

## Fresno COG Policy Board

**Date:** Thursday, May 28, 2015  
**Time:** 5:30 PM  
**Place:** COG Sequoia Conference Room  
2035 Tulare St., Suite 201, Fresno, CA

### **Americans with Disabilities Act (ADA) Accommodations**

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

**AB23 Requirement:** In accordance with the Brown Act and AB23 the amount of stipend paid to members for attending this meeting of the Fresno Council of Governments Policy Board is \$100.

**PLEASE TURN ON MICROPHONE BEFORE SPEAKING**

**THINK GREEN - KEEP FRESNO COUNTY CLEAN!**

**FOLLOWING REGIONAL TRANSPORTATION MITIGATION FEE AGENCY MEETING**

### **REGIONAL TRANSPORTATION MITIGATION FEE AGENCY - MEETING WILL BE HELD PRIOR TO FRESNO COG POLICY BOARD MEETING - FCRTA MEETING WILL FOLLOW COG POLICY BOARD MEETING**

#### **RTMF Meeting Package**

**Exhibits:**

May 28 2015 RTMF Meeting Package

#### **FCRTA Meeting Package**

**Exhibits:**

May 28 2015 FCRTA Meeting Package

The FCRTA Budget may be viewed at this link: [http://www.fresnocog.org/sites/default/files/publications/Public\\_Transit/BUDGET\\_Draft\\_2015-16.pdf](http://www.fresnocog.org/sites/default/files/publications/Public_Transit/BUDGET_Draft_2015-16.pdf)

The SRTP is available on the Fresno COG website at: <http://fresnocog.org>.

### **AGENDA AND ANNOTATED AGENDA IN PDF FORMAT FOR PRINTING**

#### **Fresno COG Sitting as the Transportation Policy Committee**

## I. TRANSPORTATION CONSENT ITEMS

### About Consent Items:

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

#### A. FY 2014-15 Transportation Funding Claims [Fawcett] [INFORMATION]

**Summary:** All Member Agency TDA claims for Fiscal Year 2014-2015 have been approved by the Fresno COG Policy Board. Once the final LTF and STA apportionment estimates and FCRTA budget have been approved by the Fresno COG Policy Board, TDA claims for FY 2015-2016 will be submitted.

**Action:** Information.

#### B. FY 2015-16 Transportation Development Act (TDA) Final Estimates [Fawcett] [ADOPT]

##### **Exhibits:**

ITEM B 1     ITEM B 2

**Summary:** The Transportation Development Act (TDA) provides for two sources of funding, Local Transportation Funding (LTF) and State Transit Assistance (STA). Both the LTF and STA Apportionment to Member Agencies Final Estimate methodology tables are enclosed and reflect the recently released January 2015 DOF Population Estimates. These apportionment estimates will be used to prepare the transportation funding claims for member agencies and transit operators throughout Fresno County.

**LTF:** The final estimate of \$32,000,000 is based on the Fresno County Controller methodology of calculating the tax receipts over the last several fiscal cycles.

**STA:** The final estimate of the State Transit Assistance (STA) is \$5,334,621; which is \$188,867 lower than the final estimate for STA apportionment for the FY 2014-2015 of \$5,334,621.

**Action:** TTC/PAC recommend that the Policy Board adopt the final Local Transportation Fund and State Transit Assistance final estimates by approving Resolutions 2015-11 and 2015-12.

#### C. Transit Documents for 45 day review [Long/Halterman/Joseph] [INFORMATION]

##### **Exhibits:**

ITEM C 1     ITEM C 2     ITEM C 3

##### 1. **Urban & Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, FY 2015-16 [Joseph] [FRESNO EOC]**

**Summary:** The Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget (OPB), FY 2015-16 for the Fresno Urban and Rural CTSA is available on the Fresno COG website at: <http://fresnocog.org>. The document is designed to provide an overview of how and in what manner the Consolidated Transportation Service Agencies will be providing service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) began their review of the document on April 21, 2015 and initiated the 45 day review process. It is scheduled to be ratified by the Governing Board on June 25, 2015.

**Action:** This is an information/discussion item. Direction may be given at the discretion of the Policy Board.

##### 2. **Clovis Consolidated Transportation Services Agency (CTSA) FY 2015-16 Operations Program & Budget [Halterman] [INFORMATION]**

**Summary:** The Clovis Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget (OPB) FY 2015-16 for the Clovis Urban Area is designed to provide an overview of how and in

what manner the Clovis Consolidated Transportation Service Agency will provide service over the next fiscal year. The Social Service Transportation Advisory Council (SSTAC) began their review of the document on April 21, 2015 and initiated the 45-day review process. Clovis Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget FY 2015-16 for the Clovis Urban Area document is available on the Fresno COG website at: <http://fresnocog.org>. It is scheduled to be ratified by the Governing Board on June 26, 2014.

**Action:** This is an information/discussion item. Direction may be given at the discretion of the Policy Board.

### **3. 2015-2020 Short Range Transit Plan for the Fresno-Clovis Urbanized Area [Long] [INFORMATION]**

**Summary:** The Short-Range Transit Plan (S RTP) for the Fresno-Clovis Urbanized Area is the annual update to the operating plan and capital programs for Fresno Area Express FAX and Clovis Transit. The purpose of this Plan is to promote a comprehensive, coordinated and continuous planning process for transit service in the Fresno-Clovis Metropolitan Area (FCMA). This Plan represents a short-range evaluation of transit needs and proposes specific recommendations for implementing the long-range objectives of Fresno County's Regional Transportation Plan. The Plan will guide the provision of transit services in the FCMA over the next five years. The Social Service Transportation Advisory Council (SSTAC) began their review of the document on April 21, 2015 and initiated the 45-day review process. It is scheduled to be ratified by the Governing Board on June 25, 2015.

The S RTP is available on the Fresno COG website at: <http://fresnocog.org>.

**Action:** This is an information/discussion item. Direction may be given at the discretion of the Policy Board.

#### **D. Measure C Citizen Oversight Committee Vacancies [Veenendaal] [INFORMATION]**

**Summary:** The Measure C Expenditure Plan states that a Citizen Oversight Committee must be formed to "inform the public and to ensure that the Measure C funding program revenues and expenditures are spent as promised to the public." The Citizen Oversight Committee shall be composed of thirteen members, including six at-large public members who respectively reside in each one of the five Fresno County Supervisorial Districts (with additional qualifications listed below) and seven members who must each be representatives drawn from a diverse mix of interested community organizations. As of July 1, 2015, there will be four vacant Community Organization Positions on the Oversight Committee that must be filled, as well as two Public-At-Large positions for Fresno-Clovis Metropolitan Area representatives who live within Fresno County Supervisorial Districts 1 & 2.

Members of the Citizen Oversight Committee must meet certain eligibility and residency criteria as noted in the Measure C Extension Expenditure Plan - Appendix G – Citizen Oversight Committee. (See attached) Appendix G also states the Committee's duties and responsibilities.

The Measure states that vacant positions must be advertised for 60-days and filled within 90 days. The 60 day advertising period begins May 15, 2015. The Fresno Council of Governments Policy Board, acting as the County Mayors' Select Committee and the Chair of the Fresno County Board of Supervisors, will be asked to appoint new members to the Measure C Citizen Oversight Committee at their July 30, 2015 Policy Board Meeting.

Measure C Oversight Committee Application Forms are available on the Fresno COG website at <http://www.fresnocog.org/citizen-oversight-committee-0> Completed applications must be received by Fresno COG staff by July 15, 2015. Please contact Brenda Veenendaal at 559-233-4148, ext. 219 or [brendavfresnocog.org](mailto:brendavfresnocog.org) with any questions.

**Action:** This is an information/discussion item. Direction may be given at the discretion of the Policy Board.

#### **E. Prop 84/Greenprint Update [Terry] [INFORMATION]**

**Summary:** (Prop 84 Round 2) Following is a brief report on the status of Round 2 activities:

- (Task 1) Greenprint Management Committee and Advisory Committee meetings were each held on April 9. The focus of these meetings was the formation and conduct of the expert panels task of this

Phase II of the Greenprint. The purpose of the expert panels is to convene recognized technical specialists to develop and document the current and perceived future issues and challenges facing Valley resources, and explore innovations and solutions to address these resource challenges. An expert is a person who has a comprehensive and authoritative knowledge about agriculture, biodiversity, energy, or water – and the economics of these topics in the San Joaquin Valley. Experts are widely recognized by their peers and the public, and have reputations for offering fair and balanced information and analysis on a given topic. An expert may have long experience or intense training in a particular field or extensive educational or research background with a given subject. Individuals who are experts may be academics, technical agency staff, or technical consultants. A preliminary list of experts in each of the subject areas noted has been compiled, with primary input from members of the Management and Advisory Committees. The Management Committee met again on May 1 to prioritize the list of individuals to a manageable number who will then be asked to participate as a panel member.

The expert panels will be facilitated as a series of information gathering rounds, then followed by an all-hands symposium. For each round of information gathering, a question or issue will be posed to the experts for response and supporting comments/data. The experts will have an opportunity to refine or revise their input based on the contributions of the other experts. A summary will then be prepared that will inform the next round of expert input. Following the independent rounds of information gathering, an all-hands symposium with the experts will be facilitated to present the information, discuss major findings and implications, and confirm and prioritize solutions and recommendations. A total of 30 to 50 experts will be engaged in the process, with perhaps ten to fifteen experts for each of the thematic areas. The work of these expert panels will take place over the next three or four months, with the symposium expected to be held sometime in February.

For any questions regarding the Greenprint, please contact Clark Thompson at (559) 233-4148 Ext. 203 or via email at [clarkt@fresnocog.org](mailto:clarkt@fresnocog.org).

- (Task 2) Model Land-Use Revalidation activities (Model Improvement Program Phase 2) began in January 2014, and are on-going. Fehr and Peers, as the selected consultant, are conducting the activities associated with the project, including data collection and processing, refinement of model input data; and model estimation, calibration, validation, evaluation and associated training activities. In addition, the consultant is overseeing all project management and information sharing details.

For any questions regarding Model Land-Use Revalidation efforts, please contact Mike Bitner at (559) 233-4148 Ext. 216 or via email at [mbitner@fresnocog.org](mailto:mbitner@fresnocog.org)

- (Task 3) SCS Implementation efforts have begun at each of the valley MPOs. Due to the completion of several anticipated Round 2 activities within Round 1, DOC representatives have approved the re-allocation of line item funds to increase the amount of funding for both SCS printing/duplication for outreach and public involvement, as well as the amount available to assist with RHNA coordination. A total of \$55,000 for RHNA coordination and \$88,674 for SCS printing/duplication reflect the new line items. These amounts are to be allocated to each COG based upon population percentages (utilizing the Planning Center data), similar to other valley activities in the recent past. With 24% of the Valley's overall population, Fresno COG's proportion of these funds is \$20,841.54 for SCS activities, and \$13,200 for RHNA activities.

For any questions regarding SCS Implementation activities, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at [rterry@fresnocog.org](mailto:rterry@fresnocog.org).

**Action:** Information item. Direction may be provided at the discretion of the Policy Board.

## F. Cap and Trade Update [Terry] [INFORMATION]

### Exhibits:

 ITEM I F

**Summary:** AB 32, the Global Warming Solutions Act of 2006, directed the California Air Resources Board (ARB) to address climate change using multi-year programs to reduce greenhouse gas (GHG) emissions throughout the State. ARB adopted a Scoping Plan that describes the approach the State will take to reduce GHG emissions and achieve the goal of reducing emissions to 1990 levels by the year 2020.

The Cap-and-Trade Program, which ARB labels as a key element in the Scoping Plan, began in 2012.

A portion of the GHG emissions permits (allowances) established by the Cap-and-Trade Program are sold at quarterly auctions and reserve sales. The Legislature and Governor appropriate auction proceeds from the Greenhouse Gas Reduction Fund (GGRF) to State agencies and programs through the Budget process, consistent with the implementing legislation. Funding allocations are organized into three categories: Transportation and Sustainable Communities Funding, Clean Energy and Energy Efficiency Funding, and Natural Resources and Waste Diversion Funding. Attachment 1 provides a chart briefly describing the funding categories and their related programs (information for the all programs may be found on the ARB's website at: [http://www.arb.ca.gov/cc/capandtrade/auction\\_proceeds/ggrf\\_programpage.htm](http://www.arb.ca.gov/cc/capandtrade/auction_proceeds/ggrf_programpage.htm)). Below is more detail on each of the five Transportation and Sustainable Communities Funding programs.

- **Affordable Housing and Sustainable Communities (AHSC) Program**: This program is administered by the Strategic Growth Council (SGC), and implemented by both the Department of Housing and Community Development (HCD) and Natural Resources Agency's, with a funding allocation of \$130 million. The program aims to fund land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce GHG emissions, while significantly benefiting disadvantaged communities and providing affordable housing. Program activities are intended to yield in projects that include transit-oriented development, intermodal affordable housing, transit capital projects, active transportation and complete streets. Final guidelines were released January 20, 2015, and can be found at: [http://sgc.ca.gov/docs/FINAL\\_AHSC\\_Guidelines\\_adopcted\\_1\\_20\\_2015.pdf](http://sgc.ca.gov/docs/FINAL_AHSC_Guidelines_adopcted_1_20_2015.pdf). The program provides for two types of projects: TOD (Corridor, District or Neighborhood) Project Areas, and Integrated Connectivity Projects (ICP), with total funds awarded accounting for no less than 40% to TOD and no less than 30% to ICP projects.

Conceptual applications for this program were due February 19, 2015. As discussed during the January TTC/PAC and Policy Board meeting, Fresno COG's role in the process (as the region's MPO) is to assist with the review of submitted conceptual applications by providing feedback to the SGC relating to whether a project supports the implementation of the region's SCS. Fresno COG will not be involved in any activities such as the ranking or direct scoring of project applications.

On March 18<sup>th</sup>, the SGC formally announced that two applications from the Fresno Region had been invited to submit full applications (Chelsea Investment Corporation – Fancher Creek Town Center; and APEC International – Hotel Fresno). The SGC Memo detailing those applicants invited for the full process can be found at: [http://sgc.ca.gov/docs/SGC\\_AHSC\\_Concept\\_Invite\\_Memo\\_March\\_18.pdf](http://sgc.ca.gov/docs/SGC_AHSC_Concept_Invite_Memo_March_18.pdf) Fresno COG will be available to provide technical assistance to both applicants, where needed. Full applications were due by April 20<sup>th</sup>.

Application submission data was as follows:

First phase (concept application):

- SGC received 174 applications statewide totaling \$760 million
- 16 of 174 were from the Valley

Full application round:

- 54 concepts were invited
- 6 from the Valley
- 21 from the Metropolitan Transportation Commission (area)
- 5 from the Sacramento Area Council of Governments (area)
- 5 from the San Diego Association of Governments (area)
- 12 from Southern California Association of Governments (area)
- 5 from all other areas of the state

SGC recommendations for awarding are anticipated in mid-June, with SGC Board consideration and approval of such awards in late-June.

- **Sustainable Agricultural Land Conservation (SALC) Program**: This program is administered by the California Department of Conservation, as directed by the SGC, with a funding allocation of \$1 million (as part of the \$130 million allocated to the SGC as part of the AHSC Program). Activities associated with this program include the formulation/placement of Sustainable Agricultural Land

Strategy Plans. Draft guidelines for this program were released on September 22, 2014, and can be found at: [http://www.sgc.ca.gov/docs/Sustainable\\_Ag\\_Lands\\_Conservation\\_Program\\_Guidelines\\_092214\\_DRAFT.pdf](http://www.sgc.ca.gov/docs/Sustainable_Ag_Lands_Conservation_Program_Guidelines_092214_DRAFT.pdf). Adoption of the guidelines is took place at the SGC meeting on January 20, 2015. Grant types in this program may fall under two categories: Agricultural Land Conservation Easements (Applications were due February 20, 2015); and Sustainable Agriculture Land Strategy (applications were due March 20, 2015). Announcements of grant awards are anticipated to take place in late-June.

- **High Speed Rail Program:** This program is administered by the High Speed Rail Authority, with a funding allocation of \$250 million. Activities within the program consist of the planning, design, and right-of-way acquisition, and construction of the initial operating segment. The Authority currently has a Request for Qualifications (RFQ) out for the building of the Phase Three of High-Speed Rail in the Central Valley, with submissions that were due January 30, 2015. Additional information can be found at: [http://hsr.ca.gov/Programs/Construction/about\\_construction\\_package\\_2\\_3.html](http://hsr.ca.gov/Programs/Construction/about_construction_package_2_3.html). The homepage for the HSR is: <http://hsr.ca.gov/>.
- **Transit and Intercity Rail Capital Program (TIRCP):** This program is administered by the California State Transportation Agency, with a funding allocation of \$25 million. Activities within this program consist of capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce GHG emissions, expand and improve rail service and increase ridership, integrate the rail service of the state's various rail operations, including integration with the high-speed rail system, and improve safety. Draft discussion guidelines were released for review and comment on December 3, 2014. The draft guidelines were presented to the California Transportation Commission (CTC) on January 22, 2015, for final approval. Guideline workshops were held in Northern and Southern California on January 20<sup>th</sup> and 21<sup>st</sup>, respectively. CalSTA anticipates publishing the list of approved projects on June 30, 2015. Additional information can be found at: <http://www.dot.ca.gov/hq/MassTrans/tircp.html>.
- **Low Carbon Transit Operations Program (LCTOP):** This program is administered through the Department of Transportation (Caltrans), with a funding allocation of \$25 million. Activities within this program are designed to provide operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities. Draft guidelines for the program were released November 7, 2014, and can be found at: [http://www.dot.ca.gov/docs/DiscussionGuidelinesLCTOP\\_11\\_07\\_14.pdf](http://www.dot.ca.gov/docs/DiscussionGuidelinesLCTOP_11_07_14.pdf). Cycle 2 project expenditure proposals were due April 15, 2015. The State Controller's Office anticipates releasing information on the approved amounts of funds to recipients on June 30, 2015.

Following is information on the region's transit agencies projects submitted for the program:

#### Fresno County Rural Transit Agency (FCRTA)

Expenditure Plan for Fiscal Year 14/15-LCTOP Allocation: \$69,760

Project Title: Green Commuting in Fresno A Zero-Emission Vanpooling and Car Sharing Project located within and benefitting Disadvantaged Communities.

The purpose of 'Green Commuting in Fresno\_A Zero-Emission Vanpooling and Car Sharing Project' is to expand Fresno County Rural Transit Agency's current public transit options in order to add a supplemental program offering alternative zero-emission vanpooling and car sharing opportunities for the public, located within or benefitting Disadvantages communities in the region. Project to begin July 1, 2015. For more information, please contact Moses Stites, FCRTA, General Manager 559-233-6789, [mstites@fresnocog.org](mailto:mstites@fresnocog.org).

#### Fresno Area Express

Expenditure Plan for Fiscal Year 14/15-LCTOP Allocation: \$249,311

Project Title: FAX System Capacity Increasing Tripper Service

FAX will expand service on certain overcrowded bus routes during high-impact times by implementing a Tripper Service. This improved transit service will benefit disadvantaged communities and reduce greenhouse gas emissions in the region. Project to begin fiscal year 2015/16. For more information, please contact Brian Marshall, Director of Transportation, City of Fresno, Department of Transportation/FAX, 559-621-7433, [brian.marshall@fresnocog.gov](mailto:brian.marshall@fresnocog.gov).

#### City of Clovis

Expenditure Plan for Fiscal Year 14/15-LCTOP Allocation: \$36,902

Project Title: Disadvantaged Area Bus Stops

The project is designed to encourage transit ridership in disadvantaged areas by providing for a shelter, bench and solar lighting and trash cans at five (5) bus stops. Upgrade transit stops/stations to support active transportation and encourage ridership (e.g., bikesharing facilities; bicycle racks/lockers; covered benches; energy efficient lighting). The project includes five (5) 13-foot bus shelters which include an 8-foot bench, solar lighting and trash can to be placed at pre-existing bus stop locations within the designated disadvantaged area. Project to begin July 2015. For more information, please contact Shonna Halterman, City of Clovis, General Services Manager, 559-324-2767, [shonnah@cityofclovis.com](mailto:shonnah@cityofclovis.com).

Additional information on the program can be found at: <http://www.dot.ca.gov/hq/MassTrans/lctop.html>.

- **Air Quality Improvement Program (AQIP) and Low Carbon Transportation Program:** This program is administered by the California Air Resources Board (ARB), with a funding allocation of \$230 million. Within this program, Cap and Trade auction proceeds provide an additional funding source for ARB's advanced technology, clean transportation incentive programs, thus expanding the types of projects ARB has funded through the Air Quality Improvement Program (AQIP). Activities within the program include zero and near-zero emission passenger vehicle rebates, heavy duty hybrid/ZEV trucks and buses, freight demonstration projects, and pilot programs (car sharing, financing, etc.) in disadvantaged communities. Additional details for the various program activities can be found at: <http://www.arb.ca.gov/msprog/aqip/aqip.htm>. The last day to submit a project proposal for the California Air Resources Board (ARB) Targeted Car Sharing and Mobility Options in Disadvantaged Communities Pilot Project was at 5:00 PM on April 8<sup>th</sup>. Funding of up to \$2.5 Million is provided by Low Carbon Transportation Investments, which is funded from the Greenhouse Gas Reduction Fund (GGRF), with proceeds from the State's Cap-and-Trade Program. The overarching goal of this project is to also achieve co-benefit criteria pollutant emission reductions through the introduction of advanced clean car sharing fleets or other mobility options including, but not limited to, advanced technology vanpooling and shuttles into the State's most disadvantaged communities. Eligible applicants included federal, State, or local government entities and non-profit organizations.

**The deadline for applications for the Light-Duty Financing Assistance in Disadvantaged Communities Pilot Project (Financing Assistance Pilot Project) was recently extended to May 11, 2015.**

Fresno COG provided letters of support for the following 2 projects competing for these program funds:

1. LEAP Green Raiteros (Riders) Rural RideShare Pilot Project
2. Los Angeles County Targeted Car Shareing Pilot Proposal – Green Commuter

For more information on the various Air Quality Improvement Program (AQIP) and Low Carbon Transportation Greenhouse Gas Reduction Fund, visit <http://www.arb.ca.gov/msprog/aqip/solicitations.htm>

**Action:** Information item. Direction may be provided at the discretion of the Policy Board.

#### G. **Fresno/Madera Origin-Destination Study [Terry] [INFORMATION]**

**Summary:** Contracts for the previously approved study are still currently under review and waiting signing by all parties. Official kick-off activities are anticipated to begin in late-May/early-June, following contract completion.

For any questions regarding upcoming activities associated with this project, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at [rterry@fresnocog.org](mailto:rterry@fresnocog.org).

**Action:** Information item. Direction may be provided at the discretion of the Policy Board.

#### H. **I-5/SR-99 Goods Movement Study [Terry] [APPROVE]**

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

Caltrans has identified \$550,000 from the Public Engagement and Emerging Priorities Branch of the Office of Sustainable Community Planning to move the planning implementation efforts forward. The money comes from the State Highway Account and there is no match requirement. Staff has had discussion with the Office of Sustainable Community Planning and determined Fresno COG will implement the study on behalf of the San Joaquin Valley COGs. Oversight of the technical aspects of the project will be provided by a Technical Advisory Committee (TAC), comprised of representatives from all eight of the MPOs in the Valley, Caltrans Districts 6 & 10, as well as Caltrans Headquarters. Overall project coordination is being provided by the Valleywide Coordinator, Michael Sigala, as approved by the COG Director's at their February 2015 meeting, with \$35,000 of the total budget allocated by Caltrans having been identified for such coordination. The first meeting of the TAC took place on April 23<sup>rd</sup>. The next meeting is currently scheduled for May 28<sup>th</sup>, at 10 a.m. via conference call.

The overall project objectives for the study include: 1) conducting a comprehensive identification and analysis of strategies to improve the efficiency of goods movement along the I-5 corridor through the Valley; 2) conducting in-depth analysis of all safety, environmental, and road maintenance cost effects of each identified strategy; 3) engaging diverse public and private stakeholders in the planning process; 4) analyzing the impacts on SR 99 and other major regionally significant corridors; 5) analyzing financial feasibility of the proposed strategies; 6) coordinating with other related planning efforts; 7) prioritizing strategies and future research needs; and, 8) identifying next steps, funding sources and developing recommendations for implementing the strategies such as a pilot project. An RFP for consultant services to accomplish these objectives is anticipated to be released on May 22<sup>nd</sup>.

For any questions regarding upcoming activities associated with this project, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at [rterry@fresnocog.org](mailto:rterry@fresnocog.org).

**Action:** Staff recommends the Policy Board authorize Fresno COG to continue implementation of the I-5/SR-99 Goods Movement Study, on behalf of the eight Valley MPOs, and enter into a contract for project coordination services with Sigala Inc., in conjunction with the project as approved by the COG Directors.

#### I. **Fresno COG Ag Mitigation [Terry] [INFORMATION]**

**Summary:** At the April 30, 2015 Policy Board Meeting, after individual review of the "Fresno COG Ag Mitigation Ad-hoc Committee White Paper" with their respective staff and administrations, provided unanimous re-affirmation of their original direction (from May 2014), in-line with the Pac Sub-Committee and full PAC recommendations for such, that the Ad-hoc Committee's scope is to "...identify potential policies and actions to minimize the loss of farmland associated with the construction of transportation facilities," for consideration by individual local agencies. As such, the Committee continued efforts to



identify such policies and/or actions at their May 6, 2015 meeting, in accordance with the directives given by the Board. A working draft of such a policy document has been formed, and will be further refined by the Ad-hoc Committee at their June 6, 2015 meeting. The Committee anticipates a draft ready for full review, recommendation and action in the coming months.

**Action:** Information item. Direction may be provided at the discretion of the Policy Board.

J. **Population Estimates [Yang] [INFORMATION]**

**Exhibits:**

 ITEM I J

**Summary:** The California State Department of Finance released provisional population estimates as of January 1, 2015 for the state, counties, and cities. Attached is the updated population for jurisdictions in Fresno County. These population estimates are produced annually by the Department of Finance for use by local areas to calculate their annual appropriations limit.

**Action:** Information item. Direction may be provided at the discretion of the Policy Board.

K. **Monthly Grant/Call for Project reminders [Chargin] [INFORMATION]**

**Exhibits:**

 ITEM I K

**Summary:** See attached memo. For the latest information on grants, Fresno COG member agencies and partnering agencies can register for EfficientGov's GrantFinder database service. Fresno COG has subscribed to this service and is offering free membership to local agencies and partnering agencies. If you or someone from your agency is interested in signing up for this service, or if you have any questions, please contact Lindsey Chargin at 559-233-4148 ext. 205 or [lindseyc@fresnocog.org](mailto:lindseyc@fresnocog.org).

EfficientGov offers grantwriting assistance and provides real-time, comprehensive, grant information for all federal, state, foundation and corporate grants that are available to municipalities, counties and non-profit agencies. The database is updated daily with new grants as well as important updates to existing grants within the database. Additionally, the service provides for unlimited access to EfficientGov news, articles and the GrantIntel newsletter, which focuses specifically on grant funding.

If your agency has already subscribed, but a tutorial on how to search for grants is needed, EfficientGov offers a free monthly demo for all of its users. You can sign up for the next available tutorial here: <http://efficientgov.com/refresh>.

**Action:** Information. Direction may be provided at the discretion of the Policy Board.

II. **TRANSPORTATION ACTION / DISCUSSION ITEMS**

A. **2015 Active Transportation Program (ATP) (Cycle 2) Guidelines, Resolution 2015-13 [Garza] [APPROVAL]**

**Exhibits:**

 ITEM II A 1  ITEM II A 2

**Summary:** Active Transportation Program (ATP) funds are separated into three main components: the statewide competitive program, the small urban and rural area competitive program (to be managed by the state), and the large urbanized area competitive program (managed by the Metropolitan Planning Organizations (MPO) - also known as the Regional Competitive ATP). Large MPOs, such as Fresno COG, have the option of developing their own policies, procedures, and project selection criteria that differ from those adopted by the CTC, provided they are approved by the CTC.

The Cycle 2 Fresno COG Regional Competitive ATP will cover three additional years of funding, FY 16-17 through FY 18-19. Based on the CTC's Fund Estimate, it is anticipated that \$1.3 million/year will be available for the Fresno COG Regional Call (\$3.9 million total). Per the ATP legislation, at least 25% of the program funds must benefit projects in disadvantaged communities, that is, \$328,000 per year or

\$984,000 in Cycle 2. Also, it was determined that **the Call for Projects for the Region will be initiated on June 26<sup>th</sup> and will close on August 7<sup>th</sup>**. The group will convene on **Sept. 23<sup>rd</sup>** to score and deliberate on the recommended program of projects.

The Multidisciplinary Advisory Group (MAG) met on March 12<sup>th</sup>, April 8<sup>th</sup> and April 29<sup>th</sup> to review and discuss the updates to the regional guidelines, criteria, and application. Fresno COG has now updated the regional guidelines, criteria and the supplemental application for Cycle 2 of the Fresno COG Regional Competitive ATP. These documents are all included for your review and approval. The MAG and staff recommend several non-substantive changes that have been identified in the guidelines; however, there are several substantive changes, and while they are identified in the guidelines, staff has also enclosed a table that outlines the specific substantive changes for review and approval. The enclosures for this item include:

1. Resolution 2015-13
2. California Transportation Commission Approved Fund Estimate
3. Summary table that highlights specific changes between Cycle 1 and Cycle 2 of the Regional ATP
4. Final Draft Regional ATP Guidelines with proposed updates as agreed upon by the MAG
5. Final Draft supplemental application/questionnaire for the Regional ATP
6. Multidisciplinary Advisory Group member list
7. ATP Application-*this application is the one used for the statewide call for projects and is available at <http://www.catc.ca.gov/programs/ATP.htm>*

**Action:** TTC/PAC and Staff recommend approval of Resolution 2015-13 for the Cycle 2 Fresno COG Regional Competitive Active Transportation Program Guidelines.

**B. Active Transportation Plan Contract Award Resolution 2015-14 [Chargin] [APPROVE]**

**Exhibits:**

 ITEM II B

**Summary:** The first cycle of Statewide Active Transportation Program (ATP) funding awards was completed in 2014. It is expected that future cycles of the Active Transportation Program will require eligible infrastructure projects to be included in an Active Transportation Plan. In order to assist member agencies in ensuring that projects are in an active transportation plan, Fresno COG intends to complete a Regional Active Transportation Plan. The Regional Plan will incorporate Fresno COG's sixteen member agencies' bike and pedestrian plans which will enhance the eligibility potential for future ATP funding.

Fresno COG applied for and was awarded \$150,000 in Cycle 1 of the Statewide ATP Call for Projects for a Regional Active Transportation Plan. The ATP is administered by the California Transportation Commission (CTC) and as such requires Fresno COG to adhere to specific guidelines and timelines in order to be reimbursed for funds spent on the development of the Regional Active Transportation Plan. One such requirement is to award a contract within six months of the CTC's allocation. However, because the Regional Active Transportation Plan is not an infrastructure project, Fresno COG does not need to award a contract but rather formally accept the funding award and certify that the project will be completed through a resolution.

**Action:** TTC/PAC and Staff recommend approval of Resolution 2015-14 to accept the ATP funding award and certify that the project will be completed.

**C. 2014/15 Measure "C" Regional Transportation Program Update [Beshears] [ADOPT]**

**Exhibits:**

 ITEM II C 1  ITEM II C 2  ITEM II C 3

**Summary:** In November and December 2014 the Fresno COG and Authority Boards respectively adopted a statutory five year update to the RTMF Nexus. During the process we became aware that the financial administration of the program carried significant implications to the methodology we have used for years to do our financial projections for the Measure C Regional Transportation Program. Before explaining those implications a brief discussion on the Measure C Regional Transportation Program is appropriate.

The Measure C Regional Transportation Program is the 20 year financial plan to deliver major highway

infrastructure projects, including the SR 41/180/168 Braided Ramps, SR 180 East, and Veterans Blvd. among others. The plan includes all available funding sources including the Measure, state and federal grants, and local development fees. Traditionally projects are programmed subject to strict conformation of funding commitments. In simple terms, the money has to be in the bank before it can be committed.

However, during the recent RTMF Nexus update process the consultant advised that this “pay as you go” methodology is contrary to the structure of the RTMF program. The fee is anticipated to be collected over the twenty year life of the Measure. Using a strict “pay as you go” methodology requires any project funded with a significant amount of RTMF to be delayed until the revenue is collected. However, as previously pointed out during the Board hearing adopting the Nexus update, between the adoption of the original Nexus and the five year update we were fortunate to receive significant amounts of unanticipated state and federal funding that allowed us to advance major projects that had been incorporated into the initial RTMF fee structure. These projects required a significant local contribution and since substantial RTMF fees hadn’t been collected yet, Measure funding was substituted to take advantage of the opportunity to deliver these much desired projects. However the consultant advises that the Transportation Authority board must take formal action to recognize this temporary substitution as a loan so the Measure funds can be reimbursed as the RTMF collections come in. The alternative is to restructure the RTMF to exclude the projects in question resulting in a greatly reduced fee structure rendering the program ineffective to deliver future major projects.

This amendment incorporates the Measure C Encumbrances that are to be reimbursed with RTMF based on future RTMF collections. In the event RTMF collections are adequate to cover the entire Measure reimbursement, up to \$106 million additional RTMF funds may become available to the program. No new projects are currently proposed for these funds at this time because the program is presently in deficit and the additional funds are not quite enough to erase the entire deficit. However, with the adjustment the projected deficit in the Urban plan drops from \$45 million to \$7 million and the Rural deficit drops from \$276 million to 208 million. Should future RTMF collections not be adequate to cover the proposed reimbursement program, any uncollected RTMF funds expended on the projects become an expenditure of the Measure but since the Measure has already fronted the money, there would be no cash flow issue associated with an RTMF shortfall, however the future expectations of the Expenditure Plan would be reduced for the amount of the RTMF shortfall.

This recommendation amends the Expenditure Plan update that was adopted by the Fresno Cog Board and Transportation Authority respectively on July 31 and September 10, 2014. A summary of the modified plan is included in the agenda. The only revenue change is to recognize the projected \$106 million in additional RTMF funds. No changes were made to project cost and with the exception of the Caltrans SR 269 Bridge and SR 180 projects discussed below, no changes were made to the implementation schedule. The adjustment is strictly a bookkeeping exercise to shift funding in accordance with the proposed Reimbursement program.

This recommendation of course, carries serious implications regarding the Transportation Authorities project accounting and to that effect we have had discussions with the Authority and the County Auditor Controller. After running this concept through County Counsel and determining there are no legal issues the Authority staff is in agreement with this recommendation and is ready to propose this amendment to their board in June. The Auditor Controller agrees in concept however raised issues on how to implement accounting transactions involving retroactive provisions of the arrangement. The Auditor Controller recommended the Transportation Authority acknowledge that Measure funding was advanced for RTMF funding in arrears and identify the amounts of the advance by encumbrance and fiscal year retroactive to 2010. These amounts will then be incorporated into a restatement of the Authorities Financial Statements and Annual Report for the years affected.

### **SR 269 Bridge**

Amendments to the SHOPP program affecting the SR 269 Bridge were not included in the 2014 Expenditure Plan Update. Caltrans wants to proceed with the ROW phase as scheduled in the SHOPP. This recommendation advances \$1.5 million in Measure funding to 2014/15 consistent with the SHOPP so Caltrans can proceed. This advancement is revenue and cost neutral to the Expenditure Plan as the local contribution to the project is scheduled with residual Prior Measure funding that is already collected.

### **SR 180 Smith to Frankwood**

This project was submitted in the 2014 STIP as our candidate for funding programmed in 2016/17. Caltrans has represented the design and right of way phases will be complete and the project ready for

construction in 2015/16. When the 2014 STIP was submitted we requested the California Transportation Commission (CTC) consider advancing the funding one year to 2015/16 if funding opportunity arose. Consistent with that strategy, Caltrans will approach the CTC and formally make that request later this year however they have requested that we advance the construction funding a year in the Expenditure Plan so they can secure cooperative agreements with the Transportation Authority for RTMF funding that is already collected. The advance is revenue and expense neutral to the plan.

**Action:** TTC/PAC and Staff recommend adoption of an update to the 2014/15 Measure C Regional Transportation program incorporating the Measure C \ RTMF Reimbursement Program, advancing ROW for SR 269 to 2014/15 and advancing the Construction phase of SR 180 Smith to Frankwood to 2015/16.

D. **National Park Transit Update [Fawcett] [APPROVE]**

**Exhibits:**

ITEM II D 1 A     ITEM II D 1 B     ITEM II D 2

**Summary:** In anticipation of the start of service for the National Parks Transit Demonstration Project to Yosemite, Sequoia and Kings Canyon National Parks, applications have been filed with Caltrans Division of Rail and Mass Transit for a grant administered by the Federal Transit Administration Section 5311(F) – Inter City Bus Program. The application for the Fresno to Yosemite Route is requesting an award amount of \$300,000 to support operation of the service, which will be operated and managed by YARTS. The application for the route to Sequoia and Kings Canyon National Park, which will have the brand name “Big Trees Transit”, is requesting \$100,000 to support marketing and media outreach to promote ridership and interconnectivity with the intercity bus network in California and other modes of transportation such as Amtrak and Fresno Yosemite International Airport. Fresno County Rural Transit Agency, as the public transit agency, is managing the service. Fresno Economic Opportunities Commission is undertaking the day to day operations and maintenance tasks. The City of Sanger, as the project sponsor has selected the marketing and media firm Archer & Hound to provide the promotion and branding campaign services. Fresno COG is providing planning activities, oversight and administration of project funding.

**Action:** TTC/PAC recommend the Fresno COG Policy Board approve the two submitted applications for 5311(F) funding by signing Resolutions 2015-08 and 2015-09, respectively.

2. **National Parks Service Implementation [Beshears] [APPROVE]**

**Summary:** The start of public transit service on Saturday, May 23<sup>rd</sup> will be preceded by two kick-off events, one for the YARTS service from Fresno to Yosemite National Park – to be held on May 20<sup>th</sup> and another event for Big Trees Transit service from Fresno to Sanger/Sequoia-Kings Canyon National Park- to be held May 22<sup>nd</sup>. Updates on the progress toward service implementation have been on the agenda regularly during the last 7 months, during which time the formal planning for the Fresno\Yosemite service, which began in November 2014 when the COG ratified a formal amendment to the JPA and entered into agreements with YARTS to plan and implement the service. Subsequently, in April FCRTA agreed to implement the Sequoia/Kings Canyon Service. The Big Trees Transit service is seasonal and to be successful it was determined it must kick off in May or wait until next year. There were a lot of moving parts required to implement these services in the short time period; lining up service providers, acquiring buses, training drivers, developing route schedules, etc. Staff from all three agencies, YARTS, FCRTA, and FCOG committed to making it happen this season and have concentrated mainly on the functional necessities required to get this service on the road, however there are still some administrative authorizations required.

**YARTS- Operating Contract**

In November 2014 the Board authorized an operating contract with YARTS for \$3,059,567 however that was before the actual cost and revenues associated with the service was known. Exhibit A to the YARTS Fresno\Yosemite Service provides detail of the latest cost and revenue estimates. The service will cost \$2,379,784 a year, or \$4,759,568 for the two year demonstration project. YARTS will collect and retain the National Park Service grant, Amtrak tickets, and Fare box revenues to offset operating costs. A full accounting of all revenues and costs will be provided per our adopted MOU.

**Action:** TTC/PAC and Staff recommend authorization retroactively as of May 20<sup>th</sup> (coinciding with the first kick-off event preceding the official operations startup on May 23<sup>rd</sup>) of the FCOG/YARTS by

concurrence with the JPA amendment approved at the November 2014 COG Board meeting .

### **FCRTA – Operating Contract**

On April 30, 2015 the FCRTA Board agreed conceptually to implement the service. Exhibit A – FCRTA Fresno\Sequoia\Kings Canyon provides the latest cost and revenue estimates. COG will provide \$241,311 per year, \$482,622 for the two year demonstration program.

**Action** TTC/ PAC and Staff recommend authorization retroactively as of May 20<sup>th</sup> (coinciding with the first kick-off event preceding the official operations startup on May 23<sup>rd</sup>) of the FCOG/FCRTA by concurrence with the JPA amendment approved at the November 2014 COG Board meeting.

#### **E. Caltrans Report [Caltrans] [INFORMATION]**

**Exhibits:**

 ITEM II E

**Summary:** Caltrans staff will give an update at the Policy Board meeting. The Quarterly Update is included.

**Action:** Information item.

### **Fresno COG Sitting as the Fresno Council of Governments Policy Board**

#### **III. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE**

#### **IV. ADMINISTRATIVE CONSENT ITEMS**

##### **About Consent Items:**

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

#### **A. Executive Minutes of April 30, 2015 [APPROVE]**

**Exhibits:**

 ITEM IV A

#### **B. FY 2014-15 Third Quarter Progress Report [Beshears] [ACCEPT]**

**Exhibits:**

 ITEM IV B

**Summary:** The Third Quarter Progress Report is included in the meeting package for acceptance.

**Action:** TTC/PAC recommend acceptance of the FY 2014-15 Third Quarter Progress Report.

#### **C. Proclamation of Continuation of a Local Emergency--4th Consecutive Year of Drought-Resolution-2015-20 [Boren] [ADOPT]**

**Exhibits:**

 ITEM IV C

**Summary:** Resolution 2015-20 identifies a series of steps Governor Brown should take to address the

4<sup>th</sup> consecutive year of drought conditions in California. This resolution is modeled after a similar resolution that was recently adopted by the Fresno County Board of Supervisors, and is consistent with a recent letter from the Latino Water Coalition to Governor Brown that was endorsed by number of San Joaquin Valley communities. The steps identified in the resolution are as follows:

1. Require the environmental water users in California to take a 25% cut in delivery, consistent with the cuts facing urban and agricultural water users throughout the State of California.
2. Direct the State Water Board to take action to make changes in Delta water operations necessary to provide adequate water supplies for urban and agricultural users.
3. Request the Governor to meet and confer with the U.S. Department of the Interior and U.S. Department of Commerce to exercise the greatest possible flexibility in biological opinions regulating operations affecting endangered species under the federal Endangered Species Act.
4. Request the Governor be supportive of Congressional legislative efforts being undertaken by Senator Feinstein to enact federal drought legislation that would benefit water supply availability in Fresno County and the San Joaquin Valley.
5. Request the Governor to continue to make available all State assistance programs, and seek additional Federal assistance programs to provide relief to the individuals, growers, businesses, public agencies, and private agencies that were harmed by the disaster.
6. Forward a copy of the approved resolution to Governor Brown, the State Water Resources Board and the Director of the Office of Emergency Services.

**Action:** Staff recommends the Policy Board adopt Resolution 2015-20

D. **Washington D.C. One Voice Report [Boren/Garza/Veenendaal] [INFORMATION]**

**Exhibits:**

 ITEM IV D  ITEM IV D

**Summary:** The Annual Fresno COG One Voice trip to Washington D.C. was held April 11<sup>th</sup> -16<sup>th</sup>, 2015. A survey was conducted and issued to One Voice delegates on April 30<sup>th</sup> to assess the One Voice effort and closed Thursday, May 7<sup>th</sup>, 2015. The survey and results are enclosed.

Also, as part of the follow up tasks, staff was directed to assist the Latino Water Coalition in garnering support and signatures for a letter addressed to Governor Brown with copies sent to the Members of the Legislature, the State Water Resources Control Board, State and Federal Agencies, California US Senators and the SJV Congressional Delegation, amongst the many others. The letter is in regards to The Governor's strict water usage reduction mandates; and requests that the various environmental usages of the scarce available water also partake in the reduction mandates Most of the Fresno COG Policy Board members, and many Councilmembers signed the letter, as well as many other San Joaquin Valley elected officials. The final letter is attached.

Lastly, Fresno COG would like to once again thank the following sponsors for their financial contribution in support of the 2015 One Voice advocacy efforts. Their gracious commitment to the One Voice endeavor will be highlighted at the Policy Board Meeting in June. .

- Hatch Mott MacDonald - \$2,000
- AECOM - \$2000
- Quad Knopf Inc. - \$1,000
- Granville Homes - \$1,000
- Kleinfelder Inc.- \$1,000
- The Hospital Council - \$1,000
- Placeworks - \$1,000
- Precision Civil Engineering, Inc. - \$1,000
- Quincy Engineering - \$1,000
- VRPA Technologies - \$750
- Parsons Brinckerhoff Inc. - \$250

**Action:** Information item. Direction may be provided at the discretion of the Policy Board.

**E. Monthly Legislative Update [Garza] [INFORMATION]**

To locate current and past year **state bill information** go to the Official California Legislative Information webpage at: <http://www.leginfo.ca.gov/>

To locate current and past year federal bill information go to THOMAS, The Library of Congress's bill information website (in the spirit of Thomas Jefferson) at: <http://thomas.loc.gov/>

Please contact staff person, Melissa Garza, if you have any questions or comments.

**V. ADMINISTRATIVE ACTION / DISCUSSION ITEMS**

**A. FY 2014-15 Overall Work Program (OWP) Amendment #4 [Beshears] [APPROVE]**

**Summary:**

**Work Element 116 – National Parks**

Fresno COG will implement service to Yosemite, and Sequoia\Kings Canyon on May 23, 2015 and is programming the first year's service. The services are funded with a variety of Federal Transit Administration 5307 & 5311(f), Air District, National Parks Service, Amtrak and Farebox. The cost of operating the first year service to Yosemite will be \$2,379,784 and the service to Sequoia\Kings Canyon \$241,311.

**Work Element 150 Other Modal**

FHWA has allocated \$20,000 to the state to support a Bicycle/Pedestrian count pilot program by Fresno COG. A \$5,000 (20%) local match is required. The Pedestrian and Bicycle Information Center will assist Fresno COG in selecting the hardware and developing the non motorized count methodology.

**Action:** PAC and Staff recommend adoption 2014/15 OWP Amendment #4 increasing the budget \$2,646,095.

**B. FY 2015-16 Overall Work Program and Budget-Resolution 2015-06 [Boren] [APPROVE]**

**Exhibits:**

ITEM IV B 1     ITEM IV B 2

**Summary:** This year's 2015-16 Overall Work Program and accompanying budget totals \$15,749,187. The proposed budget reflects an increase of \$2,576,427 (20%) from our FY-2014-15 budget. The final budget reflects an increase of \$27,000 from the draft OWP, which was released for review and comment in February. The majority of that increase comes from the addition of a \$25,000 Bike and Pedestrian counting program funded by a state planning grant. The increase comes primarily from an increase in FTA Section 5307 funding to two demonstration projects that will provide public transit service to Yosemite and Sequoia National Parks. Factoring out the grants associated with those projects would have resulted in the budget decreasing 7% as the discontinued FTA Section 5316 (JARC) & 5317 (New Freedom) programs continue to decrease as those existing grants are drawn down.

Federal revenues increased 35% (\$2,059,846) reflecting the previously mentioned national parks projects and FTA Section 5316 & 5317 draw downs. State revenues increased 11% (\$215,728) largely due to the San Joaquin Valley Goods Movement study. Greenprint planning activities that were funded with a Department of Conservation Grant are still under way however the revenues associated with this grant decrease reflects completed work. We also completed state grant funded projects last year, the Fresno/Clovis Transit Service Evaluation and the Ventura/Kings Canyon Revitalization Planning Study decreasing State Planning and Research (SPR) funds in this year's budget. Local revenues increased 6%, (\$300,851) a significant part of which is from the San Joaquin Valley Air Pollution Control District for the National Parks service. Cash Match revenues from FTA Section 5316 & 5317 projects decreased significantly as the program is being phased out. Local Measure C revenues decreased slightly in total, however utilization of our Taxi Scrip, Commuter and Farm Worker Vanpool programs continue to grow.

From an operational perspective, revenues remain intact, reserves are adequate and the agency continues to operate within the bounds of prudent fiscal management.

A detailed memorandum highlighting changes is enclosed and the Final FY 2015-16 OWP will be available on our website and by hard copy or CD upon request.

**Action:** TTC/PAC and Staff recommend approval of Resolution 2015-06 approving the FY 2015-16 Overall Work Program and Budget.

VI. **OTHER BUSINESS**

A. **Items from Staff**

B. **Items from Members**

VII. **PRESENTATIONS**

A. **PUBLIC PRESENTATIONS**

This portion of the meeting is reserved for persons wishing to address the Policy Board on items within its jurisdiction but not on this agenda. **Note: Prior to action by the Policy Board on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to 3 minutes.**