

# Overall Work Program

## 2014 - 2015



**Fiscal Year 2014-15 OWP**  
**May 2014**

This annual publication describes Fresno COG's work plan, structure, and financial status for the 2014-2015 Fiscal Year. The mandated programs and plans required of Fresno COG, along with the variety of Board approved projects, are described and budgeted in this Overall Work Program (OWP) serving as the annual blueprint for agency activities during the fiscal year.



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OVERALL WORK PROGRAM  
Fiscal Year 2014-15

May 2014

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# Glossary of Common Acronyms

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

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# General Information







## Institutional Arrangements

### OVERVIEW

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

#### Fresno COG's Member Agencies

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

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

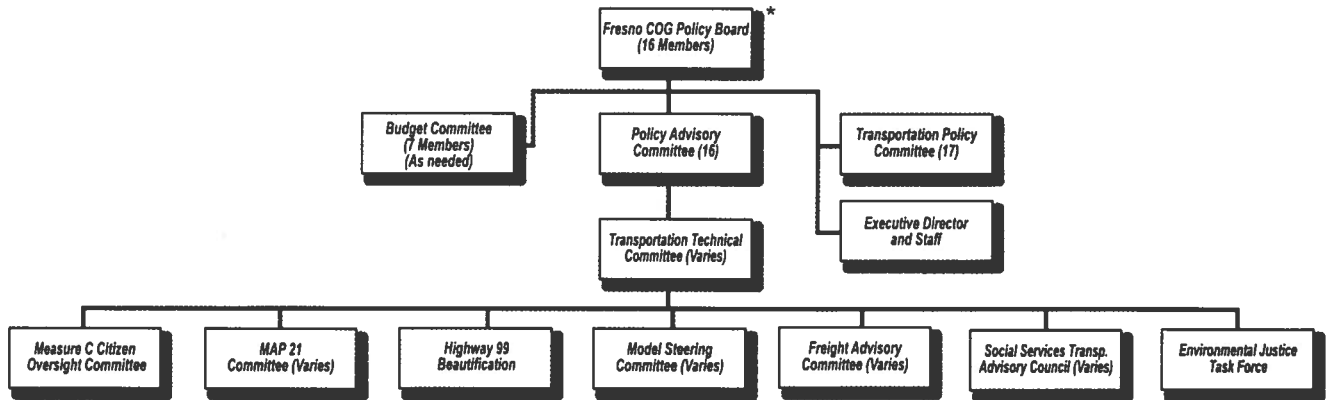
1. Agencies representing over 40% of the population must be in favor of an action, and
2. A Majority of all the members must support the action, that is, nine of the sixteen members.

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

### ORGANIZATIONAL CHART

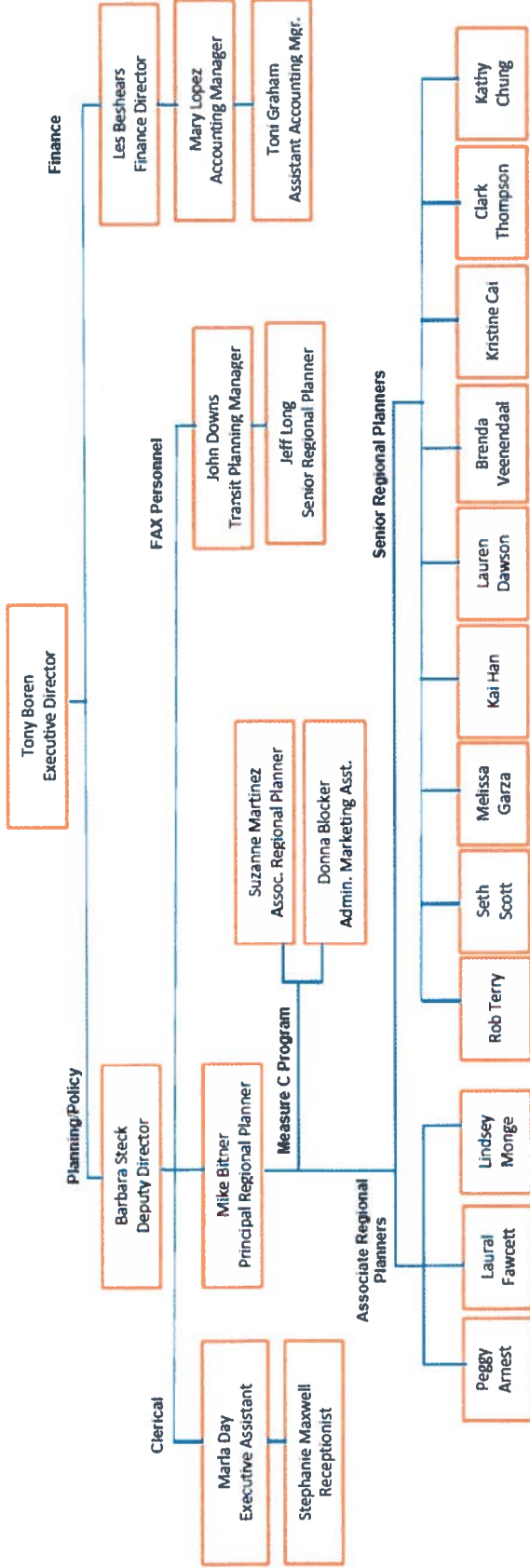
The adopted organizational structure is shown in Exhibit I. Members are represented on the Policy Board by the Mayors of each incorporated city and the Chairman of the County Board of Supervisors, or their designated elected official. The Policy Board governs the agency, setting policy and guiding work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

**Exhibit 1  
 FY 2013-14 Overall Work Program  
 Proposed  
 Organization Chart**



\* Policy Board also sits as:  
 Abandoned Vehicle Abatement Agency  
 Fresno County Regional Transportation Mitigation Fee Agency

**Exhibit 1**  
**FY 2014-15 Overall Work Program**  
**Fresno Council of Governments Staff**



## COOPERATIVE AGREEMENTS

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

- **Member Agency Working Agreements**

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

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

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

Also the MOU specifically provides for participation in development of transportation control measures required pursuant to the 1990 Clean Air Act Amendments. The eight Valley MPOs have provided the staff and analytical support necessary to develop emission inventories, emission budgets, and transportation control measures for SJVAPCD to include in State Implementation Plans (SIPs) for the San Joaquin Valley. The eight Valley MPOs are also charged with addressing the requirements of AB 32 and SB 375 regarding climate change and greenhouse gas emissions. The scope of required activities for the cooperative planning has been included in a valleywide work plan, and those activities applicable to the Fresno COG are included in the OWP.

- **Eight County Memorandum of Understanding**

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

The eight San Joaquin Valley regional transportation planning agencies have executed a Memorandum of Understanding in response to requirements for a coordinated, comprehensive, regional transportation planning process contained in the Federal Transportation Act, MAP-21. This MOU was revised and adopted September 21, 2006. Specifically this MOU provides for the close coordination of planning activities where interregional issues are involved. Areas currently being coordinated are the Regional Transportation Plan, the Transportation Improvement Program, air quality conformity process, transportation control measures, congestion management planning, Blueprint implementation

and transportation modeling. The MOU establishes a strong working relationship between the eight existing transportation planning agencies and satisfies federal requirements to have a cooperative agreement between agencies located within the nonattainment area boundaries.

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

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

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

- **Transportation Policy Committee**

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



## **Rationale for Defining the Region**

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

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



## **Policy Making Process**

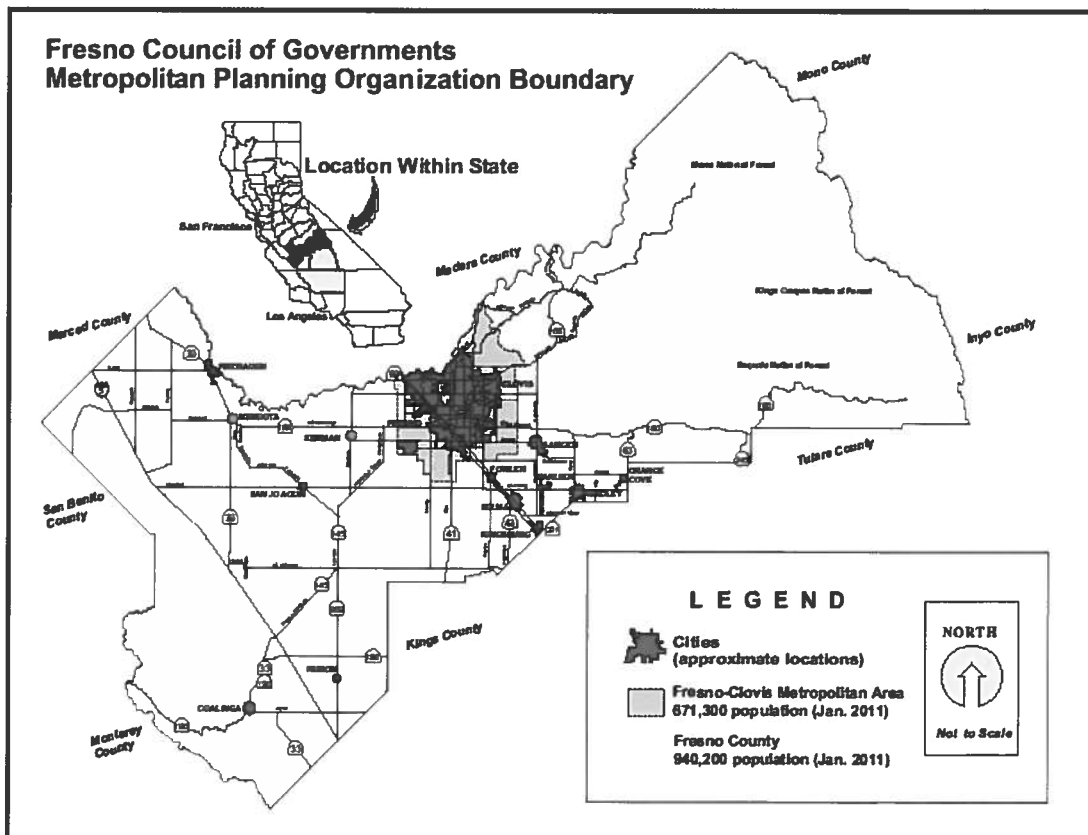
Policy decisions are made by the Fresno COG Policy Board composed of the Mayors of each incorporated city and the Chairman of the County Board of Supervisors, or their designated representatives.

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

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

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

## EXHIBIT 2



## METROPOLITAN PLANNING ORGANIZATION BOUNDARY

The scope of policy making responsibilities include the following:

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



### Coordination Statement

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



### Public Participation

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

Currently, citizens are represented on the following committees: Airport Land Use Commission of Fresno County; Transportation Technical Committee; Association for the Beautification of Highway 99; Fresno COG's Senate Bill 375 Task Force; Model Coordinating Committee; Regional Transportation Plan Roundtable; Environmental Justice Task Force; Social Service Transportation Advisory Council; Measure C Citizen Oversight Committee; Programming Coordination Group; San Joaquin Valley Greenprint Planning Process Steering Committee and the Technical Advisory Committee. Reports from these committees ensure that all committee member viewpoints are reviewed by the Policy Advisory Committee and the Policy Board. Citizens



are encouraged to participate in whatever capacity may be appropriate to their cause. All Transportation Technical Committee meetings, Policy Advisory Committee meetings and Board meetings are open public meetings. The Social Services Transportation Advisory Council holds an annual public hearing on unmet transit needs within the county. Matters of important public consequence, such as federal-aid programs, are announced to the general public through press releases to all newspapers within the County, and are posted on Fresno COG's website. Official matters requiring public hearings also require legal notices and are followed up with press releases and a posting on Fresno COG's website and mass emails. Efforts to expand public participation include announcing plan and program development as well as regular progress announcements, i.e. draft availability and public hearing opportunities.

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

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

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



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

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

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

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

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



## **Staff**

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





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

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

Projects for the TIP are assembled from overall recommendations contained in the adopted Regional Transportation Plan and a process established pursuant to federal guidelines including activities related to Title IV of the Civil Rights Act. Projects will also be selected, as appropriate, from the required Congestion Management System analysis (CMS) and the Regional Transportation Plan and Measure "C" Expenditure Plan. The TIP process is undertaken through a joint committee process to ensure that it is representative of local agency staff and the Policy Board. Documentation is also reviewed by citizens sitting on advisory committees to enable them to have input during the development, review and adoption of these reports.



## **Environmental Protection Statement**

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



## **Historic Preservation**

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



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

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

Social impacts of the transportation plan have primarily focused on documentation that planned public transit services respond to the needs of the transit dependent. The economic effects of the regional plan will be

analyzed triennially and documented in the Financial Element. Consideration of social, economic and environmental issues are also included as part of projected work activity in the Overall Work Program.



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

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



## **JARC/New Freedom**

In 2008, Fresno COG completed the Fresno County Human Services Coordinated Transportation Plan and Fresno County Human Services Coordinated Transportation Project Management Plan. Under the direction of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), Fresno COG led development of a coordinated human-service transportation plan that provides a strategy for meeting local needs. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of environmental justice populations in Fresno County. Fresno COG also led the development of a project management plan that outlines implementation of a program that administers some aspects of the Federal Transit Administration (FTA) Section 5316 (JARC) and Section 5317 (New Freedom) grant program.

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

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



## **Energy Conservation**

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



## Consideration of Existing Private Mass Transportation Services

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



## Other Technical Activities

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

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

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

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

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

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

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

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

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

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



# Comprehensive Planning Process

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## Planning Area

Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With over \$6.6 billion a year in commercial crop production it is the nation's leading agricultural-producing county. The January 2013 population of 952,200 places Fresno as the tenth most populous of the 58 California counties. There are fifteen incorporated cities, three federally recognized Native American Tribes and the county contains a federally-recognized urbanized area - the Fresno Clovis Metropolitan Area - with a January 2013 population of about 679,800. The county is composed of four distinct geographic areas; the coastal range on the west, the San Joaquin Valley in the central portions, the Sierra Nevada foothills to the east of the valley, and the Sierra Nevada Mountains along the eastern boundary. Fresno County contains portions of the Sierra and Sequoia National Forests, a portion of Kings Canyon National Park and provides a major access to Sequoia National Park and Yosemite National Park.



## Planning Designations and Responsibilities

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

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

### REGIONAL TRANSPORTATION PLANNING AGENCY (RTPA)

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

#### Plans & Programs

RTP	Regional Transportation Plan
TSME	Transportation Systems Management Element
RTIP	Regional Transportation Improvement Program
TCM	Transportation Control Measures

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

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

## **AREAWIDE PLANNING ORGANIZATION**

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

## **TRANSPORTATION MANAGEMENT AREA**

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

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

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

## **LOCAL CLEARINGHOUSE**

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

## **CENSUS DATA CENTER**

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

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



## Funding the Fresno COG Planning Program

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

### LOCAL

**Member Dues** - Participating member agencies are annually assessed dues proportionate to their percentage of total county population. Since 1973 total dues revenue have been set at \$40,000, except for those years when the COG Policy Board chose to utilize the services of a lobbyist to represent Fresno COG in Sacramento. That consultant contract has expired, however, and the dues will remain at \$40,000 for the 2014-15 fiscal year.

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

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

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

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

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

### STATE

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

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

## FEDERAL

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

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

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

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

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

## OTHER FUNDING SOURCES

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



## Status of Comprehensive Planning Process

### SUMMARY

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

- Transportation (highways, public transportation, rail, aviation, and non-motorized)
- Congestion Management
- Regional Land Use
- Housing
- Air Quality
- Environmental Conservation



- Transportation Demand Measures
- Open Space
- Seismic
- Water and Sewer
- Technical Assistance to Members

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

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

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

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

## **MPO PLANNING CERTIFICATION PROCESS**

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

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

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

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

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

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



## MAP-21 Issues

On July 6, 2012, President Obama signed into law the new federal Surface Transportation Act, Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141). MAP-21 is the first long-term highway authorization enacted since 2005. The intent of MAP-21 is to create a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining, operating, and rehabilitating current infrastructure conditions, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991 under ISTEA.

MAP-21 makes significant changes to the federal transportation program and funds surface programs for federal fiscal years 2012-13 and 2013-14. MAP-21 does not address the issue of the declining balance in the Federal Highway Trust Fund; instead funds the two year program with ten year of “savings” and “consolidation” of other federal programs. There are now six core formula programs; National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings (set-aside from HSIP), Metropolitan Planning along with two new formula programs; Construction of Ferry Boats and Ferry Terminal Facilities and the Transportation Alternatives Program (TAP). Though the programs have changed, the states have flexibility over the distribution of funding programs which allowed for a MAP-21 funding proposal that implements maintaining the status quo of SAFETEA-LU funding level for overall funding.

While it still remains unseen as to whether or not MAP-21 will fulfill its intent for the two years of its enactment, we, as an MPO, currently face some issues regarding implementation and funding of the new legislation. The two-year bill has been enacted into law but the full implementation, programming specifics and performance metrics are still being developed at the federal and state levels. The Transportation Alternatives Program has been combined with the state of California's Active Transportation Program (ATP) and the guidelines for the ATP are still under development. MAP-21 expires in October of 2014 and some of the programs as well as the performance metrics are under development. Fresno COG actively engages in all MAP-21 implementation discussions and collaborates with interested parties, Caltrans, the California Transportation Commission (CTC), local agencies and FHWA to ensure that MPO input is provided for the remainder of this act and throughout the development of the future act.



## Funding

The key problem facing all transportation modes is still the lack of available funding for system preservation, system management and system expansion. Existing transportation state funding for local streets and roads have been impacted and continue to be at risk due to several factors such as declining California excise tax revenues and diminishing revenues in the Highway Trust Fund. California's Metropolitan Planning Organizations and Regional Transportation Planning Agencies are striving to implement regional transportation plans and sustainable communities but are challenged when trying to identify strategies for long term, sustainable and reliable funding solutions. Existing revenue streams dedicated to funding transportation system needs have not kept pace with the cost to operate, maintain, rehabilitate and expand the national and state transportation network. Traditional mechanisms for funding the transportation network are based on taxes tied to diminishing fuel usage. This funding is unsustainable given growing

population, inflation, the proliferation of fuel efficient and alternative fueled vehicles, among other factors. Although the state's finances are at a point where obtaining additional transportation dollars to address local needs may be difficult, the thought of having our already insufficient local road funds reallocated to address the state's budget is always a real concern for cities and counties. California's cities and counties own and maintain 81% of the paved miles in our state -- but don't receive nearly sufficient funding from the state to maintain this essential part of the California transportation network.

The 2012 California Statewide Local Streets and Roads Needs Assessment was released March 2013. The report is published every two years, and continues to show that there is a steady downward trend in the pavement condition since 2008. It will take \$8.22 billion annually over the next 10 years to bring the pavement condition and essential components such as storm drains, gutters, sidewalks and curbs of local streets and roads to the most cost effective maintenance level. This report shows that there is a funding shortfall of more than \$82 billion over the next 10 years to bring the system up-to-date. The current funding level for the local system is \$2.5 billion a year. Just maintaining the status quo for pavements will require an investment of an additional \$1.9 billion a year. For the first time, the report includes a first time in-depth study of bridge needs. The report shows that pavement conditions are deteriorating across California, and that while the costs are high for even the most basic repair and maintenance, the price tag for waiting is far higher, from both an economic and a public safety standpoint. Reliable local streets and roads increases the safety and livability of our communities.

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

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

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

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



## Travel Demand and Air Quality

Modifying travel demand is an increasingly important issue for the future, both in terms of congestion management and air quality. Current financial, energy, and environmental resources are overburdened, and the seriousness of this region's air quality problems may lead to implementation of more stringent measures to reduce future vehicle travel. Public transit continues to play a major role in undertaking any proposed transportation systems management activities. With the additional responsibility of meeting ARB required greenhouse gas emission reduction targets in the future, it becomes

even more critically important that the state and federal governments continue or increase their present level of resource allocation to support local transit and intercity rail programs.

The Federal Clean Air Act Amendments of 1990 placed tough new requirements on the sources and causes of air pollution in areas which fail to meet federal 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 conformity" refers to the *process* whereby transportation plans, programs and projects are shown to conform to the requirements of the Clean Air Act Amendments and applicable State Implementation Plans (SIPs).

The San Joaquin Valley Air Basin is designated nonattainment for ozone and particulate matter. The Fresno-Clovis Metropolitan Area is designated by EPA as an attainment/maintenance area for carbon monoxide. On December 12, 2008 EPA redesignated the San Joaquin Valley Air Basin to attainment/maintenance for the National Ambient Air Quality Standard for PM10, and also approved the maintenance plan for the area. As a result of the federal designations, conformity determinations must demonstrate conformity for ozone, CO, PM10, and PM2.5. FHWA/FTA last issued a finding of conformity for the 2013 Federal Transportation Improvement Program and the 2011 Regional Transportation Plan, including amendments on July 8, 2013.

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

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

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



## Livable Communities and Transit Oriented Development

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

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



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

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

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



## Capacity Problems / Corridor Needs

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

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

The Fresno COG will continue to work with the cities of Fresno and Clovis and the County to assure that all transportation control measures, such as signal synchronization and computer traffic control systems as contained within the CMAQ program are implemented. A grant funded Intelligent Transportation System Strategic Deployment Plan was completed in 1999-2000 and a valleywide ITS plan consistent with the Fresno County plan was completed in 2001. Fresno COG's ITS plan update should be completed by December 2014.



## Local Maintenance, Rehabilitation, Reconstruction and New Construction

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



## Public and Social Service Transportation

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

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

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

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

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



## Aviation

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

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

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



## Rail

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

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

Of particular importance on an on-going basis is California's high-speed rail project. Fresno COG has in the past and will in the future devote considerable staff time and resources to the many different high-speed rail issues. These issues include planning for and securing a heavy maintenance facility in Fresno or its vicinity and other economic opportunities



associated with the high-speed rail project; station area planning and design; potential use of eminent domain; and numerous jurisdictional, financial, environmental, and social equity issues.



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

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

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



## **Management Systems**

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



# Planning Emphasis Areas & Metropolitan Planning Factors



## FTA/FHWA Planning Emphasis Areas

Planning emphasis areas (PEAs) are policy, procedural and technical topics that federal planning fund recipients must consider when preparing work programs for metropolitan and statewide planning and research assistance programs.

The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have identified the following emphasis areas for California's transportation planning and air quality program in Federal FY 2014.

### State Emphasis Areas

<i>Work Element</i>	Core Planning Functions	Performance Management	Safety	Livability/ Sustainability	State of Good Repair
110 Strts/Hghwys		X	X		
111 Modeling	X	X	X	X	
112 Monitoring	X	X	X	X	
114 Fresno Co. ITS Update	X	X	X		
115 Regional Transportation Mitigation Fee					X
116 National Park Study				X	
117 Golden State Infrastructure			X	X	
120 Regional Public Trans. Plng - FCMA					X
121 Public Transit-Human Service Trans.-JARC/New Freedom				X	X
125 FCMA Strategic Services					
150 Other Modes - Aviation, Rail, Bicycle & Ped.	X	X	X	X	
152 High Speed Rail Planning	X	X	X	X	
153 Airport Land Use Commission			X	X	
170 RTP	X	X	X	X	X
172 Cong. Mgmt.		X	X		
180 Air Quality	X	X	X	X	
210 Measure "C" Reauth. Impl.					
211 Meas. C Citizen Oversight Comm	X	X	X	X	
212 Meas. C Rideshare/Vanpool Coord.			X	X	
214 Meas. C - Seniors/Paratransit/Taxi Scrip			X	X	
215 Meas. C - Farmworker Vanpool			X	X	
220 Prg. Develop.	X	X	X	X	X
310 Intergov'tl Coord.				X	
311 Public Particip.	X				
313 Environmental Justice	X	X	X	X	
314 Ventura Kings Canyon Corridor			X	X	
320 Member Assist.	X	X	X	X	
340 Transp. Demand			X		

350 Data Center	X				
360 One Voice Advocacy		X			
420 Regional Housing/Countywide Housing Element	X			X	
814 Prop 84 - Sustainable Communities Grant			X	X	
820 Valley Coordination Activities	X	X			
910 Administration		X			
911 OWP/Budget		X			
912 TDA					
920 FCRTA					X
930 Fresno County Trans. Authority Admin					X
940 Freeway Service Patrol	X	X	X	X	X
950 Abandoned Vehicle Abatement Program				X	X

**Core MPO Planning Functions**

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

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

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

**Performance Management**

Since MAP-21 passed in 2012, there have been several outreach efforts in California providing information for its implementation. Despite the fact that the regulatory framework for implementing the MAP-21 Performance Management requirements has not yet been established, MPOs are strongly encouraged to use their OWPs to highlight their efforts toward establishing performance measures for the following required areas:

- Pavement condition on the interstate system and on remainder of the National Highway System (NHS)
- Performance of the interstate system and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the interstate system

**Safety**

MAP-21 continued the Highway Safety Improvement Program (HSIP) as a core federal-aid program. The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads (including non-state-owned public roads and roads on tribal lands) through the implementation of infrastructure-related highway safety improvements.

The specific provisions pertaining to the HSIP are defined in Section 1112 of MAP-21, which amended Section 148 of Title 23, *United States Code* (23 USC 148) to incorporate these provisions. These requirements include the development of Strategic Highway Safety Plan (SHSP) in consultation with other key state and local highway safety stakeholders.

The 2014 OWPs should identify all safety planning efforts undertaken for Regional Transportation Plans and FTIPs, and ensure that safety projects and programs are consistent with the Caltrans SHSP.

### **Livability/Sustainability**

Livability/Sustainability is about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets. This includes addressing safety and capacity issues on all roads through better planning and design, maximizing and expanding new technologies such as ITS and the use of quiet pavements, using Travel Demand Management approaches to system planning and operations, etc. MPOs are encouraged to assure that new Regional Transportation Plans incorporate the following livability/sustainability principles:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Leverage federal policies & investment
- Value communities and neighborhoods

### **State of Good Repair**

The President has called for new state-of-good-repair (SGR) investments in our nation's transit systems, sounding the call to reinvest in and modernize our assets. MAP-21 places new emphasis on restoring and replacing aging transportation infrastructure by establishing a new needs-based formula program, with a new tier for high-intensity bus needs. The new program defines eligible recapitalization and restoration activities, with a goal of bringing all systems into a state of good repair. Grantees are required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole.

Maintaining transit systems in a high state-of-good-repair is essential for the provision of safe and reliable service. SGR is the effective recapitalization of transit assets, identifying critical timing for preventive maintenance and increasing the focus on asset management practices. It also includes the assessment of capital asset condition, strategies to obtain additional local re-investment including innovative financing strategies and additional identification of preventive maintenance practices. MPOs are encouraged to support planning strategies for the effective recapitalization of transit assets that would include:

- Asset Management, Assessment and Replacement Planning,
- Planning and Programming for Effective Preventive Maintenance, and
- Planning Innovative Financing Strategies for System Repair and Expansion.

## Metropolitan Planning Factors

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



## MAP-21 METROPOLITAN PLANNING FACTORS

With the renewed focus on transportation planning brought about by the MAP-21, Transportation Secretary Foxx, and the pending issuance of proposed transportation planning regulations, Federal Highway Administration (FHWA) and Federal Transit Administration's (FTA) Offices of Planning are jointly issuing Planning Emphasis Areas (PEAs). The PEAs are planning topical areas that we want to place emphasis on as the Metropolitan Planning Organizations (MPOs) and the State DOTs develop their respective planning work programs. We are asking our FHWA and FTA field offices to meet with their MPO and State DOT counterparts to discuss these emphasis areas and encourage the MPOs and the States to develop and identify work tasks associated with the planning emphasis areas for inclusion in their upcoming unified planning work programs and statewide planning and research work programs for Federal FY-2015. The planning emphasis areas for Federal FY-2015 include:

### **MAP-21 Implementation**

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

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

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

### **Ladders of Opportunity**

- *Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.* Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

**ATTACHMENT A**  
**FRESNO COUNCIL OF GOVERNMENTS**  
**OTHER PLANNING ACTIVITIES WITHIN THE REGION**  
**FY 2014 - 2015**

**Informational Element Matrix**

The following is a list of planning activities for which Caltrans is involved in within the MPO region.

<b>Activity Description</b>	<b>MPO Work Element Number</b>	<b>Funding Type</b>	<b>Product(s)</b>	<b>Work Performed By</b>	<b>Due Date</b>	<b>FSTIP Prgmng.</b>
Caltrans work elements for OWP, progress reports, reimbursement and monitoring	N/A	FED/STATE	OWP Management	Caltrans	On-going	No
IGR/local development reviews	N/A	STATE	Recommended mitigation for development impacts on State facilities	Caltrans	On-going	No
Update Various System Planning Documents	N/A	STATE	Various System Planning Documents	Caltrans	On-going	No
State Route 43- Transportation Concept Report	N/A	STATE	Update the Transportation Concept Report for State Route 43	Caltrans, Tribal Governments, Local Governments, MPO's	In Progress	No
State Route 65- Transportation Concept Report	N/A	STATE	Update the Transportation Concept Report for State Route 65	Caltrans, Tribal Governments, Local Governments, MPO's	In Progress	No
State Route 168 -Transportation Concept Report	N/A	STATE	Update the Transportation Concept Report for State Route 168	Caltrans, Tribal Governments, Local Governments, MPO's	In Progress	No
Valley-wide GIS	N/A	STATE	Coordinate Integration of Valley-wide GIS into Caltrans GIS	Caltrans	On-going	No
California Transportation Plan	N/A	STATE	The California Transportation Plan (CTP) 2040 is on schedule to be approved by CalSTA in December 2015. The CTP will assess how MPO's Sustainable Communities Strategies will influence the Statewide Multimodal transportation system.	Caltrans	December 2015	No



Activity Description	MPO Work Element Number	Funding Type	Product(s)	Work Performed By	Due Date	FSTIP Prgmng.
Update District 6 Bicycle Map	N/A	STATE	Current State Caltrans - District 6 Bicycle Guide	Caltrans	In Progress	No
Corridor Preservation Analysis (various locations)	N/A	STATE	Ultimate Freeway and Interchange Footprints	Caltrans	On-going	No
California Partnership for the San Joaquin Valley Strategic Action Proposal	N/A	STATE	Implementation of Land Use and Transportation Work Group recommendations on issues related to Highway 99	Caltrans, CTC, SJV MPOs Local governments, Highway 99 Task Force	In Progress	No
Route 99 Business Plan Update	N/A	STATE	Implement projects in updated Rte 99 Business Plan with funding strategies to ensure timely delivery of projects given available resources	Caltrans in coordination with valleywide MPO	On-going	No
CT Environmental Justice Grant	N/A	STATE	City of Huron: Mobility, Access & Safety Project	City of Huron, Caltrans, Consultants	2/28/2014	No
CT Environmental Justice Grant	N/A	STATE	Ventura/Kings Canyon Corridor Revitalization Project	City of Fresno, Caltrans, Consultants	2/28/2015	No
CT Statewide or Urban Transit Planning Study Grant	N/A	STATE	Fresno/Clovis Metropolitan Area Public Transportation Strategic Service Evaluation	City of Fresno, Caltrans, Fresno Area Express, Consultants	2/28/2015	No
Mass Transit-Fresno County Rural transit Agency (FCRTA)	N/A	FED/STATE	Coordinate & Administer 5311, CMAQ, Capital, STIP programs w/local agencies to enhance the use of public transportation systems in city and rural areas.	Caltrans & FCRTA	On-going	No
Tribal Consultation	N/A	FED/STATE	Coordinating projects that impact the State Route, Big Sandy, Cold Springs, and Table Mountain Rancherias including Indian Reservation Roads Inventory Program	Caltrans, Tribal Governments	On-going	No



# **Work Element Descriptions**

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### OBJECTIVE

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

### DISCUSSION

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

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

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

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

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

As Fresno moves toward the development of a Sustainable Communities Strategy, future planning will accommodate the needs of the growing population resulting in public involvement during the project planning and design process. Projects that reduce automobile dependency such as transit, pedestrian and bicycle access compatible with land use that will easily and safely link individuals to alternative modes of transportation, neighborhoods, parks, commerce, social services, job opportunities, etc. will be developed.

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

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

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

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

As part of the investment analysis activities mentioned above, Fresno COG will develop a Retrofit Soundwall Study to be conducted by a qualified consultant for various corridors in Fresno County. Traditionally, Caltrans had been the agency responsible for identifying the need for soundwalls, as well as responsible for the construction and maintenance of soundwall projects in California. Due to the increasing backlog of projects, SB 45 was passed in 1997 which transferred the responsibility of identifying the need and identifying funding for the construction of soundwalls to the Regional Transportation Planning Agencies and their respective local jurisdictions. This study will assess a need for noise mitigation in residentially populated areas adjacent to a state highway.

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

The Kings County Association of Governments is the lead agency administering the grant and Fresno COG, as well as Tulare County Association of Governments are the partnering agencies for the grant. As the three partnering COG's struggle with limited funding resources for transportation projects, having current and detailed transportation data for the SR 198 will enable the three agencies to invest in highway improvements prudently in the future. Consultation and coordination will be accomplished with the Santa Rosa Tachi Yokuts Tribe and will be part of the partnership in development of the SR 198 Corridor Preservation and Implementation Strategic Plan.

State Route 198 is a critical east-west roadway connecting State Route 99 to Interstate 5 through Fresno, Kings, and Tulare Counties, and is essential in moving people and goods through and beyond the region. The next step for SR 198 is to propose and implement an alternative mix of incremental and lower cost/higher benefit improvements, strategies, and actions to optimize corridor performance and promote the highest sustained safety, productivity, and reliability of the highway. This step requires the preparation of a study that will evaluate the safety and effectiveness of SR 198, that will update the highway information, and that will establish a set of performance measures to prioritize a list of recommended projects for incremental improvements. These initial steps will ultimately position the corridor for final design and for potential competitive funding while at the same time meeting the freight corridor requirements included in the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) legislation.

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

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

The issue of excessive litter on Fresno County's urban and rural freeways and state highways was a topic of discussion at Policy Board meetings during the previous fiscal year. In an effort to provide additional information to Fresno COG's Policy Board, staff proposed to conduct a survey to assess whether voters think litter on our freeways and highways is an issue and to gauge support for amending Measure "C" to provide funding for litter clean-up. Following discussions held with the Transportation Technical Committee, the Policy Advisory Committee, COG Policy Board, the Measure "C" Oversight Committee and the Fresno County Transportation Authority the overall consensus was that it is not the appropriate time to amend the Measure for this purpose. In order to address the litter situation Caltrans has added crews from California Department of Corrections and Rehabilitation, In order to address the litter issue Fresno COG is working to raise awareness, enforcement, education, and has become the only MPO in California to become a Keep America Beautiful Affiliate.

## **PREVIOUS WORK COMPLETED**

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



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

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

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

At the request of the Association for the Beautification of Highway 99, Fresno COG has agreed to fund an update for the Highway 99 Beautification Master Plan (Hwy 99 BMP). The original Hwy 99 BMP was adopted in 2000. It is anticipated that Fresno COG will release a Request for Proposals for the Hwy 99 BMP Update in the Fall of 2014. The Update will include rewrites of the Introduction, Goals and Objectives, and Existing Conditions Sections. Also included will be updates to the Planning Process, Opportunities and Constraints, Proposed Beautification Improvements, Landscape and Architectural Guidelines, and Implementation sections. The updating of Appendixes I - III will also be incorporated in the update. Consultant selection is anticipated by the end of 2014. It is anticipated that the contract will run approximately 6 months.

## **STREETS AND HIGHWAYS PLANNING PRODUCTS**

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

## **STREETS AND HIGHWAYS PLANNING TASKS**

- 110.01 Highway 99 Beautification Master Plan Update
- 110.02 Coordinate planning and design assistance for Courthouse Park regarding Bus Rapid Transit (BRT) and Pedestrian movement/access

- 110.03 Develop/coordinate RFP process and award contract for the Retrofit Soundwall Study
- 110.04 Project Initiation, Public Outreach, Update on Corridor Study, Preparation and Acceptance of the Plan for SR 198

110 Regional Streets and Highways Planning															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
<b>Streets &amp; Highways Planning</b>															
110.01 Highway 99 Beautification Master Plan Update	■		12.5	■	■	■	■	■	■						
110.02 Courthouse Park BRT Pedestrian Movement/Access Study	■		12.5	■	■	■	■	■	■						
110.03 Retrofit Soundwall Study	■		62.5	■	■	■	■	■	■	■	■	■	■	■	■
110.04 SR 198 Corridor Plan	■	■	12.5					■		■	■	■	■	■	■

110 Regional Streets & Roads

Budget	Adopted Budget	Adopted Budget	Annual Budget	FTA	FHWA	FHWA Carry Fwd	LOCAL FUNDS
Account	2012/13	2013/14	2014/15	5303	PL		
Salaries	3,762		6,721				
Benefits	1,326		2,466				
Overhead	3,006		5,129				
<b>Total Staff Costs</b>	<b>8,094</b>	<b>0</b>	<b>14,316</b>		<b>14,316</b>		<b>0</b>
Direct Costs							
Consultants		80,000	130,000	30,000	0	88,530	11,470
Agency Pass Through	0	0	0		0		
Grant Administration		13,750	0				0
<b>Total Direct Costs</b>	<b>0</b>	<b>93,750</b>	<b>130,000</b>	<b>30,000</b>	<b>0</b>	<b>88,530</b>	<b>11,470</b>
<b>TOTAL</b>	<b>8,094</b>	<b>93,750</b>	<b>144,316</b>	<b>30,000</b>	<b>14,316</b>	<b>88,530</b>	<b>11,470</b>
LTF MATCH 11.47%						11,470	
TOLL CREDIT MATCH 11.47%				3,441	1,642		
Consultants							
Soundwall Study	100,000						
BRT Station Ped Study	10,000						
Freeway Litter Survey	10,000						
SR 99 Plan Update	10,000						
	130,000						



### OBJECTIVE

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

### DISCUSSION

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

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

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

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

Traffic model runs are made as necessary to support transportation planning, conformity analysis and greenhouse gas emissions analysis. The COG staff also runs the latest EMFAC emissions model for air quality in support of transportation conformity. This activity supports both highway planning activities and the air quality conformity process. Fresno COG has staff positions to provide a continuing focus on developing and maintaining socioeconomic data for the model with specific focus on future projections. Fresno COG is the recognized source of traffic projections for the FCMA, Fresno County and the Caltrans Intermodal Transportation Management System.

Fresno COG staff used the Envision Tomorrow visioning tool to help test various land use scenarios for SB 375 target setting and Sustainable Communities Strategies. Envision Tomorrow is a suite of urban and regional planning tools used to design and test land use decisions and their effect on transportation and air quality.

Staff will continue to support implementation of the latest EMFAC air quality model. A related action is participation in activities related to coordination of valley wide modeling analysis and participation in the San

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

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

Fresno COG will be updating and recalibrating/revalidating the new model when the results of the California Household Travel Survey, American Community Survey data and the Census Transportation Planning Package.

Fresno COG is developing an Integrated Transportation and Health Impacts Model (ITHIM) to estimate the health co-benefits and potential harms from active transportation and low carbon driving in Fresno County.

## **PREVIOUS WORK COMPLETED**

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

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

The new Fresno COG MIP model was used extensively for development of new proposed Greenhouse Targets and development of Sustainable Communities Strategy (SCS) for the 2014 RTP.

## **TRANSPORTATION MODELING PRODUCTS**

1. Current social economic database containing latest projections and area distributions derived from Fresno County and cities of Fresno and Clovis planning assumptions (Years 2008 through 2040).
2. Modeling tools adequate to support ongoing land use/transportation planning activities.
3. Reports, studies and analyses documenting findings derived through the use of transportation modeling tools.
4. Minutes and other documentation related to the activities of the Fresno COG Model Steering Committee.

5. Updated Countywide mode choice peak period and daily traffic model calibrated to 2008 base year using Cube software.
6. Updated future year traffic models: 2008, through 2040.
7. Model documentation.
8. Numerous Transportation Conformity Findings for Fresno County.
9. San Joaquin Valley Truck Model
10. Green House Gas targets developed for submittal to the CARB
11. Developed the Sustainable Communities Strategy for the 2014 RTP

## TRANSPORTATION MODELING TASKS

- 111.01 Maintain social economic database to include incorporation of new planning assumptions and projections based upon revised agency land use plans and assumptions and monitored area growth. This task is to be closely coordinated with modeling activity in WE 180 - Air Quality Transportation Planning. A reservation of \$10,000 for consultant support in database development activities, acquisition of additional commercially available database materials, and other data as needed to refine current model is included in this task.
- 111.02 Continue development of the COG Transportation Models
- 111.03 Provide transportation modeling support for special studies related to transportation systems management strategies and related air quality analysis, major investment analysis, limited transit service evaluations, Transit Oriented Development (TOD), SB 375 target setting and Sustainable Communities Strategies development and address special transportation planning issues.
- 111.04 Maintain future year Fresno County Traffic Forecast Model including population and employment projections based upon adopted agency plans. At a minimum, projections are required for the 20 year planning horizon and intermediate planning years consistent with air quality planning requirements.
- 111.05 Provide traffic modeling data as basis for EMFAC air quality model runs in support of air quality planning activities, and conformity determinations.
- 111.06 Provide continuing staff support to the Fresno COG Model Steering Committee with quarterly or as required, meetings to review model assumptions and analyze modeling output.
- 111.07 Participate in activities related to coordination of traffic modeling activities on a valley wide basis to include interaction with other valley transportation planning agencies, the SJVAPCD, and state and federal agencies as appropriate.
- 111.08 Maintain on-call modeling services contract to provide assistance in creating specialized script files, troubleshooting modeling problems and providing staff with specialized training in dealing with the latest air quality regulations. This contract provides the following benefits:
  - Assist COG staff with development of new and refined script when needed especially for air quality and conformity purposes.
  - Research and develop new scripts and processes that will help staff use the model more effectively
  - Troubleshoot major and minor problems.
  - Assist in the professional development of the COG modeling and demographic staff.
  - Assure that staff is aware of the latest land use techniques and data.
  - Keep staff informed on the latest modeling techniques and software.
- 111.09 Development of an integrated Transportation and Health Impacts Model (ITHIM) to estimate the health co-benefits and potential harms from active transportation and low carbon driving in Fresno County.

111 Regional Transportation Modeling															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
<b>Transportation Modeling</b>															
111.01 Maintain socioeconomic data	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
111.02 Continue development of the COG Transportation Models	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
111.03 Support planning process	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
111.04 Maintain future year models	■		15	■	■	■	■	■	■	■	■	■	■	■	■
111.05 Provide input to EMFAC	■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.06 Staff Model Steering Com.	■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.07 Participate Valley Wide	■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.08 Technical support	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
111.09 Develop ITHM model	■		10	■	■	■	■	■	■	■	■	■	■	■	■

111 Regional Transportation Modeling

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	FHWA PL	FHWA Carry Fwd	LOCAL FUNDS
Salaries	122,441	150,460	161,582			
Benefits	43,174	53,079	59,494			
Overhead	97,845	111,966	123,427			
Total Staff Costs	263,460	315,505	344,503	344,503		
Direct Costs						
Consultants	249,442	300,000	375,000		331,988	43,012
Software Support & Maint	37,293	104,600	83,200		47,237	35,963
Grant Specific Travel		3,000	5,000		4,426	574
Total Direct Costs	286,735	407,600	463,200	0	383,651	79,549
<b>TOTAL</b>	<b>550,195</b>	<b>723,105</b>	<b>807,703</b>	<b>344,503</b>	<b>383,651</b>	<b>79,549</b>
LTF MATCH 11.47%					49,706	
TOLL CREDIT MATCH 11.47%				39,514		
Consultants						
SCS & SB 375 Modeling Phase I	75,000					
SCS & SB 375 Modeling Phase II	150,000					
ITHIM Model	150,000					
	0					
Total	375,000					
Software Support & Maint						
Program Customization	10,000					
Program Technical Support	10,000					
TP Viper Maintenance	39,000					
County GIS Subscription	2,000					
Anti-Virus Maintenance Fee	2,000					
Arcview GIS Maint	5,200					
Census Trans Planning Product	15,000					
Total	83,200					



### OBJECTIVE

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

### DISCUSSION

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

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

### PREVIOUS WORK COMPLETED

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

### TRAFFIC MONITORING PRODUCTS

1. Annual Report - Fresno Regional Traffic Monitoring Program.
2. Computer database containing historical traffic monitoring information
3. Updated traffic count locations and screen lines (Screen lines are imaginary lines across which traffic travels and are used to detect variations in traffic flow)
4. Update HPMS database and submit required HPMS information to Caltrans annually, as well as updates to the triennial HPMS database.

### TRAFFIC MONITORING TASKS

- 112.01 Maintain regional traffic monitoring program.
- 112.02 Perform corridor monitoring, bicycle, and vehicle occupancy counts as necessary.
- 112.03 Prepare Annual Report of regional traffic counts.
- 112.04 Update HPMS database and submit required HPMS information to Caltrans annually, and on a triennial basis
- 112.05 Support CMP

112 Regional Traffic Monitoring															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
112.01 Maintain monitoring program	■	■	40	■	■	■	■	■	■	■	■	■	■	■	■
112.02 Perform special counts	■		10	■	■	■	■							■	■
112.03 Prepare Annual Counts Report	■		20							■	■	■			
112.04 Update HPMS	■		20									■	■	■	
112.05 Support CMP	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■

112 Regional Traffic Monitoring

Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	FHWA PL	FHWA Carry Fwd	LOCAL FUNDS
Salaries	27,618	32,375	62,522			
Benefits	9,739	12,750	23,341			
Overhead	22,070	24,822	47,937			
Total Staff Costs	59,427	69,947	133,800	133,800		
	<b>59,427</b>	<b>69,947</b>	<b>133,800</b>			
Direct Costs						
Equipment	14,379	20,000	70,000		61,971	8,029
Agency Pass Through	225,178	237,200	237,200		209,993	27,207
Total Direct Costs	239,557	257,200	307,200	0	271,964	35,236
<b>TOTAL</b>	298,984	327,147	441,000	133,800	271,964	35,236
LTF MATCH 11.47%					35,236	
TOLL CREDIT MATCH 11.47%				15,347		

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

Equipment	
Traffic Count/Computer Equipment	70,000

## OBJECTIVE

To update the Intelligent Transportation System (ITS) Strategic Deployment Plan including the Regional Architecture for Fresno County last completed in 1999.

## DISCUSSION

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

A regional ITS Strategic Deployment Plan should include:

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

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

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

## PREVIOUS WORK COMPLETED

## PRODUCTS

1. Fresno County Intelligent Transportation System Strategic Deployment Plan including Regional ITS Architecture
2. Architecture Use and Maintenance Plan

## TASKS

- 114.01 Initial Project Workshop
- 114.02 Develop RFP
- 114.03 Consultant Selection
- 114.04 Project Initiation
- 114.05 Data Gathering
- 114.06 Assessment of 1999 SDP
- 114.07 Update ITS Inventory
- 114.08 Stakeholder Consultation/Identify Regional ITS Vision, and Goals
- 114.09 Develop ITS Strategies
- 114.10 Develop ITS Service Packages
- 114.11 Define Operational Roles and Responsibilities Consistent with Strategies
- 114.12 Determine the Function Requirements
- 114.13 Prepare ITS Architecture
- 114.14 Develop Strategic Deployment Plan with Architecture Use and Maintenance Plan
- 114.15 FCOG Board Adoption
- 114.16 Fiscal Administration
- 114.17 Staff Coordination

114 Intelligent Transportation Systems															
Task Description	COG	CONSULT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
114.01 Initial Project Workshop	■	■													
114.02 Develop RFP	■														
114.03 Consultant Selection	■														
114.04 Project Initiation		■													
114.05 Data Gathering		■													
114.06 Assessment of 1999 SDP		■													
114.07 Update ITS Inventory		■													
114.08 Stakeholder Consultation/Identify Regional ITS Vision, and Goals		■	10	■											
114.09 Develop ITS Strategies		■	10	■	■										
114.10 Develop ITS Service Packages		■	10	■	■	■	■								
114.11 Define Operational Roles and Responsibilities Consistent with Strategies		■	10	■	■	■	■								
114.12 Determine the Function Requirements		■	10	■	■	■	■								
114.13 Prepare ITS Architecture		■	10	■	■	■	■	■							
114.14 Develop Strategic Deployment Plan		■	20	■	■	■	■	■							
114.15 FCOG Board Adoption	■	■						■							
114.16 Fiscal Administration	■		10	■	■	■	■	■	■	■					
114.17 Staff Coordination	■		10	■	■	■	■	■	■	■					

114 Intelligent Transportation Systems

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	FTA 5316/5317	FHWA PL	FHWA Carry Fwd	LOCAL FUNDS
Salaries	796	20,377	33,823				
Benefits	281	7,314	13,139				
Overhead	636	15,232	26,219				
Total Staff Costs	1,713	42,923	73,181		73,181		
Direct Costs							
Consultants		300,000	150,000	100,000	0	22,133	27,867
Total Direct Costs	0	300,000	150,000	100,000	0	22,133	27,867
<b>TOTAL</b>	1,713	342,923	223,181	100,000	73,181	22,133	27,867
LTF MATCH 11.47%						2,868	
TOLL CREDIT MATCH 11.47%					8,394		
Consultants							
ITS Analysis		150,000					



## OBJECTIVE

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

## DISCUSSION

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

## PREVIOUS WORK COMPLETED

- An RTMF Joint Powers agency was formed by the cities and County of Fresno. The RTMF Joint Powers agency adopted the RTMF ordinance in October 2009.
- An Administrative Manual was developed and adopted to provide guidance regarding collection of the RTMF fee and associated issues.
- An RTMF Q&A appendix to the Administrative Manual is being maintained to clarify recurring RTMF situations.
- Worked with member agencies, the Development Community, and the public to understand and apply the RTMF to their respective projects.
- Implemented a Right-To-Appeal process for the RTMF
- 1,564 applications were processed during the fiscal year 2012-2013; the amount collected totaled \$3,187,554.73 in assessed fees, and \$27,750.00 in handling fees for the RTMF program.

## PRODUCTS

A Regional Transportation Mitigation Fee Program.

## TASKS

115.01 Administer the Regional Transportation Mitigation Fee Program.

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



115 Reg. Transportation Mitigation Fee

Budget	Adopted Budget	Adopted Budget	Annual Budget	Projects Extending into Year 2	Proposed Budget	LOCAL FUNDS
Account	2012/13	2013/14	2014/15		2014/15	
Salaries	6,296	11,178	18,627		18,627	
Benefits	2,220	3,784	6,441		6,441	
Overhead	5,032	8,230	13,996		13,996	
Total Staff Costs	13,548	23,192	39,064	0	39,064	39,064
Direct Costs						
Consultants	19,544	40,000	140,000		140,000	140,000
County Counsel	5,537				0	
Total Direct Costs	25,081	40,000	140,000	0	140,000	140,000
<b>TOTAL</b>	<b>38,629</b>	<b>63,192</b>	<b>179,064</b>	<b>0</b>	<b>179,064</b>	<b>179,064</b>
LTF MATCH 11.47%					0	
TOLL CREDIT MATCH 11.47%					0	

Consultants	
PB America - Technical Support	40,000
RTMF Nexus Update	100,000
Total	140,000

## OBJECTIVE

The Fresno COG has completed a study of providing public transit our national parks, as well as having prepared detailed business and operations plans for services to Yosemite, Sequoia and Kings Canyon National Parks. We now wish to work with stakeholders to facilitate the development and implementation of public transit service to the national parks.

## DISCUSSION

As the Fresno County region continues to urbanize, mobility for both people and goods will become a growing concern. The need to identify and analyze issues relating to transportation, land use, air quality and community livability will continue to increase. In order to understand the impacts that current and future population growth will have on our transportation options it is necessary to periodically assess the operational and infrastructure issues that exist within and between metropolitan and rural areas, and interconnections to and through regions and to our nearby National Parks. The Fresno COG has developed comprehensive operations and business plans for transit service to Yosemite, Sequoia and Kings Canyon National Parks, and is not pursuing funding to implement the Fresno to Yosemite service. The City of Sanger is taking the lead on implementing services between Fresno and Sequoia/Kings Canyon National Parks.

## PREVIOUS WORK COMPLETED

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

- Work with National Park staff to pursue federal grant funding for start-up service
- Pursue a CMAQ grant funding for start-up service
- Work with National Park staff to get a commitment towards an annual contribution
- Pursue funding from the San Joaquin Valley Air District
- Establish local funding sources (City of Fresno, Madera County, etc.)

Additionally, public outreach during the operation plan development revealed limited opposition from some local businesses in the Oakhurst area. As such a larger community survey of a representative sample of the attitudes about public transit service to Yosemite was needed to establish a path forward to determine the extent of actual opposition. The survey conducted was a phone survey of registered voters in Madera County that studied voters' attitudes and opinions about the proposed bus system between Fresno and Yosemite National

Park. There is little evidence of a general desire to oppose the transit service proposal, and a majority of those surveyed believe that the County should do what it can to take advantage of the new transit system. While 59% believe the service will have a positive impact on Eastern Madera overall, four in five (82%) are able to name at least one potential benefit in an open-ended question. The primary beneficiaries are seen to be potential riders (seniors, low-income workers, tourists), as well as the area's economy and traffic levels. In particular, 68% believe the service will have a positive impact on local seniors and people with disabilities, 65% believe it will have a positive impact on Yosemite visitors, and 60% believe it will have a positive impact on tourists. However, **people do harbor some concerns**; seven in ten (71%) are able to name at least one concern about the service in an open-ended question, with the top concern being the potential cost to taxpayers (20%). There is also some concern about negative impacts the service might have on the residents of the area, with 24% saying the service will have a very negative impact on themselves or their families. Additionally, 21% believe it will have a very negative impact on traffic on SR 41.

The survey was conducted among a random sample of 350 registered voters in Madera County Supervisorial District Five. The overall margin of error is + 5.2% at the 95% confidence level. The survey was completed over the period of October 28-November 4, 2013. If you have questions or need additional information, please contact Alex Evans - [alex@emcresearch.com](mailto:alex@emcresearch.com); 510-550-8920; or Sara LaBatt - [sara@emcresearch.com](mailto:sara@emcresearch.com); 510-550-8924. The preparation of a business plan may then be the next step.

Unlike the SR 41 Corridor to Yosemite, there does not appear to be any opposition to public transit service on the SR 180 Corridor to Sequoia/Kings Canyon National Parks.

## PRODUCTS

CMAQ Application for demonstration service from Fresno to Yosemite Valley  
 Planning MOU between Fresno COG and the Merced County Association of Governments (MCAG)  
 Service operation MOU between Fresno COG and Yosemite Area Regional Transit System (YARTS)

## TASKS

- 116.01 Prepare CMAQ application for operating funding.
- 116.02 Negotiate a planning MOU with Merced County Association of Governments
- 116.03 Negotiate an MOU with YARTS/MCAG for operating the Fresno-Yosemite transit service

116 National Park Transit Service											116							
Task Description	C O G	C O N T Y	F R E S N O	C L O V E	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	J U N
116.01 Develop CMAQ Application			■		■	10												
116.02 Develop Planning MOU Business Plan	■		■		■	30	■	■										
116.03 Negotiate Service Operations MOU	■				■	60			■	■	■	■	■					

116 National Parks

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	LOCAL FUNDS
Salaries	0	0	2,846	
Benefits	0	0	986	
Overhead	0	0	2,139	
Total Staff Costs	0	0	5,971	5,971
Direct Costs				
Consultants	9,990	15,000	0	0
Promotion/Outreach		15,000	0	0
Total Direct Costs	9,990	30,000	0	0
<b>TOTAL</b>	9,990	30,000	5,971	5,971
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



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

### OBJECTIVE

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

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

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

### DISCUSSION

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

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

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

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

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

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

### PREVIOUS WORK COMPLETED

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

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

## PRODUCTS

Amended Scope, RFP and consultant selection for the final engineering design plans for a biddable plan package.

## TASKS

- 117.01 Stakeholder Meetings
- 117.02 Agency Coordination
- 117.03 Public Participation
- 117.04 Staff Coordination
- 117.05 Develop Amended Scope
- 117.06 Develop RFP
- 117.07 Consultant Selection

117 Golden State Corridor Study															
Task Description (TBD)	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
117.01 Stakeholder Meetings	■	■	1	■	■	■	■	■	■	■	■	■	■	■	■
117.02 Agency Coordination	■		4	■	■	■	■	■	■	■	■	■	■	■	■
117.03 Public Participation	■		5												
117.04 Staff Coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
117.05 Develop Amended Scope	■	■	70	■	■										
117.06 Develop RFP	■		5	■	■	■									
117.07 Consultant Selection	■	■	10				■	■	■						

### 117 Golden State Corridor

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	LOCAL FUNDS
Salaries	0	0	19,538	
Benefits	0	0	6,355	
Overhead	0	0	14,456	
Total Staff Costs	0	0	40,349	40,349
Direct Costs				
Consultants	0	100,000	100,000	100,000
Total Direct Costs	0	100,000	100,000	100,000
<b>TOTAL</b>	0	100,000	140,349	140,349
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



## OBJECTIVE

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

## DISCUSSION

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

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

## PREVIOUS WORK COMPLETED

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

A contract to implement Regional Trip Planning Service has been awarded to Ontira Communications of British Columbia. The FAX fixed-route system is operating, and work continues on the paratransit side of the application. The Trip planning system allows transit users to receive schedule and trip planning information via phone, including interactive voice recognition, and on the internet. Next bus schedule information will also be available using a phone by provided a bus stop identification number.

FAX has completed the installation of a new fare collection system. The new fareboxes are intended to be part of a regional fare collection system that will permit all Fresno County public transit agencies to share a common pass and transfer program.

Staff continues to educate large employers and community groups through site visits and assistance with transit training. Public information products are routinely updated and corrected to ensure accurate and timely dispersion of information. Staff has participated in nearly 30 outreach programs within the metropolitan area

this year including the Fresno City College Disability Awareness Day, CSUF Information Fair, CSUF Disability Awareness Fair, the Central Valley Mayors Committee Disability Awareness Conference, and several Employer Rideshare activities. At all of these programs, Staff provides information and education about public transit services in Fresno County.

## PRODUCTS

### Required Reports

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

### Technical Process and Studies

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

### Transit Service Evaluation and Monitoring

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

## TASKS

### Required Reports

- 120.01 Update FAX's five-year capital program.
  - a. Evaluate FAX's five-year capital program and ensure consistency with RTP and FAX Fleet Plan.
  - b. Ensure that proposed programs are in compliance with federal and state legislation (SAFETEA LU, TDA and AB 2766).
- 120.02 Update the Short Range Transit Plan for the Fresno-Clovis Urbanized Area.
  - a. Coordinate with FCMA transit service providers.
  - b. Analyze current data related to demographic trends, operating performance and budget.
  - c. Incorporate updated information into capital improvement program.
- 120.03 Update the CTSA Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area (FCMA).
  - a. Coordinate with contracted paratransit service provider to secure required documentation.
  - b. Continue to refine the CTSA process in the FCMA.
  - c. Continue to seek ways to better coordinate social service transportation.
- 120.04 Undertake environmental assessments as appropriate, as well as alternative analysis if indicated.
  - a. Undertake preliminary assessment of environmental effects of urban public transportation planning reports.

- b. Conduct re-assessment of environmental effects on rural public transportation planning reports
  - c. Prepare alternative analysis and/or environmental impact reports and conduct public hearings, as required.
- 120.05 Rural Public Transportation Planning.
- a. Special Rural Transit Studies
    - (1) No staff time is devoted to consultant contracts.
    - (2) Review comments submitted at annual "Unmet Transit Needs" Public Hearings to determine special rural transit studies. Evaluate current and projected data.
    - (3) Evaluate proposals for expansion, deletion, or modification expressed through the citizen participation and environmental justice process; develop service alternatives as warranted; present draft and final recommendation, review with Member Agency staff and advisory committees and revise as necessary, finalize implementation schedules and financial commitments.
    - (4) Identify follow-up strategies to ensure timely and systematic Plan implementation by the rural transit operator.
    - (5) Coordinate and consult with the Tribal Governments. Document Tribal government-to-government relations.
  - b. COG staff to support the Social Services Transportation Advisory Council
- 120.06 Agricultural Industries Transportation Services (AITS)
- a. Review how helping to meet transportation needs of farm workers in the County who travel to neighboring Counties for work.
- 120.07 Social Service Transportation Planning.
- a. Refine the Consolidated Transportation Service Agencies (CTSA's) process in rural Fresno County.
    - (1) Continue providing transportation planning technical assistance to the Fresno County Economic Opportunities Commission and the Fresno County Rural Transit Agency designated Consolidated Transportation Service Agency (CTSA's) for rural Fresno County.
    - (2) Provide evaluation data for annual Productivity Evaluation Process.
    - (3) Review current Operations Program and Budget and its relationship to other technical studies and documents related to rural transportation service including proposals for service expansion/deletion or modification by operators and interested citizens; prepare the annual FY 2012-13 productivity evaluation draft and final Report; and continue to respond to 2006-07 to 2008-09 Triennial Performance Evaluation recommendations; review with Fresno County staff and advisory committees and revise as necessary, conduct Public Hearings and adopt document.

#### Technical Process and Studies

- 120.08 Coordinate review of Development Proposals.
  - a. Evaluate development proposals for regulatory compliance.
  - b. Identify transit supportive infrastructure and amenities appropriate for proposed development.
- 120.09 Conduct the Fresno COG "Social Service Transportation Advisory Council" meetings.
- 120.10 Prepare the Fresno COG "Unmet Transit Needs Staff Report" and conduct public hearing.
- 120.11 Coordinate air quality planning efforts with the COG as related to transit.
  - a. Coordinate with COG and the air district in implementing TCMs relating to public transit.
  - b. Coordinate with COG and the air district in formulating trip reduction strategies.
- 120.12 Conduct fixed-route and paratransit passenger and non-rider surveys.
  - a. Develop service and training recommendations based on passenger survey results.
- 120.13 Implement the FAX public information and community outreach program.
  - a. Coordinate Community Outreach and Public Information Program.
  - b. Prepare and update passenger information pieces.
  - c. Prepare and publish FAX fixed-route maps and schedules.
  - d. Update FAX web site.

- e. Develop and implement FAX Branding Campaign.
- 120.14 Coordinate the long-range transit planning with the PTIS recommendations.
  - a. Coordinate FAX Bus Rapid Transit Plan
- 120.15 Manage Transit Coordination/Consolidation Process

**Transit Service Evaluation and Monitoring**

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

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

120 Public Transportation - Urban

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	FTA 5303	FTA Carry Fwd	FTA 5307	LOCAL FUNDS
Salaries	191,466	216,727	226,660				
Benefits	67,512	61,887	65,493				
Overhead	2,398	2,127	8,335				
Total Staff Costs	261,376	280,741	300,488	33,570		213,534	53,384
Direct Costs							
Consultants	0	0	0				
Grant Specific Travel	344	1,500	1,500			1,200	300
Agency Pass Through	50,000	50,000	50,000	0	44,265		5,735
Total Direct Costs	50,344	51,500	51,500	0	44,265	1,200	6,035
<b>TOTAL</b>	311,720	332,241	351,988	33,570	44,265	214,734	59,419
LTF MATCH 11.47%					5,735		
TOLL CREDIT MATCH 11.47%				3,850			

Agency Pass Through  
FCEOC - CTSA Planning 50,000



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

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121

## OBJECTIVE

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

## DISCUSSION

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

The legislation creating Sections 5316 and 5317 Programs included HSTC provisions which aimed to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation possible with available resources.

The HSTC provisions include the following activities:

- Required the establishment of a locally developed, Coordinated Public Transit-Human Services Transportation Plan for all FTA human service transportation programs: Section 5310 Elderly individuals and Individuals with Disabilities Program, Section 5316 Jobs Access and Reverse Commute Program and Section 5317 New Freedom Program.
- Required 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.
- Planning requirements became effective in FY 2007 as a condition of federal assistance. JARC planning requirements existed previously and accordingly, are effective immediately.

The HSTC provisions encourage the coordination of federal funding by permitting funding from other non-DOT programs to be used to meet matching funds requirements for transportation services under Sections 5316 and 5317 programs.

The purpose of the Section 5316 JARC grant program was to assist states and localities in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services. Job Access projects were targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low income persons. Reverse Commute projects

provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations.

The Section 5317 New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990.

The HSTC provision further defines mobility management as an eligible federal capital expense supported with 80% federal public transportation funding. Mobility Management consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers. It includes personnel and technology activities. Mobility Management funding may not be applied to operating public transportation services.

## **MAP-21 Changes**

### **5310 Program**

MAP-21 has offered the MPOs in large UZAs the chance to become the designated recipient for the Federal Transit Administration Section 5310 program. Fresno Council of Governments has officially notified the state and the FTA regional administrator that it will take over the administration of the 5310 program in our large UZA. Designated recipients are responsible for administering the program. Responsibilities include: Notifying eligible local entities of funding availability; developing project selection processes; determining project eligibility; developing the program of projects; and ensuring that all sub recipient comply with federal requirements.

Although FTA will only award grants to the designated recipients for the program, there are other entities eligible to receive funding as a subrecipient. These include private nonprofit agencies, public bodies approved by the state to coordinate services for elderly persons and persons with disabilities, or public bodies which certify to the Governor that no nonprofit corporations or associations are readily available in the area to provide the service.

Under MAP-21 this program no longer provides a single apportionment to the state; however, it now provides apportionments specifically for large urban areas, small urbanized and rural areas; and will require new designations in large UZAs. Under the section 5310 formula, funds are allocated using the American Community Survey five-year data set on seniors (i.e., persons 65 and older) and people with disabilities. Additionally, MAP-21 expanded the eligibility provisions to include operating expenses.

### **JARC and New Freedom Programs**

MAP-21 canceled funding of the JARC and New Freedom Programs as of September 30, 2012. JARC-type projects will be eligible activities under the rural (Section 5311) and urban (Section 5307) funding provisions. New Freedom-type projects will be allowable under Section 5310 regarding seniors and people with disabilities. Up to 45% of Section 5310 may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or alternatives to public transportation that assist seniors and individuals with disabilities.

JARC activities are given a new definition in MAP-21: "Job access and reverse commute project" means a transportation project to finance planning, capital, and operating costs that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, including transportation projects that



facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations."

Although changes in MAP-21 include the end of both JARC and New Freedom as distinct programs, there are still JARC and New Freedom grants that have been allocated which will require administration until they are complete.

## **PREVIOUS WORK COMPLETED**

### **Coordinated Human Services Transportation Planning Provisions of SAFETEA-LU**

SAFETEA-LU required the establishment of a "locally developed, coordinated public transit-human services transportation plan" (hereinafter, a "coordinated plan") for all FTA programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310), the Job Access and Reverse Commute program (Section 5316) and the New Freedom program (Section 5317).

This coordinated plan includes elements that address the unique needs of one population, but it also recognizes transportation needs cross population groups, and individuals frequently fall within several population categories. This plan seeks to coordinate services so as to minimize the duplication of efforts and enhance services.

SAFETEA-LU required that representatives of public, private, and non-profit transportation providers, human services providers, and the public all participate to develop a plan. A new Fresno County Coordinated Human Services Transportation Plan is expected to be completed in April 2014. It should be presented to the Fresno COG Policy Board and be adopted in May or June of 2014.

In addition to a coordinated plan, SAFETEA-LU required the development of a "coordinated public transit-human services transportation project management plan" (hereinafter, a "coordinated plan project management plan") A coordinated plan project management plan describes how Fresno COG will administer the part of the FTA Section 5316 and 5317 grant program for which it has administrative responsibilities. The Fresno Urbanized Area Job Access and Reverse Commute and New Freedom Project Management Plan was presented to the Fresno COG Policy Board and adopted on July 31, 2008 with Resolution 2008-35.

### **Social Service Transportation Improvement Act**

California Assembly Bill 120 (AB 120), the Social Service Transportation Improvement Act, was enacted in 1979. The intent of AB 120 was to provide for improved coordination and consolidation of social service transportation services. Under AB 120, the Fresno COG was charged with the development an action plan that would detail the activities needed to accomplish the consolidation of social service transportation in Fresno County. The AB 120 Action Plan was adopted by the Fresno COG in 1982. The plan established three Consolidated Transportation Service Agencies (CTSAs) including a Fresno County Rural CTSA, City of Fresno Urban CTSA, and a City of Clovis Urban CTSA. The benefits of the CTSA programs include:

- Combined purchasing for more effective cost savings;
- Adequate driver training for safer vehicle operation and lower insurance costs;
- Centralized dispatching for more efficient vehicle use;
- Centralized administration for the elimination of duplicative administrative requirements; and
- Identification and consolidation of all sources of funding for the provision of more effective cost efficient services.

### **Social Services Transportation Advisory Council (SSTAC)**

The Fresno COG Policy Board established its Social Service Transportation Advisory Council (SSTAC) on May 26, 1988, to aid in its review of transit issues with emphasis on the annual identification of transit needs within Fresno County. These transit needs include the needs of transit dependent and transit disadvantaged persons,

including the elderly, disabled, and persons of limited means. The Fresno COG's establishment of this Advisory Council is consistent with state law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body.

The Fresno COG's SSTAC, AB 120 Action Plan and the CTSA programs will form the foundation for development of the coordinated public transit human services transportation programs for Fresno County.

## TASKS

- 121.01 Oversee and administer the existing Fresno COG 5316 and 5317 grants
- 121.02 Notifying eligible local entities of funding availability
- 121.03 Develop project selection criteria
- 121.04 Project review and scoring
- 121.05 Project selection
- 121.06 Finance management
- 121.07 Vehicle inspections
- 121.08 Project monitoring
- 121.09 Asset management and property disposition

121 Public Transit - Human Services Transportation – 5310/5316/5317															
Task Description	COG	OTHER	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
121.01 Administer previously allocated 5316 and 5317 Grants	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■
121.02 Notifying eligible local entities of funding availability (Section 5310)	■		1							■	■	■			
121.03 Develop project selection criteria (Section 5310)	■		5	■	■	■	■								
121.04 Project review and scoring (Section 5310)	■	■	40									■	■	■	
121.05 Project selection (Section 5310)	■	■	1											■	■
121.06 Finance management (Section 5310)	■		3	■	■	■	■	■	■	■	■	■	■	■	■
121.07 Vehicle inspections (Section 5310)	■		5	■	■	■	■	■	■	■	■	■	■	■	■
121.08 Project monitoring (Section 5310)	■		10	■	■	■	■	■	■	■	■	■	■	■	■
121.09 Asset management and property disposition (Section 5310)	■		5	■	■	■	■	■	■	■	■	■	■	■	■

121 FTA JARC & New Freedom

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	FTA 5316/5317	LOCAL FUNDS
Salaries	24,052	12,447	14,510		
Benefits	8,481	3,365	4,132		
Overhead	19,221	8,698	10,408		
Total Staff Costs	51,754	24,510	29,050		29,050
Direct Costs					
FTA 5316 JARC	1,104,979	3,616,257	2,315,558	1,629,393	686,165
FTA 5317 New Freedom	0	1,119,966	1,116,454	852,496	263,958
Total Direct Costs	1,104,979	4,736,223	3,432,012	2,481,889	950,123
<b>TOTAL</b>	<b>1,156,733</b>	<b>4,760,733</b>	<b>3,461,062</b>	<b>2,481,889</b>	<b>979,173</b>
LTF MATCH 11.47%					
TOLL CREDIT MATCH				92,464	

FTA 5316 JARC	Total	5316	Match	Toll Credit
FAX Trip Planning Software	95,431	76,345	19,086	
FEOC 3 Vans	47,125	37,700	9,425	
FEOC Calworks OP 3 yrs.	690,143	548,213	141,930	
FCRTA Emp. Shuttle	126,168	100,934	25,234	
FAX Transportation needs Research	156,507	125,206	31,301	
FAX Bike Racks	32,618	26,094	6,524	
FAX Bike Lockers	63,666	51,001	12,665	
FEOC CVRC Op. 2 yrs.	880,000	440,000	440,000	
FAX Trip Planning Software	223,900	223,900		47,800
<b>Total</b>	<b>2,315,558</b>	<b>1,629,393</b>	<b>686,165</b>	

FTA 5317 New Freedom	Total	FTA 5317	Match	
FCRTA Mini Van	8,190	6,552	1,638	
FAX Travel Training	30,072	15,036	15,036	
FCRTA Van - Heavy Duty Lift	85,000	60,340	24,660	
FAX Bus Station Ramps	153,000	122,400	30,600	
FAX Trip Efficiency Program	80,000	40,000	40,000	
FAX Support Vehicle	21,000	16,800	4,200	
FAX Bus Stop Improvements	150,000	120,000	30,000	
FAX Braille Signs	84,870	67,896	16,974	
FCRTA Travel Training	80,000	40,000	40,000	
FCRTA Van - Heavy Duty Lift	85,000	60,340	24,660	
FCRTA 2 Buses	116,000	79,810	36,190	
FAX Improve Bus Stops	223,322	223,322		44,664
<b>Total</b>	<b>1,116,454</b>	<b>852,496</b>	<b>263,958</b>	



## OBJECTIVE

The purpose of this evaluation is to assess FCMA travel patterns through extensive origin and destination studies; transit ride check and transfer studies; public input to identify transit route alignments and operating policies that could reduce transit travel times and improve linkages to major trip generators.

## DISCUSSION

The FCMA can be described as generally suburban, which has a profound impact on planning the transit system. FCMA's suburban development consists largely of low-density sprawl with wide streets and little pedestrian connectivity. This auto-centric development type is very difficult to efficiently serve with traditional fixed-route public transportation. The low-density residential suburbs and strip malls do not generate sufficient ridership to warrant high-quality frequent service. Although the city of Fresno and the city of Clovis are working to redefine their urban forms and create a more compact and sustainable future, most of the existing urban form must be considered in system planning.

As Transit Oriented Development (TOD), and other measures geared toward alignment with the San Joaquin Valley Regional Blueprint and Sustainable Communities Strategy (SB375), continues to be introduced and come to fruition in the FCMA, it is the intention of this planning effort to be ready to adjust routes and meet the increased demand in a smooth fashion.

In addition, the FCMA as the rest of the Central Valley continues to suffer the economic impacts of the Great Recession. Identifying the most effective and efficient service design and operating strategies in is critical for the long-term sustainability of public transit services in the area.

## PREVIOUS WORK COMPLETED

- *Prepare and release RFP:* The RFP was advertised in December 2012, and four proposals were received and reviewed by the selection committee.
- *Contract Award:* The selection committee determined that the team and project approach proposed by Parsons Brinckerhoff of Sacramento, CA was the preferred consulting team. Their recommendation went to the COG Committees in April 2013.
- *Kick off Meeting:* The project Kick-off meeting was held in June of 2013, and data collection is nearly complete.
- Stakeholder engagement began with small meetings between consultant team and community and policy stakeholders.
- Technical policy analysis and system performance is complete.
- Passenger survey for origin/destination study is complete. Complementing this work will be the collection of cell-phone origin/destination of all trips through the use of Airsage data. The preliminary work necessary to pinpoint the data collection areas has been completed.

## PRODUCTS

1. Study RFP
2. Select Consultant

3. Subtask Reports:
  - a. Performance Evaluation Report
  - b. FCMA Travel Patterns Report
  - c. Ride Check and Transfer Studies
  - d. Public Involvement Plan
  - e. FCMA Transit System Assessment
4. Public Transit Network Plans
5. Public Transit Network Implementation Plan
  - a. Implementation Public Involvement Plan
  - b. Post Implementation Assessment Report
6. Administration Quarterly Reports and Final Report

## TASKS

- 125.01 Task I Project Startup
  - a. Project Initiation/kickoff meeting
  - b. RFP Preparation
- 125.02 Task II Consultant Selection
  - a. Advertise RFP
  - b. Select Preferred Consulting Firm
  - c. Award Contract
  - d. Establish Project Advisory Committee
- 125.03 Task III Conduct Study Research
  - a. Performance Evaluation
  - b. Study FCMA Travel Patterns
  - c. Ride Check and Transfer Study
  - d. Public Involvement Program
  - e. FCMA Transit System Assessment
- 125.04 Task IV Public Transit System Network Planning
  - a. Develop Draft Conceptual Network Plans
  - b. Public Involvement Program
  - c. Preferred Network Alternative
- 125.05 Task V Transit Network Implementation
  - a. Develop Network Implementation Plan
  - b. Implementation Public Information Plan
  - c. Post Implementation Assessment
- 125.06 Task VI Project Management and Administration
  - a. Project Administration and Coordination
  - b. Quarterly Reports
  - c. Final Report

125 Public Transportation Strategic Service Evaluation											125									
Task Description	C O G	C N Y	F R E S	F A X	C L O V I S	O T H E R	% of work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
125.01 Project Startup	■	■	■	■	■	■	0.5													
125.02 Consultant Selection	■	■	■	■	■	■	0.5													
125.03 Conduct Study Research	■	■	■	■	■	■	60													
125.04 Transit Network Planning	■	■	■	■	■	■	16.6													
125.05 Transit Network Implementation	■	■	■	■	■	■	18.6	■	■	■	■									
125.06 Project Management and Admin.	■	■	■	■	■	■	3.8	■	■	■	■									

125 FCMA Transit Evaluation

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	FTA 5304	LOCAL FUNDS
Salaries	0	0	0		
Benefits	0	0	0		
Overhead	0	0	0		
Total Staff Costs	0	0	0		
Direct Costs					
Consultants	6,898	273,210	136,605	106,900	29,705
Total Direct Costs	6,898	273,210	136,605	106,900	29,705
<b>TOTAL</b>	<b>6,898</b>	<b>273,210</b>	<b>136,605</b>	<b>106,900</b>	<b>29,705</b>
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Consultants	
Transit Evaluation	120,750
Air Sage Survey	15,855
Total	136,605





### OBJECTIVE

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

### DISCUSSION

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

#### Aviation

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

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

#### Rail

Staff monitors, participates in and reports on the activities of the San Joaquin Valley Rail Committee, which in its current role advises Caltrans (and in its future role will advise the San Joaquin Joint Powers Authority, as noted below) on Amtrak *San Joaquin* rail passenger service. This service has become increasingly important to Fresno County and the San Joaquin Valley as annual ridership has surpassed the one million passenger level, on-time performance has improved greatly and passenger stations continue to be improved. Staff, through the San Joaquin Valley Rail Committee and COG Committees and Policy Board, continues to stress connectivity and integration with other transportation modes, and the integration of Amtrak with high-speed rail within Fresno County and the Valley. Staff monitors the San Joaquin Joint Powers Authority, formed to provide for the regional governance and management, rather than state management, of the San Joaquin intercity passenger rail service, including the development of a business plan, the execution of the interagency transfer agreement with the state and numerous other tasks. These activities will require considerable staff time during the fiscal year.

An ongoing rail issue of importance in Fresno County and elsewhere in the San Joaquin Valley is the preservation and/or acquisition of appropriate railroad corridors that have been abandoned or may be

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

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

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

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

### **Bicycling and Pedestrian**

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

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

pedestrian networks as well as existing conditions analysis and recommended network for the unincorporated areas in Fresno County and each of the Fresno COG member agencies. Developing an ATP will require coordination and collaboration with a variety of active transportation stakeholders and elected officials that will essentially form an Active Transportation Subcommittee. The Regional ATP will be the roadmap for developing pedestrian and bicycle infrastructure in the region, with an emphasis on promoting walking and bicycling as viable transportation options and fostering a practical, safe, and enjoyable environment that will encourage walking and bicycling for recreational and commuter trips with the goal to establish specific policies and programs. During FY 14/15 Fresno COG will be more involved in conducting corridor studies for bikeway and pedestrian (including trails) planning, funding and project development.

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

## PREVIOUS WORK COMPLETED

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

## PRODUCTS

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

## TASKS

- 150.01 Monitor aviation, rail, bicycling, and pedestrian developments and emerging issues; evaluate and promote connectivity with other transportation modes; and, integrate with air quality planning as appropriate.
- 150.02 Monitor findings and recommendations of the Fresno Freight Rail Realignment Study and provide analysis and staff research on other rail matters as appropriate.
- 150.03 Document issues, provide analysis and staff research on Aviation System Plans and other aviation matters as appropriate.

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

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

150 Other Modal Elements

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	LOCAL FUNDS
Salaries	19,931	23,626	27,093	
Benefits	7,028	5,761	6,976	
Overhead	15,928	16,166	19,021	
<b>Total Staff Costs</b>	<b>42,887</b>	<b>45,553</b>	<b>53,090</b>	<b>53,090</b>
Direct Costs				
Consultants			150,000	150,000
<b>Total Direct Costs</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	<b>150,000</b>
<b>TOTAL</b>	<b>42,887</b>	<b>45,553</b>	<b>203,090</b>	<b>203,090</b>

LTF MATCH 11.47%  
TOLL CREDIT MATCH 11.47%

### OBJECTIVE

The purpose of this work element is to assist the California High-Speed Rail Authority, in conjunction with Fresno COG member agencies, FresnoWorks, and interested citizens and organizations, with the development, review, and evaluation of the project level environmental documents for Fresno County and other plans, proposals and initiatives for the high-speed train system, and to identify and evaluate all issues associated with high-speed trains in Fresno County, including passenger station-area planning and design issues, operational issues, ongoing efforts to secure the heavy maintenance facility, and any other issue associated with the planning and implementation of high-speed rail in Fresno County.

### DISCUSSION

The need for high-speed trains in California is based on several factors. The State Department of Finance projects the state's population to grow from its current over 38 million people to nearly 48 million by 2040, a 26% growth. The current employment is expected to rise by a similar rate. This growth in population and employment is projected to result in a doubling of interregional travel. The California High-Speed Rail Authority has determined that high-speed trains can meet the resulting projected transportation need at less than half the cost to build the otherwise required 4,300 lane miles of new freeway plus four airport runways and 115 airport departure gates. And, high-speed trains will have far less environmental impact than building and expanding highways and airports.

There are numerous benefits of high-speed trains. They greatly improve accessibility to Fresno and the San Joaquin Valley, providing a frequent, affordable alternative to air travel, reducing travel times by hours compared to driving, and reducing unreliability of both air and highway travel resulting from ground fog. High-speed trains provide a third option for intercity and commuter travel, in addition to autos and airplanes, thereby promoting stability through diversity in our transportation network. A downtown Fresno station location will strengthen Fresno's urban center. Fewer intercity automobile trips mean less congestion and reduced delays. Fewer intercity automobile trips also means significant pollution reduction benefits, including primary pollutants (hydrocarbons, particulate matter, carbon monoxide) from automobile travel and greenhouse gas reduction. Fewer intercity automobile trips also means fewer highway accidents. Electrically powered trains will reduce dependence on foreign oil and can be a key element in helping meet AB 32/SB 375 greenhouse gas reduction goals.

This Work Element is devoted to the many 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; potential use of eminent domain and the relocation of people and businesses; and numerous jurisdictional, financial, environmental, operational and social equity issues associated with the implementation of high-speed rail in Fresno County.

High-speed rail in California has progressed greatly since the passage in 2008 of Proposition 1A, the High-Speed Rail Act, which approved the issuance of \$9.95 billion of general obligation bonds. Approval of the Revised 2012 California High-Speed Rail Business Plan was another major milestone. The Business Plan proposed a Phase 1 blended system, defined an Initial Operating Section of 130 miles in the Central Valley, and confirmed high-speed rail service from Merced to San Fernando Valley by 2022. More recent developments include the completion of environmental documents for the Merced to Fresno section (excluding the Wye configuration in the vicinity of Chowchilla). Construction of the first 29 miles of the Initial Operating Section between Madera and Fresno is expected to begin by the spring of 2014.



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

## PREVIOUS WORK COMPLETED

1. Completion of an Expression of Interest (FresnoWorks) for the High-Speed Train Heavy Maintenance Facility and its submittal to the High-Speed Rail Authority for consideration in the Project Level EIR/EIS, currently being prepared by the consultant firm URS for the segment from south of Fresno to Palmdale.
2. Completion and acceptance of the Fresno Freight Rail Realignment Study/Rail Consolidation, prepared initially in coordination with the high-speed train alignment alternatives.
3. Approval of an amendment to Measure C to provide \$25,000,000 from the Rail Consolidation Subprogram for property acquisition and infrastructure improvements for the heavy maintenance facility, if the Fresno location is selected.
4. Comprehensive presentation to COG Committees and Policy Board on the project level EIR/EIS for the segment Fresno north and the segment Fresno south.

## PRODUCTS

1. Special high-speed rail planning studies as required (i.e. heavy maintenance facility, transportation interface with downtown station, high-speed train passenger station architectural visioning, coordination between high-speed rail and Amtrak intercity rail, etc.).
2. Coordinate as appropriate Fresno County efforts with the California High-Speed Rail Authority to ensure a comprehensive and cooperative approach to high-speed rail planning and environmental review.
3. Meeting agenda packages, minutes, memoranda, letters, and other documentation as necessary related to activities of the Fresno County Heavy Maintenance Facility Steering Committee (FresnoWorks) and other committees and meetings.

## TASKS

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

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

152 High Speed Rail Planning

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	LOCAL FUNDS
Salaries	4,034	4,746	7,716	
Benefits	1,423	1,157	2,189	
Overhead	3,224	3,247	5,530	
Total Staff Costs	8,681	9,150	15,435	15,435
Direct Costs				
Consultants	0	80,000	80,000	80,000
Agency Pass Through Grant Administration	2,292	140,000	140,000	140,000
Total Direct Costs	2,292	220,000	220,000	220,000
<b>TOTAL</b>	10,973	229,150	235,435	235,435
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Agency Pass Through	
County High Speed Rail Planning	20,000
Fresno High Speed Rail Planning	120,000
<b>Total</b>	140,000





## OBJECTIVE

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

## DISCUSSION

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

## PREVIOUS WORK COMPLETED

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

## PRODUCTS

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

## TASKS

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

153 Airport Land Use Commission															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
153.01 Provide staffing and Admin. support	■		50	■	■	■	■	■	■	■	■	■	■	■	■
153.02 Provide technical assistance	■	■	5	■	■	■	■	■	■	■	■	■			
153.03 Prepare staff reports	■		15	■		■		■		■		■		■	
153.04 Review Environmental documents	■		5	■		■		■		■		■		■	
153.05 Review proposed revisions to Plans and studies	■		5	■		■		■		■		■		■	
153.06 Coordinate with Fresno County Airport Operators and Caltrans	■		5	■		■		■		■		■		■	
153.07 Coordinate with State of CA and other authorities and jurisdictions	■		5	■	■	■	■	■	■	■	■	■	■	■	■
153.08 Incorporate technical graphics	■		5	■		■		■		■		■		■	
153.09 Update ALUC info on Fresno COG website	■		5	■	■	■	■	■	■	■	■	■	■	■	■

153 Airport Land Use Commission

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	LOCAL FUNDS
Salaries	18,200	21,921	27,796	
Benefits	6,418	7,634	9,838	
Overhead	14,545	16,259	21,011	
Total Staff Costs	39,163	45,814	58,645	58,645
Direct Costs				
County Counsel	2,610	5,000	5,000	5,000
Total Direct Costs	2,610	5,000	5,000	5,000
<b>TOTAL</b>	<b>41,773</b>	<b>50,814</b>	<b>63,645</b>	<b>63,645</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

(Incorporates former WE 413 pertaining to Sustainable Communities Strategies)

### OBJECTIVE

With the adoption of the 2014 Regional Transportation (RTP), Fresno COG maintains a continuous, coordinated and comprehensive process. The plan includes both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. The plan addresses the federally required planning factors emanating from the MAP-21 and statewide transportation planning emphasis areas and legislative initiatives including SB 375 and AB 32. An ongoing involvement with the Regional Transportation Plan represents a departure from past practice, which can be characterized as intermittent. This new approach is necessary because of the complex requirements that are addressed in the 2014 RTP. An additional objective of the 2014 Plan was to develop an alternative format for the Executive Summary (a stand-alone document) that would make it easier and more interesting to read thereby generating greater community involvement in regional transportation planning.

Fresno COG is well aware of the requirements for financial constraint in all transportation plans. Financial Analysis and financial planning will be incorporated in all studies. The 2014 Plan is fiscally constrained, is consistent with the Environmental Protection Agency's defined Transportation Conformity process and all local plans, and proactively sought public input during development and subsequent adoption of the plan. In addition, Fresno COG followed the process outlined in the latest RTP Guidelines. The 2014 RTP also complies with the applicable requirement of 23 CFR Part 450. Additionally, this plan addresses greenhouse gas compliance issues as addressed in OWP Element 180 (Air Quality /Transportation Planning) and the emphasis areas included in the new Federal Transportation Act.

### DISCUSSION

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

Working closely with the other seven MPOs in the San Joaquin Valley, Fresno COG led the efforts in successfully securing \$2.5 million of Proposition 84 funding for valley-wide model improvement, which is necessary in order to measure the greenhouse gas reduction benefits resulting from sustainable land use and transportation planning under SB 375.

As required by the legislation, the SB 375 process in Fresno County was a bottom-up approach. Fresno COG worked with its member agencies and the stakeholders to develop an SCS that met the "ambitious and achievable" targets, and also advance the Blueprint smart growth principles that the communities in Fresno County value.

RTP development is closely coordinated with the San Joaquin Valley Air Pollution Control District as they are responsible for preparing the Air Quality - State Implementation Plan with which the RTP must be consistent and conforming. Development of the RTP also reflects consistency with Joint Planning Regulations (23 CFR 450; 49 CFR 613), and the FTA and FHWA Strategic Plans that require RTPs to focus on the efficient and environmentally sound movement of both people and goods.

Federal law requires close coordination of planning activities where interregional issues occur. Because the designated nonattainment air basin covers eight counties (Stanislaus, San Joaquin, Merced, Madera, Fresno, Kings, Tulare, and Kern), these eight counties must ensure a continuing comprehensive and coordinated planning process. To achieve this goal, the eight counties worked cooperatively in preparing their RTPs, with a clear distinction of all issues which are valleywide in scope being consistently presented. Additional discussion of valleywide coordination is found in Work Element 820.

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

## **PREVIOUS WORK COMPLETED**

Development of the 2014 RTP included a very proactive public involvement process that provided complete information, timely public noticing and full public access to key decisions consistent with federal and state requirements. This approach ensured consistency with the Transportation and Equity emphasis areas identified by FHWA/FTA. It also began a more involved and more focused outreach effort to attract participation by Native American tribal governments and other members of the public that have not traditionally been involved in the planning process.

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

Fresno COG reconvened its SB375 Task Force to work on re-submitting targets, considering new demographic forecast, improved models, a new perspective in the financial forecast for the next RTP, and general plan update in several major cities in the Fresno County. At the same time, the Valley COGs hired a consultant group to conduct demographic forecast which reflected the economic downturn. Fresno COG also endorsed Envision Tomorrow, a sketch planning tool, to assist with the scenario development both in the target setting and SCS development processes. The Task Force formulated 3 scenarios, and made a recommendation of 5% greenhouse gas reduction for 2020 and 10% for 2035 for the Fresno County.

Along with target-setting efforts, Fresno COG commenced its 2014 RTP/SCS development by forming the RTP Roundtable Committee to provide guidance for the RTP update. The Roundtable included Fresno COG member agencies, private sectors, stakeholder groups, and other interest groups. Other sub-committees and working groups were also formed to inform the RTP/SCS process.

On the SCS side, 6 focus group meetings were held, which included transportation, land use, environment, health, environmental justice and natural resources. The top 10 performance indicators were selected based on the surveys from the 6 focus groups. A public workshop was held in November 2012 with over 100 people attending, and a land use scenario was developed based on the outcome of the workshop. 5-6 smaller scale workshops will be held to poll the public about the preferred SCS scenario. After the Fresno COG Policy Board selects a preferred SCS scenario, COG staff will hold more public meetings to provide additional inputs for the SCS.

The 2014 RTP is scheduled for adoption by the Fresno COG Policy Board in June, 2014.

## PRODUCTS

- Held engagement meetings with City of Fresno, Clovis and other small cities
- Formed Fresno County SB 375 Task Force Committee
- Revised population and employment forecast for Fresno County to account for the economic downturn
- Developed scenarios for target-setting purposes
- Modeled greenhouse gas emissions for the alternative scenarios
- Developed regional greenhouse gas emission target for Fresno County
- COG Policy Board approved to participate in valley-wide greenhouse gas emission reduction targets
- Conducted demographic forecast, reflecting the recession
- Developed parcel based scenarios using Envision Tomorrow
- Developed Performance indicators for the SCS
- Revised financial forecast for 2014 RTP
- Developed multiple SCS scenarios
- Performed analysis for the SCS scenarios based on the 10 top performance indicators
- COG Policy Board approved the preferred SCS scenario
- Worked closely with the programming/project subcommittee to establish criteria for RTP projects so that the goals and objective of the RTP/SCS can be met
- Worked closely with the programming/project subcommittee to establish identify projected revenue source scenarios for future funding needs.
- Developed and implemented a Public Outreach Strategy for the 2014 Regional Transportation Plan (RTP):
  - 2014 Fresno COG Regional Transportation Plan Public Outreach Strategy
  - Regional Transportation Plan Workshop held June 2012 in partnership with UC Davis.
  - Formed an RTP Roundtable with 35 members representing member agencies, Tribal governments, community organizations and the public-at-large.
  - Hosted seven SCS indicator focus groups
  - Worked with a consulting firm to conduct a partial stratified survey of the Fresno County Community, assessing transportation spending priorities and community values
  - SCS Community Workshop held November 7, 2012 with approximately 150 people attending
  - Offered \$3,000 mini grants to seven agencies to host ten RTP/SCS Community Workshops held in May and June of 2013 throughout Fresno County. Including presentations in five different languages as needed, with a total of 250 people attending
  - Online presentation of the May/June 2013 workshop content.
  - Extended three Mini-Grant Agreements for assisting in hosting six SCS Community Workshops throughout Fresno County during the months of August/September 2013. A total of 302 participants.
  - Online video presentations of the August SCS Community Workshops were available online with an SCS survey opportunity. Received survey responses from 46 participants.
- Adoption of 2014 RTP

## TASKS

- 170.01 Develop evaluation criteria that are consistent with federal and state planning emphasis areas, the requirements of SB 375 and the Sustainable Community Strategy, Blueprint principles, and other factors deemed appropriate.

- 170.02 Monitor regional transportation issues, development of the modal elements, and changing funding conditions. Maintain file of pending RTP update information. Maintain consultation process with other agencies. Prioritize projects identified but not funded in previous RTP.
- 170.03 Work with other valley agencies within nonattainment basin to consistently present multimodal issues of valley wide concern.
- 170.04 Work with the San Joaquin Valley Air Pollution Control District on air quality issues, specifically as it relates to emission budgets and being able to provide Transportation Plan Conformity for Fresno County.
- 170.05 Fresno COG and member agency staff will continue to review and participate in development of Caltrans' Transportation Concept Reports, and other studies as necessary.
- 170.06 Monitor any major investment studies undertaken by other agencies.
- 170.07 Provide staff support for RTP public information and education efforts.
- 170.08 Proactively and extensively involve the public, other interested agencies and Tribal Governments during the ongoing RTP planning process (WE 311, Public Participation contains greater detail)
- 170.09 Continue to participate and monitor SB 375 related activities at the Valley and state level
- 170.10 Continue to work with member agencies on their general plan update and provide technical assistance on SB 375 integration in the local general plans
- 170.11 Engage and inform the Policy Board throughout the SCS development process

170 Regional Transportation Plan															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
170.01 Develop Evaluation Criteria	■	■	10	■	■	■									
170.02 Monitor regional trans issues	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
170.03 Valley RTP coordination	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
170.04 SJVAPCD coordination	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
170.05 Caltrans coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
170.06 Monitor Large Regional Studies	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
170.07 Support for RTP Public Info	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
170.08 Proactive Outreach/Public Participation	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
170.09 Continue SJV SB 375 work	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
170.10 Work with locals on SB 375	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
170.11 Engage COG Board in process	■		10	■	■	■	■	■	■	■	■	■	■	■	■

170 Regional Transportation Plan

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	FTA 5303	FTA Carry Fwd	FHWA PL	LOCAL FUNDS
Salaries	264,159	266,908	169,838				
Benefits	93,144	88,525	57,471				
Overhead	211,094	195,523	126,907				
Total Staff Costs	568,397	550,956	354,216	79,827		274,390	
Direct Costs							
Consultants	128,765	290,000	50,000		44,265	0	5,735
Promotion/Outreach	44,180	25,000	0			0	0
Total Direct Costs	172,945	315,000	50,000	0	44,265	0	5,735
<b>TOTAL</b>	741,342	865,956	404,216	79,827	44,265	274,390	5,735
LTF MATCH 11.47%					5,735		
TOLL CREDIT MATCH 11.47%				9,156		31,473	

Consultants

RTP EIR	25,000
RTP SCS Development	25,000
Total	50,000





### OBJECTIVE

The objectives of this work element are:

- Reform Fresno COG's Congestion Management Process Committee consisting key players from Caltrans, FAX, other transit providers and local jurisdictions to be an active players in developing the CMP Work Plan and in guiding all CMP overhaul work and activities. The Work Plan will be amended to take into account the development and implementation of Performance Based Planning as mandated by TEA-21.
- Develop a CMP Work Plan for overhauling the current Fresno COG CMP process.
- Train appropriate Fresno COG staff in CMP in general, as well as review of best practices and consideration of peer exchanges with other MPOs (ongoing during FY 2014-15).
- Implement CMP Plan and overhaul Fresno COG CMP by July 1, 2015.
- Establish CMP as a readily documentable and integrated part of the Fresno COG process for RTP and FTIP Development by July 1, 2015.

Development of the CMP Work Plan and subsequent work carried out to overhaul Fresno COG's CMP will be guided by the CMP Committee, assisted by Fresno COG staff. The most recent edition of FWHA's The Congestion Management Process: A Guidebook will be used to guide their efforts. The eight step process identified in the CMP guidebook is listed below:

- Develop Regional Objectives for Congestion Management
- Define CMP Network
- Develop Multimodal Performance Measures
- Collect Data/Monitor System Performance
- Analyze Congestion Problems and Needs
- Identify and Assess Strategies
- Program and Implement Strategies
- Evaluate Strategy Effectiveness

### DISCUSSION

Fresno COG, as a Transportation Management Area (TMA – MPO with a population greater than 200,000) has been subject to Congestion Management requirements under federal law since ISTEA's passage in 1991.

Federal regulations require that TMAs develop a congestion management process to address congestion issues. The CMP should be an integral part of an MPO's planning process, and shall provide "safe and effective integrated management and operation of a the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities, through the use of travel demand reduction and operational management strategies." Ideally, output from the CMP should be used to as part of the selection process for projects located on the CMP transportation network in the RTP and FTIP.

The CMP also has additional requirements in air quality non-attainment areas. Federal funds may not be programmed in a carbon monoxide and/or ozone nonattainment TMAs for any project that will result in a significant increase in single-occupant-vehicle (SOV) capacity unless the project is based on an approved CMP. The CMP in an air quality non-attainment area must provide an appropriate analysis of all reasonable, including multimodal, travel demand, reduction and operational management strategies for the corridor in

which a project that will result in a significant increase in capacity for SOVs is proposed. Fresno County is designated as a nonattainment TMA for ozone and is required to comply with the SOV expansion requirements.

## **PREVIOUS WORK COMPLETED**

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

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

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

Work carried out in revising the draft CMP was summarized in a final report and circulated among Inter-Agency Consultation partners including FHWA. Comments were addressed and the final CMP report was adopted by COG’s Policy Board in October, 2009. Fresno COG was notified afterwards that the work satisfied the Corrective Action on CMP that was issued with the 2009 Certification Review Final Report. It was noted by FHWA at that time that Fresno COG’s work was a start on implementing the CMP process but that additional evaluation and enhancements to the CMP were expected as Fresno COG developed its next RTP before the next Certification Review in 2013.

From 2009-13, FHWA requested updates on CMP activities and process from the Fresno COG staff informally and as part of the Annual OWP meeting. It was noted that Fresno COG planned to revisit CMP in 2012; because of workloads created by California’s SB 375 this work did not occur. As a result of the 2013 Certification Review Report and discussion of the status of Fresno COG’s CMP, FHWA did not issue another Corrective Action, but will be working closely with Fresno COG to provide technical assistance in the CMP Overhaul. FHWA has asked Fresno COG to refocus on efforts to overhaul its CMP starting in this OWP by developing a Work Plan for doing so, guided by the CMP Committee identified in this Work Task’s Objectives.

## **PRODUCTS**

1. Reform Fresno COG CMP Committee as a permanent part of the Fresno COG Process
2. Develop CMP Revision Work Plan in conjunction with reformed CMP Committee
3. Complete comprehensive Work Plan by end of FY 2014 and develop detailed CMP OWP work plan item based on the Work Plan for CMP for inclusion and implementation in the Final FY 2015 OWP approved by FHWA and FTA
4. Continue collecting all traffic monitoring data identified in existing CMP for use in revised CMP
5. Regular meetings and phone calls, emails, etc. with FHWA to discuss progress in developing Work Plan and establishing CMP Committee

## TASKS

- 172.01 Continue the Fresno COG CMP Committee as a permanent part of the Fresno COG Process
- 172.02 Develop CMP Plan in conjunction with CMP Committee
- 172.03 Complete comprehensive Work Plan by end of FY 2014 and develop detailed CMP OWP work plan item based on the Work Plan for CMP for inclusion and implementation in the Final FY 2015 OWP approved by FHWA and FTA
- 172.04 Continue collecting all traffic monitoring data identified in existing CMP for use in revised CMP
- 172.05 Regular meetings and phone calls, emails, etc. with FHWA to discuss progress in developing Work Plan and establishing CMP Committee

172 Congestion Management Process															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
172.01 Continue Fresno COG CMP Committee	■		10					■							
172.02 Develop new comprehensive CMP Plan	■		40	■	■	■	■	■	■	■	■	■	■	■	■
172.03 Develop detailed CMP OWP work plan item	■	■	20								■	■	■	■	■
172.04 Continue collecting all traffic monitoring data	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
172.05 Regular meetings and communications with FHWA	■		10		■		■		■		■		■		■

### 172 Congestion Management Program

Budget	Adopted Budget	Adopted Budget	Annual Budget	FTA	FHWA	FHWA Carry Fwd	LOCAL FUNDS
Account	2012/13	2013/14	2014/15	5303	PL		
Salaries	6,068	9,246	30,884				
Benefits	2,140	3,445	11,778				
Overhead	4,849	6,981	23,818				
Total Staff Costs	13,057	19,672	66,480	19,807	46,673		
Direct Costs							
Consultants			150,000		40,103	97,292	12,605
Total Direct Costs	0	0	150,000	0	40,103	97,292	12,605
<b>TOTAL</b>	<b>13,057</b>	<b>19,672</b>	<b>216,480</b>	<b>19,807</b>	<b>86,776</b>	<b>97,292</b>	<b>12,605</b>
LTF MATCH 11.47%						12,605	
TOLL CREDIT MATCH 11.47%				2,272	9,953		
Consultant CMP Update		150,000					



### OBJECTIVE

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

### DISCUSSION

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

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

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

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

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

With the State of California taking the national and international lead on the reduction of greenhouse gas emissions which contribute to climate change, new tasks are being required of transportation planning agencies. Please refer to WE #170 *Regional Transportation Plan* for detail on Fresno COG's approach to comply with the California climate change regulations.

## PREVIOUS WORK COMPLETED

1. Monitored revisions, amendments and guidance developed from Federal and California Clean Air Acts
2. Presented air quality transportation issues to the SJVAPCD Governing Board
3. Assisted in the development of emissions travel forecasts
4. Developed motor vehicle emission forecasts for Fresno County
5. Continued to work jointly with the SJVAPCD in matters pertaining to transportation
6. Provided updated travel factors to the SJVAPCD
7. Assisted in development of the 2007 8-hour Ozone Plan, the 2008 PM2.5 Plan, the 2007 PM10 Maintenance Plan and Request for Redesignation and the CO Maintenance Plan, 2012 PM2.5 Plan, Air District Rules, and Conformity Determinations
8. Prepared the 2013-14 Congestion Mitigation and Air Quality Improvement Program (CMAQ) call for projects application packet, compiled projects submitted, calculated emission reductions and cost-effectiveness, convened the selection committee, and presented the committees' recommended projects to the Fresno COG Policy Board for approval.
9. Prepared the July 2013 Conformity Analysis for the 2013 FTIP and 2011 RTP including amendments which received federal approval July 8, 2013.
10. Assisted local project sponsors in the preparation of project level conformity determinations (hot-spot assessments)
11. Membership and active participation in the Valley-wide Model Coordinating Committee
12. Membership and active participation in the Statewide Conformity Working Group
13. Membership in the San Joaquin Valley Clean Cities Coalition
14. Membership and active participation in the California Federal Programming committee.
15. Presentation of Transportation Conformity in the San Joaquin Valley for Caltrans district project managers
16. Prepared the 2008 Ozone Conformity Analysis for the 2013 FTIP and 2011 RTP- FCOG adoption May 2013.
17. Member of the San Joaquin Valley Regional Plug-in Electric Vehicle Coordinating Council.

## PRODUCTS

1. Assist with various air quality efforts in the San Joaquin Valley.
2. Develop new motor vehicle emission budgets in support of State Implementation Plans (SIPs).
3. Coordinate efforts/outreach/work products with the SJVAPCD to ensure a comprehensive and cooperative approach to air quality transportation planning.
4. Participate with the other eight Valley MPOs in the San Joaquin Valley COG Director's Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues.



5. Prepare the Annual CMAQ Report
6. Prepare project level conformity determinations (hot-spot assessments)
7. Conformity analysis prepared for each regionally significant FTIP amendment. Due to the fact that we are in a multi-jurisdictional and multi-pollutant nonattainment area we have averaged 2 to 3 full Conformity Analyses per FTIP cycle (2 years) for the past six years. Fresno COG is currently working on the Conformity Analysis for the 2014 RTP.
8. Monitor and implement Federal air quality regulations. Assure compliance with regulations.
9. Attendance at interregional IAC meetings and Statewide Air Quality Conformity Working Group meetings
10. Participate in Valley air quality workshops. The Valley IAC will be holding quarterly workshops in support of the 2014 RTP process.
11. Revise the upcoming CMAQ call-for- projects process. Continue support for member agencies in programming/delivering their CMAQ projects.
12. Provide updates to Fresno COG Transportation Technical Committee (TTC) Policy Advisory Committee (PAC) and Policy Boards regarding regulatory actions and Fresno COG planning processes.
13. Continued Fresno COG staff participation in the Statewide CMAQ Procedures Team- bimonthly meeting to discuss the CMAQ policies and procedures used in California; and work to provide an assistance document for agencies to coordinate our efforts.
14. Participation in the newly formed San Joaquin Valley Regional Plug-In Electric Vehicle Coordinating Council-led by the San Joaquin Valley Air Pollution Control District. Reviewed documents and provided revisions.

## TASKS

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

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

180 Air Quality/Trans. Planning

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	FTA 5303	FHWA PL
Salaries	76,671	92,490	79,394		
Benefits	27,035	34,951	30,632		
Overhead	61,270	70,105	61,428		
Total Staff Costs	164,976	197,546	171,454	54,632	116,822
Direct Costs					
Total Direct Costs	0	0	0	0	0
<b>TOTAL</b>	164,976	197,546	171,454	54,632	116,822
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				6,266	13,399



### OBJECTIVE

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

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

### DISCUSSION

In its role as the state designated Regional Transportation Planning Agency for Fresno County, Fresno COG is legislatively responsible for preparing an Expenditure Plan that identifies the expenditures of revenues generated from a local sales tax measure dedicated to transportation. The reauthorization of Measure C will provide dedicated transportation funding revenues to address regional and local needs over the next 20 years.

### PRODUCTS

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

## TASKS

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

210 Measure "C" Reauthorization Implementation															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
210.01 Update Strategic Implementation Plans as needed	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
210.02 Address other implementation requests and requirements	■	■	35	■	■	■	■	■	■	■	■	■	■	■	■
210.03 TOD Committee and guidelines	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
210.04 TOD 3 <sup>rd</sup> funding cycle	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
210.05 Implement RTMF, Carpool, Vanpool and Taxi Scrip	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
210.06 Staff the COC	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■

### 210 Measure "C" Extension

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	LOCAL FUNDS
Salaries	38,688	77,424	101,466	
Benefits	13,642	27,704	37,018	
Overhead	30,917	57,832	77,316	
<b>Total Staff Costs</b>	<b>83,247</b>	<b>162,960</b>	<b>215,800</b>	<b>215,800</b>
Direct Costs				
Consultants		0	0	
<b>Total Direct Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>83,247</b>	<b>162,960</b>	<b>215,800</b>	<b>215,800</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

### OBJECTIVE

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

### DISCUSSION

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

### PREVIOUS WORK COMPLETED

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

### PRODUCTS

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

Specific responsibilities include the following:

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

### TASKS

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

- 211.05 Communicate with Citizen Oversight Committee members regarding committee business via phone and email.
- 211.06 Work as liaison between local agencies and Citizen Oversight Committee members.

211 Measure C Citizen Oversight Committee															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
211.01 Meeting agendas, materials	■	■	30			■	■	■	■	■		■	■		
211.02 COC Local Agency Reporting Forms	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■
211.03 Annual Report assistance	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
211.04 Recruiting new members	■	■	10				■	■	■	■	■	■	■	■	
211.05 Communication with COC members	■	■	15							■	■	■	■		
211.06 Liaison between COC and locals	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■

211 Measure "C" Oversight Committee

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	LOCAL FUNDS
Salaries	5,325	5,098	7,773	
Benefits	1,878	1,645	2,623	
Overhead	4,255	3,710	5,804	
Total Staff Costs	11,458	10,453	16,200	16,200
Direct Costs				
Other Misc Expense	40	500	500	500
Total Direct Costs	40	500	500	500
<b>TOTAL</b>	11,498	10,953	16,700	16,700

LTF MATCH 11.47%  
TOLL CREDIT MATCH 11.47%

### OBJECTIVE

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

### DISCUSSION

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

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

### PREVIOUS WORK COMPLETED

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

Fresno COG also completed its third full year of implementation for the Measure C Carpool Program. COG staff was able to secure donations and deep discounts towards the purchase of merchandise that was given to program participants in Grand Prize packages. Staff authorized an increase in monthly winner awards to \$2000. Staff worked with Jeffrey Scott Agency to put together a media campaign for the Grand Prize Giveaway events, but Fresno COG does little paid advertising for the program at any other time of the year due to budget constraints.

### PRODUCTS

Listed by Task

### TASKS

- 212.01 Coordinate the Measure C carpool year-end Grand Prize Giveaway event and purchase prize packages.
- 212.02 Evaluate success of previous fiscal year's programs
- 212.03 Fresno COG publicizes the programs via website, email, public service announcements, presentations, news articles, and other cost effective means available, including the Tribal membership and employees. Offering free assistance to employers to help start or promote existing rideshare programs within their companies.

- 212.04 Post all related information and forms on websites and smartphone applications and keep updated
- 212.05 Receive and evaluate all applications for each vanpool program
- 212.06 Field calls from the public, answer emails and assist walk-in traffic
- 212.07 Notify recipients and sign agreements/forms with vanpool providers
- 212.08 Coordinate Measure C Carpool Monthly Subsidy Award(s) Disbursement
- 212.09 Receive and process monthly vanpool invoices and mail out subsidies and reimbursements
- 212.10 Submit Claim Forms to the FCTA
- 212.11 Complete bi-monthly, quarterly and year-end reports on the programs.

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

212 Measure "C" Ride Share/Vanpool

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	LOCAL FUNDS
Salaries	21,904	33,153	40,093	
Benefits	7,724	13,118	14,287	
Overhead	17,504	25,454	30,360	
Total Staff Costs	47,132	71,725	84,740	84,740
Direct Costs				
Supplies/Printing	10,440	10,440	10,440	10,440
Software Support & Maint				
Workshops				
Promotion/Outreach	24,955	72,000	60,000	60,000
Carpool Subsidy	12,000	12,000	24,000	24,000
Carpool Prizes & Awards	49,135	56,000	56,000	56,000
Commuter Van Pool Subsidy	119,179	158,840	158,840	158,840
Grant Specific Travel	556	400	400	400
Temporary Help	1,631			
Agency Pass Through		200,000	0	0
Total Direct Costs	217,896	509,680	309,680	309,680
<b>TOTAL</b>	<b>265,028</b>	<b>581,405</b>	<b>394,420</b>	<b>394,420</b>

LTF MATCH 11.47%  
TOLL CREDIT MATCH 11.47%

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

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### OBJECTIVE

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

### DISCUSSION

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

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

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

### PREVIOUS WORK COMPLETED

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

An online user database was created to accommodate all of the information on Taxi Scrip participation and usage. Fresno COG holds agreements with four different agencies that agreed to make the Scrip available for purchase at five different locations. Staff finalized the fourth agreement with the City of Reedley in February, 2014. Users may also order Taxi Scrip from Fresno COG via mail and in-person by visiting our office. Fresno COG Staff also entered into agreements with 16 taxi cab companies in the Fresno area. The agreement with taxi cab companies was last updated in November, 2013 to include compliance with a new complaint procedure.

### PRODUCTS

Listed by Task

### TASKS

214.01 Evaluate reporting procedures and monitor online database for accuracy.

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

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

214 Measure "C" ADA/Seniors

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	LOCAL FUNDS
Salaries	49,270	46,683	50,926	
Benefits	17,373	19,617	18,816	
Overhead	39,372	36,471	38,937	
<b>Total Staff Costs</b>	<b>106,015</b>	<b>102,771</b>	<b>108,679</b>	<b>108,679</b>
<b>Direct Costs</b>				
Supplies/Printing	7,380	8,000	14,000	14,000
Software Support & Maint	2,290	5,000	5,000	5,000
Promotion/Outreach			50,000	50,000
Taxi Scrip	322,594	315,000	345,000	345,000
Grant Specific Travel	422	600	600	600
Temporary Help	13,050			
Other Misc Expense	2,546	2,000	2,000	2,000
<b>Total Direct Costs</b>	<b>348,282</b>	<b>330,600</b>	<b>416,600</b>	<b>416,600</b>
<b>TOTAL</b>	<b>454,297</b>	<b>433,371</b>	<b>525,279</b>	<b>525,279</b>

LTF MATCH 11.47%  
TOLL CREDIT MATCH 11.47%



## OBJECTIVE

To maintain the Measure C Farmworker Vanpool Program, encouraging an increase in farmworker vanpooling participation in Fresno County.

## DISCUSSION

The 2006 Measure C Extension Expenditure Plan, passed by the voters in November 2006, provides funds for a farmworker vanpool program. The program will be evaluated for funding allocation based upon an open competitive process, and prioritized based on overall cost effectiveness and air quality benefit. The Farmworker Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. The Farmworker Vanpool Program offers subsidies and reimbursements for new and existing vanpools that originate within Fresno County.

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

## PREVIOUS WORK COMPLETED

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

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

## PRODUCTS

Listed by Task

## TASKS

- 215.01 Evaluate reporting procedures
- 215.02 Publicize the Farmworker Vanpool program via website, email, public service announcements, news articles, and other means available to all Fresno County residents including the Tribal membership and employees. Launch marketing / mini grant program for public outreach.
- 215.03 Post all related information and forms on websites and keep updated
- 215.04 Receive, evaluate, document and process all applications for each Farmworker Vanpool applicant
- 215.05 Notify recipients and sign agreements/forms with vanpool providers.

- 215.06 Receive, evaluate, document and process monthly invoices
- 215.07 Submit Claim Forms to the FCTA
- 215.08 Complete bi-monthly, quarterly and annual reports of the program accomplishments
- 215.09 Field calls and answer emails regarding the program

215 Measure C Farmworker Vanpool Program															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
215.01 Reporting Procedures	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
215.02 Publicize the program	■	■	18	■	■	■	■	■	■	■	■	■	■	■	■
215.03 Post on websites	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
215.04 Vanpool applications	■	■	24	■	■	■	■	■	■	■	■	■	■	■	■
215.05 Notify/sign providers	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
215.06 Process monthly invoices	■	■	24	■	■	■	■	■	■	■	■	■	■	■	■
215.07 Claim forms to FCTA	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
215.08 Generate Reports	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
215.09 Answer calls and emails	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■

215 Measure "C" Farm Worker Vanpool

Budget Account	Adopted Budget 2012/13	Adopted Budget 2013/14	Annual Budget 2014/15	LOCAL FUNDS
Salaries	14,122	26,949	30,743	
Benefits	4,980	10,601	10,956	
Overhead	11,286	20,657	23,281	
Total Staff Costs	30,388	58,207	64,980	64,980
Direct Costs				
Supplies/Printing	2,000	2,000	2,000	2,000
Promotion/Outreach		100,000	100,000	100,000
Farm Worker Van Pool Subsidy	188,564	130,000	280,000	280,000
Temporary Help	1,631			
Total Direct Costs	192,195	232,000	382,000	382,000
<b>TOTAL</b>	<b>222,583</b>	<b>290,207</b>	<b>446,980</b>	<b>446,980</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				