
- California Inland Port Feasibility Study Phase Three efforts are addressed in work element 168

- 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 Completed

Other freight planning efforts completed by Fresno COG include:

1. Reverse Triangle Study (2020)
2. San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
3. State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
4. SJV Interstate 5 Corridor Study (2017)
5. California Inland Port Feasibility Study Phase Two (2021)

Products

- Project Kick-off Meeting Minutes
- DBE reports
- Monthly Invoices – ongoing through June 2023

Tasks

- 175.01** Project administration – Provide progress reports and invoices to USDOT on a monthly or quarterly basis. Fresno COG will manage and administer the grant project according to the executed cooperative agreement between the USDOT and Fresno COG. (July 2023-June 2024)
- 175.02** Define organization structure – Perform a legal and regulatory analysis to establish RIA, develop organizational policies and procedures, and identify start-up capital. (July 2023-June 2024)
- 175.03** Develop financial structure – Develop a sustainable financial operating plan for RIA, define investment criteria for reviewing projects, develop a strategy for due diligence to advance projects for investment, develop an investment risk management strategy, and prepare an investment strategy to leverage private investor funds. (July 2023-June 2024)
- 175.04** Intermodal/roadway design, engineering, and environmental analysis – Perform intermodal facility design and preliminary engineering, utilities engineering and design, traffic analysis and roadway design, and conduct preliminary environmental analyses and mitigation as needed. (July 2023-June 2024)

175 CA Inland Port Regional Infrastructure Accelerator Demo Program Phase V																	
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		
175.01 Project Administration	■		7	■	■	■	■	■	■	■	■	■	■	■	■	■	
175.02 Define Organization Structure		■	18	■	■	■	■	■	■	■	■	■	■	■	■	■	
175.03 Develop Financial Structure		■	25	■	■	■	■	■	■	■	■	■	■	■	■	■	
175.04 Intermodal/Roadway Design, Engineering, and Environmental Analysis		■	50	■	■	■	■	■	■	■	■	■	■	■	■	■	

175 Inland Port Phase V

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	Fed RIA
Salaries	1,756	9,046	9,671	9,671
Benefits	639	2,681	2,913	2,913
Overhead	416	8,247	8,377	8,377
Total Staff Costs	2,811	19,974	20,961	20,961
Direct Costs				
Consultants	267,405	960,000	332,995	332,995
Grant Administration		20,026		
Total Direct Costs	267,405	980,026	332,995	332,995
TOTAL	270,216	1,000,000	353,956	353,956
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	Fed
Consultants		
GLD	332,995	332,995
Total Consultants	332,995	332,995

WE 177 Fresno County Regional Microtransit Feasibility Study

Objective

This study will evaluate microtransit service feasibility in the Fresno region as an alternative to fixed route transit services and provide recommendations on implementation opportunities.

Discussion

The Fresno region has three transit operators. Fresno Area Express (FAX) is the major public transit provider in the Fresno-Clovis Metropolitan Area. FAX provides two types of service: fixed-route for the public, and Handy Ride, a demand-responsive paratransit service designed for individuals who, because of an impairment or disability, are unable to use the regular fixed-route bus service. FAX operates 18 routes, including one bus rapid transit route that operates at 10-minute frequencies in peak periods.

The City of Clovis also operates two types of service: Clovis Stageline, a fixed-route service for the public, and Round-Up, a demand-responsive paratransit service. Stageline operates on two routes -- each on 30-minute headways -- and two express routes that operate on school days only.

Fresno County Rural Transit Agency (FCRTA) operates as the primary provider for rural public transportation in the 13 small, incorporated cities and the unincorporated county areas. FCRTA provides fixed-route services that link communities with each other and the Fresno-Clovis Metropolitan Area. FCRTA also provides demand-responsive services that specifically address patrons' special needs. More information about the three transit agencies' services and operations is available in the FY 2021 Transit Productivity Evaluation Report at https://2ave3l244ex63mgdyc1u2mfp-wpengine.netdna-ssl.com/wp-content/uploads/2022/03/Transit-Productivity-Evaluation-FY-2021_020222_Formatted.pdf.

Due to dispersed land use patterns, a predominance of agricultural lands, and lack of residential and employment densities, fixed-route transit services in Fresno County cannot efficiently serve all areas in need of transit service. Transit agencies throughout the country have been exploring alternative mobility options to fill in the gap. Microtransit has emerged as a promising opportunity to supplement, support, or replace fixed-route transit in geographic areas where fixed route transit is challenging to provide. Microtransit has shown potential in: first- and last-mile connection to major transit services; providing on-demand transportation in hard-to-serve suburban and rural areas; replacing existing underperforming services, supplementing paratransit services, etc.

The study will explore microtransit as a solution to meet transportation needs that cannot be satisfied by existing transit services. If microtransit is economically feasible and implemented in Fresno County, many existing trips could be diverted from private auto to microtransit and/or public transit, which would reduce vehicle miles traveled, and lead to better air quality and climate change conditions. In addition, if microtransit can fill the gap that the fixed route transit cannot provide, residents who lack transportation means for jobs, school, medical services and other daily necessities will have access to such transportation service. It could also serve as a tool for economic development for the region.

These activities align with the SB 1 Sustainable Communities grant-specific objectives: to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan (RTP) Sustainable Communities Strategy (SCS); contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines; addresses disadvantaged communities' needs, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity.

As intended by the SB 1 planning grant, the project's overall efforts are consistent with the RTP/SCS goals of reducing VMT/GHG and will further climate goals and the other overarching goals in the California Transportation Plan. If implemented, microtransit can address transportation needs in disadvantaged communities that are not directly served by existing fixed-route transit. It will also enhance the multi-modal transportation system in the Fresno region, improve public health, and address the transportation equity issues in the region.

This study will be funded by SB 1 formula planning dollars (FY21-22) and will expire in June 2024.

Previous Work

- RFP developed by COG staff and reviewed by transit agency staff
- Consultant selected
- Kick-off meeting with stakeholders

Products

1. Methodology to analyze transit potentials and transit needs
2. Microtransit opportunity zones identified
3. Public outreach
4. Ridership estimation for each opportunity zone
5. Identification of priority zones
6. Recommendation of microtransit service for priority zones
7. Draft report
8. Presentation to TTC/PAC and Policy Board

Tasks

- 177.1 Develop methodology to identify regional microtransit opportunities zones (July 2023)
- 177.2 Conduct public outreach to solicit public input on the opportunity zones (July-September 2023)
- 177.3 Estimate ridership, span of service, trip time and operation cost for opportunity zones (October-November 2023)
- 177.4 Prioritize opportunity zones based on stakeholders' committee evaluation criteria (Dec.-Jan. 2024)
- 177.5 Provide recommendations and cost estimates for microtransit zones' service level (Feb.-March 2024)
- 177.6 Develop and publish draft report for public review (Apr-May 2024)
- 177.7 Incorporate feedback into the draft final report (May 2024)
- 177.8 Make presentation to the TTC, PAC and Policy Board (June 2024)
- 177.9 Produce final report and submit to Caltrans (June 2024)

177 Regional Microtransit 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
177.1 Identify microtransit opportunity zones		■	15	■											
177.2 Conduct public outreach		■	15	■	■	■									
177.3 Estimate ridership, trip time and cost		■	7				■	■							
177.4 Prioritize the opportunity zones		■	15						■	■					
177.5 Recommendation for service level for priority zones		■	15								■	■			
177.6 Develop Draft report		■	11										■	■	
177.7 Incorporate feedback into the draft final report		■	20											■	
177.8 Present the report to TTC, PAC and the Board		■	1												■
177.9 Produce final report and submit to Caltrans		■	1												■

177 Regional Microtransit
Study

	Actual	Adopted	Annual	FTA		
Budget	Cost	Budget	Budget	Carry Fwd	RMRA	LOCAL
Account	2021/22	2022/23	2023/24	2022/23	2021/22	FUNDS
Salaries	0	0	6,030		5,338	692
Benefits	0	0	1,862		1,648	214
Overhead	0	0	5,254		4,651	603
Total Staff Costs	0	0	13,146	0	11,637	1,509
Direct Costs						
Consultants		250,000	225,000	45,000	159,354	20,646
Grant Administration		21,896	0			0
Total Direct Costs	0	271,896	225,000	45,000	159,354	20,646
TOTAL	0	271,896	238,146	45,000	170,991	22,155
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				5,162		
				FTA	RMRA	LOCAL
				Carry		
				Fwd	2021/22	FUNDS
Consultants						
Regional Microtransit Study			225,000	45,000	159,354	20,646
Total Consultants			225,000	45,000	159,354	20,646

178 Fresno-Clovis Metropolitan Area Managed Lane Study

Objective

To determine if current travel demand in the Fresno-Clovis Metropolitan Area would deem managed lanes an effective solution to reduce congestion and recommend alternatives for managed lanes' locations, and a timeline for phased implementation.

Discussion

The Fresno-Clovis Metropolitan Area (FCMA) includes four major freeways, which includes SR99, SR41, SR168, and SR180, serving as major transportation facilities for statewide goods movement and the FCMA's almost 700,000 residents. Congestion along the four major routes is reaching levels that have normally been associated with the bigger metropolitan regions in northern and southern California. Congestion increases air pollutants, leads to more greenhouse gas emissions, and reduces the reliability of the transportation system. The corridors included in this study also provide access to three national parks and serve as critical corridors to the movement of people and goods around the entire San Joaquin Valley.

SAFETEA-LU, and the subsequent MAP-21 and FAST Act require that Transportation Management Areas (TMAs) – urban areas with population over 200,000 – “shall address congestion management through a process that provides for safe and effective management and operation, based on a cooperatively developed and implemented metropolitan wide strategy, of new and existing transportation facilities ... through the use of travel demand reduction and operation management strategies.”

Managed lanes provide a solution to managing congestion and improving safety on urban freeway networks and are utilized widely throughout the State. “Managed lanes” is an umbrella term for freeway lanes that are managed as either express, high occupancy vehicle (HOV), high occupancy toll (HOT), designated for clean air vehicles, or park and ride. Managed lanes are used as a viable alternative, and in some cases the only alternative, that meet federal air quality conformity standards for capacity increasing projects in non-attainment areas, which the Fresno region is in.

These activities align with the SB 1 Sustainable Communities grant-specific objectives: contributes to the State's GHG reduction targets; encourages local and regional transportation and land use planning that furthers the region's Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS); and assists in achieving the Caltrans Mission and Grant Program overarching objectives: Sustainability, Preservation, Innovation, and Economy.

Managed lanes are consistent with the RTP/SCS' goals of VMT/GHG reduction and will further the state's climate goals and the other overarching goals such as safety & efficiency in the California Transportation Plan. As the FCMA population continues to grow, managed lanes will be an essential solution to manage congestion and encourage alternative forms of transportation, such as carpooling and transit. This project will review existing plans and future conditions, develop managed lanes strategies as well as their implementation plan. All activities will involve stakeholders and public engagement for the project's success.

This program is funded by SB 1 planning grant (formula). The grant starts in Fiscal Year 2023-24 with funds expiring Feb. 28, 2026.

Previous Work

N/A

Products

1. RFP for Managed Lanes Study
2. Summary report identifying existing plans and policies that will guide the study
3. Planned improvements report
4. List of Goals and Objectives of the study
5. Managed Lanes Strategies Report
6. Managed Lanes Implementation Plan
7. Funding recommendations
8. Plan, summary, and presentation
9. Final report

Tasks

- 178.01 Consultant Procurement. Fresno COG will develop & issue RFP for the managed lanes study and select a consultant team (July-September 2023)
- 178.02 Project initiation and Steering Committee Formation – Working with Fresno COG, the consultant team will identify a Steering Committee that will provide guidance throughout the study process. (quarterly, September - June 2023)
- 178.03 Review existing plans – To understand the growth potential and impacts for communities identifies along the study corridors, the consultant team will review all existing land use and transportation plans and studies, and summarize the visions, goals and planned improvements identifies in those plans. (September-October 2023)
- 178.04 Review future conditions – The consultant team will create an inventory of planned improvements along the study corridors and review the predicted traffic forecasts from the Fresno COG Activity-Based Model (ABM) (October-November 2023)
- 178.05 Develop Goals and Objectives – Based on input from the Steering Committee and information gathered in previous tasks, the consultant team will develop a set of goals and objectives for the study area. (December 2023-January 2024)
- 178.06 Develop managed lanes strategies – Based on the information gathered in previous tasks, the consultant team will develop managed lanes strategies for the Fresno-Clovis Metropolitan Area. (February-April 2024)
- 178.07 Develop a managed lanes implementation plan – Based on the results of Task 178.06, the consultant team will develop a managed lanes implementation plan for Fresno-Clovis Metropolitan Area. (April-June 2024)
- 178.08 Develop funding recommendations for the recommended planned improvements (June 2024)
- 178.09 Public Engagement – The consultant team will develop a public engagement plan for the study and collect feedback from the public and stakeholders. (November 2023-May 2024)
- 178.10 Draft and final report – The consultant team will provide an opportunity to the public and stakeholders to provide input and comments into the draft study and respond and/or incorporate comments into the final study report. (June 2024)
- 178.11 Presentations – The consultant team will present the completed study findings and recommendations to Fresno COG’s Transportation Technical Committee, Policy Advisory Committee and Policy Board for final acceptance. (June 2024)

178 Fresno-Clovis Metropolitan Area Managed Lane Study				2023/2024											
Task Description	C O G	C O N S I 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
178.01 Consultant Procurement	■		5	■	■	■									
178.02 Project initiation and Steering Committee Formation	■	■	4			■			■			■			■
178.03 Review Existing Plans		■	13			■	■								
178.04 Review Future Conditions		■	13				■	■							
178.05 Develop Goals and Objectives		■	5						■	■					
178.06 Develop Managed Lanes Strategies		■	20								■	■	■		
178.07 Develop a Managed Lanes Implementation Plan		■	10										■	■	■
178.08 Develop funding recommendation		■	5												■
178.09 Public Engagement		■	10					■	■	■	■	■	■	■	
178.10 Draft and Final Report		■	10												■
178.11 Presentations	■	■	5												■

178 MANAGED LANES STUDY

Budget	Actual Cost	Adopted Budget	Annual Budget	RMRA	LOCAL
Account	2021/22	2022/23	2023/24	2023/24	FUNDS
Salaries	0		3,833	3,393	440
Benefits	0		1,123	994	129
Overhead	0		3,300	2,921	379
Total Staff Costs	0	0	8,256	7,308	948
Direct Costs					
Consultants			200,000	177,060	22,940
Grant Administration			6,220	5,507	713
Total Direct Costs	0	0	206,220	182,567	23,653
TOTAL	0	0	214,476	189,875	24,601
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2023/24	LOCAL FUNDS
Consultants			
Managed Lane Study	200,000	177,060	22,940
Total Consultants	200,000	177,060	22,940

179 Complete Streets Planning

Objective

To establish a regional complete streets policy that will improve and enhance the mobility and safety of all users of the streets and roads regardless of their age, ability, gender, or mode of transportation.

Discussion

Historically, roadways were designed to accommodate automobiles and performance metrics such as level of service (LOS) were used to measure the effectiveness of the transportation system. Other non-auto users of the transportation system such as pedestrians, cyclists, transit riders experienced difficulty and vulnerability navigating such an auto-centric transportation network. Due to such automobile-oriented design, safety becomes a significant issue and concern for non-auto users. People who can't operate or don't own a vehicle experience inconvenience getting around and reaching their destinations. In addition, gas-powered cars have brought air pollution and climate challenges that threaten the health and existence of our communities. To address these issues, the transportation industry has started to shift focus and is developing policies and guidelines to prioritize people over cars on our street network. Complete streets is a concept that the transportation system accommodates users of all modes, including cars, buses, pedestrians, cyclists, trucks, etc. It promotes the safety and mobility of people of all ages and abilities. When implemented systemwide, it will provide better transportation options for people and it is safer and easier for people to get around in all modes of transportation. Subsequently, it will reduce air pollution as well as greenhouse gas emissions from cars.

Given the various purposes the roadway system serves and the unique local context each roadway/street is in, implementation of a complete streets policy should be context sensitive. Factors such as urban vs. rural, regional vs. local, industrial vs. residential, school vs. commercial, etc. should be taken into consideration when the complete streets policy is enforced. Historic factors should be considered where appropriate, and community input should be solicited as part of the roadway development process. A complete streets policy should be implemented throughout the lifecycle of a project, i.e., planning, design, construction, operation and maintenance.

The local governments in Fresno County have various policies in place with regards to complete street implementation. However, one common issue in the region has attracted the attention of the practitioners and elected officials and has manifested itself as the top priority for the implementation of complete streets. School children are one of the most vulnerable population when streets were built for cars. They become the victims of tragic accidents due to lack of protected facilities such as sidewalks and crosswalks; when climate events such as extreme precipitation hit, the school routes are flooded (without proper drainage system), leaving the kids without access to school. The lack of safe routes to schools becomes one of the barriers for children to receive education and hinders their ability to achieve their full potential in the future. Such issues are more prevalent in disadvantaged communities in the region and warrants more attention as it is also a social equity issue.

Through the efforts of this work element, Fresno COG will establish a regional complete streets policy that will be implemented by local agencies and Fresno COG through various plans and programs. A special task force will be convened to tackle the safe routes to schools issue that is at the top of community concerns.

Previous work

N/A

Products

1. An adopted regional complete streets policy by Fresno COG Policy Board
2. Complete street training provided to local agency staff
3. Safe Routes to Schools Task Force recommendation
4. Revised STPG guidelines and scoring criteria with incentives given to agencies complying with the regional complete streets policy
5. Carbon Reduction Program guidelines that incentivize safe routes to schools projects

Tasks

- 179.01 Collect crash data for pedestrian/cyclist-related accidents
- 179.02 Map school routes and conduct sidewalk inventory of the routes
- 179.03 Establish Complete Streets Committee
- 179.04 Develop complete streets policy and provide training to local agency staff
- 179.05 Establish Safe Routes to Schools Task Force
- 179.06 Task Force discusses issues and make policy and funding recommendations
- 179.07 STPG guidelines revision
- 179.08 Carbon Reduction Program guidelines development

179 Complete Street																
Task Description	CO G	C O N S L T	% of Wor k	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
179.1 Collect crash data for pedestrian/cyclists related accidents	x		5	■	■											
179.2 Map school routes and conduct sidewalk inventory of the routes	x		5		■											
179.3 Establish Complete Street Committee		x	1			■										
179.4 Develop complete street policy and provide training to local agency staff		x	50				■	■	■	■						
179.5 Establish Safe Route to School Task Force	x		1			■										
179.6 Task Force discuss issues and make policy and funding recommendations	x		20				■	■	■	■						
179.7 STPG guideline revision	x		9								■	■				
179.8 Carbon Reduction Program guideline development	x		9									■	■	■	■	

179 Complete Streets Planning

Budget	Actual Cost	Adopted Budget	Annual Budget	FHWA PL	FHWA CS 2.5%
Account	2021/22	2022/23	2023/24	2023/24	
Salaries	0		24,907	2,305	22,602
Benefits	0		8,015	742	7,273
Overhead	0		21,920	2,029	19,891
Total Staff Costs	0	0	54,842	5,076	49,766
Direct Costs					
Consultants			157,449	157,449	
Total Direct Costs	0	0	157,449	157,449	0
TOTAL	0	0	212,291	162,525	49,766
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				18,642	

	Total	FHWA PL	FHWA CS 2.5%
Consultants			
Complete Streets Plan	157,449	157,449	
Total Consultants	157,449	157,449	0

180 Air Quality Transportation Planning

Objective

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

Discussion

Fresno County is classified as non-attainment for ozone and PM-2.5, and in attainment/maintenance for PM-10. 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

During 2022-23:

- 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
- Provided SED/TAZ information for the 2012 PM2.5 standard SIP
- Annual CMAQ Improvement Program Report for fiscal year 2021-22
- 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

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
2. San Joaquin Valley COG Directors Association-Interagency Consultation Group (IAC) meeting materials for addressing pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues
3. Annual CMAQ Improvement Program Report
4. Project-level conformity determinations (hot-spot assessments)
5. Conformity analysis including model runs for each regionally significant FTIP amendment, and RTP
6. Implementation of federal air quality regulations as part of Fresno COG planning processes and programming

7. Interregional IAC meetings and Statewide Air Quality Conformity Working Group meeting materials
8. Valley air quality workshops
9. Programming of new CMAQ projects through Fresno COG member agencies
10. Board approval documentation of new CMAQ Guidelines
11. Presentation 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
12. Documents, plans, presentations, meeting notes resulting from the AB617 process
13. Public remarks at SJVAPCD or CARB meetings
14. Congestion Mitigation and Air Quality Improvement Program (CMAQ) 2023-24 call for projects: Process involved Receiving and reviewing all applications, scoring committee documentation, and approval of recommended projects lists through the Fresno COG's TTC, PAC, and Board

Tasks

- 180.01 Monitor state and federal guidance related to air quality transportation planning requirements (monthly)
- 180.02 Provide technical support and assistance on applicable transportation planning issues to the San Joaquin Valley Air Pollution Control District (SJVAPCD) (monthly)
- 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 (monthly)
- 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 (monthly)
- 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 goods movement studies along with the SJVAPCD, MPOs, and other government agencies (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 (monthly as needed)
- 180.09 Assist local agencies with emissions calculations and offer general support for projects funded through the CMAQ program (monthly 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 (monthly)
- 180.12 Participate in local, regional, and statewide AB617 air quality planning efforts (monthly)

180 Air Quality Transportation Planning															
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
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 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FTA 5303 2023/24	FHWA PL 2023/24
Salaries	59,561	56,049	75,888	18,972	56,916
Benefits	21,670	18,993	28,652	7,163	21,489
Overhead	14,092	52,778	69,603	17,401	52,202
Total Staff Costs	95,322	127,820	174,143	43,536	130,607
Direct Costs					
Agency Pass Thru	58,575	65,000	65,000		65,000
Total Direct Costs	58,575	65,000	65,000	0	65,000
TOTAL	153,897	192,820	239,143	43,536	195,607
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				4,994	22,436
			Total	FTA 5303	FHWA PL
Agency Pass Through					
Air Quality Liason - San Joaquin COG			65,000	0	65,000
Total Consultants			65,000	0	65,000

TRANSPORTATION PROGRAM DEVELOPMENT

210 Measure C Reauthorization Implementation

Objective

To provide the organizational structure, planning and staffing for an expenditure plan that guides the Measure C 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 funded through a local sales tax measure dedicated to transportation. Measure C provides dedicated transportation funding revenues to address regional and local needs through 2027.

Previous work

- 2021-22 renewal effort
- Executive Committee agendas and minutes
- Technical Advisory Committee minutes and agendas
- Renewal Measure policies
- Draft expenditure plan

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 Measure C Strategic Implementation Plan
7. Update to the Regional Transportation Program component of Measure C Expenditure Plan
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 Fresno COG Policy Board to FCTA Board
11. New Technology reserve fund projects
12. TOD program cycle 11 projects & call for projects for cycle 12

Tasks

- 210.01 Update Measure C Strategic Implementation Plans for Measure C's regional subprograms, as needed (Monthly)
- 210.02 Address other implementation requests and requirements as issues arise (monthly)
- 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 (monthly)
- 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 (monthly)

- 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 (monthly)
- 210.06 Administer and monitor New Technology reserve funding projects (monthly)
- 210.07 Administer New Technology reserve fund grant cycle (monthly)
- 210.08 Provide leadership, staff support and planning expertise for the initial Measure C 3 renewal effort and steering committee throughout the fiscal year (monthly)
- 210.09 Issue call for projects for TOD program cycle 12 & project scoring/recommendation (January - June 2024)

210 Measure C Reauthorization Implementation																
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	
210.01 Update Strategic Implementation Plans as needed	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	
210.02 Address other implementation requests and requirements	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	
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	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	
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	■	■	■	■	■	■	■	■	■	■	■	■	
210.09 Issue TOD call for projects for cycle 12; project scoring & recommendation	■		7							■	■	■	■	■	■	

210 Measure "C" Extension

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	193,619	190,016	151,000	151,000
Benefits	70,444	65,713	51,887	51,887
Overhead	45,809	179,854	135,082	135,082
Total Staff Costs	309,872	435,583	337,969	337,969
Direct Costs				
Consultants	925	50,000	75,000	75,000
Agency Pass Thru	621,571	3,457,482	2,430,176	2,430,176
Grant Administration				
Total Direct Costs	622,496	3,507,482	2,505,176	2,505,176
TOTAL	932,368	3,943,065	2,843,145	2,843,145
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Measure "C" Update	75,000	75,000
Total Consultants	75,000	75,000
Agency Pass Thru		
FSU Transportation Institute	2,090,082	2,090,082
FCRTA Electric Vehicles	340,094	340,094
Total Agency Pass Thru	2,430,176	2,430,176

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 to recruit new 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 (September 2023-May 2024)
- 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 2023)
- 211.04 Recruit new members to fill available positions due to term expiration or resignation, as needed (monthly)
- 211.05 Communicate with Citizen Oversight Committee members regarding committee business via phone and email (monthly)
- 211.06 Work as liaison between local agencies and Citizen Oversight Committee members (monthly)
- 211.07 Update the Fresno COG website with current meeting and committee information, as needed (monthly)
- 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" Oversight Committee

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	10,491	9,981	4,607	4,607
Benefits	3,817	3,555	1,653	1,653
Overhead	2,482	9,520	4,168	4,168
Total Staff Costs	16,790	23,056	10,428	10,428
Direct Costs				
Other Misc Expense	263	1,000	1,000	1,000
Total Direct Costs	263	1,000	1,000	1,000
TOTAL	17,053	24,056	11,428	11,428
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

212 Measure C Carpool/Vanpool Programs

Objective

The objective of this work element is 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 and submitting carpool logs through the program's system. Awards are provided 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 12 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 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 commuter information website. In 2022, staff launched the new "Point Program" reward system for commuters who submit ride logs into the Carpool Incentive Program's online database. Fresno COG staff has also contracted with Southwest Strategies for extensive marketing and advertising of the Measure C programs. 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. Report of administered Measure C Carpool incentive awards
3. Valleyrides website, rideshare registrations, ridematch and outreach portal
4. Social media posts, brochures, flyers, tabling materials, advertisements, follow-up analysis reports
5. Summary analysis report of marketing and advertising efforts from Southwest Strategies
6. Measure C Commuter Vanpool subsidy reports

Tasks

- 212.01 Evaluate previous fiscal years' programs and events for needed updates to incentive systems (monthly as needed)
- 212.02 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 (monthly)
- 212.03 Evaluate Southwest Strategies contracted work from the previous fiscal year (September 2023)
- 212.04 Assist employers who wish to start or promote rideshare programs within their companies throughout the year (monthly)
- 212.05 Post and update all related information and forms on Fresno COG and Valleyrides' websites, as needed (monthly)
- 212.06 Receive and evaluate vanpool applications (monthly)
- 212.07 Field calls from the public, answer emails and assist walk-in traffic on a continuous basis (monthly)
- 212.08 Notify recipients and sign agreements/forms with vanpool providers, as received. (July-August 2023; May-June, 2024)
- 212.09 Coordinate all aspects of the monthly Measure C carpool incentive award giveaways including drawing winners, dispersing incentive awards, documenting all awards (monthly)
- 212.10 Receive and process monthly vanpool invoices and mail out subsidies and reimbursements (monthly)
- 212.11 Submit Measure C funding claim forms to the Fresno County Transportation Authority (monthly)
- 212.12 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	
212.01 Evaluate programs	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
212.02 Publicize programs	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
212.03 Evaluate Southwest Strategies	■		5	■												
212.04 Employer relations	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
212.05 Maintain websites	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
212.06 Vanpool applications	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
212.07 Calls, emails walk-in traffic	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	
212.08 Notify/sign providers	■	■	8	■	■									■	■	
212.09 Carpool incentive awards	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
212.10 Monthly vanpool invoices	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
212.11 Claim forms to FCTA	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	
212.12 Reporting	■		6	■	■	■	■	■	■	■	■	■	■	■	■	

212 Measure "C" Ride Share/Van Pool

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	64,565	50,242	42,982	42,982
Benefits	23,491	18,445	14,970	14,970
Overhead	15,276	48,307	38,583	38,583
Total Staff Costs	103,331	116,994	96,535	96,535
Direct Costs				
Consultants				
Supplies/Printing		10,000	10,000	10,000
Software Support & Maintenance	22,985	30,000	30,000	30,000
Promotion/Outreach	4,750	100,000	100,000	100,000
Carpool Subsidy	52,006	48,000	0	0
Prizes & Awards	32,000	32,000	100,000	100,000
Commuter Van Pool Subsidy	210,035	300,000	300,000	300,000
Grant Specific Travel		1,000	1,000	1,000
Total Direct Costs	321,776	521,000	541,000	541,000
TOTAL	425,107	637,994	637,535	637,535
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

Objective

To 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 \$200 worth of paper or electronic scrip for \$50 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 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. Fresno COG staff has also contracted with Southwest Strategies for extensive marketing and advertising of the Measure C programs.

Additionally, effective July 1, 2020, the Senior Scrip website was structured to allow and record online scrip purchases with credit card payments.

Products

1. Senior Scrip transportation subsidy program database management system, maintenance and updates
2. Outreach program materials and webpage
3. Analysis report of Southwest Strategies marketing and advertising efforts
4. Agreements with GoGo Grandparent, taxi companies and Fresno Economic Opportunity Commission to provide transportation services, and with local agencies for the sale of scrip to seniors
5. Annual reports and quarterly reporting
6. Seasonal newsletters
7. Bi-annual mailers to Senior Scrip participants

Tasks

- 214.01 Evaluate reporting procedures and monitor online database for accuracy (monthly, 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 (monthly)
- 214.03 Post all related information and forms on websites and keep updated (monthly)
- 214.04 Field calls from the public, assist walk-in traffic, and answer emails (monthly)
- 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 (monthly, as needed)
- 214.06 Receive and evaluate all applications for Senior Scrip Program and proxy designation forms (monthly)
- 214.07 Monitor scrip usage and replenish stock as needed (monthly, as needed)
- 214.08 Receive and process mail orders, invoices, reimbursements, and sales. Review transportation provider claims for accuracy and reimbursement (monthly)
- 214.09 Maintain partnership with various local vendors to act as currency distributors, collecting applications, and preparing quarterly vendor invoice statements (quarterly, as needed)
- 214.10 Complete bi-monthly, quarterly, and annual reports
- 214.11 Maintain partnership with various Senior Scrip providers: Taxi companies, GoGo Grandparent on behalf of Uber and Lyft and other independent providers; renew contracts, process, and pay invoices and accompanying collected scrip (monthly)
- 214.12 Evaluate Southwest Strategies contracted work from previous fiscal (September 2023)

214 Measure C Carpool/Vanpool Programs															
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
214.01 Reporting procedures	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
214.02 Publicize program	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
214.03 Post on websites	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
214.04 Answer calls and emails	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
214.05 Participant complaints	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
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	■	■	■	■	■	■	■	■	■	■	■	■
214.11 Partnership with providers	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
214.12 Contract Evaluation	■	■	2	■											

214 Measure "C" ADA/Seniors

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	78,233	67,023	56,748	56,748
Benefits	28,463	28,203	19,981	19,981
Overhead	18,510	66,972	51,085	51,085
Total Staff Costs	125,205	162,198	127,814	127,814
Direct Costs				
Consultants	0		60,000	60,000
Supplies/Printing	10,964	20,000	50,000	50,000
Software Support & Maint	5,555	15,000	15,000	15,000
Promotion/Outreach	500	100,000	100,000	100,000
Taxi Scrip	242,078	480,000	700,000	700,000
Grant Specific Travel		1,000	1,000	1,000
Other Misc Expense	1,727	5,000	5,000	5,000
Total Direct Costs	260,824	621,000	931,000	931,000
TOTAL	386,029	783,198	1,058,814	1,058,814
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Go Go Granparent	60,000	60,000
Total Consultants	60,000	60,000

215 Measure C Agricultural Worker Vanpool Program

Objective

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

Discussion

The 2006 Measure C Extension Expenditure Plan funds a farmworker vanpool program, 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. General outreach continues on an ongoing basis. Fresno COG staff has also contracted with Southwest Strategies for extensive marketing and advertising of the Measure C programs.

Products

1. Vanpool subsidy program for agricultural workers.
2. Valleyrides website ag worker subsidy webpages and links.
3. Valleyrides website's Spanish translation for rideshare registration, ride-match, outreach portal.
4. Outreach program materials and webpage.

Tasks

- 215.01 Evaluate reporting procedures (monthly)
- 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 (monthly)
- 215.03 Post all related multilingual information and forms on websites and keep updated (monthly, as needed)
- 215.04 Receive, evaluate, document, and process all applications for each agricultural worker vanpool applicant (monthly)
- 215.05 Notify recipients and sign agreements/forms with vanpool providers (monthly)
- 215.06 Receive, evaluate, document and process monthly invoices (monthly)
- 215.07 Submit claim forms to the FCTA (monthly, as needed)
- 215.08 Complete bi-monthly, quarterly, and annual reports of the program accomplishments (monthly)
- 215.09 Field calls and answer emails regarding the program (monthly)
- 215.10 Evaluate Southwest Strategies contracted work from previous fiscal year (September 2023)

215 Measure C Agricultural Worker Vanpool 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	
215.01 Reporting procedures	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
215.02 Publicize the program	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	
215.03 Post on websites	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	
215.04 Vanpool applications	■	■	29	■	■	■	■	■	■	■	■	■	■	■	■	
215.05 Notify/sign providers	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
215.06 Process monthly invoices	■	■	27	■	■	■	■	■	■	■	■	■	■	■	■	
215.07 Claim forms to FCTA	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
215.08 Generate reports	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
215.09 Answer calls and emails	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	
215.10 Contract Evaluation	■		2	■												

215 Measure "C" Farm Worker Van Pool

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	20,224	15,347	13,101	13,101
Benefits	7,358	6,300	4,633	4,633
Overhead	4,785	15,225	11,808	11,808
Total Staff Costs	32,367	36,872	29,542	29,542
Direct Costs				
Supplies/Printing		2,000	2,000	2,000
Software Support & Maint		5,000	5,000	5,000
Promotion/Outreach		100,000	50,000	50,000
Farm Worker Van Pool Subsidy	239,199	385,000	385,000	385,000
Total Direct Costs	239,199	492,000	442,000	442,000
TOTAL	271,566	528,872	471,542	471,542
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

220 Transportation Program Development

Objective

To 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 (ATP), 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.

Federal funds including the Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) are the cornerstones for transportation funds distributed to regions. Through a 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.

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 use of 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 use of 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 ATP, STBG, and CMAQ programs
- 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
- Held programming sub-committee meetings to discuss updates to CMAQ/STBG

Products

1. Federal Transportation Improvement Program (four years of programming every two years) cycle approved in December 2022
2. Federal Transportation Improvement Program amendments
3. Expedited project selection procedures (EPSP) used to advance or delay eligible project components and post-programming adjustments for cost overruns
4. Air quality conformity determination for Fresno County
5. STBG/CMAQ/ATP program updates including publishing funding amounts and assisting with project liaison
6. Policies and procedures for monitoring and reprogramming surplus STBG and CMAQ funds
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
8. Annual federal funding obligation listing submittal
9. Consistent ITS architecture maintenance from all eight Valley regional transportation planning agencies
10. FTIP document compliance certifications
11. Tribal government relations, outreach materials and correspondence
12. Meeting materials for RTPA group meetings, CTC meetings and statewide working group participation

Tasks

- 220.01 Prepare regional TIPs, (federal and state) for the California Transportation Commission and appropriate federal agencies- Ongoing on set schedule with most recent cycle receiving federal approval in December 2022. (July-December 2024)
- 220.02 Prepare, analyze and approve FTIP amendments and administrative modifications; transmit to state and federal agencies for approval. (semi-monthly, as needed)
- 220.03 Prepare, analyze and submit the annual federal funding obligation listing. (December 2023)
- 220.04 Maintain and update the programming project tracking system (FresnoTrak) (monthly)
- 220.05 Attend and participate in all Caltrans and FHWA-administered workshops and help develop performance-based planning and programming metrics (monthly)
- 220.06 Participate in the California Federal Programming Group (CFPG) and related subgroups (monthly)
- 220.07 Work with San Joaquin Valley MPOs to provide for ITS architecture maintenance (monthly)
- 220.08 Prepare and document project information suitable to making necessary air quality conformity findings (monthly)
- 220.09 Track and provide for the implementation of new project proposals from member agencies and other eligible public agencies (July 2023-March 2024)
- 220.10 Establish project priorities using locally adopted criteria; revise project selection procedures as necessary for all regional competitive programs; Different program cycles vary (monthly)
- 220.11 Track any funding augmentation as related to programming and delivery of projects (monthly)
- 220.12 Coordinate, consult and collaborate with all member agencies to ensure project delivery for all projects (monthly)
- 220.13 Hold biannual OA meetings with all member agencies and complete annual obligation plan submittal to Caltrans (October-November 2023; February-April 2024)
- 220.14 OA quarterly reports
- 220.15 Review and track Caltrans proposed programs including but not limited to ITIP, HSIP, and SHOPP (monthly)
- 220.16 Prepare FTIP document compliance certifications (monthly)
- 220.17 Coordinate, consult and collaborate with all tribal governments (monthly)
- 220.18 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 (monthly)
- 220.19 Represent Fresno COG at California Transportation Commission meetings (semi-monthly).

220 Transportation Program Development

Task Description	C O G	T R I B E 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
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 CFGP and subgroups	■		4	■	■	■	■	■	■	■	■	■	■	■	■
220.07 Valley coordination & ITS architecture maintenance	■		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	■			■			■			■		
220.15 Review and track Caltrans proposed programs	■		5	■	■	■	■	■	■	■	■	■	■	■	■
220.16 FTIP compliance certifications	■		1	■	■	■	■	■	■	■	■	■	■	■	■
220.17 Coordinate with tribal government	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
220.18 Participate in state working groups/monitor programs	■		10	■	■	■	■	■	■	■	■	■	■	■	■
220.19 Participate in CTC Meetings	■		3		■		■		■	■		■		■	■

220 Transportation Prog Development

	Actual	Adopted	Annual	FHWA	
Budget	Cost	Budget	Budget	Carry	State
Account	2021/22	2022/23	2023/24	Fwd	PPM
Salaries	185,160	174,184	162,566		162,566
Benefits	67,367	64,011	58,218		58,218
Overhead	43,808	167,522	146,999		146,999
Total Staff Costs	296,335	405,717	367,783	0	367,783
Direct Costs					
Software Support & Maint	63,335	65,235	68,497	37,280	31,217
Grant Specific Travel	1,694	3,000	3,000	3,000	0
Total Direct Costs	65,029	68,235	71,497	40,280	31,217
TOTAL	361,364	473,952	439,280	40,280	399,000
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				4,620	

	Total	FHWA	State
		Carry	PPM
		Fwd	
Software Support & Maint			
Fresno Track - Echointeractive	68,497	37,280	31,217
Total Software Support & Maint	68,497	37,280	31,217

SERVICES AND GENERAL COORDINATION ACTIVITIES

310 Intergovernmental Coordination

Objective

Fresno COG shall promote coordination, cooperation and communication among local agencies, Fresno COG, tribal governments, federal and state agencies on planning matters. It will 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 and seek advice on COG's planning activities.

Fresno COG will also allow local agencies and the public to review and comment on federal grant proposals through the local clearinghouse process and 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 regarding federal transportation bills, including the Bipartisan Infrastructure Law (BIL), 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 2018-21 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 (monthly)
- 310.02 Carry out Fresno COG's process of dissemination, coordination and involvement, evaluation, and review and comment on federally assisted program and projects (monthly)
- 310.03 Participate in environmental document review processes, as appropriate, when applicable to the regional planning process (monthly, 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 (monthly)
- 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 (monthly)
- 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 (monthly)
- 310.10 Fulfill delegated clearinghouse responsibilities (monthly, as needed)
- 310.11 Provide that all regional planning conform with the provisions of the NEPA-404 MOU (monthly, as needed)
- 310.12 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 (monthly, 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 (monthly)
- 310.15 Provide staff support for the San Joaquin Valley technical assistance team as part of the Affordable Housing Sustainable Communities grant program (monthly, as needed)
- 310.16 Coordinate grants management program (monthly, as needed)

310 Intergovernmental Coordination															
Task Description	COG	PARTNERS	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
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 native American tribes	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
310.13 Staff for SR 99 Committee	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
310.14 FresnoTrak coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
310.15 AHSC technical assistance	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
310.16 Grants management program	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

310 Intergovernmental Coordination

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	23,045	44,289	33,724	33,724
Benefits	8,384	14,993	10,648	10,648
Overhead	5,452	41,693	29,543	29,543
Total Staff Costs	36,881	100,975	73,915	73,915
Direct Costs				
Agency Pass Thru	24,011	59,616	59,616	59,616
Total Direct Costs	24,011	59,616	59,616	59,616
TOTAL	60,892	160,591	133,531	133,531
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

Objective

The objective of this element is to provide the public with information on projects, meetings, plans and reports, and 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 2020 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 its 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.

Beginning in March 2020, the COVID-19 pandemic required that many of Fresno COG's meetings, public meetings and public engagement communications be reconfigured from live to virtual or hybrid events. Little to no virtual engagement was employed 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. Fresno COG has contracted with PublicInput.com (PI) for the last two years on its online community surveying and data reporting. The PI tools are used to gather public response on several projects, listed below in Previous Work. Fresno COG also placed a concerted effort on increasing its 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 2021-23:

- 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, www.fresnocog.org and www.planfresno.com. Updated Fresno COG agenda builder
- Designed, and published hard copy and online Fresno COG annual meeting calendars

- Conducted all 2022 RTP/SCS public outreach, including: RTP Roundtable formation, meetings, and workshops, focus groups, professional community surveys, online survey portals and websites, mini grants provided to community organizations to assist reaching disadvantaged communities
- RTP 2020 Community Transportation Needs Survey outreach program using multiple strategies to collect transportation needs from 1,681 participants
- 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 comment gathering through surveys, dedicated email accounts, voicemail and social media, and public virtual and in person meetings (February – March 2022 and 2023)
- RTP/SCS Strategies and Indicators Public Survey (March -April 2021)
- SCS scenario community outreach to demonstrate modeled results for three SCS options (October 2021)
- 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
- 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 and other plans and projects as needed
- 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 updated in English and Spanish
- Documented outreach efforts and meetings with traditionally underrepresented and underserved populations
- Fresno COG website Agenda Builder update
- Provided Measure C3 reauthorization plan development staff support to the Fresno County Transportation Authority and the Measure C3 Executive and Technical Committees. Created the Measure C Renewal Community Outreach Plan, coordinated public outreach tasks with the Fresno County Transportation Authority, hosted several virtual and in-person community workshops
- Conducted virtual outreach for the REAP 2.0 process

Products

1. Coming Up at Fresno COG e-newsletters
2. Topical Constant Contact emails
3. News releases
4. Public hearing notifications posted and published
5. Public hearings and/or workshop materials
6. PowerPoint presentations regarding Fresno COG's programs/projects
7. Annual calendar of events, printed and 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 in multiple languages—online online and hard copy
12. Updated tribal government database
13. Updated email and mailing databases
14. Community outreach workshop materials
15. Unmet Transit Needs outreach and workshop materials; comment reporting
16. Social media outreach materials for various projects as requested by staff, via organic posts and purchased ads
17. Unmet Transit Needs survey results
18. Updated Fresno COG website and agenda builder
19. 2026 RTP Public Outreach Strategy
20. 2024 Public Participation Plan
21. RTP Outreach Consultant RFP

Tasks

- 311.01 Maintain and carry out the adopted public participation process of the COG (Monthly)
- 311.02 Communicate with community and member agencies via the “Coming Up at Fresno COG” e-newsletter and additional topical e-news communications (Monthly as needed)
- 311.03 Prepare news releases and maintain list of media resources, answer media inquiries (Monthly, as needed)
- 311.04 Conduct public hearings and public meetings/workshops (Monthly, as needed)
- 311.05 Make presentations to local businesses and community groups monthly, as needed, requested, or 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 (Monthly)
- 311.08 Publish an annual calendar of meetings/events in January of each year (December 2023-January 2024)
- 311.09 Respond to public comment (Monthly, as needed)
- 311.10 Revise and publish online Fresno COG Regional Directory in the spring of each fiscal year (January-June 2024)
- 311.11 Maintain Fresno COG’s websites, social media accounts and databases (Monthly)
- 311.12 Update and reorder Fresno COG brochures, folders, stationery, and business cards, as needed (Monthly)
- 311.13 Conduct news conferences, as needed, on behalf of Fresno COG or partnering agencies (Monthly, as needed)
- 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 (Monthly, as needed)
- 311.16 Annual update of the database listings for tribal governments and unacknowledged tribal communities with a specific outreach strategy for reaching and working with tribal governments (July-October 2023)
- 311.17 Annual update of Fresno COG’s email/ mailing databases of tribal governments, environmental justice contacts, community-based organizations, and neighborhood associations (January - June 2024)
- 311.18 Fresno COG website upgrade (June 2024)
- 311.19 Create Fresno COG’s 2026 RTP Public Outreach Strategy, conducting outreach during development (April 2024)
- 311.20 Write, circulate an RFP for an outreach consultant to assist staff with the 2026 RTP Outreach (June 2024)
- 311.21 Update Fresno COG’s Public Participation Plan, conducting outreach during development (April 2024)

311 Public Information and Participation																
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	
311.01 Conduct public process	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
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 Outreach on plans/programs/activities	■	■	9	■	■	■	■	■	■	■	■	■	■	■	■	
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	■		8	■	■	■	■	■	■	■	■	■	■	■	■	
311.12 Fresno COG printed materials	■		3	■	■	■	■	■	■	■	■	■	■	■	■	
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 Annual database updates	■		2	■	■	■	■									
311.17 EJ Committee database annual update	■		2	■	■	■	■									
311.18 Fresno COG website upgrade	■	■	9	■	■	■	■	■	■	■	■	■	■	■	■	
311.19 2026 RTP Public Outreach Strategy	■		4							■	■	■	■			
311.20 Outreach Consultant RFP	■	■	2									■	■	■	■	
311.21 Fresno COG’s PPP update	■		6							■	■	■	■			

311 Public Participation

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FTA 5303 2023/24	FHWA PL 2023/24
Salaries	108,071	87,012	95,911	23,978	71,933
Benefits	39,319	31,074	35,028	8,757	26,271
Overhead	25,569	83,050	87,178	21,795	65,383
Total Staff Costs	172,960	201,136	218,117	54,530	163,587
Direct Costs					
Supplies/Printing	2,896	10,000	30,000		30,000
Software Support & Maintenance	2,004	10,000	80,000		80,000
Workshops		5,000	5,000		5,000
Promotion/Outreach	5,443	15,000	15,000		15,000
Translation Services	1,620	4,500	4,500		4,500
Total Direct Costs	11,963	44,500	134,500	0	134,500
TOTAL	184,923	245,636	352,617	54,530	298,087
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				6,255	34,191

313 Environmental Justice Activities

Objective

To 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 Fresno COG's Tribal Consultation Plan.

Discussion

Presidential Executive Order 12898 and the BIL directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of 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.

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 2022-23:

- Forwarded all funding opportunities to tribal agencies.
- 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 tribes on ongoing transportation projects
- Conducted Environmental Justice and Title VI analysis for 2022 RTP

Products

1. Update to Title VI program (May 2024)
2. Update tribal consultation listing (June 2024)
3. Grant application assistance to tribes for transportation-related funding (June 2024)

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 (July 2023-May 2024)
- 313.02 Government-to-government coordination - Maintain communications 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 (monthly)

- 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 (monthly)
- 313.04 Conduct environmental justice & Title VI analysis for RTP & FTIP (monthly, as needed)

313 Environmental Justice Activities															
Task Description	C O G	CO NS LT	% 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 Conduct environmental justice & Title VI analysis for RTP & FTIP as necessary	■		10	■	■	■	■	■	■	■	■	■	■	■	■

313 Environmental Justice

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FTA 5303 2023/24	FHWA PL 2023/24
Salaries	4,523	10,050	12,508	6,254	6,254
Benefits	1,646	3,503	4,015	2,008	2,007
Overhead	1,070	9,532	11,001	5,501	5,500
Total Staff Costs	7,239	23,085	27,524	13,763	13,761
Direct Costs					
Total Direct Costs	0	0	0	0	0
TOTAL	7,239	23,085	27,524	13,763	13,761
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				1,579	1,578

320 Technical Assistance

Objective

To 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
- 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 (Monthly, as needed)
- 320.02 "Circuit planner" and "circuit engineer" consulting assistance to member agencies (Monthly upon request)
- 320.03 Portable bike/pedestrian counters for member agencies and technical assistance (Monthly, 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 to Members

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	36,830	73,916	62,922	62,922
Benefits	13,400	25,164	20,335	20,335
Overhead	8,714	69,683	55,431	55,431
Total Staff Costs	58,943	168,763	138,688	138,688
Direct Costs				
Consultants	64,403	200,000	200,000	200,000
Total Direct Costs	64,403	200,000	200,000	200,000
TOTAL	123,346	368,763	338,688	338,688
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

350 Fresno Regional Data Center

Objective

To serve as an Affiliate State Census Data Center and assist member agencies and the 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 2022-23:

- Dozens of fulfilled data requests from governmental agencies, businesses, academic institutions, and the public in support of transportation-related work and other needs
- 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
- Analyzed demographics change in last decade with 2020 decennial census data, and shared summary with member agencies
- Various maps, data tables, and other support materials for Fresno COG-prepared reports and plans, most notably for the 2022RTP/SCS

Products

1. Socioeconomic information for Fresno COG-prepared reports and plans
2. Special census reports in response to member agency and public requests for transportation data
3. Affiliate State Census Data Census Reports and other data
4. Updated demographic information for COG website as available, most notably from the 2020 decennial census and latest ACS
5. Various demographic and socioeconomic information in support of land use and travel demand model update

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 (monthly, as needed)
- 350.02 Develop and maintain socioeconomic and demographic data critical to traffic modeling; provide support for reports and modeling projects (monthly, as needed)
- 350.03 Develop a Regional Data Platform to exchange data among Fresno COG and member agencies, and host dashboards and maps to deliver information of demographic and transportation performance to member agencies and public (Feb 2024 to Jun 2024)

350 Fresno Regional Data Center															
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
350.01 Maintain Regional Data Center	■		40	■	■	■	■	■	■	■	■	■	■	■	■
350.02 Support COG reports and model	■		40	■	■	■	■	■	■	■	■	■	■	■	■
350.03 Develop Regional Data Platform	■		10								■	■	■	■	■

350 Fresno Regional Data Center

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FTA 5303 2023/24	FHWA PL 2023/24
Salaries	19,799	39,056	40,537	17,566	23,031
Benefits	7,204	11,247	12,002	5,201	6,801
Overhead	4,684	35,378	35,042	15,159	19,823
Total Staff Costs	31,687	85,681	87,581	37,926	49,655
Direct Costs					
Total Direct Costs		0	0	0	0
TOTAL	31,687	85,681	87,581	37,926	49,655
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				4,350	5,695

360 One Voice and Valley Voice Advocacy

Objective

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. The One Voice Advocacy effort 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.

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 (2008-2022) and Washington D.C. (2009-2022, except in 2012). Owing to the COVID pandemic, Valley Voice trips in 2020 and 2021 occurred virtually.

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 2023 Fresno COG legislative platform was finalized in early 2023.

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. 2024 Fresno COG and SJV legislative platform

Tasks

- 360.01 Maintain 2023 and develop 2024 Fresno COG legislative platform (November-December 2023)
- 360.02 Regional priorities selection for Fresno COG "One Voice" to Washington D.C. (November 2023-January 2024)
- 360.03 Meeting logistics, sponsorships and materials for Fresno COG "One Voice" to Washington D.C. (February-March 2024)
- 360.04 Travel and trip implementation for Fresno COG's "One Voice" to Washington D.C. if needed (March-April 2024)
- 360.05 Washington D.C. trip follow-up if needed (May-June 2024)
- 360.06 Legislative platform for Valley COGs' "Valley Voice" to Sacramento (December 2023-January 2024)
- 360.07 Delegate briefings for Valley COGs' "Valley Voice" to Sacramento (January-February 2024)
- 360.08 Meeting logistics and materials development "Valley Voice" to Sacramento (February-March 2024)
- 360.09 Travel associated "Valley Voice" to Sacramento (March 2024)
- 360.10 Develop legislative platform and projects Valley Voice to Washington D.C. (July-September 2023)
- 360.11 Delegate briefings for Valley Voice to Washington D.C. (October 2023-January 2024)
- 360.12 Meeting logistics and materials development for Valley Voice to Washington D.C. (January-April 2024)
- 360.13 Travel associated with Valley COGs' "Valley Voice" to Washington D.C. (May 2024)
- 360.14 Monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies (monthly)

360 One Voice and Valley Voice Advocacy																
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	
360.1 Develop legislative platform	■		7					■	■							
360.2 Call for regional priorities One Voice D.C.	■		5					■	■	■						
360.3 Logistics and materials for Washington D.C	■	■	17								■	■				
360.4 Travel and meet with delegation, Washington D.C.	■	■	5									■	■			
360.5 Washington D.C. One Voice trip follow up	■	■	7											■	■	
360.6 Establish legislative priorities for Valley Voice Sacramento	■	■	10						■	■						
360.7 Delegate briefings for Valley Voice Sacramento	■	■	5							■	■					
360.8 Logistics and materials for Valley Voice Sacramento	■	■	10								■	■				
360.9 Valley COGs travel to Sacramento	■	■	5									■				
360.10 Identify legislative requests for Valley COGs Washington D.C.	■	■	5	■	■	■										
360.11 Delegate briefings for Valley COGs for Washington D.C.	■	■	4				■	■	■	■		■				
360.12 Develop meeting materials for “Valley Voice” to Washington D.C.	■	■	8							■	■	■	■			
360.13 Travel for Valley Voice to Washington D.C.	■	■	5											■		
360.14 Monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies.	■		7	■	■	■	■	■	■	■	■	■	■	■	■	

360 One Voice Advocacy

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	5,414	29,264	20,251	20,251
Benefits	1,970	10,483	7,213	7,213
Overhead	1,281	18,907	9,494	9,494
Total Staff Costs	8,664	58,654	36,958	36,958
Direct Costs				
Consultants	12,000	40,000	40,000	40,000
Supplies/Printing		4,113	4,113	4,113
Grant Specific Travel	786	24,509	24,509	24,509
Other Misc Expense		3,802	3,802	3,802
Total Direct Costs	12,786	72,424	72,424	72,424
TOTAL	21,450	131,078	109,382	109,382
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Simon & Simon	28,000	28,000
STANCOG	12,000	12,000
Total Consultants	40,000	40,000

REGIONAL COORDINATION OF TRANSPORTATION, LAND USE AND HOUSING

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

Objective

This element addresses 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

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.

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. Fresno County jurisdictions are beginning to develop a sixth cycle multi-jurisdictional housing element, which is tentatively due to the State for certification by December 2023.

Previous work

Fresno COG adopted the sixth cycle Fresno Regional Housing Needs Allocation Plan in November 2022. The Multi-Jurisdictional Housing Element (MJHE) is underway and is expected to be completed in December 2023.

Products

Final Sixth Cycle Multijurisdictional Housing Element

Tasks

420.01 Project management for the Multi-Jurisdictional Housing Element consultant contract (July 2023-December 2023)

420.02 Adoption of the Sixth Cycle Multi-Jurisdictional Housing Element (January 2024)

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 X	C L O V	C O N S L I 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 Project management for the 6 th cycle Multi-Jurisdictional Housing Element	■					■	98	■	■	■	■	■	■						
420.02 Adoption of the 6 th cycle housing elements	■						2							■					

420 Regional Housing Needs

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	47,428	67,514	27,249	27,249
Benefits	17,256	23,503	10,591	10,591
Overhead	11,221	64,013	25,194	25,194
Total Staff Costs	75,905	155,030	63,034	63,034
Direct Costs				
Consultants		2,055,000	1,718,951	1,718,951
Grant Administration		75,000	75,000	75,000
Total Direct Costs	0	2,130,000	1,793,951	1,793,951
TOTAL	75,905	2,285,030	1,856,985	1,856,985
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Multijurisdictional Housing Element	1,718,961	1,718,961
Total Consultants	1,718,961	1,718,961

421 Regional Early Action Planning (REAP) Grant Program

Objective

To 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
- Meetings with member agencies to discuss housing element progress and RHNA
- Prepare Draft RHNA Plan

Products

1. Technical RHNA assistance to member agencies
2. Technical, Valleywide housing-related reports/studies
3. Meeting agendas and minutes for Valleywide REAP Committee
4. Meeting agendas and minutes for REAP TA Committee
5. Fresno regional REAP project grants

Tasks

- 421.01 Regular meetings with consultants on Valleywide REAP activities (COG) (monthly)
- 421.02 Provide housing element technical assistance to Valley jurisdictions (monthly, as needed)
- 421.03 Monitor and administer all REAP consultant contracts (COG) (monthly)
- 421.04 Grant administration and invoice approval for Fresno COG Local Housing Planning Grants Program (COG) (monthly)

421 Regional Early Action Planning (REAP) Grant 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	
421.01 Regular meetings with consultants on Valleywide Housing report	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
421.02 Provide housing element technical assistance to Valley jurisdictions		■	10	■	■	■	■	■	■	■	■	■	■	■	■	
421.04 Monitor and administer all REAP consultant contracts	■		75	■	■	■	■	■	■	■	■	■	■	■	■	
421.04 Grant administration and invoice approval for Fresno COG Local Housing Planning Grants Program (ongoing)	■		10	■	■	■	■	■	■	■	■	■	■	■	■	

421 Regional Early Action Plan Housing

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	30,506	32,555	22,336	22,336
Benefits	11,099	11,521	8,202	8,202
Overhead	7,218	30,999	20,332	20,332
Total Staff Costs	48,823	75,075	50,870	50,870
Direct Costs				
Consultants	901,745	5,629,105	4,832,622	4,832,622
County Counsel	4,260	5,000	5,000	5,000
Board Renumeration	3,000	12,000	12,000	12,000
Agency Pass Thru	750,000	7,622,842	7,592,782	7,592,782
Grant Administration		240,965	134,099	134,099
Total Direct Costs	1,659,005	13,509,912	12,576,503	12,576,503
TOTAL	1,707,828	13,584,987	12,627,373	12,627,373
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

422 Regional Early Action Planning Grants of 2021 (REAP 2.0)

Objective

To administer the statewide Regional Early Action Planning (REAP) program on the Fresno County regional level.

Discussion

REAP 2.0 seeks to accelerate progress towards state housing goals and climate commitments through a strengthened partnership among the state, its regions and local entities to accelerate infill development, housing, and VMT reductions in ways that advance equity.

REAP 2.0 is a \$600 million state and federal investment to advance regional plans by funding activities that accelerate infill housing and reductions in per capita VMT. This investment builds on the 2019 Regional Early Action Planning Grant program (REAP 1.0), which provided an initial round of \$125 million in flexible planning funds to regional governments to accelerate housing production and facilitate compliance with the sixth cycle of the housing element, including regional housing need allocations.

The REAP 2.0 program is funded through \$500 million from the Coronavirus Fiscal Recovery Fund of 2021 and \$100 million from the State General Fund. The Regional Early Action Planning Grants of 2021 will be administered by the California Department of Housing and Community Development (HCD) in collaboration with the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB). Most of the funds (85 percent) will flow directly to the state's 18 MPOs, with an assumption that some or most of the funds will sub granted to eligible entities (cities, counties, transit/transportation agencies) in their metropolitan region. The remaining funds are split into a set aside for non-MPO regions for smaller counties and tribal entities, as well as for a special innovation set aside for all eligible entities.

Fresno COG, in consultation with state collaborative partners (CARB, HCD, OPR and SGC), should outreach to establish priorities for transformative planning and implementation activities in the region. Fresno COG may request advance payment. These funds may be used for regional engagement, education or outreach, and additional uses for advance payments may include administrative costs or other activities determined consistent with program goals and objectives in consultation with the state collaborative partners (CARB, HCD, OPR and SGC).

MPOs were eligible to apply for up to 10% of funds beginning in April 2022. All funds must be awarded and encumbered by June 2024.

Products

1. TBD

Tasks

422.01 TBD

422.02 Outreach and translation of public information (as needed)

422 Regional Early Action Planning Grant Prog 2.0																			
Task Description	C O G	C N T Y	F R E S	F A X	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
422.01 TBD	■						98	■	■	■	■	■	■	■	■	■	■	■	■
422.02 Outreach and translation of public information	■						2	■	■	■	■	■	■	■	■	■	■	■	■

422 REAP 2.0

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	0		18,587	18,587
Benefits	0		6,186	6,186
Overhead	0		16,494	16,494
Total Staff Costs	0	0	41,267	41,267
Direct Costs				
Consultants		1,292,000	13,000,000	13,000,000
Promotion/Outreach			100,000	100,000
Grant Administration		68,000	458,733	458,733
Total Direct Costs	0	1,360,000	13,558,733	13,558,733
TOTAL	0	1,360,000	13,600,000	13,600,000
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

820 Valley Coordination Activities

Objective

To promote coordination, cooperation and communication among the eight San Joaquin Valley MPOs, including Fresno COG, and other federal, state and local governments, related to various regional planning processes.

Previous work

The San Joaquin Valley MPOs coordinated in multiple activities and documents in 2022-23, 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 2022-23.

Executive Directors’ Committee

The executive directors committee met monthly in 2022-23 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 MPOs prioritize projects and identify institutional arrangements and funding for goods movement projects.

Regional Transportation Plans

The Valley’s MPOs 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.

State Route 99 Coordination

Fresno COG, along with staff from the other seven MPOs 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 2021-22, staff continued supporting projects in the Business Plan and undertook developing an update that included a “Highway 99 Summit” in Tulare.

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 2022-23.

San Joaquin Valley 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. But Fresno COG hosted the conference again in May 2022.

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 MPO 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. Policies related to regional transportation needs, including SR 99 and high-speed rail
5. Ongoing air quality efforts in the San Joaquin Valley; state implementation plans (SIPs), SJVAPCD rule development process, and conformity determinations
6. New motor vehicle emission budgets for state implementation plans (SIPs)
7. Reasonably available control measures (RACM), as needed, for SIPs
8. 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
9. Comments on proposed air quality plans, rules, regulations and new standards
10. Caltrans Sustainable Planning Grant application – SJV TradePort 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 San Joaquin Valley Policy Conference with Valley MPOs and Regional Policy Council (January-April 2024)
- 820.05 Continue to work with Valley MPOs to ensure Valley's recognition in MAP-21 and FAST Act (monthly)
- 820.06 Work with Caltrans and other MPOs on plans, projects, and other needs associated with SR 99 (monthly)
- 820.07 Participate in meetings related to high-speed rail and intercity rail, as associated with Valleywide efforts (monthly)
- 820.08 Investigate alternative methods of coordination of Valleywide activities (monthly)
- 820.09 Ensure a coordinated and comprehensive approach to transportation and air quality planning with the San Joaquin Valley Air Pollution Control District (monthly)
- 820.10 Manage the Valleywide corporate licensing for the modeling software; continue to work with valley MPOs on model improvement, including land use and transportation models (monthly)

820 Valley Coordination 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
820.01 Regional meetings	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
820.02 Track legislation, advocacy	■	■	17	■	■	■	■	■	■	■	■	■	■	■	■
820.03 CA Partnership	■	■	5			■			■			■			■
820.04 SJV Policy Conference	■	■	11							■	■	■	■		
820.05 MAP-21/FAST Act monitoring	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.06 SR 99	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.07 High-speed/intercity rail	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.08 Coordination support	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
820.09 Valley air quality coordination	■	■	16	■	■	■	■	■	■	■	■	■	■	■	■
820.10 Valleywide corporate licensing coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

820 Valley RTPA Coordination

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FTA 5303 2023/24	FHWA PL 2023/24	LOCAL FUNDS
Salaries	30,014	37,984	35,026	17,513	17,513	
Benefits	10,920	12,645	11,030	5,515	5,515	
Overhead	7,101	35,608	30,665	15,333	15,332	
Total Staff Costs	48,035	86,237	76,721	38,361	38,360	0
Direct Costs						
Consultants	125,000	125,000	130,000	15,203	15,204	99,593
Workshops	54,470	85,000	85,000			85,000
Promotion/Outreach		5,000	5,000			5,000
Other Misc Expense	140					
Total Direct Costs	179,610	215,000	220,000	15,203	15,204	189,593
TOTAL	227,645	301,237	296,721	53,564	53,564	189,593
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				6,144	6,144	
			Total	FTA 5303	FHWA PL	LOCAL FUNDS
Consultants						
Sigala - Valley MPO Coordinator			130,000	15,203	15,204	99,593
			130,000	15,203	15,204	99,593

ADMINISTRATION ACTIVITIES

910 Fresno COG Administration

Objective

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

Discussion

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

Previous work

- 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: (monthly)
- 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 (monthly)
- 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	J U N
910.01 Program Management	■	60	■	■	■	■	■	■	■	■	■	■	■	■
910.02 Fiscal Management/Reporting	■	40	■	■	■	■	■	■	■	■	■	■	■	■

910 COG Administration

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	172,496	64,162	47,970	47,970
Benefits	62,759	21,311	16,098	16,098
Overhead	40,812	60,052	42,650	42,650
Total Staff Costs	276,067	145,525	106,718	106,718
Direct Costs				
Software Support & Maintenance		10,000	10,000	10,000
Grant Specific Travel		5,000	5,000	5,000
Membership/Dues	19,056	21,000	21,000	21,000
Board Renumeration	19,455	19,200	19,200	19,200
Temporary Help	7,087	4,000	4,000	4,000
Other Misc Expense	622	5,000	5,000	5,000
Equipment	11,742	25,000	25,000	25,000
Total Direct Costs	57,962	89,200	89,200	89,200
TOTAL	334,029	234,725	195,918	195,918
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	15,000
Office Equipment	10,000	10,000
Total Equipment	25,000	25,000

911 Overall Work Program & Budget Development

Objective

To 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 2022-23 OWP in May 2021.
- Formal and administrative amendments

Products

1. 2023/24 Fresno COG Overall Work Program and budget

Tasks

- 911.01 Review federal and state OWP guidelines (November-December 2023)
- 911.02 Conduct public outreach pursuant to Fresno COG Public Participation Plan (January 2023-February 2024)
- 911.03 Identify local project needs (December 2023-February 2024)
- 911.04 Adopt OWP following local agency, federal and state review (May 2024)
- 911.05 Process OWP amendments (monthly as necessary)
- 911.06 Monitor fiscal resources and maintain sufficient reserves to ensure stable services on a year-to-year basis (monthly)
- 911.07 Construct OWP around ongoing revenue sources, with carryover funding and discretionary grants for one-time projects only (monthly)

911 Overall Work Program and Budget Development															
	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
Task Description															
911.01 Review OWP guidelines	■		10					■	■						
911.02 Public outreach	■		20							■	■				
911.03 Identify local project needs	■		40						■	■	■				
911.04 Adopt OWP	■		5											■	
911.05 Process amendments	■		15	■	■	■	■	■	■	■	■	■	■	■	■
911.06 Monitor fiscal resources	■		5	■	■	■	■	■	■	■	■	■	■	■	■
911.07 Maximize OWP funding	■		5	■	■	■	■	■	■	■	■	■	■	■	■

911 Overall Work Program

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	FTA 5303 2023/24	FHWA PL 2023/24
Salaries	33,288	33,593	30,845	15,423	15,423
Benefits	12,111	11,890	11,178	5,589	5,588
Overhead	7,876	31,988	27,980	13,990	13,990
Total Staff Costs	53,276	77,471	70,003	35,002	35,001
Direct Costs					
Total Direct Costs	0	0	0	0	0
TOTAL	53,276	77,471	70,003	35,002	35,001
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				4,015	4,015

912 Local Transportation Funds Administration

Objective

To. 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
2. Monthly legislative reports
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 Fulfill RTPA responsibilities, including: apportionment, unmet transit need hearings and findings and audits (monthly)
- 912.02 Monitor related legislative activity (monthly)
- 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 (monthly)
- 912.05 Maintain appropriate financial activity records (monthly)
- 912.06 Conduct Social Service Transportation Advisory Council meetings/public hearing (re: WE 120) (May 2024)
- 912.07 Update unmet transit needs staff report and conduct public hearing (re: WE 120) (May 2024)
- 912.08 Contract for appropriate fiscal and triennial performance audits (monthly)
- 912.09 Allocate PTMISEA, CTAF and LCTOP (monthly)

912 Local Transportation Funds Administration																
Task Description	CO G	C O N S L I D E 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	
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 ICTOP	■		1	■	■	■	■	■	■	■	■	■	■	■	■	

912 Transportation Funds Admin.

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	60,403	20,221	14,286	14,286
Benefits	21,976	7,035	5,132	5,132
Overhead	14,291	19,170	12,928	12,928
Total Staff Costs	96,670	46,426	32,346	32,346
Direct Costs				
County Counsel	18,951	25,000	25,000	25,000
Program Audits	80,287	40,000	65,500	65,500
County Auditor Controller	5,966	8,000	8,000	8,000
Total Direct Costs	105,204	73,000	98,500	98,500
TOTAL	201,874	119,426	130,846	130,846
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

920 Fresno County Rural Transit Agency Administration

Objective

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

Discussion

The 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. FCRTA and Fresno COG maintain an annual fiscal year contract for administrative, fiscal and support services. 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

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 (monthly)
- 920.02 Participate with Fresno COG in monitoring and evaluating rural transit systems (monthly)
- 920.03 Participate with Fresno COG in the social service transportation planning process (monthly)
- 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 2024)
- 920.07 Negotiate and execute service agreements with rural cities, private transit providers, and other municipalities. (April-June 2024)
- 920.08 Act as broker for the fleet of public transportation vehicles (monthly)
- 920.09 Maintain DBE/MBE/WBE/DVBE files (monthly)
- 920.10 Acquire fixed assets (monthly)
- 920.11 Coordinate with Regional Rideshare Program and Taxi Scrip program (monthly)
- 920.12 Comply with state/federal air quality requirements. (July-September 2023)
- 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 (monthly)
- 920.14 Maintain records of financial transactions (monthly)
- 920.15 Issue warrants for payment of service (monthly)
- 920.16 Comply with audit requirements pursuant to the Transportation Development Act (monthly)
- 920.17 Prepare FCRTA portion of the transit productivity evaluation (August 2023-January 2024)
- 920.18 Prepare National Transit Database report (monthly)
- 920.19 Prepare State Auditor-Controller's report (August-October 2023)

- 920.20 Coordinate with alternative energy agencies and organizations such as the Air Resources Board, CalStart, Electrify America and SJV Clean Cities Coalition (monthly)
- 920.21 Attend meetings as required, and transit industry conferences such as CalACT, CTA, CTAA and APTA (monthly)
- 920.22 Maintain and update FCRTA website (monthly)

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 assets		■	7	■	■	■	■	■	■	■	■	■	■	■	■	
920.11 Coordinate with rideshare		■	1	■	■	■	■	■	■	■	■	■	■	■	■	
920.12 Air quality compliance		■	2	■	■	■										
920.13 ADA, drug & alcohol, & safety & security response		■	2	■	■	■	■	■	■	■	■	■	■	■	■	
920.14 Maintain finance records	■		15	■	■	■	■	■	■	■	■	■	■	■	■	
920.15 Issue warrants	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
920.16 Comply with TDA audit	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
920.17 Prepare productivity report	■	■	5		■	■	■	■	■	■						
920.18 Prepare NTD Report		■	3	■	■	■	■	■	■	■	■	■	■	■	■	
920.19 Prepare State Auditors report		■	2		■	■	■									
920.20 Coordinate alt. energy entities		■	1	■	■	■	■	■	■	■	■	■	■	■	■	
920.21 Attend required meetings	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
920.22 Maintain FCRTA website		■	1	■	■	■	■	■	■	■	■	■	■	■	■	

920 FCRTA Administration

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	448,698	518,607	543,837	543,837
Benefits	134,851	159,010	170,349	170,349
Overhead	0	0	0	0
Total Staff Costs	583,549	677,617	714,186	714,186
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	583,549	677,617	714,186	714,186
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

Provide personnel services to the Authority.

930 Authority Administration

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	LOCAL FUNDS
Salaries	1,336	1,392	1,099	1,099
Benefits	486	487	395	395
Overhead	316	1,322	994	994
Total Staff Costs	2,139	3,201	2,488	2,488
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	2,139	3,201	2,488	2,488
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

940 Freeway Service Patrol

Objective

To 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

- 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 was completed in 2014
- Fresno County Freeway Service Patrol cooperative agreement between Caltrans and Fresno COG and subsequent annual amendments to the agreement
- Program supplement agreements and fund transfer agreements between Caltrans and Fresno COG for the 1998-99 through 2022-23 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 2022-23

Products

- FSP tow contract administration.
- 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 2024-25. (April-June 2024)
- 940.02 Participate with Caltrans and the CHP in monitoring, evaluating, and promoting the FSP (monthly)
- 940.03 Administer the FSP tow contract for fiscal year 2023-24 (monthly)
- 940.04 Monitor and participate as a member of the Statewide Motorist Aid Committee (formerly the FSP Statewide Oversight Committee) and appropriate subcommittees (October 2024)

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	■	■	5										■	■	■
940.02 Monitor/Eval/Promote FSP	■	■	40	■	■	■	■	■	■	■	■	■	■	■	■
940.03 Administer FSP Contract	■		40	■	■	■	■	■	■	■	■	■	■	■	■
940.04 Statewide Motorist Aid Committee	■		15				■								

940 Freeway Service Patrol

Budget Account	Actual Cost 2021/22	Adopted Budget 2022/23	Annual Budget 2023/24	State FSP	LOCAL FUNDS
Salaries	3,342	3,351	5,491	4,393	1,098
Benefits	1,216	1,476	2,009	1,607	402
Overhead	791	3,395	4,994	0	4,994
Total Staff Costs	5,348	8,222	12,494	6,000	6,494
Direct Costs					
Consultants					
Supplies/Printing	5,454	8,500	8,500	6,800	1,700
Software Support & Maintenance		5,760	5,760	4,608	1,152
Freeway Service Patrol	460,965	731,250	731,250	585,000	146,250
Equipment	1,642	8,500	8,500	6,800	1,700
Total Direct Costs	468,061	754,010	754,010	603,208	150,802
TOTAL	473,409	762,232	766,504	609,208	157,296
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	State FSP	LOCAL FUNDS
Freeway Service Patrol			
Freeway Service Patrol	731,250	585,000	146,250
Total Freeway Service Patrol	731,250	585,000	146,250


Appendices

Appendix A- FHWA and FTA Metropolitan Transportation Planning Process Certification

FY 2023/2024 FHWA 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
Tony Boren, Executive Director

Title

Date 4/5/23

Caltrans District Approval Signature

Title

Date

Appendix B-FTA Certifications and Assurances

Certifications and Assurances

Fiscal Year 2023

FEDERAL FISCAL YEAR 2023 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 all categories: (*check here*) ✓.

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/>

Certifications and Assurances

Fiscal Year 2023

- | | | |
|----|---|--|
| 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 | Cybersecurity Certification for Rail Rolling Stock and Operations | |
| 20 | Tribal Transit Programs | |
| 21 | Emergency Relief Program | |

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

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 the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

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

Certifications and Assurances

Fiscal Year 2023

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  Date: 4/5/23

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  Date: 3/30/2023

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 2023/2024 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.

January 2023

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2023/2024**

SIGNATURE PAGE

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

Signature Tony Boren Date 4/5/23
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 3/30/2023
Printed Name of Applicant's Attorney Bryan Rome

January 2023

Appendix D - Planning Funds - Eligible Uses

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

Regional planning studies and activities:

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

Regional planning consensus efforts:

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

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

Regional planning documents, consistent with federal and state requirements:

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

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

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

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

Definitions:

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

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

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

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

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

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

Indirect Cost Rate Calculation –

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

Examples:

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

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

Areas of Particular Importance:

The following items tend to be areas that are of particular importance when reviewing 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

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

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

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

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

Attachment A1

Fresno Council of Governments 2023/24 Budget

	Direct Costs	Indirect Costs	Ineligible Costs	Other Program Costs	Total Budget
Salaries	1,625,022	562,942	9,831	749,035	2,946,830
Fringe Benefits	564,796	217,336	3,373	258,664	1,044,169
Total	2,189,818	780,278	13,204	1,007,699	3,990,999
	A4a	A3a	A3b	A3c	A4e
Indirect Costs					
Telephone		12,000			12,000
Insurance		8,000			8,000
Postage		4,000			4,000
Printing Supplies		35,000			35,000
Office Supplies		32,000			32,000
Publ. & Subscript.		5,100			5,100
Advertising & Legal Notice		8,500			8,500
Computer Supplies		31,000			31,000
Office Lease		231,568			231,568
Bldg. Operating Expense		55,000			55,000
Copier Lease		36,000			36,000
Repair & Maint.		17,000			17,000
Travel Expenses		58,500			58,500
Audit		30,000			30,000
Total Indirect		563,668		0	563,668
		A5a			
Depreciation		33,750			33,750
		A6e			
Subtotal Indirect Costs		1,377,696			
		A1a			
Other Direct Costs				48,591,051	48,591,051
				A5b	
ICAP Carry Forward		80,334			80,334
		A6c			
Total Budget	2,189,818	1,458,030	13,204	49,598,750	53,259,802
	A1b				A5d

Attachment A2

Fresno Council of Governments Cost Carry Forward Provision

Fiscal Year	2020/21	2021/22	2022/23		2023/24
Approved Rate	64.44%	67.48%	70.33%	Proposed Rate	66.58%
Indirect Calculation					
Prior year Carry Forward	146,047	206,995	228,429	Prior year Carry Forward	80,334
Indirect Costs Per Single Audit	1,223,329	1,198,826	A6c	Estimated Indirect Costs	1,377,696
					A1a
Total Indirect Costs	1,369,376	1,405,821		Total Indirect Costs	1,458,030
		A6a			
Recovered Costs (Direct Salaries +Benefits) (* Approved Rate)	1,140,948	1,325,487		Estimated Direct Salaries + Benefits	2,189,818
					A1b
Future Year Carry Forward	228,428	80,334			
	A6c	A6b			
Direct Salaries + Benefits (Per Single Audit)	1,770,558	1,964,266			
		A6d			

Attachment A3

Fresno Council of Governments 2023/24 Indirect Cost Plan

Adjustment for Ineligible Activities

Executive Director

Salary	241,195
Benefits	82,767
Total Salary & Benefits	323,962

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

Salary Rate	138.46
Benefit Rate	47.51

Ineligible Activities	
One Voice Advocacy	71
Other Activities	
Total Ineligible Hrs.	71

Ineligible Salaries	9,831
Ineligible Benefits	3,373
Ineligible Costs	13,204

	Professional Staff	FCRTA Staff	FAX Staff	Ineligible Activities	Support Staff	Total Staff
Salaries & Benefits	2,189,818	714,187	293,513		793,482	3,990,999
	A4a	A4b	A4c		A4d	A4e
Executive Director adj.				13,204	(13,204)	0
Executive Assistant adj.				0	0	0
Subtotal	0	0	0	13,204	(13,204)	0
Adj Salaries & Benefits	2,189,818	714,187	293,513	13,204	780,278	3,990,999

		A3b	A3a
FCRTA Staff	714,187		
FAX Staff	293,513		
Total Other Program Costs	1,007,699		
	A3c		

Appendix F- Key Federal Contract and Procurement Requirements

Per 49 Code of Federal Regulations, Part 18.36:

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

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

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

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

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

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

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

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

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

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

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

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: ALL CALTRANS STAFF

Date: December 6, 2021

From: TOKS OMISHAKIN
Director

Subject: **DIRECTOR'S POLICY 37 – COMPLETE STREETS HIGH-PRIORITY IMPLEMENTATION ACTIONS**

Purpose

This memo outlines specific high-priority actions that the California Department of Transportation (Caltrans) will initially take to immediately implement the goals described in the newly adopted Director's Policy 37 (DP-37) on Complete Streets.

- **Develop Contextual Design Guidance**
 - HQ Division of Design will work with the Division of Transportation Planning and the Director's Office Sustainability team to create guidance that will detail the Caltrans' minimum expectations for complete streets facilities by place type.
 - The contextual design guidance will build off existing guidance, and develop new guidance where needed, as well as leverage the place types developed under the Smart Mobility Framework.
 - Target Completion: Fiscal Year 2022/23, Quarter 2
- **Champion Design Flexibility among Project Development Teams**
 - HQ Division of Design will roll out the Safety, Equity, and Climate Action Roadshow to train project team members on the current state of the practice, as well as encourage and support designers to leverage design flexibility in their decision-making in order to design for safe, equitable, and climate-focused outcomes.
 - Target Completion: Initial Rollout in Fiscal Year 2021/22, Quarter 3
- **Update Processes for the Complete Streets Decision Document (CSDD)**
 - HQ Division of Design will revise the CSDD to designate District Directors as the final signatories of all CSDDs. District-Designated Complete Streets Coordinators will collect CSDDs and send them annually to Headquarters Division of Design for archiving and reporting.
 - Target Completion: Fiscal Year 2021/22, Quarter 3

"Provide a safe and reliable transportation network that serves all people and respects the environment"

- **Develop Process for Including Complete Streets in Highway Maintenance Projects (Pavement and Bridge)**
 - HQ Division of Maintenance, with support from the Director's Office Sustainability team, Office of Complete Streets in Project Delivery, and District Maintenance and Complete Streets Coordinators, will develop a process for tracking the inclusion of complete streets elements in Major Highway Maintenance (Pavement and Bridge) projects. District Directors will be final signatories for projects that do not incorporate complete streets elements.
 - Target completion: Fiscal Year 2021/22, Quarter 3
- **Launch Complete Streets Hub to facilitate cross-functional collaboration**
 - The Director's Office Sustainability team will work with HQ Divisions of Transportation Planning and Design to launch the Complete Streets Hub to provide a centralized repository of complete streets resources and support internal collaboration on complete streets issues. This effort will include a new Onramp site, cross-functional trainings, and information sharing forums.
 - Target completion: Initial Rollout in Fiscal Year 2021/22, Quarter 3
- **Develop Biennial Updates to Complete Streets Action Plan**
 - The Director's Office Sustainability team will coordinate the creation of a new, standalone biennial Complete Streets Action Plan with Headquarters Divisions and Districts. The Action Plan will identify additional actions beyond those identified within this memo that are needed to fully implement DP-37.
 - Target completion: Initial Update in Fiscal Year 2021/22, Quarter 4

All Caltrans employees should also be empowered by DP-37 to take the actions needed in their function to advance complete streets, even if not explicitly described in this memo.



TOKS OMISHAKIN
DIRECTOR

12.1.21

Date

author/typist

DOTS2 # (if DOTS assignment)

Cross-reference DOTS2 # (if any)

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 27th day of April, 2023.

By:



TONY BOREN, Executive Director
Fresno Council of Governments

Appendix I - Resolution of Approval

**BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2023-06**

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

RESOLUTION ADOPTING
THE OVERALL WORK PROGRAM AND
LINE ITEM BUDGET FOR
FISCAL YEAR 2023-24

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 2023-24 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 2023-24 Overall Work Program and Line Item Budget for 2023-24 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 2023-24 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, 2023

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 27th day of April, 2023.

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


NOES: None.

ABSTAIN: None.

ABSENT: Huron.

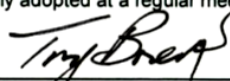
ATTEST:

Signed:


Alma Beltran, 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 27th day of April, 2023.

Signed:


Tony Boren, Executive Director

Appendix J- Spreadsheet & Budget

TOTAL REVENUES INCLUDING CARRYOVER

	Actual Cost 2020/21	Total Adopted Budget 2022/23	Total Proposed Budget 2023/24	Total Budget Increase (Decrease)	Percent Change
FEDERAL	27%	25%	19%		
FTA 5303 Apportionment	438,938	455,970	455,970	0	0%
FTA 5303 Reserve Draw	0	74,607	137,170	62,563	84%
FTA 5304	75,942			0	0%
FTA 5339	80,464	5,145,281	4,905,611	(239,670)	-5%
FTA 5307	210,155	495,389	237,210	(258,179)	-52%
FTA 5310		1,184,976	999,331	(185,645)	-16%
FTA 5311(f)	275,693	206,493	0	(206,493)	-100%
FHWA/PL Apportionment	1,678,836	1,935,788	1,940,864	5,076	0%
FHWA/PL Reserve Draw		639,745	918,683	278,938	44%
FHWA CS 2.5%		54,842	49,766	(5,076)	-9%
FHWA RIA Grant	270,359	1,000,000	353,956	(646,044)	-65%
FHWA SPR	110,601	277,399	48,925	(228,474)	-82%
FHWA MPO Transfer	257,071	164,429	0	(164,429)	-100%
FEDERAL SUBTOTAL	3,398,059	11,634,919	10,047,486	(1,587,433)	-14%
STATE	27%	37%	53%		
STATE STIP PLANNING	329,184	399,000	399,000	0	0%
STATE FSP	377,134	607,070	609,208	2,138	0%
STATE TNC WAV	3,782	222,437	227,918	5,481	2%
STATE HSIP	148,469			0	0%
STATE RMRA	767,748	942,344	991,642	49,298	5%
STATE REAP	1,813,704	15,340,107	26,247,373	10,907,266	71%
STATE SUBTOTAL	3,440,021	17,510,958	28,475,141	10,964,183	63%

LOCAL	46%	38%	28%		
LOCAL RESERVE DRAW		80,513	0	(80,513)	-100%
LTF ADMIN.	100,000	100,000	131,846	31,846	32%
LTF PLANNING	1,198,197	1,449,563	1,190,975	(258,588)	-18%
MEMBER DUES	40,000	40,000	40,000	0	0%
OUTSIDE SERVICES	5,875	15,000	15,000	0	0%
INTEREST EARNINGS	192,304	75,000	75,000	0	0%
TRANS AUTH ADMIN	2,248	3,201	2,488	(713)	-22%
TRANS AUTH PLANNING	2,656,510	6,398,577	5,457,658	(940,919)	-15%
FCRTA ADMIN.	587,001	677,617	714,186	36,569	5%
VALLEY COGS	186,712	126,129	131,003	4,874	4%
FAX FTA MATCH	2,983	600	600	0	0%
In Kind/ Cash Match	246,529	5,252,801	6,807,083	1,554,282	30%
MISC OTHER	604,613	3,930,056	171,336	(3,758,720)	-96%
LOCAL SUBTOTAL	5,822,972	18,149,057	14,737,175	(3,411,882)	-19%
TOTAL REVENUES	12,661,053	47,294,934	53,259,802	5,964,868	13%

TOTAL EXPENSES

	Actual Cost 2021/22	Total Adopted Budget 2022/23	Total Proposed Budget 2022/23	Total Budget Increase (Decrease)	Percent Change
<i>SALARIES</i>	21%	6%	6%		
Salaries - COFCG	1,955,540	2,239,034	2,197,794	(41,240)	-2%
Salaries - FCRTA	448,697	518,607	543,838	25,231	5%
Salaries - FAX	181,882	193,627	205,198	11,571	6%
Total Salaries	2,586,119	2,951,267	2,946,830	(4,437)	0%
<i>BENEFITS</i>	8%	2%	2%		
Vehicle Allowance/Parking Permits	41,910	43,080	45,000	1,920	4%
Retirement	386,630	442,690	442,025	(665)	25%
Health Insurance	368,302	444,946	432,012	(12,934)	-3%
Dental/Optical	38,643	36,363	35,109	(1,254)	-3%
Life, Disability, & Unemployment Ins.	26,395	28,389	28,388	(0)	0%
Workers Comp	18,474	18,990	18,906	(84)	0%
FICA/Medicare	38,366	42,793	42,729	(64)	0%
BENEFITS SUBTOTAL	918,721	1,057,250	1,044,169	(13,081)	-1%
<i>INDIRECT OVERHEAD</i>	4%	1%	1%		
Telephone	11,423	12,000	12,000	0	0%
Insurance	5,267	8,000	8,000	0	0%
Postage		4,000	4,000	0	0%
Printing Supplies	33,430	32,000	35,000	3,000	9%
Office Supplies	28,375	32,000	32,000	0	0%
Publ. & Subscript.	2,130	5,100	5,100	0	0%
Advertising & Legal Notice	7,112	8,500	8,500	0	0%
Computer Supplies	8,690	51,000	31,000	(20,000)	-39%
Office Lease	231,558	231,568	231,568	0	0%
Bldg. Operating Expense	50,798	55,000	55,000	0	0%
Copier Lease/Service Contracts	34,590	36,000	36,000	0	0%
Repair & Maint.	15,533	7,000	17,000	10,000	143%
Travel Expenses	7,811	58,500	58,500	0	0%
Single Audit	25,956	26,735	30,000	3,265	12%
INDIRECT OVERHEAD SUBTOTAL	462,673	567,403	563,668	(3,735)	-1%
ICAP -Cost Carry Fwd & Depreciation	33,750	262,179	114,084	(148,095)	-56%
Total Salaries Benefits & Overhead	4,001,263	4,838,099	4,668,751	(169,348)	-4%

<i>OTHER DIRECT COSTS</i>	67%	90%	91%		
Consultants	4,510,266	15,544,793	22,660,033	7,115,240	46%
Supplies/Printing	19,314	66,613	121,613	55,000	83%
Software Support/Maint	164,271	409,495	451,097	41,602	10%
Workshops	74,303	90,000	110,000	20,000	22%
Promotion/Outreach	12,241	320,000	495,000	175,000	55%
Carpool Subsidy	52,006	48,000	0	(48,000)	-100%
Prizes & Awards	32,000	32,000	100,000	68,000	213%
Commuter Van Pool Subsidy	210,035	300,000	300,000	0	0%
Taxi Scrip	242,078	480,000	700,000	220,000	46%
Farm Worker Van Pool Subsidy	239,199	385,000	385,000	0	0%
Grant Specific Travel	5,462	37,509	37,509	0	0%
FTA 5339	160,928	10,290,562	9,811,223	(479,339)	-5%
FTA 5310		1,292,496	1,106,851	(185,645)	-14%
Translation Services	1,620	4,500	4,500	0	0%
County Counsel	26,991	40,000	40,000	0	0%
Program Audits	88,939	48,912	74,412	25,500	52%
County Auditor Controller	5,966	8,000	8,000	0	0%
Membership/Dues	19,056	21,000	21,000	0	0%
Board Renumeration	22,455	31,200	31,200	0	0%
Temporary Help	7,087	4,000	4,000	0	0%
Other Misc Expense	2,752	14,802	14,802	0	0%
Freeway Service Patrol	460,965	731,250	731,250	0	0%
Equipment	31,608	83,500	83,500	0	0%
Agency Pass Trough	1,681,692	11,642,140	10,584,774	(1,057,366)	-9%
Grant Administration		531,063	715,287	184,224	35%
OTHER DIRECT SUBTOTAL	8,071,234	42,456,835	48,591,051	6,134,216	14%
TOTAL EXPENSES	12,072,498	47,294,934	53,259,802	5,964,868	13%

FY 2023-24 OWP Spreadsheet[illegible]

FY 2023-24 OWP Spreadsheet
Expenditure by PROGRAM

	<i>Work Element Description</i>	<i>COG</i>	<i>Programs & Services</i>	<i>Agency Total</i>
110	REGIONAL TRANSPORTATION MODELING	19,479	0	19,479
111	REGIONAL TRANSPORTATION MODELING	541,139	236,840	777,979
112	REGIONAL TRAFFIC MONITORING	26,013	287,200	313,213
114	INTELLIGENT TRANS. SYSTEMS	12,991	0	12,991
115	REGIONAL TRANS. MITIGATION FEE	28,285	63,912	92,197
117	GOLDEN STATE	6,909	400,000	406,909
120	PUBLIC TRANSPORTATION - URBAN	299,759	29,584	329,343
121	FTA GRANTS	11,629	10,918,074	10,929,703
131	ACCESS FOR ALL	12,096	215,822	227,918
150	OTHER MODAL ELEMENTS	23,961	2,000	25,961
152	HIGH SPEED RAIL PLANNING	7,235	0	7,235
153	AIRPORT LAND USE COMMISSION	20,068	15,000	35,068
154	REGIONAL ATP UPDATE	15,166	309,536	324,702
163	FREIGHT PLANNING	17,660	0	17,660
164	INLAND PORT STUDY - PHASE II	0	50,000	50,000
165	HOUSEHOLD TRAVEL SURVEY	0	20,000	20,000
166	ON BOARD TRANSIT SURVEY	10,267	244,476	254,743
168	CA INLAND PORT FEASIBILITY - PHASE III	11,156	50,000	61,156
170	REGIONAL TRANSPORTATION PLAN	528,640	155,000	683,640
171	TRANSP PERFORMANCE MANAGEMENT	42,626	0	42,626
172	CONGESTION MANAGEMENT PROGRAM	29,960	100,000	129,960
173	REGIONAL VMT MITIGATION PROGRAM	0	55,175	55,175
174	CA INLAND PORT FEASIBILITY - PHASE IV	9,382	402,659	412,041
175	CA INLAND PORT FEASIBILITY - PHASE V	20,961	332,995	353,956
177	REGIONAL MICRO TRANSIT FEASIBILITY STUDY	13,146	225,000	238,146
178	MANAGED LANE STUDY	8,256	206,220	214,476
179	COMPLETE STREETS PLANNING	54,842	157,449	212,291
180	AIR QUALITY/TRANS. PLANNING	174,143	65,000	239,143
210	MEASURE "C" - EXTENSION	337,969	2,505,175	2,843,144
211	MEASURE "C" - OVERSIGHT COMMITTEE	10,428	1,000	11,428
212	MEASURE "C" - RIDESHARE/VAN POOL	96,535	541,000	637,535
214	MEASURE "C" - ADA/SENIORS	127,814	931,000	1,058,814
215	MEASURE "C" - FARM VANPOOL	29,542	442,000	471,542
220	TRANSPORTATION PROG DEVELOPMENT	367,783	71,497	439,280
310	INTERGOVERNMENTAL COORDINATION	73,915	59,616	133,531
311	PUBLIC INFO. AND PARTICIPATION	218,117	134,500	352,617
313	ENVIRONMENTAL JUSTICE	27,524	0	27,524
320	TECHNICAL ASSISTANCE TO MEMBERS	138,688	200,000	338,688
350	FRESNO REGIONAL DATA CENTER	87,581	0	87,581
360	ONE VOICE ADVOCACY	36,958	72,424	109,382
420	REGIONAL HOUSING ELEMENT	63,034	1,793,951	1,856,985
421	REGIONAL EARLY ACTION PLAN HOUSING	50,870	12,576,503	12,627,373
422	REGIONAL EARLY ACTION PLAN HOUSING 2.0	41,267	13,558,733	13,600,000
820	VALLEY RTPA COORDINATION	76,721	220,000	296,721
910	COG ADMINISTRATION	106,718	89,200	195,918
911	OWP & BUDGET	70,004	0	70,004
912	TRANSPORTATION FUNDS ADMIN	32,346	98,500	130,846
920	FCRTA ADMINISTRATION	714,186	0	714,186
930	AUTHORITY ADMINISTRATION	2,488	0	2,488
940	FREEWAY SERVICE PATROL	12,494	754,010	766,504
	<i>TOTAL EXPENDITURES</i>	<i>4,668,751</i>	<i>48,591,051</i>	<i>53,259,802</i>

Consolidated Planning Grant Carry Over Balances

	2021/22	2022/23	2023/24
<i>FHWA-PL CARRY OVER BALANCE</i>			
Begin Balance	639,745	0	0
Estimated Allocation		1,935,788	1,940,864
OWP Programmed/Expended	(639,745)	(1,935,788)	(1,940,864)
Estimated Deobligation		918,683	
Ending Balance carried forward to 2023/24	0	918,683	0
<i>FHWA-PL MPO TRANSFER CARRY OVER BALANCE</i>			
Begin Balance	67,929	0	0
Estimated Allocation	96,500	0	0
OWP Programmed/Expended	-164,429	0	0
Estimated Deobligation		0	0
Estimated Ending Balance	0	0	0
<i>FHWA-PL MPO CS 2% CARRY OVER BALANCE</i>			
Begin Balance	0	0	0
Estimated Allocation		54,842	49,766
OWP Programmed/Expended	0	(54,842)	(49,766)
Estimated Deobligation		0	0
Estimated Ending Balance	0	0	0
<i>FTA 5303 CARRY OVER BALANCE</i>			
Begin Balance	74,607	0	0
Estimated Allocation		455,970	455,970
OWP Programmed/Expended	(74,607)	(455,970)	(455,970)
Estimated Deobligation		137,170	0
Estimated Ending Balance	0	137,170	0

FY 2023-24 OWP Spreadsheet

PY Calculation						Agency
	Work Element Description	COFCG	County	Fresno	Clovis	Total
110	REG STREETS & ROADS	0.12	0.00	0.00	0.00	0.12
111	REGIONAL TRANSPORTATION MODELING	3.32	0.00	0.00	0.00	3.32
112	REGIONAL TRAFFIC MONITORING	0.16	1.48	0.80	0.10	2.54
114	INTELLIGENT TRANS. SYSTEMS	0.08	0.00	0.00	0.00	0.08
115	REGIONAL TRANS. MITIGATION FEE	0.17	0.00	0.00	0.00	0.17
116	NATIONAL PARKS	0.00	0.00	0.00	0.00	0.00
117	GOLDEN STATE	0.04	0.00	0.00	0.00	0.04
120	PUBLIC TRANSPORTATION - URBAN	1.84	0.00	0.00	0.00	1.84
121	FTA 5310	0.07	0.00	0.00	0.00	0.07
131	Access for All - WAV	0.07	0.00	0.00	0.00	0.07
140	Regional Safety Study Phase II	0.00	0.00	0.00	0.00	0.00
141	PAVEMENT MANAGEMENT SYSTEM	0.00	0.00	0.00	0.00	0.00
142	FCRTA RURAL TRANSIT OPERATIONAL PLAN	0.00	0.00	0.00	0.00	0.00
143	REVERSE TRIANGLE STUDY	0.00	0.00	0.00	0.00	0.00
144	Electric Vehicle Charging	0.00	0.00	0.00	0.00	0.00
178	FRESNO CLOVIS METRO AREA MANAGED LANE	0.00	0.00	0.00	0.00	0.00
146	Better Blackstone Design Challenge Phase I	0.00	0.00	0.00	0.00	0.00
147	County Trail Master Plan	0.00	0.00	0.00	0.00	0.00
148	Regional Safety Study Phase I	0.00	0.00	0.00	0.00	0.00
149	SB 743 Transportation Impact Analysis	0.00	0.00	0.00	0.00	0.00
150	OTHER MODAL ELEMENTS	0.15	0.00	0.00	0.00	0.15
152	HIGH SPEED RAIL PLANNING	0.04	0.00	0.00	0.00	0.04
153	AIRPORT LAND USE COMMISSION	0.12	0.00	0.00	0.00	0.12
154	REGIONAL ATP UPDATE	0.09	0.00	0.00	0.00	0.09
160	BETTER BLACKSTONE DESIGN PHASE II	0.00	0.00	0.00	0.00	0.00
161	FRESNO/MADERA SUSTAINABLE CORRIDOR	0.00	0.00	0.00	0.00	0.00
162	Multi Jurisdictional Local Road Safety Study	0.00	0.00	0.00	0.00	0.00
163	FREIGHT PLANNING	0.11	0.00	0.00	0.00	0.11
164	INLAND PORT STUDY PHASE II	0.00	0.00	0.00	0.00	0.00
165	HOUSEHOLD TRAVEL SURVEY	0.00	0.00	0.00	0.00	0.00
166	ON BOARD TRANSIT SURVEY	0.06	0.00	0.00	0.00	0.06
168	CA INLAND PORT FEASIBILITY - PHASE III	0.07	0.00	0.00	0.00	0.07
170	REGIONAL TRANSPORTATION PLAN	3.24	0.00	0.00	0.00	3.24
171	TRANSP. PERFORMANCE MANAGEMENT	0.26	0.00	0.00	0.00	0.26
172	CONGESTION MANAGEMENT PROGRAM	0.18	0.00	0.00	0.00	0.18
173	REGIONAL VMT MITIGATION PROGRAM	0.00	0.00	0.00	0.00	0.00
174	INLAND PORT STUDY PHASE IV	0.06	0.00	0.00	0.00	0.06
175	INLAND PORT STUDY PHASE V	0.13	0.00	0.00	0.00	0.13
177	REGIONAL MICRO TRANSIT FEASIBILITY STUDY	0.08	0.00	0.00	0.00	0.08
178	MANAGED LANE STUDY	0.05	0.00	0.00	0.00	0.05
179	COMPLETE STREETS PLANNING	0.34	0.00	0.00	0.00	0.34
180	AIR QUALITY/TRANS. PLANNING	1.07	0.00	0.00	0.00	1.07
210	MEASURE "C" - EXTENSION	2.07	0.00	0.00	0.00	2.07
211	MEASURE "C" - OVERSIGHT COMMITTEE	0.06	0.00	0.00	0.00	0.06
212	MEASURE "C" - RIDESHARE/VAN POOL	0.59	0.00	0.00	0.00	0.59
214	MEASURE "C" - ADA/SENIORS	0.78	0.00	0.00	0.00	0.78
215	MEASURE "C" - FARM VANPOOL	0.18	0.00	0.00	0.00	0.18
220	TRANSPORTATION PROG DEVELOPMENT	2.26	0.00	0.00	0.00	2.26
310	INTERGOVERNMENTAL COORDINATION	0.45	0.46	0.04	0.10	1.05
311	PUBLIC INFO. AND PARTICIPATION	1.34	0.00	0.00	0.00	1.34
313	ENVIRONMENTAL JUSTICE	0.17	0.00	0.00	0.00	0.17
320	TECHNICAL ASSISTANCE TO MEMBERS	0.85	0.00	0.00	0.00	0.85
331	ZERO NET ENERGY FARMS	0.00	0.00	0.00	0.00	0.00
340	TDM PROGRAM	0.00	0.00	0.00	0.00	0.00
350	FRESNO REGIONAL DATA CENTER	0.54	0.00	0.00	0.00	0.54
360	ONE VOICE ADVOCACY	0.23	0.00	0.00	0.00	0.23
411	AG FARM Lnd Mitigation	0.00	0.00	0.00	0.00	0.00
420	REGIONAL HOUSING NEEDS	0.39	0.00	0.00	0.00	0.39
421	Reg Early Action Plan Housing	0.31	0.00	0.00	0.00	0.31
422	Reg Early Action Plan Housing 2.0	0.25	0.00	0.00	0.00	0.25
814	SUSTAINABLE COMMUNITIES	0.00	0.00	0.00	0.00	0.00
820	VALLEY RTPA COORDINATION	0.47	0.00	0.00	0.00	0.47
910	COFCG ADMINISTRATION	0.65	0.00	0.00	0.00	0.65
911	OWP & BUDGET	0.43	0.00	0.00	0.00	0.43
912	TRANSPORTATION FUNDS ADMIN	0.20	0.00	0.00	0.00	0.20
920	FCRTA ADMINISTRATION	4.38	0.00	0.00	0.00	4.38
930	AUTHORITY ADMINISTRATION	0.02	0.00	0.00	0.00	0.02
940	FREEWAY SERVICE PATROL	0.08	0.00	0.00	0.00	0.08
TOTAL EXPENDITURES		28.50	1.94	0.84	0.20	31.48

Consolidated Planning Grant

Consolidated Planning Grant

Work Element Description	FTA/MPO		FTA/MPO		TOLL	
					Revenue	Credits
			Toll	Other	Total	
		5339	5310			
			Credits	Credits		

TOTAL TOLL CREDITS

Fresno Council of Governments
2023/24 Member Dues Schedule*

MEMBER	CENSUS POPULATION	PERCENT	Current DUES
	01/01/22		SCHEDULE
Clovis	123,665	12.23%	4,891
Coalinga	17,277	1.71%	683
Firebaugh	8,439	0.83%	334
Fowler	6,962	0.69%	275
Fresno City	543,660	53.76%	21,505
Huron	6,170	0.61%	244
Kerman	16,639	1.65%	658
Kingsburg	12,506	1.24%	495
Mendota	12,440	1.23%	492
Orange Cove	9,497	0.94%	376
Parlier	14,497	1.43%	573
Reedley	24,982	2.47%	988
Sanger	26,304	2.60%	1,040
San Joaquin	3,639	0.36%	144
Selma	24,522	2.42%	970
Fresno Co.	160,074	15.83%	6,332
TOTALS	1,011,273	100%	40,000
			40,000

* Updated for DOF population estimates in May.

Expenditure by Work Element and Funding Source 2023-24

Consultants	Total	FHWA PL	FTA 5303	FTA 5304	FTA 5307	FTA 5311(f)	FHWA RIA	FHWA SPR	RMRA	PTA	Local	Source
115 RTMF Development Fee Program	50,000										50,000	RTMF
117 Golden State	200,000										200,000	Measure C
120 Public Transportation	21,584		21,584								0	LTF
131 Access for All	189,072										189,072	TNC WAV
153 Airport Land Use Commission	10,000								289,753		10,000	LTF
154 Regional ATP Update	304,702	0									34,949	LTF
164 Inland Port Study	50,000										50,000	LTF
165 SJV Household Travel Survey	20,000	0	0						0		20,000	REAP
166 Transit On Board Survey	240,000								212,472		27,528	LTF
168 Inland Port Phase III	50,000							40,000			10,000	LTF
172 Congestion Management Program	100,000										0	LTF
173 Regional VMT Mitigation	50,000	0							44,265		5,735	LTF
174 Inland Port Phase IV	402,659										0	LTF
175 Inland Port Phase V	332,995										0	LTF
177 Regional Microtransit Study	225,000		45,000						159,354		20,646	LTF
178 Managed Lane Study	200,000		0						177,060		22,940	LTF
179 Complete Streets	157,449	157,449										
210 Measure "C" Extension	75,000										75,000	LTF
214 Measure "C" ADA/Seniors	60,000										60,000	Measure C
320 Technical Assistance	100,000										100,000	LTF
360 One Voice Advocacy	28,000										28,000	Member Dues/Donations
360 One Voice Advocacy	12,000										12,000	Member Dues/Donations
420 Multi-Jurisdictional Housing Element	1,718,951										1,718,951	Member Agencies
421 Regional Early Action Plan	REAP								4,832,622		4,832,622	REAP
422 Regional Early Action Plan 2.0	13,000,000										13,000,000	REAP
820 Valley RTPA Coordination	130,000	15,204	15,203						99,593		100,000	Valley MPOs
Total Consultants	22,660,034	675,312	81,787	0	0	0	332,995	40,000	862,904		0	20,667,036
Supplies Printing	Total	FHWA PL	FSP	FTA5303	Local	Local	Source					
170 Regional Transportation Plan	15,000	15,000										
150 Other Modal Elements	2,000											
212 Measure "C" Carpool/Vanpool	10,000								2,000		10,000	Measure C
214 Measure "C" ADA/ Seniors	50,000								10,000		50,000	Measure C
215 Measure "C" Farm Worker Van Pool	2,000								2,000		2,000	Measure C
311 Public Participation	30,000	30,000										
360 One Voice Advocacy	4,113								4,113		4,113	Member Dues/Donations
940 Freeway Service Patrol	8,500		6,800						1,700		8,500	LTF
Total Supplies & Printing	121,613	45,000	6,800	0	69,813							
Software Support/Maint.	Total	FHWA PL	FTA 5303	RMRA	Local	Local	Source					
111 Regional Transportation Modeling	10,000	10,000										
111 Regional Transportation Modeling	10,000	10,000										
Program Technical Support	60,000											
Bentley Valley Wide CUBE License	41,000	9,590							31,410		Valley MPOs	
Eco-Counter Auto Data	2,240	2,240										
Arview GIS Maint	5,720	5,720										
Activity Based Model Support	77,880		0	68,947					8,933		LTF	
Land Use Model (Data &License)	30,000	30,000										
Website & App.	30,000											
Trip Management	15,000											
212 Measure "C" Carpool/Van Pool	5,000								30,000		Measure C	
214 Measure "C" ADA/ Seniors	68,497								15,000		Measure C	
215 Measure "C" Farm Worker Van Pool	5,000								5,000		Measure C	
220 Transportation Program Development	37,280	37,280	0									
Fresno Track - Web Based Project Tracker	80,000	80,000							31,217		PPM	
Website	10,000											
Web Cast Software	8,000											
Mobile Locators	5,760								10,000		LTF	
Total Software Support & Maintenance	451,097	244,830	0	73,555	132,712				1,152		LTF	
Workshops	Total	FHWA PL	FTA 5303	Local	Local	Local	Source					
170 Regional Transportation Plan	20,000	20,000										
311 Public Participation	5,000	5,000										
820 Valley RTPA Coordination	110,000	25,000	0	85,000	Donations							
Total Workshops	110,000	25,000	0	85,000	Donations							

Expenditure by Work Element and Funding Source 2023-24

Promotion/Outreach

	Total	FHWA PL	FTA 5303	Prop 84	Local	Local Source
Unmet Needs	5,000		5,000			0 LTF
120 Public Transportation	120,000	120,000				
170 Regional Transportation Plan	100,000					100,000 Measure C
212 Measure "C" Carpool/Vanpool	100,000					100,000 Measure C
214 Measure "C" ADA /Seniors	50,000					50,000 Measure C
215 Measure "C" Farm Worker Van Pool	15,000	15,000				
311 Public Participation	100,000					100,000 REAP
422 Regional Early Action Plan 2.0	5,000					5,000 LTF
820 Valley RTPA Coordination	495,000	135,000	5,000	0		355,000
Total Promotion & Outreach						

Prizes & Awards

212 Measure "C" Carpool/Vanpool

Carpool Prizes & Awards	100,000	100,000				100,000 Measure C
Total Prizes & Awards	100,000	100,000				

Commuter Van Pool Subsidy

212 Measure "C" Carpool/Vanpool

Commuter Van Pool Subsidy	300,000	300,000	Measure C			
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Taxi Scrip

214 Measure "C" ADA/ Seniors

Taxi Scrip	700,000	700,000	Measure C			
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Farm Worker Van Pool Subsidy

215 Measure "C" Farm Worker Van Pool

Farm Worker Van Pool Subsidy	385,000	385,000	Measure C			
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Grant Specific Travel

120 Public Transportation - Urban
212 Measure "C" Carpool/Vanpool
214 Measure "C" ADA/ Seniors
220 Transportation Program Development
360 One Voice Advocacy
910 COG Administration

	Total	FHWA PL	FTA 5307	PPM	Local	Local Source
APTA Conference	3,000		2,400			600 FAX Match
Carpool/Van Pool Travel	1,000					1,000 Measure C
Taxi Scrip Travel	1,000					1,000 Measure C
TPD	3,000	3,000				LTF
One Voice Trip to DC & Sacramento	24,509					24,509 Member Dues/Donations
Admin. Travel	5,000					5,000 LTF
Total Grant Specific Travel	37,509	3,000	2,400	0		32,109

FTA 5339

FCRTA Operations Facility	9,811,223	4,905,611	4,905,612			
Total FTA 5339	9,811,223	4,905,611	4,905,612	0		

FTA 5310

	Total	FTA 5310	Match	Toll Credit
FAX 4 Buses	537,600	430,080	107,520	
FCOC 3 Buses	270,219	270,219		54,044
UCPCA 2 Buses	187,950	187,950		37,500
Westcare 2 Buses	111,082	111,082		22,216
Total 5310	1,106,851	999,331	107,520	113,760

Translation Services

311 Public Participation

Translation Services	4,500	FHWA PL	Match	0
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County Counsel

115 RTMF
153 Airport Land Use Comm.
421 REAP
912 TDA Administration

	Total	Local	Local Source
Legal Advice	5,000	5,000	RTMF
Legal Advice	5,000	5,000	LTF
Legal Advice	5,000	5,000	REAP
Legal Advice	25,000	25,000	LTF
Total County Counsel	40,000	40,000	

Program Audits

115 RTMF
912 TDA Administration

	Total	Local
RTMF Audit	8,912	8,912 LTF
TDA Audit	65,500	65,500
Total Program Audits	74,412	74,412 LTF

County Auditor Controller

912 TDA Administration

	Total	Local
County Auditor Controller	8,000	8,000 LTF

Membership/Dues

182

SB1 SC Formula FCOG Project List

MPO	Project Title	Project Description	Final Work Products/Deliverables	Grant Amount	Local Match Amount	Work Element Number	Fiscal Year of Funds
FCOG	Regional Transportation Plan Modeling	Update the Activity Based Model	Activity Based Model	\$ 68,947	\$ 8,933	111	2022-23
FCOG	Regional Active Transportation Plan Update	Update the Regional Active Transportation Program to identify new bicycle and pedestrian projects and programs.	2023 Fresno County Regional Active Transportation Program	\$ 287,459	\$ 37,243	154	2022-23
FCOG	On Board Transit Survey	To collect origins/destinations data for transit riders to update the RTP/SCS	On Board Transit Survey	\$ 225,524	\$ 29,219	166	2023-24
FCOG	Regional VMT Mitigation Fee Study	To study the feasibility of a regional VMT mitigation fee program.	A regional VMT mitigation study to provide a framework for program implementation.	\$ 48,846	\$ 6,329	173	2021/22
FCOG	Regional Micro Transit	Evaluate micro transit feasibility in Fresno region as an alternative to fixed route transit service.	Micro Transit feasibility study by priority zones	\$ 170,991	\$ 22,154	177	2021/22
FCOG	Managed Lane Study	To determine if managed lanes is feasible and identify locations	Managed Lane Study	\$ 189,875	\$ 24,600	178	2023-24

Appendix K - Intermodal Planning Group Comments

Thank you for summarizing comments from Caltrans, FHWA and FTA regarding Fresno Council of Governments' (Fresno COG) Draft Overall Work Program (OWP) for fiscal year (FY) 2022-2023.

As we have previously discussed, the OWP won't receive final Board approval until Fresno COG's May 28, 2022, regular meeting; however, we will provide the full OWP, without certifications and assurances, before the May 13 deadline. The certs and assurances will follow immediately after the Board meeting.

In one major change, please note that we have removed WE 166, the On-Board Transit Survey and added WE 177, the Microtransit Feasibility Study. This, too, was previously discussed with District 6 staff.

Below, please find the questions restated from your letter, as well as Fresno COG's responses to each comment in red. Fresno COG very much appreciates the kind words and encouragement that our three oversight agencies have provided and hope that the responses to issues you discovered have been thoroughly addressed.

TRANSPORTATION PLANNING – DISTRICT 6

Table of Contents:

Should include the California Inland Port Project Planning, Phase 4.

Thank you for the comment. The California Inland Port Project Planning, Phase 4 is now included as WE 174.

Work Element 150 – Other Modes – Aviation, Rail, Bicycling, Pedestrian:

It is recommended as part of the assistance in securing funding for bicycle and pedestrian corridor funding that Disadvantaged Communities (DACs) and unincorporated communities be included as to be inclusive of all demographics Caltrans commends Fresno COG in its continued effort towards supporting active transportation.

Thank you for the comment and commendation. Fresno COG has added disadvantaged communities as a particular point of assistance for additional bicycle and pedestrian funding.

Work Element 154 – Regional Active Transportation Plan Update:

It is recommended, if not done so already, to incorporate tool/resources to identify and include DACs and communities of need.

Thank you for the comment. Fresno COG has added DACs to the specific list of robust public outreach and stakeholder meetings planned as part of the R-ATP.

Work Element 173 – Regional VMT Mitigation Program Study:

It is recommended that Fresno COG explore the possibility of providing incentives for infill development to further encourage more Transit-Oriented Development.

Thank you for the comment. Fresno COG has added the potential for additional TOD as a possible VMT mitigation measure to WE 173. In addition, Fresno COG administers the local Measure C TOD program, which provides approximately \$1 million annually for projects related to TOD development.

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

This Deputy Directive (DD-64-R2) has been superseded by Director's Policy (DP- 37) on complete streets.

Thank you for the comment. Fresno COG will replace DD-64-R2 with DP 37.

Appendix J – Spreadsheet and Budget:

On the FY 2022-23 OWP Spreadsheet, Work Element 174 Project Title is "Inland Port Study Phase V" and should be "Inland Port Study Phase IV".

Thank you for the comment. Fresno COG has corrected the phase in Appendix J.

General Comments

Fresno COG and Fresno County Rural Transit Agency (FCRTA) are commended for their continued coordination and efforts in improving mobility for many who lack transportation to essential services such as access to jobs, education, and medical services that are outside their primary area of residence. Transit services are often lifelines to elderly, disabled, low income, and students. FCRTA continues to promote and enhance transit opportunities for the most-transit dependent populations in rural areas of the County of Fresno as well as disadvantaged communities.

In coordination with the City of Fresno and City of Clovis, Fresno COG and FCRTA continue to explore other strategies to better provide transit services for the region's residents with WE 177 – Fresno County Regional Microtransit Feasibility Study. Though not included in the OWP, FCRTA utilizes grants and other funding toward electrifying its fleet and installing public charging stations. FCRTA has also begun finalizing an Electrical Grid Analysis Study to better prepare and inform the agency as it continues its electrification.

Fresno COG, through the Regional Transportation Plan (RTP) and special studies, not only continues to assess goods movement within the region, but also coordinates with San Joaquin Valley and Statewide partners to

explore opportunities to improve the efficiency of goods movement and its impact on regional transportation systems.

Caltrans District 6 appreciates the thorough documentation of the work being done on the various phases of the Inland Port Study and related efforts:

WE 164 – CA Inland Port Feasibility Study Phase Two

WE 168 – CA Inland Port Feasibility Study Phase Three

WE 174 – CA Inland Port Project Planning, Phase 4

WE 175 – CA Inland Port Regional Infrastructure Accelerators Demo. Program Phase 5

Thank you for your warm comments with specific regard to FCRTA and its movement toward full fleet electrification and, particularly, focus on goods movement and the impacts to regional transportation systems. Fresno COG is pretty proud of the work FCRTA does as well!

Caltrans commends Fresno COG for incorporating climate change concerns into their OWP in efforts such as modeling, regional data updates, and planning:

- WE 111 – Regional Transportation Modeling
- Fresno COG continues its commitment to model all transportation projects before they are constructed to ensure they result in a network that produces less greenhouse gases (GHG).
- WE 165 – San Joaquin Valley Household Travel Survey
- Fresno COG continues its efforts in working to develop a regional data set that shows origin and destination between all major cities, which will give the transportation model greater information to make better predictions.
- WE 167 – Regional Sustainable Infrastructure Planning Program
- Fresno COG continues with their commitment to develop climate change mitigation projects that will impact disadvantaged communities.
- WE 170 – Regional Transportation Plan
- Fresno COG continuing its commitment to develop a Sustainable Community Strategy that results in an overall reduction in GHG in the future.
- WE 173 – Regional VMT Mitigation Program Study

Fresno COG continues its work to experiment with a new transportation metric to help in reducing car travel and result in lower GHG emissions.

Thank you for your warm comments and commendations. Fresno COG's commitment to climate change concerns and solutions is reflected both in the programs we work to consider and examine, as well as the projects we select for funding.

TITLE VI – DISTRICT 6

Caltrans encourages Fresno COG to continue their efforts to comply with Title VI requirements and is commended for their continued Title VI and Environmental Justice process to involve and include all underserved groups in Fresno County.

NATIVE AMERICAN LIASON – DISTRICT 6

District 6 acknowledges Fresno COG's efforts on promoting a 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 is encouraged to continue to enhance public participation and ensure meaningful tribal input is provided for all future transportation programs affecting Tribal governments.

Fresno COG is also commended on their adopted tribal consultation plan. Caltrans encourages Fresno COG to continue their government-to-government coordination with other local tribes of Fresno County.

Thank you for your warm comments and commendations. Please note that Fresno COG submitted its updated Title VI compliance report to Caltrans and FTA in March 2022.

OFFICE OF REGIONAL PLANNING – HEADQUARTERS

General Comments

Please ensure that Work Element (WE) titles are listed consistently throughout the OWP (main WE title, title in task schedule matrix, title in WE funding table). Individual WE titles and WE titles included in the Budget Revenue Summary are especially important.

Thank you for the comment. We will ensure that WE titles are listed consistently throughout the OWP (main WE title, title in task schedule matrix, title in WE funding table).

Fresno COG is commended for the various work being done to create more inland ports. The importance of more and better facilities away from seaports and landports of entry is well supported in the OWP, saving thousands of greenhouse gasses (GHG) and protecting the continuity of the supply chain. In the description of the improved inland port infrastructure, there is no mention of truck parking facilities. Will these new facilities include any truck parking and/or truck charging infrastructure?

Thank you for the comment. Yes, there are both truck parking facilities and charging infrastructure included in the inland port studies.

As a reminder, Caltrans will be collecting all the End Products as deliverables listed in the OWP that are funded with Consolidated Planning Grant (CPG) and Sustainable Communities Competitive and Formula Grants.

Thank you for the comment. We will plan to provide all end products as requested via an .fsp site or by thumb drive.

FY 2022-23 SB1 Sustainable Communities Formula

Caltrans applauds Fresno COG's activities to carry-out the objectives of the Sustainable Communities Formula grant funds. Please ensure the SB1 List of Project with FY 2022-23 activities (WE 154 and 167) is submitted with the Final OWP.

Work Element 154 – Regional Active Transportation Plan Update:

Insert a statement, similar to WE 167, to indicate the source of funding for this WE, FY 2022-23 Sustainable Communities Formula.

Thank you for the comment. This has been revised.

Revise heading of the task schedule matrix to reflect the new WE activity, Regional Active Transportation Plan Update and no Fresno County Trails Master Plan Update.

Thank you for the comment. This has been revised.

Revise the consultant work heading in the budget to reflect the new WE activity, Regional Active Transportation Plan Update and not SJV Household Travel Survey.

Thank you for the comment. This has been revised.

Work Element 167 – Regional Sustainable Infrastructure Planning Program:

The heading of the task schedule matrix includes FY 2021-22. This must be revised to FY 2022-23

Thank you for the comment. This has been revised.

Specific Comments

Work Element 111 – Regional Transportation Modeling:

A consultant is identified as contributing to the work for tasks 111.03 and 111.07 but there are no funds dedicated to consultants in the WE Funding Table. Fresno COG must either identify funding for the consultant in the WE Funding Table or “Consultant” must be unchecked in the task schedule matrix.

Thank you for the comment. This has been revised.

Work Element 112 – Regional Traffic Monitoring

Work Element 114 – Fresno County Intelligent Transportation System Architecture Work Element 350 – Fresno Regional Data Center:

The Previous Work, Tasks, and Products sections for the WEs listed above appear to include the same information as what was included in the Final FY 2021-22 OWP.

The Previous Work section must be updated to include a listing of any work products that were completed during FY 2021-22. The Tasks section should be updated as appropriate to reflect the task work taking place in support of the final work products anticipated to be delivered in FY 2022-23.

The Products section must be revised to include final work products that are anticipated to be completed in FY 2022-23.

Thank you for the comments. The tasks and deliverables listed in the WEs reflect ongoing activities that occur on a monthly or annual basis and are therefore held over from the prior year.

Work Element 120 – Regional Public Transportation Planning:

The Tasks and Products sections for the WEs listed above appear to include the same information as what was included in the Final FY 2021-22 OWP.

The Tasks section should be updated as appropriate to reflect the task work taking place in support of the final work products anticipated to be delivered in FY 2022-23.

The Products section must be revised to include final work products that are anticipated to be completed in FY 2022-23.

Thank you for the comments. The tasks and deliverables listed in the WEs reflect ongoing activities that occur on a monthly or annual basis and are therefore held over from the prior year.

The 5303 amount listed in the Budget Revenue Summary (\$132,092) does not match with the 5303 amount listed in the WE funding table (\$121,584). Revise accordingly.

Thank you for the comment. This has been revised

Work Element 163 – Freight Movement and Planning:

The Tasks and Products sections for the WEs listed above appear to include the same information as what was included in the Final FY 2021-22 OWP.

The Tasks section should be updated as appropriate to reflect the task work taking place in support of the final work products anticipated to be delivered in FY 2022-23.

The Products section must be revised to include final work products that are anticipated to be completed in FY 2022-23.

Thank you for the comments. The tasks and deliverables listed in the WEs reflect ongoing activities that occur on a monthly or annual basis and are therefore held over from the prior year.

Work Element 168 – California Inland Port Feasibility Study Phase Three:

“Detailed capital cost program report” is listed as a product with November 2023 as the completion date. Task 168.05 that is associated with this product also includes a completion date of November 2023. This completion date is outside of FY 2022-23. Based on the schedule matrix showing work being completed in March 2023, this could potentially be a typo.

Thank you for the comment. This has been revised.

Work Element 174 – California Inland Port Feasibility Study Phase 4:

The fourth paragraph in the “Background and Discussion” section indicates that this is the Phase Three WE. Please verify, and update where appropriate, all sections of the WE to include Phase 4 project details.

Thank you for the comment. This has been revised.

Work Element 177 – Fresno County Regional Microtransit Feasibility Study:

We have no eligibility concerns. However, to approve this new FY 2021-22 SB1 Sustainable Communities Formula WE without conditions of acceptance, please address the following comments by May 13, 2021:

In accordance with the SB 1 Guidance for OWP Work Elements, please insert a description of SB 1 Sustainable Communities Formula, including how the activities align with the Sustainable Communities Grant Specific Objectives: to encourage local and regional multimodal transportation and land use planning that furthers the region’s Regional Transportation Plan (RTP) Sustainable Communities Strategy (SCS), contributes to the State’s GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity.

Please update the tasks to include an anticipated completion date or frequency of activity (similar to WE 154).
Revise task numbers to reflect the task numbering included in the schedule matrix (177.1-177.11).

Thank you for the comments. These changes have been incorporated.

Work Element 180 – Air Quality Transportation Planning:

It’s recommended that Fresno COG include a list of the National Ambient Air Quality Standards for which their county is designated non-attainment and/or attainment/maintenance by United States Environmental Protection Agency (U.S. EPA). Namely, Fresno County is non-attainment for ozone and PM-2.5 and attainment/maintenance for PM-10. Please refer to U.S. EPA’s Greenbook: https://www3.epa.gov/airquality/greenbook/anayo_ca.html

Thank you for the comment. This change has been incorporated.

Work Element 311 – Public Information and Participation:

Previous Work section currently reads 2020-22 and should be revised to indicate FY 2021-22.

Thank you for the comment. This has been revised.

Work Element 820 – Valley Coordination Activities:

Ensure Products listed are what is anticipated to be delivered in FY 2022-23. Number 12 on the Products list was completed in FY 2021-22 and is included in the Previous Work section.

Thank you for the comment. This has been revised.

OWP Budget Revenue Summary:

Verify that all the WE titles are consistent between the Budget Revenue Summary and each WE individually.

WE 120 – The 5303 amount listed in the Budget Revenue Summary (\$132,092) does not match the 5303 amount listed in the WE funding table (\$121,584). Revise accordingly.

Thank you for the comments. These changes have been incorporated.

DIVISION OF RAIL AND MASS TRANSPORTATION (DRMT) – HEADQUARTERS

General Comments

As a reminder, RTPA's and MPO's should be assisting to facilitate the transportation planning process with transit agencies for activities as follows:

Rail/Transit Studies – For Work Elements that involve rail and intercity transit (or integration between passenger rail and local transit systems for first and last mile connections), we encourage coordination with HQ DRMT staff to review and make recommendations on OWP work products to ensure consistency with statewide planning documents. We specifically endeavor to coordinate and align rail and intercity bus planning with the State Rail Plan and forthcoming California Intercity Bus Study that will serve as the basis for prioritizing State investment in an integrated statewide passenger rail and intercity bus network.

Thank you for the comment. Fresno COG will coordinate with HQ DRMT staff to help ensure consistency with statewide planning documents.

Short and Long Range Transit Plans – RTPA's and MPO's should play a roll in the promotion and the development of these planning documents. Short and Long- Range Transit Plans identify transit projects that are ultimately programed with state and federal program resources.

Thank you for the comment. Fresno COG employs (part-time) two planners at Fresno Area Express who are primarily responsible for short- and long-range transit plans and shares office space with the Fresno County Rural Transit Agency. This helps ensure a consistent, hands-on approach to SRTPs and LRTPs.

Coordinated Public Transit - Human Service Transportation Plans “Coordinated Plans” - A locally developed, coordinated public transit-human services transportation plan identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services and projects for funding and implementation. Projects are required to be included in these plans to receive Federal Transit Administration (FTA) Section 5310 funds.

Thank you for the comment. Fresno COG regularly updates its coordinated public transit-human services transportation plan, which is programmed in the 2022-23 OWP under WE/task 120.18.

Unmet Transit Needs Process – The Mills-Alquist-Deddeh Act (SB 325) or the “Transportation Development Act” (TDA) of 1971 requires RTPA's and MPO's engage the Unmet Transit Needs Process.

Thank you for the comment. Fresno COG annually conducts its unmet transit needs process and issues findings.

Zero Emission Bus/Zero Emission Vehicle (ZEB/ZEV) Transition Plans – FTA and the State of California are both requiring similar plans be developed so that the transition to “Zero Emission” is as smooth as possible. Statewide, Transit Agencies are having difficulties. While Caltrans, the California Air Resources Board, GOBIZ, the California Association for Coordinated Transportation, the California Transit Association and many others are all striving to make this transition, it is going to be a challenge. Caltrans DRMT encourages RTPA's and MPO's to engage this discussion with the local transit properties in their region.

Thank you for the comment. Fresno COG and the Fresno County Rural Transit Agency have developed multiple studies to examine the Fresno region's grid system in preparation for mass EV fleet conversion, as well as comprehensively considering EV charging locations. Fresno COG is also leading an effort to develop the first all-green inland port system in the nation, located at different points throughout the San Joaquin Valley.

TAM Plans, PTASP's and efforts that ensure transit State of Good Repair – Urban Transit Agencies (those that receive FTA Section 5307) are required to share with their RTPA's and MPO's the transit Targets and Performance Measures that are identified in each urban providers Transit Asset Management (TAM) Plan and each urban providers Public Transportation Agency Safety Plan (PTASP). It is then the RTPA's and the MPO's responsibility to weave this data into their region's transportation planning process and share it with DRMT.

Thank you for the comment. Fresno COG regularly receives TAM targets and performance measures from each of the three transit agencies in the region. That data is included into Fresno COG's transportation planning process and shared with DRMT.

Corridor plans – Both Caltrans and local agencies develop “Corridor Plans”. DRMT would like Caltrans Districts, RTPA’s and MPO’s to press for transit agency involvement in all corridor planning efforts to ensure transit is at the planning table and considered in the planning process. Ensuring transit agency involvement is critical to the State’s planning efforts – at all levels, for the overall multi-modal transportation system.

Thank you for the comment. Fresno COG regularly includes transit agency involvement in corridor planning efforts to help ensure transit considerations are fully addressed in the planning process.

Engaging transportation planning grants – DRMT would like to see more efforts to engage the transit mode into the overall transportation planning process. Planned transit projects or those that are identified in a formal planning document have a better chance of getting funded, especially in state and federal discretionary programs.

Thank you for the comment. Fresno COG routinely engages transit into its planning processes. In fact, 24 percent of the Fresno region’s local Measure C transportation sales tax is dedicated to transit projects and operations, far more than most comprehensive sales tax measures throughout the state.

The proper expenditure of TDA – The Local Transportation Fund (LTF) and the State Transit Assistance (STA) Fund are both derived from the Mills-Alquist- Deddeh Act (SB 325). This law was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. DRMT would like regions to consider utilizing these funding sources to help the state and local transit meet stated transit goals.

Thank you for the comment. Fresno COG annually programs LTF and STA funds to help meeting local transit operations goals and conducts regular unmet transit needs hearings to ensure no needs (reasonable to meet) are going unanswered.

Local Land Use Planning and Development – Local plans, development proposals and environmental documents should be reviewed for any possible direct impacts on the transportation system with specific attention to rail and transit facilities. Ensure each proposals consistency with the mass transportation plans and any specific corridor level service expansion proposals. This could cover Bus Rapid Transit routes, grade separation improvements, rail right of way preservation/encroachment issues based on service expansion goals/proposals, and possibly development exaction for rail and transit improvements as transportation-related mitigation for project specific and cumulative impacts under CEQA.

Regional Planning entities should be looking at each of the items above if the mass transportation mode is going to be successful and help implement larger umbrella efforts like:

The California Transportation Plan (CTP) The Climate Action Plan for Transportation Infrastructure (CAPTI) DRMT planning documents like: the State Rail Plan (SRP) the Statewide Transit Strategic Plan (STSP) and the California Intercity Bus Study (CIBS) DRMT efforts like the California Integrated Travel Program (CalITP)

Thank you for the comment.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) & FEDERAL TRANSIT ADMINISTRATION (FTA)

General Comments

Ongoing tasks are listed in parenthesis for each work element where a completion date is not defined. This is an improvement from previous submissions.

Work Elements are clearly defined and previous accomplishments are listed within each work element.

Thank you for the kind comments.

Work Element 165 – San Joaquin Valley Household Travel Survey:

The work element lists “FHWA PL Trans” as a funding source. On Page 159, “FHWA MPO Transfer” is listed. This funding is unclear and should be defined in either the appendix or work element.

Thank you for the comment. Fresno COG has clarified in the WE discussion that this funding has been transferred from Kings County Associated Governments pursuant to Caltrans Office of Regional and Community Planning's program to minimize unspent FHWA PL carry over balances.

Work Element 175 – CA Inland Port Regional Infrastructure Accelerators Demo, Program Phase 5:

The work element lists "Fed ACE" as funding source. On page 159, "FHWA ACE Grant" is listed. It is unclear which federal grant program was awarded. Please define this grant program acronym in either the appendix or work element.

Thank you for the comment. Fresno COG has clarified in the WE discussion and funding table that the federal grant being used comes from a Regional Infrastructure Accelerator (RIA) grant.

Thank you again for the opportunity to respond to your comments. Please do not hesitate to contact me should you have additional comments, questions or concerns.

Appendix L - FCOG By Laws

BY-LAWS FOR THE COUNCIL OF FRESNO COUNTY GOVERNMENTS

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

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

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

THEREFORE, BE IT RESOLVED:

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

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

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

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

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

6. Except as provided herein or in the Joint Powers Agreement, the most recent edition of Robert's Rules of Order shall constitute the parliamentary authority for the Council.
7. Officers of the Council shall consist of a Chairman and Vice-Chairman, who shall be elected from the duly authorized representatives of members in good standing. Their duties shall be as follows:
 - a. Chairman: To preside over all meetings, maintain order, decide questions of parliamentary procedure, call special meetings, and such other duties as elsewhere herein provided.
 - b. Vice-Chairman: To perform the duties of the Chairman in the absence of such officer or upon disqualification of such officer.

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

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

Business may be conducted when there are at least five (5) members present to perform the duties of the Policy Advisory Committee. Any motion or action of the Policy Advisory Committee in order to be deemed carried or approved must receive an affirmative vote from a majority of the members present.

14. The Council agenda shall be established by the Executive Director. Subjects for inclusion on the agenda of the Council shall be directed to the Executive Director sufficiently in advance of the Council meeting so as to be reviewed by the Policy Advisory Committee.
 - a. Agenda subjects proposed by the Council shall be referred to the Policy Advisory Committee for its review and recommendation.
 - b. Agenda subjects proposed by persons or organizations not members of the Council shall be placed on the agenda following review and recommendation by the Policy Advisory Committee.
 - c. All subjects on the Council's agenda shall be accompanied by a report from the Policy Advisory Committee, which report shall include the Policy Advisory Committee's voting on the subject.
 - d. The Council Chairman may establish time limits or any other control measure he deems appropriate for presentation or comment.

15. The Council agenda shall be included in written notice of meeting and forwarded to Council members as specified elsewhere herein. Items of an emergency nature which require immediate action by the Council may be added to the agenda upon concurrence of a majority of the members in good standing and representing no less than 40% of the total population of the member agencies.
(By-Law Amendment accompanying JPA Amendment No. 5)
16. All administrative work of the Council shall be performed by or under the direction of an Executive Director, or if specifically directed by the Council, the Policy Advisory Committee. The duties of the Executive Director shall be:
- To serve as Secretary to the Council and Policy Advisory Committee.
 - To serve as Secretary to such committees as the Council may establish.
 - To keep a good and sufficient record of the proceedings and business of the Council.
 - To keep a record and ascertain the qualifications of each duly authorized representative.
 - To maintain files for all reports, correspondence and other business of the Council, the Policy Advisory Committee and other committees as may be established.
 - To coordinate the work program and budget of the Council.
 - To assist member agencies in making application for Federal funds.
 - To maintain a record of all financial transactions.
 - To transmit to his successor all books, records and files of the Council of Fresno County Governments in his possession.
 - To perform such other duties as may be assigned.
17. Membership costs, as specified in the Joint Powers Agreement, shall be due and payable at the start of the Council of Fresno County Governments' fiscal year. The Executive Director shall provide each member agency written notice of its cost due not later than thirty (30) days prior to the due date. If the costs to be shared are not paid within sixty (60) days of the date they are due and payable, the member agency shall immediately be sent written notice by first class mail, advising amount due and consequences of non-payment. If payment is not made within ninety (90) days of the date due and payable, the member agency shall immediately be sent written notice that it is not longer a member in good standing, as specified in the Joint Powers Agreement, and no longer carries voting privileges in the conduct of the business of the Council of Fresno County Governments.
- Good standing shall be restored to a member agency immediately after payment of delinquent costs is received.
18. A proposed annual Overall work Program (OWP) for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in January of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary OWP by March 1 of each year.
- A proposed annual budget for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in February of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary budget by April 1 of each year. The budget shall be a financial plan to undertake the work program of the Council. The Council shall review and *adopted** the budget and OWP at or before the May meeting.
19. The Fresno County Counsel's Office shall provide all legal services to the Council of Fresno County Governments, the Council and any committees as specified in the Joint Powers Agreement, except the Council may retain independent legal counsel when it deems appropriate.
20. The Council shall be responsible for making all amendments to these By-Laws.
- Proposed amendments may be originated by the Council of any duly authorized representative to the Council.
 - Proposed amendments may not be finally acted upon unless all of the members have been given written notice thereof at a prior meeting or by mail at least 15 days prior to the date of the meeting at which final action is to be taken.

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

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

**Typographical error contained in original document.*

JPA Amendment No. 3, dated March 25, 1976, replaced the JPA in its entirety, with accompanying full-replacement of By-Laws

JPA Amendment No. 4, dated June 25, 1985, no formal amendment to By-Laws

JPA Amendment No. 5, dated April 27, 1989, with formal amendment to By-Laws

Appendix M – Joint Powers Agreement

FRESNO COUNCIL OF GOVERNMENTS

JOINT POWERS AGREEMENT

THIS AGREEMENT made and entered into this 25th day of March, 1976, by and between the County of Fresno, a political subdivision of the State of California, and the Cities of Fresno, Clovis, Coalinga, Firebaugh, Fowler, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Huron, Sanger, San Joaquin, and Selma all being municipal corporations of the State of California; WITNESSETH:

(Amendment No. 3)

WHEREAS, the President of the United States, through Executive Order 12372 (FR 30959, July 14, 1982), under the authority vested in him by the Constitution and laws of the United States of America, including Section 401 (a) of the Intergovernmental Cooperation Act of 1968 (42 U.S.C. 4231 (a), Section 301 of Title 3 of the United States Code, and Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 (42 U.S.C. 3334) has ordered that Federal agencies shall provide opportunities for consultation by elected officials of those state and local governments that would provide non-Federal funds for, or that would be directly affected by, proposed Federal financial assistance or direct Federal development; and

(Amendment No. 4)

WHEREAS, the President has ordered that, to the extent permitted by law, Federal agencies shall utilize the State process to determine official views of State and local elected officials and, further, to make efforts to accommodate State and local elected officials' concerns with proposed Federal financial assistance and direct Federal development that are communicated through the designated State process; and

(Amendment No. 4)

WHEREAS, the Governor of the State of California has established clearinghouse procedures pursuant to Executive Order 12372 providing for review of and comment on Federally-assisted programs by local elected officials through the Office of Planning and Research (gubernatorial Executive Order D-24-83); and

(Amendment No. 4)

WHEREAS, the Governor has designated the Fresno Council of Governments as the areawide clearinghouse for Fresno County, California; and

(Amendment No. 4)

WHEREAS, planning concerns in the County of Fresno, and the solution to such concerns often transcend municipal boundaries, making it desirable to regularly bring together representatives of the various governments to discuss common problems, develop consensus of policy questions of mutual interest in order to pursue a coordinated course of action without infringing on the political traditions and powers of the individual governments; and

(Amendment No. 3)

WHEREAS, Section 6500, et. Seq. of the California Government Code (Title 1, Division 7, Chapter 5, Article 1) provide for agreements between two or more public agencies to jointly exercise any power common to the contracting parties; and

(Amendment No. 3)

WHEREAS, the City of Fresno by virtue of its charter, and the County of Fresno, and other incorporated cities, parties hereto, by virtue of Sections 65600 and 65604, inclusive, of the California Government Code have the joint and mutual power to create an areawide planning organization.

(Amendment No. 3)

NOW, THEREFORE, in consideration of these premises, the parties hereto mutually agree as follows:

(Amendment No. 3)

CHAPTER 1

ORGANIZATION

1.1 ADDITIONAL MEMBERS: In addition to the named parties to this agreement, any city not now a member and any other city which may be hereafter incorporated within the boundaries of the County of Fresno, may become a member of the Fresno Council of Governments by executing this agreement without prior approval or ratification of the named parties, and shall thereafter be bound by all of the terms and provisions of the agreement as of the date of execution.

(Amendment No. 3)

1.2 COUNCIL; QUORUM; VOTING:

1.2.1 Council: The Council shall be the governing body of the Fresno Council of Governments. The Council shall be composed of one member of the County of Fresno Board of Supervisors, or in his absence such supervisor as may be present, and the mayors of the member cities, or in a mayor's absence such councilman as may be present.

(Amendment No. 8)

1.2.2 Quorum: A majority of the members in good standing of the Organization, which members represent no less than 40% of the total population of the member agencies in good standing, shall constitute a quorum for the transaction of business.

(Amendment No. 5)

1.2.3 Vote of Council: Any motion or action of the Council in order to be deemed carried or approved must receive an affirmative vote of a majority of the member agencies in good standing, which vote must represent no less than 40% of the total population of the member agencies in good standing.

(Amendment No. 5)

1.3 POLICY ADVISORY COMMITTEE: There shall be established a Policy Advisory Committee which shall be composed of the Chief Administrative Officer of each member agency, or his duly authorized representative, or if no such, or similar position exists, the Committee member shall be designated by the member agency's Council representative to serve at his pleasure, and shall be a full-time employee of the member agency. All matters upon which the Council is to act must first be considered by the Policy Advisory Committee and such matters when considered by the Council must be accompanied by the Policy Advisory Committee's comments and recommendations, if any, and voting record except that the Council may at its discretion consider urgent matters other than adoption of the annual budget or work program without prior consideration by the Policy Advisory Committee.

(Amendment No. 3)

1.4 STANDING TECHNICAL COMMITTEES: The Council may establish such technical advisory committees as may be necessary to assist in carrying out the duties as herein set forth in Chapter 2.

(Amendment No. 3)

1.5 COOPERATING MEMBERS: Subject to the approval of the Council, any governmental entity or public agency or nonprofit organization not eligible for membership under paragraph 1.1 of this Agreement may elect to join the Fresno Council of Governments as a cooperating member.

(Amendment No. 4)

1.5.1 Cooperating members shall be entitled to attend all meetings of the Council but shall not be entitled to vote or participate in debate.

(Amendment No. 4)

1.5.2 Cooperating members shall be entitled to receive data, studies, planning documents, special services, technical assistance, and other written materials and services of the Fresno Council of Governments, subject to policies adopted by the Council.

(Amendment No. 4)

CHAPTER 2

POWERS AND DUTIES

2.1 INTERGOVERNMENTAL COOPERATION: The Fresno Council of Governments shall perform clearinghouse review under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966, Title IV of the Intergovernmental Cooperation Act of 1968, and Executive Order 12372 (FR 30959, July 14, 1982). The Fresno Council of Governments may establish committees and execute memoranda of understanding with local, regional, state and federal agencies to facilitate coordination and cooperation. The Fresno Council of Governments shall be the forum for cooperative decision making by principal elected officials of the member agencies.

(Amendment No. 4)

2.2 COMPREHENSIVE PLANNING: The Fresno Council of Governments shall carry out an ongoing areawide comprehensive planning process as hereinafter set forth and may cause to be developed areawide plans and elements with respect to:

2.2.1 Land Use

2.2.4 Transportation

2.2.2 Housing

2.2.5 Water Quality Management

2.2.3 Open Space

2.2.6 Air Quality Management

The Fresno Council of Governments may from time to time develop or coordinate other plans when authorized to do so by the Council.

(Amendment No. 3)

2.3 PLANNING PROCESS: All plans and plan elements and other projects which the Fresno Council of Governments shall prepare or cause to be prepared shall be done to the greatest extent by member agencies. Consulting services may, when authorized by the Council, be utilized to carry out all or portions of the Work Program. Such consulting services contract may be performed by any member agency and no consulting service contract may be tendered to other than a member agency unless each member agency has been provided with a reasonable opportunity to exercise the right of refusal. In the event of any controversy between member agencies regarding the assignment of consulting services, the Council shall make the final determination.

(Amendment No. 3)

All consulting services performed shall be conducted under the authority of the Fresno Council of Governments and in accordance with the approved work program.

(Amendment No. 3)

All plans upon which the Council is to act must first be submitted to the Policy Advisory Committee and such matters when considered by the Council must be accompanied by the Policy Advisory Committee's comments and recommendations, if any, and voting record

(Amendment No. 3)

2.4 CITIZEN INVOLVEMENT: The Fresno Council of Governments shall carry out a process for citizen involvement in major decisions. Such process may include committees, legal notices and public hearings.

(Amendment No. 3)

2.5 LOCAL TRANSPORTATION PLANNING AGENCY: The Fresno Council of Governments shall carry out the duties of a local transportation planning agency as provided by State Law including administration of the local transportation fund and assisting local governments in claiming, obtaining, and utilizing funds as required by the Transportation Development Act of 1973.

(Amendment No. 3)

2.6 TECHNICAL ASSISTANCE: The Fresno Council of Governments may assist member agencies, or cooperating members by providing technical assistance and services including, but not limited to, governmental management, planning, administration, public involvement, and grants-in-aid when and upon such terms as such assistance is approved by the Council.

(Amendment No. 4)

2.7 WORK PROGRAM: The Fresno Council of Governments shall prepare and adopt annually a multi-year work program which contains a description, including objectives and proposed costs, of all activities to be undertaken.

(Amendment No. 3)

2.8 SPECIAL SERVICES: Consistent with the policies approved by the Council, and the Public Records Act, the Fresno Council of Governments may provide data, studies, planning documents and other written materials to private or public organizations or individuals. Such organizations or individuals shall bear the cost of providing said data, studies, documents and materials, including the reasonable cost of staff time spent in reviewing said data, studies, documents and materials with the requesting party.

(Amendment No. 4)

2.9 REGIONAL VANPOOL SERVICES: The Fresno Council of Governments may operate vanpool services within the County of Fresno and enter into a Joint Exercise of Powers Agreement to operate regional van pool services and related activities, including, but not limited to, obtaining grant funds and borrowing funds for purchasing and leasing vans.

(Amendment No. 6)

2.10 PARTICIPATION IN SAN JOAQUIN JOINT POWERS AUTHORITY:

The San Joaquin Joint Powers Authority will be responsible for the following:

- Working with state and federal agencies to plan, program, and secure funding for improvements for intercity rail passenger services and facilities in the San Joaquin Rail Corridor, including the acquisition or leasing, or use by agreement of right-of-way, stations, and station sites; the leasing or acquisition of or use by agreement of equipment, and related activities.
- Negotiate for and accept funds to be expended for the purpose of providing and improving intercity rail passenger services and activities.
- Develop policy, plan and implement improvements, administer and manage the operations and marketing for the San Joaquin Rail Service as part of the California Passenger Rail System.
- Review and comment on facility, service, and operational plans and programs of the agency or agencies planning potential commuter rail service in the San Joaquin Rail Corridor.
- Coordinate facility, service, and operational plans and programs with other organizations, providing rail service in the San Joaquin Corridor or whom the SJJPA may share common facilities, including Caltrain, Capitol Corridor, the BNSF Railway and Union Pacific or their successor agencies or corporations.
- Advocate before local, regional, state, and federal officials and agencies for improvements to services and facilities for the San Joaquin Rail Corridor.

(Amendment No. 7)

2.11 Interregional Public Transportation Services.

The Fresno COG may act as lead agency, apply for and receive grant funding, enter into agreements to provide funding, administration and oversight for interregional public transportation services. Fresno COG's role as lead agency for interregional public transportation services between Fresno County and the abutting counties of Tulare, Kings, Merced, and Madera shall include oversight to assure that operators of interregional public transportation services provided through agreements with Fresno COG comply with state, local and federal regulations and requirements.

(Amendment No. 9)

CHAPTER 3

LIMITATIONS

3.1 MEMBER AGENCY AUTONOMY: Nothing herein shall be construed as limiting in any manner the power of the respective member agencies and all plans, programs and activities shall at all times be carried out in such manner as so to maintain and insure the separateness and autonomy of the member agencies.

(Amendment No. 3)

3.2 SUBMISSION OF PLANS: The council may consider adoption of any areawide plan or element thereof after such plan or element has been submitted to the legislative bodies of the respective member agencies for this consideration at least forty-five (45) days prior to such adoption.

(Amendment No. 3)

3.3 WORK PROGRAM: The Council may consider adoption of any Annual Budget or Work Program after the preliminary Annual Budget or Work Program has been submitted to the legislative bodies for the respective member agencies for their consideration at least forty-five (45) days prior to final adoption.

(Amendment No. 3)

CHAPTER 4

ENTRY INTO FORCE, AMENDMENT, WITHDRAWAL, TERMINATION AND DISSOLUTION

4.1 ENTRY INTO FORCE: This Amendment shall enter into force and become binding upon its adoption by resolution of the governing bodies of no less than one-half of the eligible agencies in Fresno County which in aggregate represent no less than one-half of the population of Fresno County.

(Amendment No. 3)

4.2 AMENDMENT: The Joint Powers Agreement, as well as any of the provisions may be amended by the approval or ratification of such amendment by the governing bodies of no less than one-half of the member agencies which in the aggregate represent no less than 40% of the population of the member agencies and all member agencies shall thereafter be bound by such amendments.

(Amendment No. 5)

4.3 WITHDRAWAL: Any of the parties to this agreement may by action of its governing body withdraw from the Fresno Council of Governments. Such withdrawal shall be accomplished in the following manner:

(Amendment No. 3)

4.3.1 NOTIFICATION OF INTENT: Written notification of intent to withdraw shall be transmitted to each member of the Council, and to the Executive Director. Such notification of intent must be given no less than ninety (90) days prior to formal withdraw action.

(Amendment No. 3)

4.3.2 NOTIFICATION OF WITHDRAWAL ACTION: Written notification of withdrawal action shall be transmitted to each member of the Council, and to the Executive Director. Such notification shall be given no sooner than ninety (90) days from the date of notification of intent as herein above set fourth in 4.31.

(Amendment No. 3)

4.3.3 EFFECTIVE DATE OF WITHDRAWAL: No withdrawal shall be come effective until nine (9) months from the date of notification of withdrawal as hereinabove set forth in 4.32.

(Amendment No. 3)

4.4 TERMINATION: This agreement may be terminated by resolution of the governing bodies of all of the member agencies or by vote of the Council in accordance with the voting procedures set forth in 1.23. Should this agreement be terminated, the Fresno Council of Governments shall be dissolved in accordance with the procedures hereinafter set forth.

(Amendment No. 5)

4.5 DISSOLUTION: Should the Fresno Council of Governments terminate as set forth above, or for any other reason, the President of the Council shall appoint a dissolution committee, which committee shall be approved by the Council. The dissolution committee shall exist for the sole purpose of settling the affairs of the Fresno Council of Governments, and shall be empowered to immediately take control of all lands, buildings, equipment, accounts, case records, and to conduct all business as may be necessary to dissolve the Fresno Council of Governments and dispose of any assets, to settle all liabilities and shall pay the balance to the member agencies which have been in good standing during the year on the same proportionate basis that costs are shared as set forth in Chapter 5. Should the proceeds be insufficient, the deficit shall be paid by the member agencies on the same proportionate basis.

(Amendment No. 3)

CHAPTER 5

FINANCIAL

5.1 COSTS: Costs incurred by Fresno Council of Governments shall be shared on a proportionate basis in the following manner:

5.1.1 A per capita cost shall be calculated by dividing the total cost by the sum of the total population of member cities and the unincorporated population of Fresno County. The annual population figures published by the California State Controller shall be used to determine the per capita cost.

(Amendment No. 3)

5.1.2 The County share shall equal the per capita cost times the unincorporated population of Fresno County.

(Amendment No. 3)

5.1.3 Each member city shall pay an amount equal to the per capita cost times the city's population.

(Amendment No. 3)

5.1.4 If the costs to be shared are not paid within ninety (90) days of the date they are due and payable as set forth in the by-laws, they shall be delinquent and the member agency shall no longer be a member in good standing until payment is made in full.

(Amendment No. 3)

The Fresno Council of Governments may also, when authorized by the Council and the governing body of any member agency, apply for and receive Federal and State grants-in-aid on behalf of the member agency. Nothing contained herein shall prevent the acceptance by the Fresno Council of Governments, for any of its purposes and functions under this agreement, of donations, grants of money, equipment, supplies, materials and services from any member agency the United States or any agency thereof, of State of California.

(Amendment No. 3)

5.2 ANNUAL BUDGET: The preliminary Annual Budget projecting a financial plan to undertake the work for the ensuing fiscal year shall be prepared by the Executive Director and presented, together with the Work

Program, to the Council and the Policy Advisory Committee at their regular February meetings of each year, and to the governing bodies of all member agencies not less than forty-five (45) days prior to the date scheduled for budget adoption by the Council. The Council shall review and adopt the Annual Budget and Work Program at or before the May meeting.

(Amendment No. 3)

5.3 FUNDS: The Treasurer of the County of Fresno shall be the depository and have custody of all money of the Fresno Council of Governments. The Auditor-Controller of the County of Fresno shall draw warrants to pay demands against the Fresno Council of Governments when approved by the Executive Director. All funds received by the Fresno Council of Governments shall be strictly accounted for and the Auditor-Controller shall cause to be made an annual audit of the accounts and records of the Fresno Council of Governments as prescribed in California Government Code Section 6505.

(Amendment No. 3)

5.4 ANNUAL REPORT: The annual audit report shall be included in and become a part of the Annual Report to the Council and the member agencies.

(Amendment No. 3)

CHAPTER 6

SERVICES AND PERSONNEL

6.1 EXECUTIVE DIRECTOR: There shall be established the position of Executive Director of the Fresno Council of Governments. The Executive Director shall be appointed by the Council and shall serve at the pleasure of the Council. The Executive Director shall be the chief executive officer of the Fresno Council of Governments and shall have charge of all projects and property and personnel. The Executive Director shall be bonded for an amount established by the Council.

(Amendment No. 3)

6.2 SERVICES: The Fresno County Counsel's Office shall provide all legal services to the Fresno Council of Governments, the Council and the committees, provided however the Council may elect to retain independent Counsel when deemed necessary.

(Amendment No. 3)

CHAPTER 7

AMENDMENT OF PREVIOUS AGREEMENTS

7.1 SUPERSEDING: This agreement amends in its entirety the original Joint Powers Agreement of the parties hereto dated September 24, 1969, together with the amendments thereto dated January 30, 1970, and April 25, 1971.

(Amendment No. 3)

It is the intent of the parties hereto that all other provisions of the Joint Powers Agreement dated March 25, 1976, shall remain unchanged.

(Amendment No. 4)

It is the intent of the parties hereto that all other provisions of the Joint Powers Agreement dated March 25, 1976, and of Amendment No. 4 dated June 25, 1985, not herein amended shall remain unchanged.

(Amendment No. 5)

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their respective duly authorized offices as of the day and year first hereinabove written.

(Amendment No. 3)

Amendment No. 3, dated March 25, 1976, replaced the Joint Powers Agreement in its entirety.

Amendment No. 4, dated June 25, 1985

Amendment No. 5, dated April 27, 1989

Amendment No. 6, dated September 10, 2010, renamed to Fresno Council of Governments from Council of Fresno County Governments

Amendment No. 7, dated December, 2012, added San Joaquin Joint Powers Authority participation (approved by each member agency)

Amendment No. 8, dated December 2013, changed section 1.2.1 (approved by each member agency)

Amendment No. 9 dated November 2014, added section 2.11 (approved by each member agency)

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

Cold Springs Rancheria
Carol Bill, Chairperson
P.O. Box 209
Tollhouse, CA 93667
(559) 855-5043

Table Mountain Rancheria
Samuel Elizondo, Tribal Administrator
P.O. Box 410
Friant, CA 93626
(559) 325-0384
selizondo@tmr.org

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.