



Fresno Council
of Governments

DRAFT

OVERALL WORK PROGRAM

Fiscal Year 2017-2018

May 2017

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Glossary of Common Acronyms

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

SHOPP - State Highway Operation and Protection Plan
SIP - State Implementation Plan
SJVAPCD-San Joaquin Valley Air Pollution Control District
SOV - Single Occupant Vehicle
SR - State Route
SRTP - Short Range Transit Plan
SSTAC - Social Service Transportation Advisory Council
STA - State Transit Assistance
STIP - State Transportation Improvement Program
STP - Surface Transportation Program
TAC - Technical Advisory Committee
TCI - Transit Capital Improvement
TCM - Transportation Control Measure

TDA - Transportation Development Act
TDM - Transportation Demand Management
TDP - Transit Development Plan
TEA - Transportation Enhancement Activities
TEA 21 - Transportation Equity Act for the 21st Century
TIP - Transportation Improvement Programs
TMA - Transportation Management Association
TOD- Transit Oriented Development
TPA - Transportation Planning Agency
TPC - Transportation Policy Committee
TSM - Transportation Systems Management
TTC - Transportation Technical Committee
VMT - Vehicle Miles of Travel
VOC - Volatile Organic Compound

Organization and Management

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 are:

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

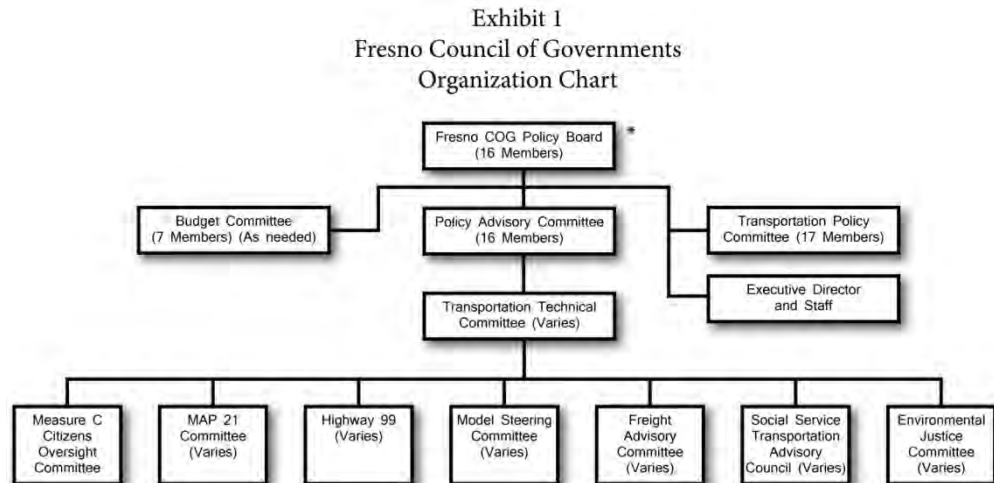
The Fresno COG has a "double-weighted" voting system, which provided for an urban/rural balance as opposed to either area dominating. Each member has a percentage vote based on population. To approve any action the vote must pass two tests:

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.



* Fresno County Regional Transportation Mitigation Fee Agency

Exhibit 1- Fresno Council of Governments Organization Chart

Exhibit 2
Fresno Council of Governments
Staff Organizational Chart

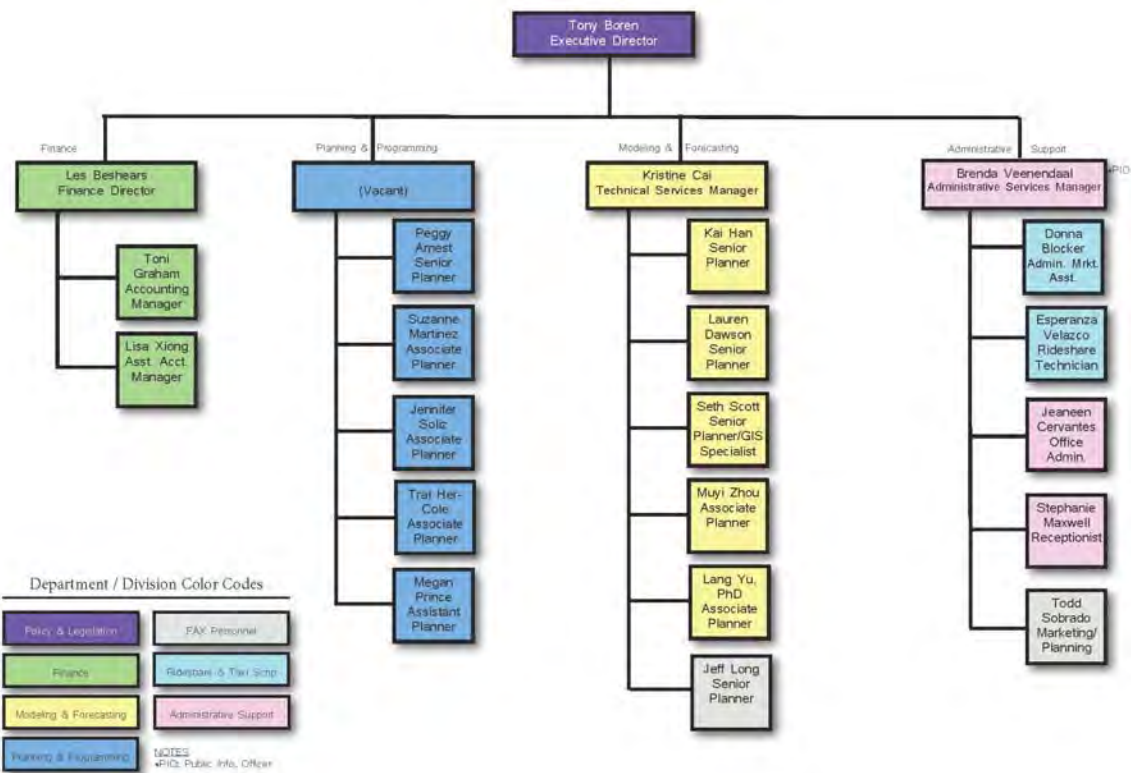


Exhibit 2- Fresno Council of Governments Staff Organizational Chart

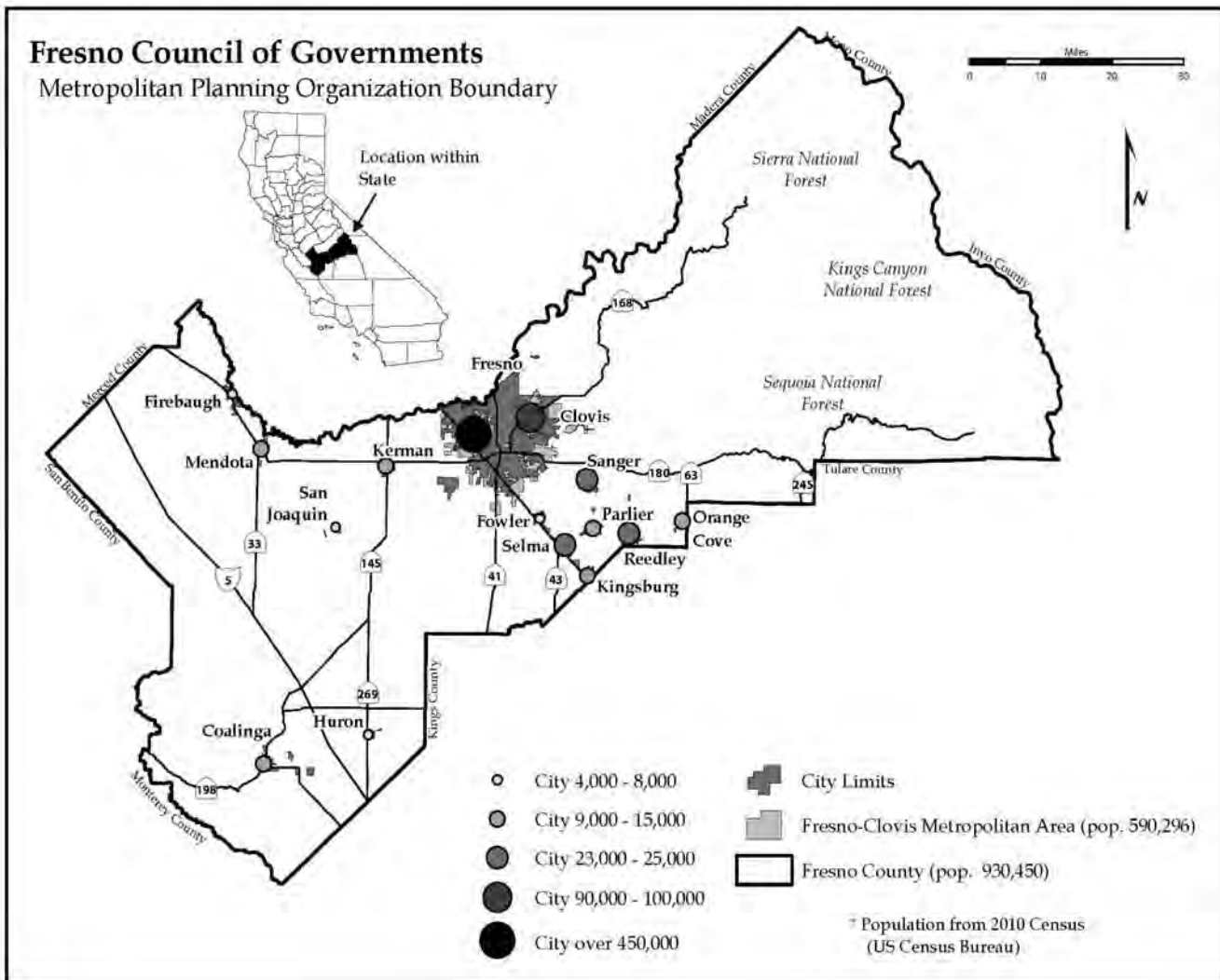


Exhibit 3- Metropolitan Planning Organization Boundary

Cooperative Agreements

The institutional arrangements cited herein are specified within 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, Fixing America's Surface Transportation, and the conformity provisions of the Clean Air Act, and at ensuring the most effective use of existing resources and avoiding duplication of effort.

Also the MOU specifically provides for participation in development of transportation control measures required pursuant to the 1990 Clean Air Act Amendments. The eight Valley MPOs have provided the staff and analytical support necessary to

develop emission inventories, emission budgets, and transportation control measures for SJVAPCD to include in State Implementation Plans (SIPs) for the San Joaquin Valley.

- Eight County Memorandum of Understanding

The eight 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 Fixing America's Surface Transportation (FAST) Act. This MOU was originally entered into in 1992. This MOU provides for the close coordination of planning activities where interregional issues are involved. Major areas currently being coordinated are the Regional Transportation Plan and Sustainable Communities Strategies, the Transportation Improvement Program, the transportation air quality conformity process, transportation control measures, Blueprint implementation efforts, transportation & land use modeling, goods movement and regional rail. Additional support activities as agreed upon by the Directors are also coordinated. The MOU establishes a strong working relationship between the eight Valley transportation planning agencies and satisfies federal requirements to have a cooperative agreement between agencies located within the federal air quality nonattainment area boundaries.

This MOU was revised and adopted September 21, 2006.

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.

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.

Rational 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 from MAP-21 is carried out through provisions within the FAST Act. 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 Policy 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 Policy 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, Transportation Reauthorization Sub-Committee; Association for the Beautification of Hwy. 99; Environmental Justice Subcommittee; Measure C Citizen's Oversight Committee, Freight Advisory Committee, the Active Transportation Program Multi-Advisory Committee, and the Airport Land Use Commission.

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.

The scope of policy making responsibilities includes the following:

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

Coordination Statement

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

Public Participation

Public participation efforts center around providing the public with information on activities, meetings, plans and reports, and seeking input from the public on Fresno COG's planning activities. Work Element 311 is intended to highlight the COG's desire to encourage more public participation during the transportation planning process, consistent with MAP-21 requirements and through the implementation of the most recent Transportation Bill, the FAST Act. This includes public participation in the development stages of plans and programs as well as throughout the adoption process. Fresno COG's 2012 Public Participation Plan was updated during the 2016-2017 fiscal year, so the 2016 Public Participation Plan will be consulted and followed during each phase of plan or program development.

Currently, citizens are represented on the following committees:

- Airport Land Use Commission of Fresno County
- Transportation Technical Committee
- Association for the Beautification of Highway 99
- Congestion Management Process (CMP) Steering Committee
- Model Steering Committee
- Environmental Justice Subcommittee

- Social Service Transportation Advisory Council
- Measure C Citizen Oversight Committee
- Measure C Transit Oriented Development Advisory Committee
- Measure C Transit Oriented Development Scoring Committee
- Programming Coordination Group
- San Joaquin Valley Greenprint Planning Process Steering Committee
- Active Transportation Program Multi-disciplinary Advisory Group
- Technical Advisory Committee
- Measure C New Technology Reserve Steering Committee
- Ag Mitigation Ad Hoc Committee
- Transportation Needs Assessment Committee
- Regional Transportation Plan Roundtable

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

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

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

Fresno COG distributes 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.

Furthermore, 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 2 charts the current organization. Staff members, staff classifications, as well as the staff of member governments which may carry out all or portions of OWP work elements are a matter of public record.

Transportation Improvement Program (TIP)

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

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

Environmental Protection Statement

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

Historic Preservation

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

Social, Economic and Environmental Effects

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

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

Public Transportation Facilities for Elderly and Persons with Disabilities

Previous work activities have included annual documentation that public transportation services serve the needs of transit dependents, including elderly and persons with disabilities. Fresno COG has an adopted Assembly Bill 120 Action Plan which requires, as feasible, coordination and consolidation of social services transportation programs. Significant progress in the area of consolidated, coordinated service has ensued. Consideration of public transportation services to serve the needs of elderly and persons with disabilities are also included as a part of the proposed work activity. This activity is also supported by the SB 826 Implementation Report for the Fresno Consolidated Transportation Services Agency (CTSA) - a progress report required every two years and an inventory update required every four years. MAP-21 provided an option for MPOs of Large Urbanized Areas (UZAs) to assume regional administration of the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program. Fresno COG received the delegated authority of "Designated Recipient" for the Fresno Urbanized Area, by California Governor Jerry Brown on April 23, 2014. As such, Fresno COG staff developed the FTA Section 5310 Program Management Plan.

JARC/New Freedom

In 2015, Fresno COG updated the Fresno County Coordinated Public Transit-Human Services Transportation Plan that provides a strategy for meeting the needs of older adults, persons with disabilities and persons of low income. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of environmental justice populations in Fresno County. Moving Ahead for Progress in the 21st Century, (MAP-21) included changes that impacted the Coordinated

Plan. Map-21 repealed Sections 5316 - Job Access and Reverse Commute and Section 5317 - New Freedom. It retained and strengthened the FTA Section 5310 program, restating the requirement of the Coordinated Plan and providing for funding support for strategies and projects recommended through the Coordinated Plan process. Fresno COG continues to oversee and administer existing JARC and New Freedom grants until fully implemented.

Environmental Justice

The transportation needs of Fresno County environmental justice (EJ) populations have always been an important part of Fresno COG. In the Spring of 2017, an Environmental Justice Advisory Committee was formed to serve as a subcommittee of Fresno COG's Transportation Technical Committee (TTC). This group will meet to assist Fresno COG staff in setting thresholds for Environmental Justice Populations for the Environmental Justice Report within each Regional Transportation Plan and when Fresno COG staff, the TTC, the Policy Advisory Committee or the Fresno COG Policy Board request recommendations on items involving Environmental Justice populations. Fresno COG staff, with input from Fresno COG's Environmental Justice Task Force, developed the Environmental Justice Report for the Fresno COG 2014 RTP.

Staff completed the update of the Fresno COG Title VI Plan in 2016. Approval from U.S. DOT was received on October 12, 2016.

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.

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 were relevant in Moving Ahead for Progress in the 21st Century (MAP-21). These influences are also relevant in the most recent surface transportation act, Fixing America's Surface Transportation Act (FAST Act) which was signed into law in December 2015. MAP-21 built on and modified 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 included an emphasis for MPO's to establish and use a performance-based approach to transportation decision making and development of transportation plans which was carried forward into the FAST Act. 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 Process activities are still mandated by federal regulation in transportation management areas (which includes Fresno), and COG has established procedures to comply with these regulations as described in Work Element 172.

The Framework for 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 of the system. In addition, the collection of data from any management systems which might have been developed will help in prioritizing what types of improvements are most needed in an area, for the funds available.

Projections for Economic, Demographic and Land Use Activities for Transportation Planning

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

Refinement of the Regional Transportation Plan through Special Studies

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

The newly updated mode choice peak period model is the primary basis for ongoing transportation and air quality planning activities in Fresno County. The updated model provides a 2014 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 COG's long range vision for transportation and air quality analysis

Comprehensive Planning Process

Planning Area

Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With over \$7 billion a year in commercial crop production it is the nation's leading agricultural-producing county. The January 2016 population of 984,541 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 2016 population of about 628,492. 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.

Regional Transportation Planning Agency (RTPA)

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

Plans & Programs

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

Transportation Development Act Administrative Functions

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

Metropolitan Planning Organization (MPO)

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

The objective of the work program is to document planning activities for the current program year. It also identifies related planning responsibilities for participating member agencies as well as state, Tribal, and federal agencies. The OWP is the programmatic framework of the regional planning process and is intended to provide the basis for application for state and federal funding support of the program. It is developed in accordance with the "*Regional Planning Handbook*" 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 populations, Fresno County has been designated as a Transportation Management Area (TMA). TMAs are subject to special requirements regarding the fulfillment of responsibilities assigned by provisions of the Congestion Management System, and application of project selection and certification procedures. Fresno COG's Policy Board is comprised of local elected officials. These officials also sit as the governing board of the Fresno County Rural Transit Agency (FCRTA), or as in the case of the City of Fresno, has administrative control over Fresno Area Express (FAX). Fresno COG sitting as the Transportation Policy Committee includes a Caltrans representative.

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

With the reauthorization of Measure C in 2006, Fresno COG is responsible for developing and maintaining the Strategic Implementation Plan in conjunction with its member agencies, and Caltrans. The Fresno County Transportation Authority 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 the 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 allows direct access to census, housing and economic information. Other information items have been maintained on-line as well, including our regional directory, agendas, minutes, and other appropriate items.

Funding the Fresno COG Planning Program

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

LOCAL

Member Dues - Participating member agencies are annually assessed dues proportionate to their percentage of total county population. Since 1973 total dues revenue have been set at \$40,000, except for those years when the COG Policy Board chose to utilize the services of a lobbyist to represent Fresno COG in Sacramento. Though, that consultant contract has expired, the dues will remain at \$40,000 for the 2016-17 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. The 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 5310** - Enhanced Mobility of Seniors and Individuals with Disabilities. This program provides funding to local governments, private non-profits organizations or operators of public transit to support transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.
- 5) **FTA Section 5316** - Jobs Access Reverse Commute (JARC). JARC provides funding for local programs, offering access to Jobs and reverse commute transportation services for low income individuals. (Discontinued in MAP-21; however, Fresno COG continues to oversee and administer existing grants)
- 6) **FTA Section 5317** - New Freedom. This program provides funding for projects that can provide new public transportation services and alternatives for disabled persons beyond the requirements of the 1990 ADA act. (Discontinued in MAP-21; however, Fresno COG continues to oversee and administer existing grants)

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

Other Funding Sources

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

Status of Comprehensive Planning Process

Summary

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

- Transportation (highways, public transportation, rail, aviation, and non-motorized)
- Congestion Management
- Regional Land Use
- Housing
- Air Quality
- Environmental Conservation
- Transportation Demand Measures
- Open Space
- Seismic
- Water and Sewer
- Technical Assistance to Members

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

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

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

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

MPO Planning Certification Process

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

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(l) as amended by the Moving Ahead for Progress in the 21st Century (MAP-21) legislation
- Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d))
- Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California Under 23 U.S.C. 324 and 29 U.S.C. 794
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, February 11, 1994
- Executive Order 13175, Consultation and Coordination with Indian Tribal Governments
- Section 1101(b) of the Transportation Equity Act for the 21st 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. The next review is scheduled for April of 2017.

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

Regional Transportation Planning Issues

Transportation Reauthorization Issues

On December 4, 2015, the new federal surface transportation bill, the *Fixing America's Surface Transportation* (FAST) Act, was signed into law. The new bill follows its predecessors, the Safe, Accountable, Flexible, Efficient, Transportation, Equity Act, a Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act (MAP-21). Both Acts made important contributions to the metropolitan planning process. SAFETEA-LU is the last act with current approved metropolitan planning rules as described in 23 CFR part 450 and MAP-21 set the stage for performance based planning. One of the most significant reforms in MAP-21 was the establishment of national goals and performance measures. The intent of MAP-21 was 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 built on and refined many of the highway, transit, bike, and pedestrian programs and policies established in 1991 under ISTEA. The legislation directs USDOT to work with states and Metropolitan Planning Organizations (MPOs) to develop performance measures related to pavement & bridge condition, safety, congestion, emissions, and freight. States are then directed to set performance targets for each of these measures. MAP-21 made significant changes to the federal transportation program and funds surface programs. MAP-21 did not address the issue of the declining balance in the Federal Highway Trust Fund and neither does the current FAST Act; instead it funds the 5 year program with "savings" and "consolidations" of other federal programs. The following core formula programs make up the FAST Act; National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBGP) which includes a set-aside for *Transportation Alternatives, Recreational Trails Program, Surface Transportation Block Grant Program net of TA & Rec Trails*, Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings, Metropolitan Planning, and the new National Highway Freight Program.

In addition, MAP-21 expired in October of 2014 and some of the Final Notices of Proposed Rulemakings are currently still being released. The full implementation, programming specifics and performance metrics are still being developed at the federal and state levels while providing regions and stakeholders the opportunity to be involved in the rulemaking, implementation, and target setting process. Fresno COG actively engages in all MAP-21 implementation discussions, in the FAST Act implementation workgroups, 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 implementation of the FAST 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 (HTF). The issue of "rate of return" for states, in terms of how much they receive back from the gas taxes they contribute to the HTF, has plagued reauthorizations for decades. With the general fund revenues off-setting the HTF that has been occurring since 2008, according to the General Accountability Office, all states are now receiving more back from the federal surface transportation program than the revenues that are actually going into the gas tax fund, with the help of the general fund.

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

Travel Demand and Air Quality

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

governments continue or increase their present level of resource allocation to support local transit and projects to reduce transportation sources of air pollutants.

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

The San Joaquin Valley Air Basin is designated nonattainment for ozone and PM2.5. 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 Conformity Analysis Addressing the 2017 Federal Transportation Improvement Program and 2014 Regional Transportation Plan on December 16, 2016.

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 2014 within the San Joaquin Valley. Fresno COG staff also participates in the periodic updates to the EMFAC model. (EMFAC is the model developed by the California Air Resources Board which is used to calculate emission rates from all motor vehicles, such as passenger cars to heavy-duty trucks, operating on highways, freeways and local roads in California.)

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

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

State and federal agencies must also continue to play a strong role in the enhancement of incentive funding focused on the most heavily impacted regions. Enhanced infrastructure to support near zero technologies in transportation is essential to providing emission reductions in the more immediate time frame.

Livable Communities and Transit Oriented Development

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

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

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

In an effort to improve mobility and enhance the quality of life in our communities, transportation plans need to coordinate transit planning with community development planning. Livable communities are those in which housing, schools, parks and convenient transit services are within easy walking distance. Those transit services should link the residents with employment and shopping opportunities. Livable communities will evolve from a combination of careful land use decisions and well developed design guidelines. Both land use and transportation planning must consider alternatives to automobile use. Such alternatives as walking, transit and bicycling should be built into the community planning process. The benefits of mixed use neighborhoods should be recognized as another mechanism for establishing livable communities. During the 1996-97 fiscal year, COG became a

“Transportation Partner” with the Center for Livable Communities and has since continued that association. This association gives COG and member agencies access to a broad array of diverse resources to begin building awareness of this critical issue.

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

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

Capacity Problems / Corridor Needs

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

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

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

Local Maintenance, Rehabilitation, Reconstruction and New Construction

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

Public and Social Service Transportation

Rural service focuses 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.

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 determined that the areas of emphasis for California's transportation and air quality program for the Overall Work Programs for Program Year 2017 are:

- Core Planning Functions
- Performance Management
- State of Good Repair

FAST Act Implementation

The 2014 Regional Transportation Plan (RTP) takes a performance-based approach in accordance with MAP-21. Federal legislation specially emphasizes the development and monitoring of system performance measures and goals. The most recent RTP incorporates a Sustainable Community Strategy as required by SB 375 which measures specific outcomes with respect to environmental sustainability and other areas such as housing, transportation and air quality. The FAST Act continues all of the metropolitan planning requirements that were in effect under MAP-21. It continues the metropolitan and statewide transportation planning processes, consultation with other planning officials, and directs development of enhanced performance goals, measures, and targets to be incorporated into the process of identifying needed transportation improvements and project selection. The FAST Act expands the scope of consideration of the metropolitan planning process to include: improving transportation system resiliency and reliability; reducing (or mitigating) the storm water impacts of surface transportation; and enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)].

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

Models of Regional Planning Cooperation

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

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

The MPOs of the San Joaquin Valley have a strong history of collaboration and cooperation, as shown in Work Element 820, coordinating elected officials through the San Joaquin Valley Regional Policy Council; connecting administration through the Executive Director's Committee; and coordinating staff through the Valley Legislative Affairs Committee, the San Joaquin Valley

Blueprint and Greenprint Planning Processes, air quality and modeling activities, and various other studies and activities such as public outreach and goods movement.

Fresno COG has successfully managed two valley-wide model improvement programs that provide a standard modeling platform for the 8 valley COGs. The current MIP models used by the 8 valley MPOs for RTP/SCS and air quality conformity were built with the same methodology, data source, and by the same model developer. The second phase of the MIP model update (WE111) completed in June 2016 validated the eight valley MPOs' model to data sources such as the 2010 census, the 2012 California Household Survey, and cell phone data. The second phase of the MIP was completed in June 2016. The modelers in the 8 valley MPOs have regular trainings together and share experience among each other with regards to applications of the traffic model and land use tools as well the air quality model. The 8 MPOs in the San Joaquin Valley jointly hires an air quality consultant , who works closely with the valley-wide air quality coordinator on valley-wide issues such as conformity, programing, SCS, etc. Fresno COG and other 7 valley COGs have been regularly participating in the Inter-Agency Consultation meetings that were attended by EPA, ARB, the San Joaquin Valley Air Pollution Control District, FHWA, and other federal and state agencies. (WE180)

Ladders of Opportunity

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

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

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

The Transportation Needs Assessment program (WE170) created as one of the implementation programs of Fresno COG's first SCS is another example of Fresno COG's efforts of seeking and creating opportunities throughout the region by bringing different stakeholders together and addressing the challenges. The Needs Assessment program conducted regional gap analysis, and identified projects that provide regional connectivity by biking and walking activities. Bike and pedestrian facilities are the priority of the program, especially in the disadvantaged communities. Inventory of such facilities were conducted and analysis was performed in combination with public health information. The Transportation Needs Assessment Program also conducted a transportation accessibility/connectivity analysis for 10 major regional/sub-regional facilities that provide basic service such as health care, education, grocery, employment, etc. to residents of the region. All modes of transportation were included in the analysis. Transportation improvements were recommended to make these facilities more accessible to the public, especially to the people in disadvantaged communities. The results of the Needs Assessment program will be helpful in providing some guidance for the Sustainable Infrastructure and Planning Grant program, which was also created as one of the SCS implementation program with the intent that is could provide funding for projects that are critical in SCS implementation.

	FAST Act Implementation	Models of Regional Planning Cooperation	Ladders of Opportunity
<i>Work Element</i>			
110 Streets & Highways	X	X	X
111 Regional Transportation Modeling	X	X	
112 Traffic Monitoring	X	X	
114 Fresno Co. Intelligent Transp. System	X	X	
115 Regional Transportation Mitigation Fee	X	X	
116 National Park Transit	X	X	X
117 Golden State Infrastructure		X	X
120 Regional Public Transp. Plng - FCMA	X	X	X
121 Public Transit-Human Services - JARC	X	X	X
123 Sustainable Communities Public Transit Plan	X	X	X
124 Business Commute Optimization	X	X	X
150 Other Modes - Aviation and Rail, Bicycle and Pedestrian.	X	X	X
152 High Speed Rail Planning	X	X	X
153 Airport Land Use Commission	X	X	X
170 Regional Transportation Plan	X	X	X
172 Congestion Management	X	X	
180 Air Quality Transportation Planning	X	X	
210 Meas. C Reauthorization Implementation		X	X
211 Meas. C. Citizen Oversight Committee		X	
212 Meas. C - Rideshare/Vanpool Coordination		X	X
214 Meas. C - Senior/Paratransit/Taxi Scrip		X	X
215 Meas. C - Farmworker Vanpool		X	X
220 Transportation Program Development	X	X	X
310 Intergovernmental Coordination	X	X	X
311 Public Information and Participation	X	X	
313 Environmental Justice Activities	X	X	X
320 Technical Assistance for Member Agencies	X	X	X
331 Zero Net Energy Farms	X	X	
340 Transportation Demand Management	X	X	X
350 Fresno Regional Data Center	X	X	
360 One Voice Advocacy		X	X
411 Ag Farmland Mitigation			X
420 Regional Housing Needs/Consolidated Housing Element		X	X
812 Rural Transit Alternatives		X	X
820 Valley Coordination Activities	X	X	
910 COG Administration		X	
911 OWP/Budget		X	
912 Local Trans. Fund Administration	X		
920 FCRTA Administration	X		
930 FCTA Administration	X		
940 Freeway Service Patrol		X	

Elements of the Transportation Planning Process: MPO Planning Factors

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

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

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

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

The FAST Act added the following for consideration:

9. Improve the resiliency and reliability of the system
10. Reduce or mitigate storm water impacts of surface transportation
11. Enhance travel and tourism

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

Metropolitan Planning Factors

<i>EAST ACT Factors</i>	Support Economic Activities	Safety for Users	Security for Users	Accessibility/Mobility for People & Freight	Environment/Energy Cons./Quality of Life	Connectivity of System Between Modes	Efficient System Management and Operation	Preserve Existing System	Improve the resiliency and reliability of the system	Reduce or mitigate storm water impacts of surface transportation	Enhance travel and tourism
<i>Work Element</i>											
110 Streets & Highways	■	■	■	■	■	■	■	■	■		■
111 Regional Transportation Modeling	■	■	■	■	■	■	■	■	■		■
112 Traffic Monitoring	■	■	■	■	■	■	■	■	■		
114 Fresno Co. Intelligent Transp. System	■	■	■	■	■	■	■	■	■		
115 Regional Transportation Mitigation Fee	■	■	■	■	■	■	■	■			
116 National Park Transit	■	■	■	■	■	■	■				■
117 Golden State Infrastructure	■	■	■	■	■	■	■	■			■
120 Regional Public Transp. Planning - FCMA	■	■	■	■	■	■	■	■			
121 Public Transit-Human Services - JARC	■	■	■	■	■	■	■	■			
123 Sustainable Communities Public Transit Plan	■	■	■	■	■	■	■	■	■		■
124 Business Commute Optimization	■	■	■	■	■	■	■	■	■		■
150 Other Modes - Aviation and Rail, Bicycle and Pedestrian.	■	■	■	■	■	■	■	■	■		■
152 High Speed Rail Planning	■	■	■	■	■	■	■				■
153 Airport Land Use Commission	■	■		■		■	■				■
170 Regional Transportation Plan	■	■	■	■	■	■	■	■	■		■
172 Congestion Management	■	■	■	■	■	■	■	■			
180 Air Quality Transportation Planning	■	■	■	■	■	■	■	■	■		
210 Meas. C Reauthorization Implementation	■	■	■	■	■	■	■	■	■		
211 Meas. C. Citizen Oversight Committee	■	■	■	■	■	■	■	■	■		
212 Meas. C - Rideshare/Vanpool Coordination	■	■	■	■	■	■	■	■	■		
214 Meas. C - Senior/Paratransit/Taxi Scrip	■	■	■	■	■	■	■	■	■		
215 Meas. C - Farmworker Vanpool	■	■	■	■	■	■	■	■	■		
220 Transportation Program Development	■	■	■	■	■	■	■	■	■	■	■
310 Intergovernmental Coordination	■	■	■	■	■	■	■	■			
311 Public Information and Participation	■	■	■	■	■	■	■	■			
313 Environmental Justice Activities	■	■	■	■	■	■				■	
320 Technical Assistance for Member Agencies	■	■	■	■	■	■	■	■			■
331 Zero Net Energy Farms	■				■			■			
340 Transportation Demand Management	■	■	■	■	■	■	■	■	■		■
350 Fresno Regional Data Center	■			■		■					
360 One Voice Advocacy	■			■		■	■	■			
411 Ag Farmland Mitigation	■			■	■					■	
420 Regional Housing Needs/Consolidated Housing Element	■				■					■	
812 Rural Transit Alternatives	■	■	■	■	■	■	■	■	■		■
820 Valley Coordination Activities	■	■	■	■	■	■	■	■			
910 COG Administration	■	■	■	■	■	■	■	■			
911 OWP/Budget	■	■	■	■	■	■	■	■			
912 Local Trans. Fund Administration	■			■	■	■	■	■			
920 FCRTA Administration	■	■	■	■	■	■	■	■			
930 FCTA Administration	■	■	■	■	■	■	■	■			
940 Freeway Service Patrol		■		■	■		■	■			

Core MPO Planning Functions

The FHWA and FTA advise all Metropolitan Planning Organizations (MPOs) to explicitly identify Core MPO Planning Functions in their 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:

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

Regional Transportation Planning Work Elements

110 Regional Streets and Highways Planning

Objective

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

Discussion

Fresno COG has maintained an extensive program of streets and highways planning since 1970. 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 (FCMA) and aided in confirming the need for major transportation solutions to handle the area's growing needs. This information was instrumental to the success of the Measure C extension which together with state and federal transportation aid ultimately provide for approximately \$1.7 billion in highway improvements over its 20 year life.

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

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

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

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

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

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

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

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

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

The issue of litter on Fresno County's urban and rural freeways and state highways has been a topic of discussion at Transportation Technical Committee and Policy Advisory Committee meetings as well as Policy Board meetings. In order to address the litter concerns, Caltrans has added crews from the California Department of Corrections and Rehabilitation and has secured funding to continue this program into the future. The Adult Offender Work Program has been substantially expanded from just a weekend program of 10 workers to include 25 participants 7 days a week; Fresno COG is working to raise awareness, enforcement, and education through outreach and is investigating additional funding sources. Newly amended SB516 the Service Authority for Freeway Emergencies (SAFE Program) will be investigated as to its availability to be used for litter removal. Fresno COG established the ongoing organizational structure at 12/17/15 Policy Board- Caltrans reports twice per year on litter/debris Maintenance Level of Service ratings, CHP reports on enforcement annually to Board, any potential needs are identified and addressed. At the request of the Fresno County Transportation Authority (Measure C) Caltrans District 6 Deputy District Director, Maintenance and Operations was invited to provide an update on increased public concerns on both the issue of freeway litter, and the overgrowth of weeds and fires along the highways of Fresno County during the September and December 2016 meetings. As a result, research and meetings will be conducted to gauge the level of support at this time for amending Measure C to provide funding for litter removal, with Caltrans to provide additional matching funding. This work will continue into 2017-18.

Downtown to Tower: Multimodal Study

This study grew from the desire to enhance the economic development of the Downtown Fresno area to the Tower District.

Background: During the preparation of the first and second phases of the Public Transportation Infrastructure Study, the idea of developing a streetcar system in the Downtown area was discussed. A feasibility study for a streetcar operating in downtown Fresno was prepared October 25, 2010

(<http://www.kimleyhorn.com/Projects/fasttrackfresnocounty/downloads/StreetCarInfo/Streetcar%20Report%20October%202010.pdf>) to assess the streetcars' potential to stimulate economic development. The October 25, 2010 Feasibility Study was incorporated into the 2011 PTIS Final Report as Appendix B <http://www.fresnocog.org/public-transportation-infrastructure-study>.

In order to broaden the approach to address economic development, this study has been titled the "Downtown to Tower: Multimodal Study".

A working group was established to guide the study. The Downtown to Tower: Multimodal Study" Working Group members represent the City of Fresno Public Works and Traffic Engineering Departments, the Office of the Mayor of Fresno, the City of

Fresno/FAX management and staff, County of Fresno Planning Department and the Executive Director and staff of Fresno COG. The Working Group will develop the RFP and select the consultant and facilitate the work of the study.

Blackstone Corridor Transportation and Housing Study

The purpose of this study is to create a safe, accessible, connected and walkable pedestrian environment that enhances neighborhood quality and promotes walking and transit use as a practical and attractive means of transportation in a cost-effective manner. This study will equip future private development and public infrastructure projects with insight on how to integrate Fresno City College's (FCC) existing Facilities Master Plan with the City of Fresno's Transit Corridor. By identifying the needs of the college, offsite planning will better serve the college and its surrounding neighborhoods. By enhancing the policies and direction set forth in the previously established campus master plan and new General Plan, development integration will be maximized through the use of smart growth principles, multi-modal transportation, active transportation and complete streets with walkable neighborhood design.

The area to be studied will include the following boundaries: Van Ness/Maroa Avenues to Harvard Avenue to Clark Avenue to Home Avenue. The Fresno City College 2012 Master Plan will be used as a guide to identify key prospective Transit Oriented Development (TOD) sites and provide safe paths for students and residents accessing the campus and supportive land uses surrounding the campus. As part of the analysis of the identified boundaries around FCC, a basic housing needs analysis for Fresno City College will also be conducted to determine the potential market for housing and the kinds of housing and amenities that would be attractive to students who otherwise must commute to the college to attend classes. Currently, most development surrounding the campus does not support pedestrian or college oriented atmosphere. This study will also analyze the campus' parking needs based on the origin of their student's travel as well as identifying an optimal location for a parking structure as part of new development on private land adjoining the campus.

Blackstone/Shaw Transportation Corridor Study

Changes to the Blackstone/Shaw Ave. corridor are needed to create walkable, transit-friendly environments to make infrastructure investments successful. The Blackstone/Shaw corridor study will evaluate mobility and access along a two mile segment from Dakota to Shaw along the Blackstone Avenue corridor including specific node evaluations at Ashlan and Shaw.

Previous Work Completed

Transportation planning activities in the last several years have focused primarily upon problems related to delivery of the major projects through Measure "C". There is an ongoing effort to resolve circulation element inconsistencies that exist or develop within the plans of local agencies. The 2001 and 2004 updates of the Regional Transportation Plan began the process of identifying both regional and local streets and highways facility funding needs beyond Measure "C". Some of the ongoing activities to resolve inconsistencies include helping member agencies with efforts to preserve rights-of-way, identifying potential funding sources, participating on project development teams for environmental studies, traffic planning aid, and a variety of other related activities.

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

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 was 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 took place with the Santa Rosa Tachi Yokuts Tribe and they were part of the partnership in development of the SR 198 Corridor Preservation and Implementation Strategic Plan. The study evaluated the safety and effectiveness of SR 198 and established 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 21st Century (MAP-21) legislation and the FAST Act. Efforts to coordinate this plan with the State Freight Mobility Plan were also made.

In July 2000 the Highway 99 Beautification Master Plan was developed. During the fall of 2014, the Association for the Beautification of Highway 99 decided that an update was necessary to the Master Plan. At the request of the Association, Fresno COG agreed to fund the 2016 Update for the Highway 99 Beautification Master Plan. This work was completed during the winter of 2016.

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. Downtown to Tower Multi-modal Study
7. FCMA TOD and Active Transit Study
8. Blackstone Corridor Transportation and Housing Study
9. Blackstone/Shaw Corridor Transportation Study

Streets and Highways Planning Tasks

- 110.01 Investigate SB516 availability for funding litter removal, develop County Service Authority if applicable, manage Caltrans Maintenance Level of Service Reporting and CHP litter enforcement reporting and facilitate identified targeted improvements gauge level of support for Measure C amendment to fund litter removal.
- 110.02 Study and evaluate infrastructure needs along Blackstone Avenue corridor to support higher density mixed-use transit-oriented development.
- 110.04 Conduct Downtown to Tower: Multimodal Study (streetcar pilot project alignment, enhanced transit service, one-way to two way conversions, bike and trail improvements-Class I Path, connectivity to high speed rail and bus rapid transit, analysis of funding sources, update with Fulton Mall infrastructure renovation planning, assessment of electric battery street car technology, update of property assessment values from 2010 study,).
- 110.05 Conduct Blackstone Corridor Transportation and Housing Study
- 110.06 Conduct Blackstone/Shaw Corridor Transportation and Housing Study

110 Regional Streets and Highways Planning															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
Streets & Highways Planning															
110.01 Fresno County Freeway Litter Approach	<input type="checkbox"/>		7.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						
110.02 Blackstone TOD Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	7.5			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
110.04 Downtown\Tower Multimodal Study	<input type="checkbox"/>	<input type="checkbox"/>	7.5			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
110.05 Blackstone Corridor Transportation & Housing Study	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>								
110.06 Blackstone/Shaw Corridor Transportation Study	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

110 Regional Streets & Roads					
	Actual	Adopted	Annual		
Budget	Cost	Budget	Budget	FHWA	FHWA
Account	2015/16	2016/17	2017/18	PL	Carry Fwd
Salaries	4,511	8,198	8,807	8,807	
Benefits	1,590	2,863	3,073	3,073	
Overhead	3,605	6,341	6,572	6,572	
Total Staff Costs	9,706	17,402	18,452	18,452	0
Direct Costs					
Consultants	99,273	240,000	200,000	47,000	153,000
Total Direct Costs	99,273	240,000	200,000	47,000	153,000
TOTAL	108,979	257,402	218,452	65,452	153,000
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				7,507	17,549
Consultants					
Down Town\Tower alternate Transp.	50,000				
Shaw Blackstone Ped Circulation	150,000				
Total	200,000				

111 Regional Transportation Modeling

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

Since the enactment of Senate Bill (SB) 375, MPOs in the State are required to develop a SCS to reduce greenhouse gas emission through integrated land use and transportation planning. The traffic model became the key tool to measure the GHG reduction for various land use and transportation strategies. The MPOs in the Valley have each maintained a four step model for their planning activities. In order to comply with SB375, the Valley MPOs applied for grants by the Strategic Growth Council (SGC) to implement a San Joaquin Valley Model Improvement Plan (VMIP). Fresno COG was the lead agency in the two phases of the VMIP. As a result of the first phase of the VMIP, the new Fresno COG transportation demand model has been updated to improve its sensitivity to smart growth strategies and improve interregional travel estimates. In addition, all the traffic models in the Valley were converted to the same platform, and were constructed with similar structures, which has enabled better communication and technical exchange among the modeling communities in the Valley, and set foundation for cost reduction for future model improvement should the Valley decide to take on such improvement at a valley-wide scale in the future.

The contract for the second phase of the VMIP ended in June 2016, but the valley MPOs continue to work with the consultant on delivering the final VMIP2 models. The four-step models in the Valley were enhanced and revalidated using 2012 California Household Travel Survey, American Community Survey and the 2010 Census Transportation Planning Package (CTPP). New fuel price forecast and auto operation cost were applied, and a new methodology for interregional trips were implemented based on the newly released State-wide traffic model. Fresno COG was also the lead agency in the second phase of the VMIP. As the second phase of the VMIP was being implemented as a valley-wide effort during 2015/2016, Fresno COG undertook additional model improvement with its four-step model. The model base year was brought from 2008 to 2014. The social economic data was entirely revamped. 2010 census data, housing permits collected from all 16 member jurisdictions as well as county-wide parcel data were used to update the residential information to 2014 level. In order to develop a solid employment profile for the region, an employment database from the California Employment Development Department (EDD) was obtained and InfoUSA commercial employment dataset was also purchased to compliment the EDD dataset.

The initial San Joaquin Valley Model Improvement Plan included preliminary development of an advanced Activity Based Model (ABM) for Fresno County. Activity-based models are a new class of models that simulate households and individual travel activities. Individual and household characteristics are tracked throughout the day; trips are part of a larger tour and all trips are linked. ABMs are more sensitive to pricing, time, policies and demographic characteristics. It allows for greater spatial and temporal details, and can model the impact of built environment and accessibility on travel demand. The Four Big MPOs in the State (MTC, SACOG, SCAG, and SANDAG) have all developed ABMs and applied them in different level of planning activities. With increasing state-wide efforts towards environmentally conscious growth orientation, an advanced ABM that can help measure the benefits of smart growth policies and built environment changes will be able to serve as a great tool to help the decision makers understand the pros and cons of their decisions for the communities. . Fresno COG has made a significant investment in 2016/17 to update the ABM so that issues such as social equity, pricing, bike & pedestrian trip assignment can be better explored with the finer-grained, behavior-based model. Fresno COG was in the process of awarding the contract to a consulting team when the 2017/18 OWP was being updated. The significance of the development of the bike and pedestrian assignment component is that the region will be able to measure the benefits of the investment in the active transportation projects such as VMT reduction and health benefits.

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

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

Fresno COG staff used the Envision Tomorrow visioning tool to help test various land use scenarios for SB375 target setting and SCS development. Envision Tomorrow is a suite of urban and regional planning tools used to design and test land use decisions and their effect on transportation and air quality. Fresno COG also plans to implement Cube Land in conjunction with Envision Tomorrow, which will introduce an economic dimension to COG's land-use allocation methodology.

Fresno COG has developed an Integrated Transport and Health Impacts Model (ITHIM) to estimate the health benefits from active transportation in Fresno County. The ITHIM model will be able to evaluate the health related benefits of different transportation/land use scenarios based on the reduced amount of vehicle miles traveled and increased amount of biking and walking activities. The ITHIM model will be applied in the 2018 RTP/SCS process, and will be an important tool for integrating public health with transportation planning.

To provide for a comprehensive understanding of transportation movements and effects between Fresno and Madera Counties, Fresno COG (as the lead agency) and the Madera County Transportation Commission (MCTC) – in partnership with the Counties of Fresno and Madera, and the Cities of Fresno and Madera – are conducting a joint study focusing on the vehicular and alternative transportation mode traffic movements along the entirety of the Highway 41 and 99 corridors running through both Fresno and Madera Counties, and the various impacts associated with such movements. The joint study consists of two parts. Part one entails an analysis of origin and destination traffic movements between the two counties. Part two will provide an analysis of the fiscal impacts of such movements on the local and regional economy.

Part one activities began in FY 14/15, and have been completed under a consulting contract with Fehr and Peers. Specific tasks have included traffic/vehicle classification counts at strategic locations along Highway 41 and SR-99, followed by license plate matching and analysis used for outreach to complete survey activities to better understand movement and trip associations. In addition, mobile device data has been utilized to analyze travel patterns, and categorize trips into various zones, such as “home zone” or “work zone”. With part one activities completed near the end of FY 15/16, part two activities commenced in early FY 16/17, and are anticipated to be complete by the end of the same fiscal year.

The results of the joint study are intended to better inform local decision-making bodies regarding commuter patterns and their economic impacts as these agencies continue discussions relating to development patterns of interest to each jurisdiction, in-line with previous agreements to consider such activities and potential impacts. In addition, deliverables are also intended to improve the regional planning agencies' abilities to implement their SCS's. The total timeline of the complete project consists of a 24-month period, with activities beginning in FY 14/15 and completing in FY 16/17; allowing for approximately 12 months of traffic analysis and 12 months of fiscal analysis with integrated administrative report editing/review and completion taking place concurrently.

Previous Work Completed

Fresno COG, through maintenance of its traffic model, provides a visible and accepted service to member agencies, Caltrans and the public. The traffic 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 traffic model is also being used extensively in the development of the City of Fresno's General Plan Circulation Element and in the Environmental Impact Report (EIR). The COG model also played a major role in establishing the Regional Transportation Mitigation Fee (RTMF) program, which is part of the “Measure C Extension” program passed by the voters in November 2006.

The Fresno COG models were used in the development of greenhouse gas emission reduction targets both in 2010 and 2016 for submittal to the California Air Resources Board (CARB) as outlined in the SB375 legislation.

The Fresno COG VMIP1 model was used extensively in the successful development of the SCS for the 2014 RTP and the VMIP2 model will be applied in the development of 2018 RTP/SCS.

Transportation Modeling Products

1. Current social economic database containing latest projections and future growth allocation derived based on the latest planning assumptions from all the jurisdictions in Fresno County (Years 2014 through 2042).
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 4-step regional travel demand model with peak period and daily traffic model calibrated to 2014 base year using Cube software.
6. Updated future year traffic models: 2014, through 2042.
 1. Model documentation.
 2. Numerous Transportation Conformity Findings for Fresno County.
 3. Greenhouse Gas targets developed for submittal to the CARB
 4. The first Sustainable Communities Strategy developed for the 2014 RTP

Transportation Modeling Tasks

Model the land use and transportation scenarios for the 2018 RTP/SCS; perform conformity analysis for the 2018 RTP; establish a list of performance indicators and conduct performance evaluation for the SCS scenarios.

- 111.01 Model the land use and transportation scenarios for the 2018 RTP/SCS; perform conformity analysis for the 2018 RTP; establish a list of performance indicators and conduct performance evaluation for the SCS scenarios.
- 111.02 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), SB375 target setting etc.
- 111.03 Maintain future year Fresno County Traffic Forecast Model including population and employment projections at traffic analysis zone (TAZ) level. At a minimum, projections are required for the 20 year planning horizon and intermediate planning years consistent with air quality planning requirements.
- 111.04 Provide traffic modeling data as basis for EMFAC air quality model runs in support of air quality planning activities, and conformity determinations.
- 111.05 Conduct modeling runs for traffic impact studies for local developments and local general plan development.
- 111.06 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.
- 111.07 Maintain on-call modeling services contract to provide assistance in creating specialized script files, troubleshooting modeling problems for the four step model and providing staff with specialized training in dealing with the latest air quality regulations. Budget: \$20,000. 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.
- 111.08 Update the Fresno County Activity-Based Model and develop future years for the ABM. Test the ABM for conformity purpose and train COG staff to maintain the ABM. Budget: \$200,000 (carried over from 2016/17)
- 111.09 Continue to work on part two of the Fresno/Madera Origin-Destination study, Budget: \$125,000.

111 Regional Transportation Modeling															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
111.01 Model SCS scenarios	<input type="checkbox"/>	<input type="checkbox"/>	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
111.02 Support planning process	<input type="checkbox"/>	<input type="checkbox"/>	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
111.03 Maintain future year models	<input type="checkbox"/>		10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
111.04 Provide input to EMFAC	<input type="checkbox"/>		5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
111.05 Traffic Impact Studies Modeling	<input type="checkbox"/>		5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
111.06 Participate Valley Wide	<input type="checkbox"/>		5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
111.07 Technical support	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
111.08 Develop ABM	<input type="checkbox"/>		20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
111.09 Fresno/Madera Origin-Destination Study	<input type="checkbox"/>		5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

111 REGIONAL TRANSPORTATION MODELING

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA	FTA Carry Fwd	FHWA PL	LOCAL FUNDS
Account	2015/16	2016/17	2017/18	5303			
Salaries	179,432	141,726	125,411			125,411	
Benefits	63,269	46,134	42,368			42,368	
Overhead	143,387	107,680	92,832			92,832	
Total Staff Costs	386,088	295,540	260,611	0	0	260,611	0
Direct Costs							
Consultants	260,620	330,000	305,000	208,925	71,075	0	25,000
Software Support & Maint	48,343	76,300	157,800	126,591	0	0	31,209
Total Direct Costs	308,963	406,300	462,800	335,516	71,075	0	56,209
TOTAL	695,051	701,840	723,411	335,516	71,075	260,611	56,209
LTF MATCH 11.47%							
TOLL CREDIT MATCH 11.47%				38,484	8,152	29,892	

Consultants

Activity Based Model	200,000
ITTHIM Model	5,000
Fresno Madera OD Model Phase II	100,000
Total	305,000

Software Support & Maint

Program Customization	10,000
Program Technical Support	90,000
City Labs Valley Wide Cube License	40,800
Anti Virus Maintenance Fee	1,500
Arcview GIS Maint	5,500
Server Upgrade	10,000
Total	157,800

112 Regional Traffic Monitoring

Objective

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

Discussion

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

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

In April 2015, Fresno COG was selected by the Federal Highway Administration (FHWA) as one of the ten MPO nationwide to receive \$20,000 for the Bicycle and Pedestrian Count Technology Deployment Pilot Project. Fresno COG subsequently matched \$5,000 in cash for this program. The Fresno COG Bike & Pedestrian Count Pilot Program was managed through Fresno COG's Congestion Management Process (CMP) (OWP Element 172). The CMP Steering Committee has convened regularly to discuss project-related planning and technical issues. The addition of bike and pedestrian data will enhance Fresno COG's planning process in the active transportation field.

In 2016, Fresno COG worked with City of Clovis, City of Fresno and Fresno County to review the traffic monitoring program and improved the existing program by adding additional count locations in City of Clovis and the smaller cities, standardizing the count data reporting format, and increasing the count duration as required by FHWA's traffic count guidelines. Fresno COG has been collecting bike and pedestrian count in support of the Activity-Based model development. All updates will be reflected in Fresno COG's computer database and online portal of the traffic monitoring program, and shared with Fresno COG's member agencies.

Previous Work Completed

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

Traffic Monitoring Products

1. Annual Report - Fresno Regional Traffic Monitoring Program.
2. Computer database containing historical traffic monitoring information.
3. Updated traffic count locations and screen lines (Screen lines are imaginary lines across which traffic travels and are used to detect variations in traffic flow) in support of the Fresno COG county wide transportation model.
4. Sampled bike and pedestrian count in support of the Fresno COG activity-based model development.
5. Bike/pedestrian counts taken by the member agencies through the FHWA Bike/Pedestrian Count Pilot Program
6. On-line portal for Fresno COG's traffic monitoring program

Traffic Monitoring Tasks

- 112.01 Maintain regional traffic monitoring program.
- 112.02 Perform corridor monitoring, bicycle, pedestrian and vehicle counts as necessary.
- 112.03 Prepare Annual Report of regional traffic counts.
- 112.04 Coordinate with development of the Regional Active Transportation Plan and the Congestion Management Plan.
- 112.05 Continue to provide the bike/ped. portable counters to member agencies .
- 112.06 Integrate Highway Performance Monitoring System (HPMS) count locations in Fresno COG's traffic count database.
- 112.07 Synchronize the traffic monitoring program database with latest updates.

112 Regional Traffic Monitoring															
Task Description	C	O	%	J	A	S	O	N	D	J	F	M	A	M	J
	G	T	of	U	U	E	C	O	E	A	E	A	P	A	U
	R	H	Work	L	G	P	T	V	C	N	B	R	R	Y	N
112.01 Maintain monitoring program	<input type="checkbox"/>	<input type="checkbox"/>	25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
112.02 Perform special counts	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
112.03 Prepare Annual Counts Report	<input type="checkbox"/>	<input type="checkbox"/>	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
112.04 Coordinate ATP & CMP	<input type="checkbox"/>	<input type="checkbox"/>	25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
112.05 Provide counters to member agencies	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
112.06 Integrate HPMS counts	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
112.07 Synchronize traffic database	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

112 REGIONAL TRAFFIC MONITORING

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FHWA PL
Salaries	53,840	26,706	18,703	18,703
Benefits	18,984	9,323	6,352	6,352
Overhead	43,025	20,651	13,863	13,863
Total Staff Costs	115,849	56,680	38,918	38,918
Direct Costs				
Equipment	14,236	25,000	30,000	30,000
Agency Pass Thru	145,007	237,200	237,200	237,200
Grant Administration		0		
Total Direct Costs	159,243	262,200	267,200	267,200
TOTAL	275,092	318,880	306,118	306,118
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				35,112

Agency Pass Trough	
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	30,000
Total	30,000

114 Fresno County Intelligent Transportation System Architecture

Objective

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

Discussion

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

A regional ITS Strategic Deployment Plan should include:

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

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

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

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

Maintaining the Regional ITS Architecture: As ITS projects are implemented, new ITS priorities and strategies will emerge through the transportation planning process, and the scope of ITS will evolve to incorporate new ideas; therefore, the regional ITS architecture will need to be updated. A maintenance plan is used to guide controlled updates to the regional ITS architecture baseline so that it continues to accurately represent the region's existing ITS capabilities and future plans.

Previous Work Completed

Fresno COG oversaw development of the Fresno County ITS Strategic Deployment Plan that was completed in the winter of 2015/16. The Plan represented a comprehensive effort to build consensus on the application of advanced technologies that will allow all public agencies to better manage the existing transportation system. The Fresno County ITS Subcommittee, represented transportation stakeholders in the region. The Plan covers a 20-year timespan with a greater focus on the first five years of implementation. The Plan is not an end in itself; instead it is a framework for regional ITS coordination, programming, and implementation efforts.

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

Products

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

Tasks

- 114.01 Maintain Regional ITS Architecture
 114.02 Continuing ITS Education
 114.03 Use the Regional ITS Architecture to support long range planning
 114.04 Continue to collaborate with Caltrans to maintain the 511 website

114 Intelligent Transportation Systems															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
114.01 Maintain Regional ITS Architecture	<input type="checkbox"/>	<input type="checkbox"/>	35	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
114.02 Continuing ITS Education	<input type="checkbox"/>		30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
114.03 Use the Regional ITS Architecture to support long range planning	<input type="checkbox"/>		30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
114.04 Maintain the 511 website	<input type="checkbox"/>		5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

114 INTELLIGENT TRANSPORTATION SYSTEMS

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FHWA PL
Salaries	4,255	3,534	3,569	3,569
Benefits	1,501	890	888	888
Overhead	3,401	2,536	2,466	2,466
Total Staff Costs	9,157	6,960	6,923	6,923
Direct Costs				
Consultants	49,187	0		
Total Direct Costs	49,187	0	0	0
TOTAL	58,344	6,960	6,923	6,923
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				794

115 Regional Transportation Mitigation Fee Program

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

- As of January 1, 2015, new RTMF rates were implemented. State statute requires an update to the RTMF Nexus every five years. Under the revised Nexus calculation the fee has gone down approximately 5% for residential development and an average of 25% for commercial development.
- The contract with Parsons Brinkerhoff was expanded to include the update to the RTMF Nexus. The update involved reviewing development project costs and incorporating the current SCS Traffic Modeling assumptions into the fee calculation.
- Fresno COG Staff provided traffic analysis per statute, specifically Section 66005.1; pertaining to infill development that provides direct access from residential and commercial development to and from transit. Analysis of findings of reduction in traffic impacts based on criteria of potential specific infill developments prompted the Fresno COG Board to adopt policy through resolution at the November 20, 2014 meeting.
- A follow up meeting was held with Caltrans and the City of Fresno on October 6, 2014 to address specific request for information. The consultant has incorporated input subsequent to those meetings into the calculation and prepared the Nexus update. The Nexus update was approved by Fresno COG Board on November 20, 2014 and by the Transportation Authority on December 6, 2014.
- An RTMF Joint Powers agency was formed by the cities and County of Fresno. The RTMF Joint Powers agency adopted the RTMF ordinance in October 2009.
- An Administrative Manual was developed and adopted to provide guidance regarding collection of the RTMF fee and associated issues.
- An RTMF Q&A appendix to the Administrative Manual is being maintained to clarify recurring RTMF situations.
- Worked with member agencies, the Development Community, and the public to understand and apply the RTMF to their respective projects.
- Implemented a Right-To-Appeal process for the RTMF
- During the FY 2015-16 the total fees collected were \$3,153,524.70.

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	<input type="checkbox"/>	<input type="checkbox"/>	100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

115 REGIONAL TRANSPORTATION MITIGATION FEE

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	14,241	18,591	26,194	
Benefits	5,022	5,989	8,813	
Overhead	11,381	14,088	15,697	
Total Staff Costs	30,644	38,668	50,704	50,704
Direct Costs				
Consultants	681	50,000	50,000	50,000
County Counsel	223	15,000	5,000	5,000
Total Direct Costs	904	65,000	55,000	55,000
TOTAL	31,548	103,668	105,704	105,704
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
PB America - Technical Support	50,000
Total	50,000

Objective

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

Discussion

With several million annual visitors to Yosemite National Park, traffic congestion has become a major issue. On busy summer days, vehicles accumulate in Yosemite Valley and congestion builds until the entire traffic circulation system fails and gridlock occurs. In an effort to help alleviate this congestion, Fresno COG initiated a study to assess the feasibility of transit service from the City of Fresno to the National Parks. This 2011 study determined that substantial amounts of demand existed for this type of service. This was 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 and Amtrak Station) in Fresno, the number of hotel rooms both in Fresno and along the SR 41 corridor (Oakhurst, Wawona, etc.) and major generators such as Fresno State. The success of peer service provided by YARTS (from Merced to Yosemite National Park) and Sequoia Shuttle (from Visalia to Sequoia National Park), from much smaller markets, reinforces the potential for success. Next a *Draft Service Plan for Fresno-Yosemite Transit Service* was completed in September 2013. This report detailed a service plan for public transit service between Fresno and Yosemite National Park.

In 2014, Fresno COG staff applied for and was awarded \$2,692,527 in CMAQ funding to begin operating the Fresno/Yosemite demonstration transit project. Local matching funds (\$367,000) for this grant are provided by the San Joaquin Valley Air Pollution Control District. In addition, Fresno COG received a Sustainable Communities Planning Grant from Caltrans for \$88,530 with \$11,470 coming from Fresno COG's Local Transportation Funding. These funds were used to plan the project initially. On Memorial Day Weekend 2015, Yosemite Area Regional Transportation System (YARTS) started service from Fresno to Yosemite National Park. During the peak summer months, YARTS conducted 5 daily round-trip runs. Starting in late September 2015 and continuing through early May 2016, the service was cut back to 4 daily round-trip runs. During the summer of 2015, an average of 1840 passengers per month rode YARTS on highway 41. Ridership soared for the holidays as December saw almost 2500 riders and January over 2100. During the peak summer months of 2016, almost 10,000 people used the Fresno to Yosemite transit service.

Fresno COG staff was able to secure additional funding for the project. An FTA Rural Transit 5311(f) grant of \$300,000 was awarded in July 2015 and Yosemite National Park began providing \$345,000 annually for the Fresno/Yosemite transit service. However, Fresno COG's 2016 application for CMAQ funding for start-up operating costs was unsuccessful. The schedule was trimmed to a summer only (May 15 – September 15) service beginning in 2017. This will allow Fresno COG to stretch the available funding and still continue providing the service when it is most needed.

Transportation is a critical issue for many residents in our local communities as they are located in some of the most economically depressed areas of the State. The ability of many disadvantaged residents of the San Joaquin Valley to visit our nearby national parks is greatly improved by this inexpensive transit option. A round-trip ticket on YARTS is \$30/person. Furthermore, seniors and children (<12) riding without an adult are only charged \$20. Children (<12) riding with adult, ride for free. All tickets include the park entrance fee.

Evaluation of this project will be crucial to drawing conclusions about the technical and financial feasibility and the applicability to improving public transit in our region. A critical obstacle is the development of a sustainable funding program. Ongoing funding sources, which are more challenging to secure, are critical to the long-term success of the service. The creation of a permanent local funding source and a commitment for increased annual contributions from the national park are key elements of a sustainable funding plan. The following are suggested funding milestones towards accomplishing a sustainable funding plan:

- Work with Yosemite National Park to increase their annual contribution
- Pursue federal grant funding (economic development or federal lands grants)
- Establish committed local funding sources (City of Fresno, Fresno County, Madera County, etc.)

Previous Work Completed

Fresno COG contracted with Yosemite Area Regional Transportation System (YARTS) to provide service from Fresno to Yosemite National Park and with Fresno County Rural Transit Agency (FCRTA) to provide Big Trees Transit service from Fresno to Kings Canyon National Park. Two National Park Transit Pilot Projects originating in Fresno began service on May 23, 2015.

During the peak summer months, YARTS conducted five daily round-trip runs between Fresno and Yosemite. During the 2015/16 off-season (fall through spring), 4 round-trip runs operated daily. Big Trees Transit consisted of three roundtrip runs from Fresno to Kings Canyon National Park. Two of the three buses also operated as a shuttle service inside the Park, transporting visitors to and from major attractions. To capture the highest possible ridership, Big Trees Transit ran from Memorial Day through Labor Day 2015 and 2016.

Products

- Providing direct service to/from major locations in Fresno and Yosemite and Kings Canyon National Parks to accommodate consistent multi-modal transit options for all people
- Facilitate social and economic opportunities through equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved
- Reduce the amount of GHG emissions and congestion on major and local roads associated with single-occupancy vehicles traveling to/from Yosemite and Kings Canyon National Parks from the Fresno area
- Increase tourism and economic activity opportunities associated with National Park visitation
- Enhance coordination efforts between Fresno COG, the neighboring MPO's and the MPO's surrounding National Parks
- Coordinate with those interested stakeholders – especially those currently impacted by Park attendance – to determine areas of improvement that may be accommodated by transit service to/from Fresno and Yosemite and Kings Canyon National Parks; including consultation and coordination with tribal government officials
- Create and sustain an outreach, educational and promotional campaign program that encourages ridership and consistent activity of the service
- Promotion of State and Federal Transportation Goals, including:
 - improvement of mobility and accessibility for all people;
 - preservation and enhancement of transportation systems;
 - increasing healthy economic activity throughout the region by encouraging responsible travel;
 - encouraging livable and healthy communities with balanced transit options; and
 - providing environmental stewardship by reducing GHG emissions and improving air quality
- Promotion of the San Joaquin Valley Blueprint Smart Growth Principles, including:
 - encouraging stakeholder collaboration;
 - providing for a variety of transportation choices; and
 - enhancing the economic vitality of the region
- Promote sustainable transit activities recommended through the Sustainable Communities Strategy (SCS) processes

Tasks –National Park Transit Service Planning

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

116 National Park Transit Service Planning																	116		
Task Description	C O G	C N T Y	F R E S	F C R T A	C L O V	Y A R T S	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
116.01 Transit Provider, Stakeholder, and Tribal Government Consultation and Coordination	<input type="checkbox"/>			<input type="checkbox"/>		<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
116.02 Public Outreach and Education Program	<input type="checkbox"/>			<input type="checkbox"/>		<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
116.03 Fiscal Management	<input type="checkbox"/>						80	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

116 NATIONAL PARKS

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	0	0	7,301	
Benefits	0	0	1,816	
Overhead	0	0	5,044	
Total Staff Costs	0	0	14,161	14,161
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	0	0	14,161	14,161
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

116b Fresno - Yosemite National Park Transit Service

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FTA 5311(f)	FTA 5307	LOCAL FUNDS
Salaries	0		0			
Benefits	0		0			
Overhead	0		0			
Total Staff Costs	0	0	0	0	0	0
Direct Costs						
Consultants	2,258,609	2,666,884	850,000	300,000	132,795	417,205
Total Direct Costs	2,258,609	2,666,884	850,000	300,000	132,795	417,205
TOTAL	2,258,609	2,666,884	850,000	300,000	132,795	417,205
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%						

Consultants
YARTS Operations 850,000

117 Golden State Corridor Study

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

Objective

To revitalize the Corridor, enhance economic development, and improve Corridor safety for both commercial purposes as well as local drivers.

Discussion

The proposed area of study is along Golden State Boulevard, a 12.9 mile stretch of old Highway 99 generally from Lincoln Avenue to the Mission Street in Kingsburg. The multijurisdictional area of the project passes through the cities of Fowler, Selma, and Kingsburg, and the unincorporated areas under the responsibility of the County of Fresno, but within the Sphere of Influence of one of the three cities. Improvements along the length of the Corridor will include community planning, economic analysis, infrastructure improvements, pavement rehabilitation, drainage facilities, traffic signals, bicycle lanes and pedestrian/bicycle paths, landscaping, and other hardscape improvements. The goal of this project is to revitalize the Corridor, enhance economic development, and improve Corridor safety for both commercial purposes as well as local drivers.

In order to ensure a consistent improvement throughout the project, the cities have requested Fresno COG oversee the design phase as a single project and Fresno County Transportation Authority (FCTA) bid and construct the project. However, Fowler, Selma, Kingsburg, and the County will participate in the review and approval of the design specifically relevant to their jurisdiction.

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.

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

Previous Work Completed

The Fresno COG in conjunction with the Fresno County Transportation Authority, the County of Fresno, and the cities of Selma, Fowler and Kingsburg have signed Cooperative Agreements and have developed an amended scope that was incorporated into the Request for Proposals for the final engineering design plans of the Golden State Corridor project. Following the scoring and interview process, the FCOG Policy Board ultimately awarded the Golden State Corridor Economic Development & Infrastructure Improvements Project contract to Mark Thomas and Company, not to exceed the amount of **\$3,751,357.68** as indicated in the consultant’s final fee proposal and scope of work on January 28, 2016. The consultant was given the Notice to Proceed on May 2, 2016. Preliminary engineering as well as control surveys and mapping have been completed. After the revised 30% preliminary design plans were completed, public meetings were held to elicit feedback from local elected officials and the public.

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

- Revised 30% Engineering Design Plans
- Signed Cooperative Agreements

Tasks

- 117.01 Stakeholder Meetings
- 117.02 Agency Coordination
- 117.03 Public Participation
- 117.04 Staff Coordination
- 117.05 Railroad Coordination
- 117.06 Permitting
- 117.07 Community Planning & Economic Analysis
- 117.08 Surveys and Mapping
- 117.09 Right of Way Acquisition Support

- 117.10 Utility Coordination/Relocation Plan
- 117.11 Geotechnical Evaluation and Report 117.12 Drainage Report
- 117.13 30% Design Plans
- 117.14 60% Plans, Specifications, Estimates
- 117.15 90% Plans, Specifications, Estimates
- 117.16 Final Engineering Design Plans
- 117.17 Construction Cost Estimate
- 117.18 Bidding Assistance
- 117.19 Construction Support

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	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.02 Agency Coordination	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.03 Public Participation	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.04 Staff Coordination	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.05 Railroad Coordination	<input type="checkbox"/>	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.06 Permitting	<input type="checkbox"/>	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.07 Community Planning & Economic Anal	<input type="checkbox"/>	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.08 Surveys and Mapping	<input type="checkbox"/>	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.09 Right of Way Acquisition Support	<input type="checkbox"/>	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.10 Utility Coordination/Relocation Plan	<input type="checkbox"/>	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.11 Geotechnical Evaluation and Report	<input type="checkbox"/>	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.12 Drainage Report	<input type="checkbox"/>	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.13 30% Design Plans	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.14 60% Plans, Specifications, Estimates	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.15 90% Plans, Specifications, Estimates	<input type="checkbox"/>	<input type="checkbox"/>	10						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117.16 Final Engineering Design Plans	<input type="checkbox"/>	<input type="checkbox"/>	10											<input type="checkbox"/>	<input type="checkbox"/>
117.17 Construction Cost Estimate	<input type="checkbox"/>	<input type="checkbox"/>	10												<input type="checkbox"/>
117.18 Bidding Assistance	<input type="checkbox"/>	<input type="checkbox"/>	2												<input type="checkbox"/>
117.19 Construction Support	<input type="checkbox"/>	<input type="checkbox"/>	2												<input type="checkbox"/>

117 Golden State Corridor

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	21,723	23,142	18,568	
Benefits	7,660	6,902	5,605	
Overhead	17,360	17,220	13,375	
Total Staff Costs	46,743	47,264	37,548	37,548
Direct Costs				
Consultants	61,691	3,750,000	3,241,000	3,241,000
Agency Pass Thru	43	300,000	300,000	300,000
Grant Administration		0		
Total Direct Costs	61,734	4,050,000	3,541,000	3,541,000
TOTAL	108,477	4,097,264	3,578,548	3,578,548
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

120 Regional Public Transportation Planning

Objective

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

Discussion

Fresno COG will continue 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 the FAST Act. Fresno COG is well aware of the requirements for financial constraint in all transportation plans. Financial analysis and financial planning will be incorporated in all studies.

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

Previous Work Completed

COG staff contracted part time (80 percent) to the City of Fresno Department of Transportation/FAX continue to work with the City of Fresno's Development and Resource Management Department to assess transit friendly development guidelines recommended in the Public Transportation Infrastructure Study (PTIS) and Bus Rapid Transit (BRT) Master Plan, and to review development proposals to encourage transit friendly development. Additionally, COG/FAX staff is participated 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. The next step in this project will be moving the information to real time. Staff will prepare an RFP for Real Time Passenger Information System (RTIP) in 2017..

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

COG/FAX staff completed the, Fresno Clovis Urbanized Area Public Transportation Strategic Service Evaluation that examined metro travel patterns through extensive origin and destination studies; transit ride check and transfer studies; and public and stakeholder input with a goal of reducing transit travel times, and improving linkages to major trip generators. Improving transit travel time and responsiveness to community needs is critically necessary to making transit a viable alternative in contemporary urban environments. Staff has begun implementing recommendations from the study and will be soliciting public comment as well as facilitating a Title VI analysis of the changes.

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 20 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.
17. Coordinate and assist in the development of a Transit Asset Management Plan

Transit Service Evaluation and Monitoring

18. Annual FTA NTDB Report.
19. 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 (FAST Act, TDA and AB 2766).
- 120.02 Update the Short Range Transit Plan for the Fresno-Clovis Urbanized Area.
 - a. Coordinate with FCMA transit service providers.
 - b. Analyze current data related to demographic trends, operating performance and budget.
 - c. Incorporate updated information into capital improvement program.
- 120.03 Update the CTSA Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area FCMA).
 - a. Coordinate with contracted paratransit service provider to secure required documentation.
 - b. Continue to refine the CTSA process in the FCMA.
 - c. Continue to seek ways to better coordinate social service transportation.
- 120.04 Undertake environmental assessments as appropriate, as well as alternative analysis if indicated.
 - a. Undertake preliminary assessment of environmental effects of urban public transportation planning reports.
 - b. Conduct re-assessment of environmental effects on rural public transportation planning reports
 - c. Prepare alternative analysis and/or environmental impact reports and conduct public hearings, as required.
- 120.05 Rural Public Transpiration Planning.
 - a. Special Rural Transit Studies
 - (1) No staff time is devoted to consultant contracts.
 - (2) Review comments submitted at annual "Unmet Transit Needs" Public Hearings to determine special rural transit studies. Evaluate current and projected data.
 - (3) Evaluate proposals for expansion, deletion, or modification expressed through the citizen participation and environmental justice process; develop service alternatives as warranted; present draft and final recommendation, review with Member Agency staff and advisory committees and revise as necessary, finalize implementation schedules and financial commitments.
 - (4) Identify follow-up strategies to ensure timely and systematic Plan implementation by the rural transit operator.

- (5) Coordinate and consult with the Tribal Governments. Document Tribal government- to-government relations.
- b. COG staff to support the Social Services Transportation Advisory Council
- 120.06 Agricultural Industries Transportation Services (AITS)
 - a. Review how helping to meet transportation needs of farm workers in the County who travel to neighboring Counties for work.
- 120.07 Social Service Transportation Planning.
 - a. Refine the Consolidated Transportation Service Agencies (CTSA's) process in rural Fresno County.
 - (1) Continue providing transportation planning technical assistance to the Fresno 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 2016-17 productivity evaluation draft and final Report; and continue to respond to 2009-13 to 2011-15 Triennial Performance Evaluation recommendations; review with Fresno County staff and advisory committees and revise as necessary, conduct Public Hearings and adopt document.

Technical Process and Studies

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

Transit Service Evaluation and Monitoring

- 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							2													
120.02 Update SRTP							10													
120.03 Update CTSA OPB							8													
120.04 Undertake EA as appropriate							2													
120.05 Rural Public Trans. Planning							15													
120.06 ATIS Support							5													
120.07 Social Services Trans. Planning							8													
120.08 Review Development Proposals							15													
120.09 Conduct SSTAC							5													
120.10 Unmet Needs Report							5													
120.11 Coordinate Air Quality Planning							2													
120.12 Passenger Surveys							2													
120.13 Community Outreach Program							5													
120.14 Long-Range Planning							5													
120.15 Regional Transit Coordination							2													
120.16 Develop NTDB Report							2													
120.17 Transit Asset Management							2													
120.18 Transit Productivity Report							4													
120.19 Update AB 120 Plan							1													

120 Public Transportation - Urban

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FTA 5307	LOCAL FUNDS
Salaries	110,744	214,848	166,635	133,308	33,327
Benefits	39,049	61,085	62,898	50,318	12,580
Overhead	88,498		0		
Total Staff Costs	238,291	275,933	229,533	183,626	45,907
Direct Costs					
Grant Specific Travel	4,022	3,000	3,000	2,400	600
Agency Pass Thru	50,000	50,000	50,000		50,000
Total Direct Costs	54,022	53,000	53,000	2,400	50,600
TOTAL	292,313	328,933	282,533	186,026	96,507
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Agency Pass Trough
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)

Objective

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

Discussion

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

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

The HSTC provisions include the following activities:

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

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

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

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

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

Changes within MAP-21 also included providing MPOs in large UZAs the opportunity to become the designated recipient for the Federal Transit Administration Section 5310 program. Fresno Council of Governments has officially notified the state and the FTA regional administrator that it will take over the administration of the 5310 program for the Fresno Urbanized Area. In a

letter dated April 23, 2014, Governor Brown delegated the authority of “Designated Recipient” for the large urban area of the Fresno/Clovis area for the Section 5310 program to Fresno COG. Designated recipients are responsible for administering the program. Although FTA will only award grants to the designated recipients for the program, there are other entities eligible to receive funding as a sub-recipient. These include private nonprofit agencies, public bodies approved by the state to coordinate services for elderly persons and persons with disabilities, or public bodies which certify to the Governor that no nonprofit corporations or associations are readily available in the area to provide the service.

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

Previous Work Completed

- Fresno COG staff procured 9 vehicles for successful 5310 applicants.
- Fresno COG staff developed the Fresno COG Section 5310 Program Management Plan and Grant Application.
- Fresno COG staff also coordinated the 2015 update to the *Coordinated Public Transit-Human Services Transportation Plan*.

Tasks

- 121.01 Oversee and administer the existing Fresno COG Section 5316 and Section 5317 grants
- 121.02 Notifying eligible local entities of funding availability
- 121.03 Oversee and administer 5310 funds
- 121.04 Procure 5310 vehicles for successful applicants
- 121.05 Application review and scoring
- 121.06 Project selection
- 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	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
121.01 Administer previously allocated 5316 and 5317 Grants	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
121.02 Notifying eligible local entities of funding availability (Section 5310)	□		1						□	□	□	□			
121.03 Oversee and administer 5310 funds			20	□	□	□	□	□	□	□	□	□	□	□	□
121.04 Procure 5310 vehicles for successful applicants			10	□	□	□	□	□	□	□	□	□	□	□	□
121.05 Application review and scoring (Section 5310)	□	□	10									□	□	□	
121.06 Project selection (Section 5310)	□	□	6											□	□
121.07 Vehicle inspections (Section 5310)	□		10	□	□	□	□	□	□	□	□	□	□	□	□
121.08 Project monitoring (Section 5310)	□		30	□	□	□	□	□	□	□	□	□	□	□	□
121.09 Asset management and property disposition (Section 5310)	□		3	□	□	□	□	□	□	□	□	□	□	□	□

121 FTA JARC & New Freedom

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FTA 5310	FTA 5316/5317	LOCAL FUNDS
Salaries	19,244	19,155	15,413			15,413
Benefits	6,786	4,826	3,834			3,834
Overhead	15,379	13,746	10,649			10,649
Total Staff Costs	41,409	37,727	29,896	0	0	29,896
Direct Costs						
FTA 5316 JARRC		336,658	335,753		314,106	21,647
FTA 5317 New Freedom	61,158	1,280,236	1,219,411		966,747	252,664
FTA 5310	94,516	1,130,688	593,132	497,847	0	95,285
Total Direct Costs	155,674	2,747,582	2,148,296	497,847	1,280,853	369,596
TOTAL	197,083	2,785,309	2,178,192	497,847	1,280,853	399,492
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				26,647	158,226	
FTA 5310	Total	5310	Match			
FAX 6 Cutaway Para Transit Buses	476,425	381,140	95,285			
RVIC Travel Training	60,198	60,198				
West Care 1 - 6 Pass Van	56,509	56,509				
Total	593,132	497,847	95,285			
FTA 5316 JARC	Total	5316	Match			
FAX Trip Planning Software	49,092	39,275	9,817			
FAX Bike Lockers	62,761	50,931	11,830			
FAX Trip Planning Software	223,900	223,900				
Total	335,753	314,106	21,647			
FTA 5317 New Freedom	Total	FTA 5317	Match			
FAX Travel Training	27,794	13,897	13,897			
FAX Bus Station Ramps	105,618	84,495	21,123			
FAX Bus Stop Improvements	221,000	176,800	44,200			
FAX Braille Signs	22,329	17,863	4,466			
FCRTA Van - Heavy Duty Lift	290,720	121,742	168,978			
FAX Improve 14 Bus Stops	327,475	327,475				
FAX Improve 13 Bus Stops	224,475	224,475				
Total	1,219,411	966,747	252,664			

123 Sustainable Communities Public Transit Plan

Objective

The purpose of this work element is to update the Public Transportation Infrastructure Study, and develop a regional long range transit plan for the entire Fresno County, which will be incorporated into the Regional Transportation Plan/Sustainable Community Strategy over time.

Discussion

Fresno County is part of the San Joaquin Valley Air Basin, a region that, much like its California cousin the South Coast Air Quality Management District, has significant air quality challenges. However, unlike other California regions, the San Joaquin Valley is not dominated by emissions from one large urban area. Instead, there are a number of small and moderately sized urban areas spread along the main axis of the predominantly rural Valley. This wide distribution of emissions complicates the problem of addressing air quality issues, and makes traditional strategies to reduce vehicle travel such as public transportation less practical.

Recognizing the magnitude of the challenge, Fresno County policy makers formulated a study concept called the Public Transportation Infrastructure Study (PTIS), the purpose of which is to evaluate mobility needs and opportunities, and identify strategies for public transit and transit infrastructure development that will result in wider acceptance and use of public transit as a mobility option. In concept, the study will evaluate existing and planned land uses; map residential and employment densities; identify primary travel corridors; and determine the feasibility of various mass transit options. Additionally, the study will develop a set of strategies for increased transit effectiveness. If viable mass transit options are found, the study will evaluate route alignments and provide cost estimates (both for capital and operational costs), and ridership projections. The results and recommendations of the study can then be used by policy makers to determine how best to pursue a mass transit system for Fresno County. The consulting firm VRPA Technologies has been selected to conduct this study.

The first phase of the study was completed in May 2006 using \$300,000 allocated by the Fresno County Board of Supervisors from their Transportation Development Act (TDA) funds.

In 2006, Fresno County approved a ½ cent local sales tax (Measure C) for transportation purposes. The Measure C Expenditure Plan includes an estimated \$5.1 million for completion of the PTIS and transit consolidation.

Based on the findings and recommendations of the PTIS study, the PTIS update will incorporate the latest general plans, specific plans, and results from other current studies/plans such as the High Speed Rail Station Plan, Fresno COG's Regional Transportation Plan/Sustainable Communities Strategy, etc., and produce a regional long range transit plan that will provide guidance for the transit investment in the Fresno region, and integrate the efforts, projects and future operations of the major transit operators in the Fresno County.

Fresno COG submitted a grant application to Caltrans' Sustainable Transportation Grant for the regional long range transit plan and has been awarded a total of \$370,000 with \$42,439 of local match. The work for the long range transit plan has been launched in early 2017, and it is estimated to be completed in 2 years.

Previous Work Completed

Phase I of the PTIS was completed in May 2006. Phase I included a review of current plans and studies; a peer evaluation; and an assessment of existing land use and infrastructure. Phase I also included a series of public workshop and a final report. The Phase I study focused on Fresno County areas outside of the FCMA.

The PTIS Phase II study began in July 2008. Significant accomplishments include the completion of a transit market analysis including major commute patterns in Fresno County; a public opinion poll that assessed community interest in PTIS related activities; and a memorandum on current trends in land use. The project website, fasttrackfresnocounty.com, was established throughout the study effort, and included all the PTIS reports. The website was maintained for one year after the completion of the Study.

The PTIS Final Report, Executive Summary, and associated documents are available on the Fresno COG website at: <http://www.fresnocog.org/public-transportation-infrastructure-study>.

A kick-off meeting was held with Caltrans for the PTIS update/regional long range transit plan in the fall of 2016. A Project Development Team (PDT) was been assembled with representatives from Caltrans, Fresno COG, the Fresno Area Express (FAX), Clovis Transit, and Fresno County Rural Transit Agency (FCRTA), and a meeting was held with the PDT to review the proposed draft scope for the PTIS update/regional long-range transit plan.

The RFP for the update/long range transit plan was (expected to be) released in January 2017, and the consultant team was (expected to be) selected and approved by Fresno COG Policy Board in March 2017. The consultants with assistance from Fresno COG started assembling a Steering Committee and started working on updating/developing visions and goals for the long range transit plan.

Products

1. Submitted grant applications to Caltrans and received \$370,000 for the PTIS update/regional long range transit plan
2. Held kick-off meeting with Caltrans
3. A Project Development Team (PDT) was formed
4. An RFP was released and a consultant was selected to conduct the study. A Steering Committee was formed to guide the development of the regional long transit plan.

Tasks

Regional Long Range Transit Plan

- 123.01 Establish visions and goals
- 123.02 Identify existing conditions and review existing plans and studies
- 123.03 Conduct public workshop and surveys
- 123.04 Develop Performance Measures
- 123.05 Develop and analyze alternative transit scenarios
- 123.06 Develop Implementation Policy and Strategy Recommendations

123 Sustainable Communities Public Transit Plan																				
Task Description	C O G	C N Y 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	
123.01 Establish vision and goals	■	■	■	■	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	■
123.02 Identify existing conditions and review existing plans and studies	■	■	■	■	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	■
123.03 Conduct public workshop and surveys	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	■
123.04 Develop performance measures	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	■
123.05 Develop and analyze alternative transit scenarios	■	■	■	■	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	■
123.06 Develop Implementation Policy and Strategy Recommendations	■	■	■	■	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	■

123 Sustain Communities Public
Transit

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FTA 5304	LOCAL FUNDS
Salaries	0	0	11,359		11,359
Benefits	0	0	3,184		3,184
Overhead	0	0	8,046		8,046
Total Staff Costs	0	0	22,589	0	22,589
Direct Costs					
Consultants		364,000	364,000	322,250	41,750
Grant Administration		6,000	6,000	5,312	688
Total Direct Costs	0	370,000	370,000	327,562	42,438
TOTAL	0	370,000	392,589	327,562	65,027

LTF MATCH 11.47%

TOLL CREDIT MATCH 11.47%

Consultants	
Sus Comm Public Transit Plan	364,000
Total	364,000

124 Business Commute Optimization System

Objective

The purpose of this work element is to develop an innovative system called Business+ Commute Optimization System (B+COS), that can identify the optimal selection of business commute alternatives to minimize negative environmental impacts, and commute time and cost within the City of Fresno, as the pilot project area. This project is funded by way of Caltrans Sustainable Transportation Planning Grant Program. The research team will have Caltrans continuously be involved in all meetings to ensure approved scope of work, project timeline, and project funding will be maintained and ongoing within the terms of the contract.

Discussion

The pressing need to minimize the transportation related emissions in California and the United States, coupled with the recent developments related to the traffic analysis propositions of CEQA, present a unique opportunity to identify new policies and practices based on actual behavior of business commuters and individualized incentives. To achieve this vital goal, business owners and governments need to identify optimal selection of transportation mode(s) for each commuter that can minimize negative environmental impacts, commute time and cost. Furthermore, business owners and governments need to identify individualized incentives for implementing the identified plan for commuters specifically with limited budgets, while identifying benefits for commuters such as cost savings and calories burned to motivate commuter to adopt the recommended commute plan. This is a challenging task that requires analyzing environmental impacts, cost, and time of all feasible commute alternatives for each commuter and identifying the optimal alternative for each commuter that can minimize total negative environmental impacts and commute time and cost while complying with departure and arrival times, feasible carpooling, available budgets for incentive, and commuter convenience.

To address this vital and challenging task, this WE focuses on developing an innovative system, called Business+ Commute Optimization System (B+COS), that can identify the optimal selection of business commute alternatives to minimize negative environmental impacts, and commute time and cost. The Business+ notation in the name symbolizes and extends the potential application of such a system to any community that shares a commuting destination (e.g., academic institutions, governmental agencies, community developments, and businesses). The direct beneficiary of this research will be the City of Fresno, as the pilot project area. It is anticipated that the tool can then be utilized throughout the San Joaquin Valley, and the State of California.

The proposed system starts with a number of employees or commuters that share a destination and then analyzes negative environmental impacts, commute time, and cost for all possible transportation modes of each commuter. Subsequently, an optimization analysis is performed to identify the optimal transportation mode for each employee and the resulted impacts on emissions, cost, and time, as well as monetary incentives for each. The proposed system is expected to support business owners on their ongoing efforts to minimize their transportation related emissions as well as commute time and cost by incentivizing business employees to implement the recommended commute plan and realizing time and cost savings and calories burned.

The proposed B+COS consists of Data Collection Module, GIS Network, Optimization Model, and Commute Planner Module. The Data Collection Module will be designed to collect data on existing commute information such as departure and arrival times, commute method, origin and destination, type of vehicle, parking cost, available access to commute methods, and commuter flexibility and convenience. The GIS Network will be designed to analyze feasible commute methods such as drive existing vehicle alone, upgrade to hybrid vehicle, carpool with an additional commuter to a destination; use public transit, bike, and/or other alternatives. After that the GIS network will generate outputs of each commute method for expected commute time, GHG emissions, air pollution, possible commute routes, commute cost, and expected departure and arrival times. The Optimization Model will be designed to collect input data from the Data Collection Module and GIS Network to identify the optimal selection of commute alternatives of a business to minimize negative environmental impacts and commute time and cost while complying with available budget for incentives and commuter convenience and flexibility, and realized benefits for commuters such as time and cost savings and calories burned. The Commute Planner Module will be designed to present the results of the Optimization Model to business owners, individuals using web services and cellphone allocation as well as monitor the implementation of the proposed commute plan.

Previous Work Completed

While no previous work products have yet to be formulated, both Fresno State (CSU Fresno) and University of Colorado at Denver (UC Denver), who are active partners within this effort, have conducted rigorous background, methodology and research tasks in order to formulate the scope of work for this work product.

Products

1. **Quarterly Reports** to update the Technical Review Panel (TRP) of the project on the progress of the accomplished tasks and subtasks. The research team will hold semiannual meetings after the submissions of two quarter reports to receive feedback from the project TRP on the accomplished tasks and subtasks.
2. A **GIS Network** that generate outputs for expected commute time, GHG emissions, air pollution, possible commute routes, commute cost, and expected departure and arrival times of various commute alternatives such as vehicle technologies, ride sharing, combined transportation modes, transit and active transportation options.
3. An **online website service** and associated online database structure to collect data on travel behavior of existing business commute systems and evaluate efficiency of the developed incentivized plans and associated reductions in GHG and air pollution emissions. This online website will integrate an on-line data-base structure to facilitate data collection.
4. An **optimization model** that identifies optimum selection of commute alternatives for business employees, considering various travel options (such as vehicle technologies, ride sharing, transit and active transportation options), and constraints (such employee work schedule and trip chaining constraints, and business incentive and budget limits). The optimization model will integrated algorithms to minimize GHG and air pollution emissions and commute time and cost while maintaining commuter convenience and incentivizing commuter to implement the recommended commute plan.
5. Three pilot sample application **case studies** providing diverse community data to evaluate the developed system and generate optimum minimal-emission commute plans for employees of CSU-Fresno, UC-Denver, and one government agency and one non-government business which will be identified later.
6. Professional **training workshops** for transportation planners and businesses to inspire short-term adoption of developed system, with the objective of fast-tracking reductions of GHG and air pollution emissions from business commutes.
7. Open access **manual and training videos** for long-term widespread adoption of the developed system, in order to impact regional, national and potentially international GHG and air pollution emissions resulting from business daily commutes.
8. A **final report** including an estimate of the potential impact of widespread application of the proposed system and strategies for minimizing GHG and air pollution emissions in Fresno City, Fresno County, and the San Joaquin Valley; a discussion of future work exploring possible extensions of the developed models to present plausible solutions that minimize VMT (GHG and air pollution emissions) as well as reduce traffic delay and congestion; hence, adding to California's ongoing discussions of SB743. The research team will deliver a final report two months before the end of the project to summarize all the developments, findings, and results of the project. The TRP will have one months to review and final report provide feedback to improve its quality. The research team will have one month to revise the final report and submit it by the end of the project duration.

TASKS

Developing Business+ Commute Optimization System to Minimize Negative Environmental Impacts, Time, and Cost of Business Commuters

- 123.01 Conduct Comprehensive Literature Review
- 123.02 Develop GIS Network
- 123.03 Develop Website Platform to Host Services
- 123.04 Develop Multi-objective Optimization Model
- 123.05 Evaluate Performance of GIS Network and Optimization Model
- 123.06 Estimate Potential Impact of Widespread Implementation of Model
- Explore Possible Extensions to Address SB743
- 123.08 Prepare System for Widespread Application/Use
- 123.09 Prepare and Submit Required Invoicing and Reporting

124 Commute Optimization System																	
Task Description	C O G	F S U	U C D	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
124.01 Comprehensive Literature Review	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	10	■	■	■	■	■	■						
124.02 Develop GIS Network		<input type="checkbox"/>			20				■	■	■	■	■	■	■	■	■
124.03 Develop Website Platform		<input type="checkbox"/>	<input type="checkbox"/>		15				■	■	■	■	■	■	■	■	■
124.04 Multi-objective Optimization Model			<input type="checkbox"/>		25						■	■	■	■	■	■	■
124.05 Evaluate Performance of GIS and Model		<input type="checkbox"/>	<input type="checkbox"/>		5												
124.06 Estimate Potential Impact of Placement		<input type="checkbox"/>	<input type="checkbox"/>		5												
124.07 Explore Extensions		<input type="checkbox"/>	<input type="checkbox"/>		5												
124.08 Prepare System for Widespread Use		<input type="checkbox"/>	<input type="checkbox"/>		10												

124 Business Commute Maximization

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FTA 5304	LOCAL FUNDS
Salaries	0	0	4,076		4,076
Benefits	0	0	1,452		1,452
Overhead	0	0	3,059		3,059
Total Staff Costs	0	0	8,587	0	8,587
Direct Costs					
Agency Pass Trough		352,596	352,596	312,153	40,443
Grant Administration		11,129	11,129	9,852	1,277
Total Direct Costs	0	363,725	363,725	322,005	41,720
TOTAL	0	363,725	372,312	322,005	50,307
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Agency Pass Thru	
Business Commute Maximization	352,596
Total	352,596

150 Other Modes – Aviation, Rail, Bicycling, Pedestrian

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 (FYI) Airport continues to expand and upgrade its facilities for both passengers and air cargo. Fresno-Chandler Executive Airport (formerly Fresno-Chandler Airport) evolved to an executive airport that will serve the region's business community and promote nearby industrial parks and downtown renewal. During the 2016-2017 fiscal year FYI began and update to their Master Plan. Fresno COG is serving on an advisory committee for the update, and 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, 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. Fresno COG also communicates and cooperates with the Lemoore Naval Air Station Base airport, and is involved in reviews and updates of their Joint Land Use Study. The Fresno COG also funds and staffs the Fresno County Airport Land Use Commission. The ALUC is discussed further in Work Element 153.

Rail

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

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

Staff will also continue to assist any local jurisdiction that seeks to improve former railroad corridors within its community for alternative transportation uses, including landscaped multi-use trails. Consolidation or realignment of the Burlington Northern Santa Fe mainline rail traffic onto the Union Pacific mainline corridor from approximately Calwa on the south to the San Joaquin River on the north remains a listed goal of the Fresno Council of Governments in the Regional Transportation Plan. The successful extension of Measure C includes an original estimate of \$102.5 million for rail consolidation. However, given the decision by the California High-Speed Rail Authority not to jointly design and construct their project in conjunction with a local rail consolidation/realignment project, the prospects for rail consolidation/realignment are greatly diminished and minimal staff

and COG Committee/Policy Board time will likely be devoted to this project during the year. Also, the Measure C rail consolidation subprogram was amended to reallocate \$25 million to a potential heavy maintenance facility for the high-speed rail project, further suggesting the low priority of this issue.

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

High-speed rail planning is addressed in Work Element 152. However, Work Element 150 also recognizes the importance of coordination and integrated planning between, in particular, high-speed rail and intercity passenger rail (Amtrak San Joaquins), and 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, taxis, bicycles and pedestrians.

Bicycling and Pedestrian

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

Bikeways and pedestrian facilities, including trails, have become increasingly important to the Fresno County region over the past several years largely because of air quality, economic development and quality of life (health) considerations. Consequently, Fresno COG has become more involved in integrating active transportation into the regional transportation planning processes. Active transportation refers to transportation such as walking or using a bicycle, tricycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar low-speed electrical devices. Recognizing walking and bicycling as healthy, accessible and sustainable forms of transportation, Fresno COG is developing a Regional Active Transportation Plan (ATP), which will include bicycle and pedestrian plans for all member agencies. Those agencies that do not already have an ATP developed will be identified and one will be developed on their behalf. Those agencies that have a recently updated ATP in place, or are developing one concurrent with the Regional ATP will all be identified by their appropriate chapter in the Regional ATP document. The Regional Active Transportation Plan will serve as a blueprint to improve bicycling and walking conditions at the local level throughout the Fresno County region. The Plan will provide a countywide inventory of existing conditions and recommended countywide priority bicycle and pedestrian networks. 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. Fresno COG will work with the consultant, Fehr and Peers, to appropriately incorporate the findings of the Fresno/Clovis IV Separated Bikeway Feasibility Study, if deemed adequate, into the Regional ATP and will most certainly consider updating the completed FCOG Regional ATP according to the final State Plan to ensure that our region provides the tools for persons of all ages, abilities, and incomes to safely, conveniently, and comfortably walk and bicycle for their transportation needs. The FINAL State Bicycle and Pedestrian Plan entitled "Toward an Active California" was scheduled to be released in April 2017. The draft plan identified tools, policies and strategies that Caltrans and other state agencies can take to increase safe walking and bicycling in the State. The Plan is meant as a complement to local and regional plans and efforts already underway such as the Fresno COG Regional ATP. Fresno COG's increased involvement in promoting bikeway and pedestrian (including trails) planning, funding and project development will continue in Fiscal Year 2016 -17. In addition, Fresno COG will be analyzing Class IV Separated Bikeways along major corridors of the Fresno-Clovis Metropolitan Area (FCMA) as part of study activities notated within Work Element 110.

The 2014 Fresno COG Regional Transportation Plan for the first time contained goals, policies, and explanatory information for the pedestrian transportation mode. In addition, the Fresno COG will continue to monitor and participate as appropriate 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.

Fresno/Clovis Class IV Separated Bikeway Feasibility Study

The Fresno-Clovis Metropolitan Area Class IV Separated Bikeway Feasibility Study was completed in the spring of 2017. This study provided awareness to a new class of bicycle facility that will connect and enhance the active transportation network in the metropolitan region. The separated bikeway feasibility study focused on identifying and addressing real and perceived challenges by turning them into opportunities. Products of this study included engineering guidelines and design parameters that communities in Fresno County can use to construct Class IV separated bikeways.

Complete Streets

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

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

Previous Work Completed

1. Rail Analysis of the 119 miles of the San Joaquin Valley Railroad within the portion of Fresno County west of the City of Fresno, accepted November 17, 2011.
2. Comprehensive analysis and summary presentation on Draft High-Speed Rail EIR/EIS for the segment Fresno north and the segment Fresno south to COG Committees and Policy Board in September, 2011.
3. Rail Analysis of that portion of the San Joaquin Valley Railroad between Reedley and the City of Fresno (26 miles) in Fresno County, accepted February 24, 2011.
4. Updated Rail, Aviation, and Non-motorized Modal Elements, contained within the Regional Transportation Plan, adopted July 29, 2010.
5. Fresno Freight Rail Realignment Study, May 27, 2010.
6. Fresno/Clovis Class IV Separated Bikeway Feasibility Study, Spring 2017

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 Participate in the Technical Advisory Committees for the San Joaquin Valley Goods Movement Sustainable Implementation Plan and the San Joaquin Valley I-5 Goods Movement Safety Corridor Study to ensure that the advantages and opportunities provided by the Class I freight railroads and the short line freight railroad are represented.
- 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 by coordinating and collaborating with a variety of active transportation stakeholders, member agency staff, Caltrans, and elected officials and by following the program guidelines set forth by the

California Transportation Commission for the project. Incorporate tools, policies and strategies from the final State Bicycle and Pedestrian Plan entitled “Toward an Active California”.

- 150.11 Participate in the Fresno Yosemite International Airport Master Plan Update as an advisory committee member.
- 150.12 Continue communicating and coordinating planning activities with Lemoore Naval Air Station.

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	<input type="checkbox"/>	<input type="checkbox"/>	30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
150.02 Staff support - consolidation	<input type="checkbox"/>	<input type="checkbox"/>	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
150.03 Monitor aviation issues	<input type="checkbox"/>	<input type="checkbox"/>	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
150.04 SJV Rail Committee	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
150.05 Rail Corridor Pres./Acq.	<input type="checkbox"/>	<input type="checkbox"/>	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
150.06 New Technologies	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
150.07 Update plans	<input type="checkbox"/>	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
150.08 Goods Movement SIP/I-5 TACs	<input type="checkbox"/>	<input type="checkbox"/>	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
150.09 Regional Governance	<input type="checkbox"/>	<input type="checkbox"/>	13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
150.10 Development of the Active Transportation Plan	<input type="checkbox"/>	<input type="checkbox"/>	20	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
150.11 FYI Master Plan Advisory	<input type="checkbox"/>	<input type="checkbox"/>	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
150.12 Lemoore NAS Coordination	<input type="checkbox"/>	<input type="checkbox"/>	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

150 Other Modal Elements

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	State ATP	LOCAL FUNDS
Salaries	26,368	44,654	42,893		42,893
Benefits	9,298	15,532	14,851		14,851
Overhead	21,071	34,498	31,950		31,950
Total Staff Costs	56,737	94,684	89,694	0	89,694
Direct Costs					
Consultants	1,000	220,000	220,000	150,000	70,000
Total Direct Costs	1,000	220,000	220,000	150,000	70,000
TOTAL	57,737	314,684	309,694	150,000	159,694
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Consultants
Regional ATP Plan 220,000

152 High Speed Rail Planning

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 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 over 47 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 heavy maintenance facility in Fresno or its vicinity and other economic opportunities; station area planning and design; coordination with other transportation modes within the metropolitan area and the entire central San Joaquin Valley region; the 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 (since updated in 2014 and soon to be updated again). 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 (Glendale) 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) and the Fresno to Tulare/Kern county line section. Construction of the first 29 miles of the Initial Operating Section between Madera and Fresno began in the winter of 2015, with significant construction activity beginning in early 2016. The formal groundbreaking for the project occurred on January 6, 2015 in Fresno.

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) (subsequently revised to address revised design and locational requirements provided by the Authority) for the High-Speed Train Heavy Maintenance Facility and its submittal to the High-Speed Rail Authority for consideration.
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, potentially with regard to the heavy maintenance facility, transportation interface with downtown station, high-speed train passenger station architectural visioning, coordination between high-speed rail and Amtrak intercity rail, etc.
2. Coordinate as appropriate, with the City of Fresno, Fresno County efforts with the California High-Speed Rail Authority to ensure a comprehensive and cooperative approach to high-speed rail planning and operations.
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 high-speed rail related plans, programs and 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, regarding items of importance and relevance to the Fresno region.
- 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 HSR plans, programs, & studies	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
152.02 Staff Support Committees, Public	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
152.03 Other HSR matters as app.	<input type="checkbox"/>	<input type="checkbox"/>	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
152.04 Attend HSRA meetings as app.	<input type="checkbox"/>	<input type="checkbox"/>	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
152.05 Station Area Planning	<input type="checkbox"/>	<input type="checkbox"/>	40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

152 High Speed Rail Planning

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FHWA PL	LOCAL FUNDS
Salaries	4,263	27,030	17,618	17,618	0
Benefits	1,503	9,536	6,383	6,383	0
Overhead	3,406	20,960	13,280	13,280	0
Total Staff Costs	9,172	57,526	37,281	37,281	0
Direct Costs					
Consultants		50,000	50,000		50,000
Agency Pass Thru	2,730	70,000	140,000		140,000
Total Direct Costs	2,730	120,000	190,000	0	190,000
TOTAL	11,902	177,526	227,281	37,281	190,000
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				4,276	
Consultant HSR Planning	50,000				
Agency Pass Trough					
County High Speed Rail Planning	20,000				
Fresno High Speed Rail Planning	120,000				
Total	140,000				

153 Fresno County Airport Land Use Commission

Objective

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

Discussion

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

Previous Work Completed

- Conduct ALUC meetings every other month (as needed) to review local agency actions and individual development projects, and determine consistency with the Fresno County Airport Land Use Commission Compatibility Land Use Plan.
- Participated in California Airport Land Use Commission Consortium, as a statewide forum to support the duties of ALUCs through collaboration and education.
- Worked with Caltrans Division of Aeronautics to secure a \$300,000 fund grant for the preparation and update of Airport Land Use Compatibility Plans throughout Fresno County. Completed year one of grant implementation.
- Updated the ALUC Handbook

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, the ALUC and Fresno County Airport Operators on the update of the Fresno County Airport Compatibility Land Use 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 Maintain and Update Airport Land Use Commission information on the Fresno COG website.
- 153.10 Update of Airport Land Use Compatibility Plans throughout Fresno County with \$300,000 grant from Caltrans Division of Aeronautics, year two of grant implementation.
- 153.11 Participate in California Airport Land Use Commission Consortium, a statewide forum to support the duties of ALUCs through collaboration and education. Plan and host a biyearly Cal ALUC Conference in Fresno to be held in late 2017. Also may need to develop the Consortium's website to support conference planning.
- 150.12 Participate in the Fresno Yosemite International Airport Master Plan Update as an advisory committee member.
- 150.13 Continue communicating and coordinating planning activities with Lemoore Naval Air Station.

153 Airport Land Use Commission																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
153.01 Provide staffing and Admin. support	■		35	■	■	■	■	■	■	■	■	■	■	■	■	
153.02 Provide technical assistance	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
153.03 Prepare staff reports	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
153.04 Review Environmental documents	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
153.05 Review proposed revisions to Plans and studies	■		8	■	■	■	■	■	■	■	■	■	■	■	■	
153.06 Coordinate with Fresno County Airport Operators and Caltrans	■		4	■	■	■	■	■	■	■	■	■	■	■	■	
153.07 Coordinate with State of CA and other authorities and jurisdictions	■		4	■	■	■	■	■	■	■	■	■	■	■	■	
153.08 Incorporate technical graphics	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
153.09 Update ALUC info on Fresno COG website	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
153.10 Update Airport Land Use Compatibility Plans in Fresno County	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
153.11 Cal ALUC participation and conference planning	■	■	10													
153.12 FYI Master Plan Advisory Committee	■		2													
153.13 Lemoore NAS Coordination	■		2													

153 Airport Land Use Commission

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FAA	LOCAL FUNDS
Salaries	7,661	25,476	20,552		20,552
Benefits	2,702	8,907	7,293		7,293
Overhead	6,123	19,707	15,407		15,407
Total Staff Costs	16,486	54,090	43,252	0	43,252
Direct Costs					
Consultants		300,000	300,000	270,000	30,000
Grant Specific Travel	2,801		3,000		3,000
County Counsel	3,187	5,000	5,000		5,000
Total Direct Costs	5,988	305,000	308,000	270,000	38,000
TOTAL	22,474	359,090	351,252	270,000	81,252
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Consultants
 Airport Land Use Compatibility Plan 300,000

170 - Regional Transportation Plan

Objective

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

The 2014 Plan is fiscally constrained, and is consistent with the Environmental Protection Agency's defined Transportation Conformity process and all local plans. Public input was sought proactively during development and subsequent adoption of the plan. In addition, Fresno COG followed the process outlined in the latest RTP Guidelines. The 2014 RTP also complies with the applicable requirement of 23 CFR Part 450, which regulates metropolitan transportation planning and programming. Additionally, this plan addresses greenhouse gas emission reduction issues not addressed in OWP Element 180 (Air Quality /Transportation Planning) and the emphasis areas included in the new Federal Transportation Act. The 2014 RTP also contains a Sustainable Communities Strategy (SCS) as required by California Senate Bill 375.

Discussion

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

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

Development of the 2018 RTP/SCS will continue to build upon the process used in the 2014 RTP. The ARB, working with the 18 MPOs in the State, will reset the greenhouse gas emission reduction targets with the goal of ARB Board adoption in the fall/winter of 2017. Based on the SCS strategies adopted in the 2014 RTP, coupled with innovative technologies and other potential new strategies, Fresno COG will be making target recommendations to the ARB in early 2017.

The 2018 RTP/SCS has been launched in the summer of 2016. Member agencies, stakeholders and the public are being engaged to provide input for the 2018 RTP/SCS. Although the focus of the 2018 RTP/SCS will be implementation of the strategies adopted in the 2014 RTP/SCS, scenarios will be refined and additional land use and transportation strategies will be explored. Fresno COG has developed an Integrated Transport and Health Impact Model (ITHIM) with help from the State and Fresno County Public Health Department. Public health will be integrated in the scenario analysis as part of the performance matrix. Fresno COG also plans to implement an economic land-use model (Cube Land) to add a layer of economic refinement and realism to its land-use allocation strategies.

Fresno COG has been awarded a Caltrans' Sustainable Transportation Planning grant to conduct a regional long-range transit plan. Although the long range transit plan will take two years to complete, it is expected that the study will be able to provide valuable input to the public transportation strategies for the RTP/SCS.

RTP development is closely coordinated with the San Joaquin Valley Unified 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 have been cooperatively 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.

The MAP-21 and FAST ACT require development of targets for a series of transportation performance measures that have either been finalized or are still going through the Notice of Proposed Rulemaking (NPRM) process. The MPOs are required to report the targets for such performance measures, and discuss the goal and objectives for such measures and demonstrate the progress made towards achieving the targets in their long range transportation plan. The MPOs can either set their own targets or endorse the State's targets by agreeing to work with the State towards achieving the state-wide targets. Transportation safety measure is the first set of measures that were finalized and Fresno COG is required to incorporate the safety measures identified by the FHWA in the 2018 RTP.

This work element identifies staff time required to begin implementation of the 2018 RTP and conduct preliminary work on the RTP that will be adopted in two 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

In May 2014, the Fresno COG Policy Board directed COG staff to develop three SCS programs to ensure the continuous implementation of the strategies identified in the 2014 RTP/SCS, and address issues raised during the 2014 RTP/SCS process. These SCS implementation programs are: the Transportation Needs Assessment Program, the Sustainable Planning and Infrastructure Grant Program, and the Agricultural Mitigation Program.

Transportation Needs Assessment Program

A Needs Assessment Committee was formed in November 2014 to provide guidance for the development of the program. The Committee consists of staff members from the cities and the County, as well as stakeholders from the public that represent various sectors. The Committee met monthly for 6 months and went through intense debate and discussion about what was hoped to be implemented and what can be realistically achieved through the Needs Assessment program given the available resources. Under the leadership of the Clovis City Council member Lynne Ashbeck, the Needs Assessment Committee developed the definition of "Disadvantaged Community" in Fresno County, and reached consensus on the scope of work for the Needs Assessment Program. The following is a summary of the scope recommended by the Needs Assessment Committee:

1. Collect ADA (or sidewalk) plans and bike plans from the cities and the County
2. Build an inventory of existing sidewalks and bike/trail facility based on the data/plans from the cities and the County; create a GIS database for planned bike & pedestrian facilities
3. For cities or jurisdictions that do not have such existing data, contract with Fresno State's Community and Regional Planning Center (CRPC) to fill the data gap using Google Earth
4. Overlay the sidewalk/bike inventory maps with transit stops
5. Collect health related data, and overlay the health data map with sidewalk, bike/trail and transit stop maps
6. Overlay sidewalk, bike/trail and transit stop maps with the Disadvantaged Communities map
7. Contract with a consulting firm to conduct:
 - A regional gap analysis for bike and trail facilities (sidewalk is not included in the analysis because sidewalks are considered local)
 - A transportation connectivity/accessibility analysis for 10 major regional facilities that provide basic services to the public. All modes (roads and streets, transit, bike/ped) are included in this analysis

Fehr & Peers was selected to conduct the gap analysis and the transportation connectivity/accessibility analysis as identified in the scope. Two Fresno State students were hired and developed an inventory of existing sidewalks and bike lanes in Fresno County. Fresno COG staff worked closely with the Fresno County Public Health Department on the county-wide health data and completed the mapping task. The Transportation Needs Assessment final report was presented to and approved by the Fresno COG Policy Board in September 2016.

Sustainable Planning and Infrastructure Program

Activities associated with the developing a funding program that supports the implementation of the SCS and explores new and/or existing funding sources to fund and implement the program will take place following the completion of the Transportation Needs Assessment, and deliverables associated with the Ag Ad-hoc Committee, taking into account the findings and recommendations of both activities. It is anticipated that Sustainable Planning and Infrastructure Program activities will begin in FY 16/17, and will be integrated with 2018 RTP/SCS activities.

Ad-hoc Committee: Ag Mitigation for Transportation Projects

Outreach for the Ag Ad-hoc Committee began in October of 2014, with the first committee meeting taking place in February 2015. During the first meetings, there was considerable discussion relating to the overall charge and scope of the Committee.

Specifically, the question was posed: does the Policy Board wish for the Committee to look at potential mitigation policies relating to only transportation projects, as recommended by PAC Sub-Committee and full PAC; or to address potential mitigation policies from a broader SCS context? At the April 2015 Fresno COG 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.

With the above clarification given by the Board, the Committee moved forward with the formulation of proposed policies and actions. By July 2015 the Committee had formulated seven individual items, containing a recommended policy, implementation activities, and additional general recommendations to direct COG assistance efforts and future activities, all of which are listed below. By November 2015, the group had come to complete consensus regarding all seven of the recommendations listed below.

Policy

1. It is recommend that FCOG adopt the following policy: It is the policy of the Fresno Council of Governments that the construction of transportation projects minimize the loss of farmland.

Implementation

2. It is recommended that member agencies submitting projects for inclusion in the Regional Transportation Plan (RTP) shall indicate that the agency will address the recommended FCOG policy at the project level.
3. It is recommended that member agencies be responsible for addressing the above recommended policy in their project specific environmental review.
4. It is recommended that at the scoring/programing level of project review, Fresno COG shall address agricultural land impacts by establishing scoring criteria (established within the appropriate scoring committee) to minimize the loss of prime farmland, unique farmland, farmland of statewide importance and farmland of local importance consistent with the recommended policy.

General Recommendations

COG Assistance

5. It is recommended that the Fresno COG assist member agencies, when requested, with mapping resources related to agricultural lands.
6. It is recommended that Fresno COG shall assist member agencies by maintaining, through resources such as the Planners Tool Kit or county data bases, information about agricultural land preservation best practices.

The Committee delivers the above recommendations for the Policy Board’s consideration, which are intended to directly address the agricultural resource mitigation measure identified in the 2014 RTP/SCS EIR, which reads:

- Develop a methodology to help implementing agencies quantify the conversion of prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance associated with their proposed projects; and

Future Activities

7. It is further recommended that Fresno COG staff make a presentation at both the TTC and PAC to discuss current methodologies, ratios, policies and efforts utilized by local agencies within Fresno County, and further work to identify specifics with member agency technical and administrative staff, to analyze and further address the additional language found within the certified 2014 RTP/SCS EIR regarding agricultural resources, which reads:
 - Develop a methodology for implementing agencies to consider preservation ratios to minimize loss of prime, unique, and statewide importance farmland; and coordinate efforts to provide a mechanism for preservation activities.

Fresno COG Staff delivered the Committee’s recommendations (as listed above) to the TTC, PAC and Policy Board for approval and acceptance in January 2015.

Tasks

170.01 Develop a Sustainable Planning and Infrastructure Program

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

Develop a funding program that supports the implementation of the SCS and explore new and/or existing funding sources to fund and implement the program. This program development should follow the completion of the needs assessment (see Previously Work Completed). The needs assessment helps identify and develop goals, and objectives, which would then be the tools used to develop and justify funding/scoring criteria and “measurable” performance metrics.

170.02 Maintain information, technical expertise, mapping resources, and additional items as deemed necessary to assist member agencies in both quantifying and addressing the conversion of prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance associated with their proposed projects.

170.03 Develop the SCS scenarios for the 2018 RTP. The 2018 RTP/SCS was launched late summer of 2016. Land use and transportation scenarios will be evaluated; member agencies, stakeholders and the public will be involved; projects list and evaluation criteria will be developed; environmental impact will be analyzed, and conformity analysis will be conducted

170.04 Develop safety performance targets for the Fresno region. FHWA has finalized the safety performance measures, and will be releasing the final measures for Performance Measures 2 (pavement and bridge conditions) and PM 3 (system performance). Based on the Planning Final Rule released on May 27, 2016, Fresno COG will be required to incorporate the safety targets and the Transit Asset Management (TAM) targets in the 2018 RTP. FHWA has established five safety performance targets, for which the state and the MPOs need to set targets for. These five safety measures are: number of fatality, rate of fatality, number of serious injuries rate of serious injuries and number of non-motorized fatalities and non-motorized serious injuries. Fresno COG will work with Caltrans, the Office of Traffic Safety (OTS) and other stakeholders in developing the regional targets. Fresno COG will integrate the safety goals, objectives, performance measures and targets in the RTP and include a description in the Transportation Improvement Program (TIP) of the anticipated effect of the TIP towards achieving the safety targets, linking the investment priority to safety targets. In addition, Fresno COG will work with FAX and FCRTA and develop TAM target for the region. Technical advisory meetings will be held to facilitate the regional target-setting process.

170.05 Fresno COG will implement a robust 2018 Regional Transportation Plan public outreach program, similar to the outreach strategies conducted for the 2014 RTP/SCS. Those strategies include the following tasks:

- RTP Roundtable meetings and staff support.
- Professional consulting firm will conduct a partial stratified survey of the Fresno County Community, assessing transportation spending priorities and community values
- Offer \$5,000 two-year mini grants to community agencies to host RTP/SCS Community Workshops and maintain communication with their contacts regarding the RTP/SCS process
- Online, Interactive presentations and surveys
- Fresno COG will utilize media opportunities for community outreach as funds are available
- Materials will be available in multiple languages as will workshop and online content

170.06 Fresno COG will conduct an Environmental Assessment on the Regional Transportation Plan

170 Regional Transportation Plan																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
170.01 Develop a Sustainable Planning and Infrastructure Program	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
170.02 Ag mitigation support activities	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
170.03 SCS scenario development	■		15	■	■	■	■	■	■	■	■	■	■	■	■	
170.04 2018 Develop safety targets	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
170.05 2018 Regional Transportation Plan public outreach program	■		15	■	■	■	■	■	■	■	■	■	■	■	■	
170.06 RTP EIR	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■	

170 Regional Transportation Plan

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA Carry Fwd	FHWA PL	FHWA Carry Fwd
Account	2015/16	2016/17	2017/18			
Salaries	112,300	229,202	309,738		56,592	253,146
Benefits	39,598	78,028	106,939		19,539	87,400
Overhead	89,741	176,103	228,197		41,693	186,504
Total Staff Costs	241,639	483,333	644,874	0	117,824	527,050
Direct Costs						
Consultants	113,292	310,000	240,000	23,896	121,604	94,500
Workshops	337	4,000	12,000		12,000	
Promotion/Outreach		52,000	40,000		40,000	
Total Direct Costs	113,629	366,000	292,000	23,896	173,604	94,500
TOTAL	355,268	849,333	936,874	23,896	291,428	621,550
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				2,741	33,427	71,292
Consultants						
SCS Development	25,000					
Community Transp. Priorities	25,000					
Cubeland Tool	15,000					
RTP Prioritization	10,000					
RTP Technical Assistance	15,000					
RTP EIR	150,000					
Total	240,000					
Promotion/Outreach						
Mini Grants	35,000					
Community Outreach	5,000					
	40,000					

172 Congestion Management Process (CMP)

Objective

The objective of this work element is to implement the CMP process identified in Fresno COG's 2015 Congestion Management Process (CMP) update and continue to monitor the congestion and system performance in the Fresno region.

Discussion

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

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

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

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

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

The 2015 CMP update was completed in the spring of 2017. The update efforts were guided by a CMP Committee that consisted of member agencies, Caltrans, transit operators and interested public. FHWA California office was actively involved in the 2015 CMP update, from approving the initial scope of work to participation of the CMP committee meetings. The 2015 CMP update

process used the most recent edition of FHWA's The Congestion Management Process: A Guidebook to guide the 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

Previous Work Completed

Working in partnership with the Federal Highway Administration, Fresno COG identified and developed a scope of work for the 2015 CMP update. The CMP Steering Committee was reconvened in March 2015 to provide guidance for the update. The Committee consisted of staff members from the planning and public works department of local cities/County, transit operators, Caltrans, bike/ped advocates as well as the general public. The Committee redefined the CMP network and limited the network to the major freeways in the urban area; the Committee also established 3 performance measures for the performance monitoring of the major transportation system, i.e., travel time index, planning time index and delay. A \$150,000 contract was awarded to a consultant team to develop a Congestion Monitoring Dashboard for the Fresno region that provides live speed information on the website for the major freeways in the Fresno/Clovis Metro Area and also provides analysis of the historical performance of the system based on the identified performance measures. The Committee also defined congestion in Fresno County. Fresno COG also identified an approach to integrate the CMP into the TIP planning process. Speed and crash data is mapped and provided to the RSTP project selection process. Projects with various levels of congestion or safety issues will receive different level of scoring bonus so that the issues can be better addressed by the proposed projects. A systematic process for Single Occupancy Vehicle (SOV) for the CMP network was jointly developed by Fresno COG and Caltrans District 6.

As part of the CMP program, Fresno COG received \$20,000 from the FHWA Bicycle-Pedestrian Count Technology Program in the spring of 2015. The purpose of this program was to deploy automated pedestrian and bicycle counting equipment and encourage non-motorized count collection efforts in the MPO planning areas. Fresno COG purchased 4 pyro boxes and 4 tube counters from Eco-counters and developed a schedule for participating agencies to take bike/ped counts at their facilities. Training was provided by Eco-counters to agency staff for operation of equipment as well as data management. The FHWA also provided a series of education and technical support webinars for the bike/ped count technology and research. The Bicycle-Pedestrian count program was concluded in the spring of 2016. The portable bike and pedestrian counters continued to be used by the agencies in their data collection efforts for bike/pedestrian activities.

Products

1. Held CMP Steering Committee meetings
2. Identified the scope of work for the 2015 CMP update
3. Established performance measures for the 2015 CMP update
4. Redefined CMP network
5. Defined congestion in Fresno County
6. Develop a Congestion Monitoring Dashboard for system performance monitoring
7. Developed methodology to integrate CMP in the TIP scoring process
8. Developed SOV analysis methodology with Caltrans
9. Deployed bike/ped counters at facilities throughout the region
10. Conducted training and webinars for bike/ped technology
11. Provided bike/ped count and summary report to the FHWA

Tasks

- 172.01 Maintain the Congestion Monitoring Dashboard
- 172.02 Continue to provide bike/pedestrian counters to member agencies for their data collection efforts
- 172.03 Provide speed and crash mapping to the RSTP project selection process for scoring purpose
- 172.04 Monitor and perform the SOV analysis process for any SOV projects on the CMP network

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 Maintain the Congestion Monitoring Dashboard	<input type="checkbox"/>		5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
172.02 Provide bike/ped counters to member agencies		<input type="checkbox"/>	40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
172.03 Provide speed and crash data to RSTP scoring process			25							<input type="checkbox"/>		<input type="checkbox"/>			
172.04 Monitor and conduct SOV analysis	<input type="checkbox"/>		30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

172 Congestion Management Program

Budget	Actual Cost	Adopted Budget	Annual Budget	FHWA PL	FHWA Carry Fwd
Account	2015/16	2016/17	2017/18	PL	Fwd
Salaries	66,222	62,484	50,244	50,244	
Benefits	23,351	20,358	16,936	16,936	
Overhead	52,920	47,484	37,171	37,171	
Total Staff Costs	142,493	130,326	104,351	104,351	0
Direct Costs					
Consultants	22,217	150,000	75,000	0	75,000
Equipment	25,000				
Total Direct Costs	47,217	150,000	75,000	0	75,000
TOTAL	189,710	280,326	179,351	104,351	75,000
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				11,969	8,603
Consultant CMP Update		75,000			

180 Air Quality Transportation Planning

Objective

The Air Quality Transportation Planning Work Element provides for the development and maintenance of a coordinated transportation and air quality planning process. Both 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

The Clean Air Act as amended in 1990 is the primary federal law that governs air quality. This law mandates the US Environmental Protection Agency (EPA) to establish the standards for the concentrations of pollutants that can be in the air. The US EPA must review the standards every five years and revise them as necessary to protect public health and welfare. These standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), lead (Pb), and sulfur dioxide (SO₂). The State Implementation Plan (SIP) is the statewide plan for achieving the goals of the Clean Air Act and describes how the NAAQS will be met. The SIP has both statewide and regional components. The California Air Resources Board is responsible for submitting the SIP to the US EPA, and for developing and implementing statewide control measures such as those related to on-road mobile sources (vehicle emission controls). Local air pollution control and air quality management districts (APCD or AQMD) are responsible for regional control measures, which may also include measures that affect mobile sources (e.g., fleet rules, indirect source review requirements).

There is a California Clean Air Act in the Health and Safety Code that is generally similar in concept to the Federal Clean Air Act. Under the California Clean Air Act, the California Air Resources Board sets and updates State air quality standards. The State air quality standards are usually more stringent than the Federal, but the State air quality planning structure does not include the fixed attainment deadlines and conformity process found in the Federal program.

Air Pollution Control Districts (APCD) or Air Quality Management Districts (AQMD) perform regional air quality planning in consultation with the MPO, including development of on-road mobile source emission budgets that are part of the State Implementation Plan (SIP) required by the Federal Clean Air Act. APCDs and AQMDs are the main implementation agencies for stationary source emission control programs.

Transportation conformity is required by section 176(c) of the 1990 Federal Clean Air Act. Transportation conformity to a SIP means that on-road transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. In nonattainment and maintenance areas, federal regulations require that Regional Transportation Plans (RTPs), Federal Transportation Improvement Programs (FTIPs) and federally funded or approved highway and transit activities demonstrate transportation conformity. Under the 1990 Federal Clean Air Act Amendments, the US DOT cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to the SIP (Clean Air Act Section 176 (c), codified in 42 USC 7506(c)). The US EPA has issued extensive regulations covering how conformity is determined for transportation planning, programming, and projects in 40 CFR 93 Subpart A. Under the EPA regulations, the RTP's regional transportation conformity analysis must include all regionally significant transportation (road and transit) activities regardless of funding source.

RTP Conformity

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

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

The eight Valley transportation planning agencies and the SJVAPCD, through a Memorandum of Understanding (MOU), have developed a coordinated, cooperative, and consistent planning process. The MOU was updated and adopted by all eight of the Valley MPOs and the SJVAPCD on September 9, 2009. This coordinated approach includes collaboration on submission of vehicle miles traveled (VMT) forecasts to the SJVAPCD to be used in the development of emission budgets; the updating of State

Implementation Plans (SIPs); the development of new attainment demonstration plans; the joint evaluation of transportation control measures (TCMs); working with local transit agencies and Caltrans to enhance transit services; and working in concert with the SJVAPCD on studies and projects to reduce transportation related pollutants.

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

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 Regional Transportation Plan (RTP), Transportation Improvement Program (TIP) or certain Plan/TIP amendments. Fresno COG updates the TIP every two years with corresponding Conformity analysis. A Transportation Conformity analysis 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. Interagency consultation is generally conducted through the San Joaquin Valley COG Director’s Association-Interagency Consultation Group (IAC). This committee was reorganized and renamed in 2009. It was formerly referred to as the Model Coordinating Committee (MCC). The IAC has been established to provide a coordinated approach to Valley-wide air quality planning, transportation conformity, and transportation modeling issues. The IAC committee membership includes each of the eight Valley MPOs (that are included in the San Joaquin Valley Air Basin), the San Joaquin Valley Air Pollution Control District, the Federal Highway Administration, Federal Transit Administration, the U.S. Environmental Protection Agency, the California Air Resources Board and Caltrans-both Local Assistance and State Headquarters.

Previous Work Completed

1. Updates/presentations/information to member agencies on revisions, amendments and guidance developed from Federal and California Clean Air Acts
2. Memorandum of Understanding among and between the eight MPO’s in the San Joaquin Valley Air Basin and the SJVAPCD.
3. Emissions travel forecasts
4. Provided updated travel factors to the SJVAPCD
5. Assisted SJVAPCD in development of the 2007 8-hour Ozone Plan, the 2008 PM2.5 Plan, the 2007 PM10 Maintenance Plan and Request for Redesignation and the CO Maintenance Plan, 2012 PM2.5 Plan, 2015 PM2.5 Plan, Air District Rules, and Transportation Conformity Determinations (1992, 1993, 1994, 1996, 1998, 200, 2002, 2004, 2005, 2006, 2008, 2010, 2011, 2012, 2014, 2015, 2017)
6. 2015-16 Congestion Mitigation and Air Quality Improvement Program (CMAQ) call for projects: Process involves series of meetings with member agencies, stakeholders, developing application packet, compiled projects submitted, calculated emission reductions and cost-effectiveness, convened the scoring committee, and presented the committees’ recommended projects to the Fresno COG Policy Board for approval. Fresno COG continues to manage and assist member agencies in the delivery of these projects.
7. 2014 Conformity Analysis for the 2015 FTIP and 2014 RTP which received federal approval December 12, 2014 for the 2014 RTP and December 15, 2014 for the 2015 FTIP.
8. 2015 Conformity Analysis Addressing the 2008 Ozone and 2012 PM2.5 Standards for the 2015 FTIP Amendment #8 and the 2014 RTP Amendment #1. Federal approval received 12/30/2015.
9. Conformity Analysis for the 2017 FTIP and the 2014 RTP. Federal approval received December 16, 2016.
10. Project level conformity determinations (hot-spot assessments)
11. Valley-wide Model Steering Committee
12. Statewide Conformity Working Group
13. San Joaquin Valley Clean Cities Coalition
14. California Federal Programming Group.
15. Transportation Conformity in the San Joaquin Valley presentation for Caltrans district project managers
16. 2008 Ozone Conformity Analysis for the 2013 FTIP and 2011 RTP- FCOG adoption May 2013.
17. San Joaquin Valley Plug-In Electric Vehicle Community Assessment-evaluation of the level of PEV readiness among jurisdictions.
18. San Joaquin Valley Plug-In Electric Vehicle Readiness Plan.

19. San Joaquin Valley Plug-In Electric Vehicle Charging Roadmap-siting optimal locations for public charging in the San Joaquin Valley

Products

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

Tasks

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

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	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
180.02 Tech Assist to SJVAPCD	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
180.03 Interagency Consultation Group	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
180.04 Conformity determinations	<input type="checkbox"/>	<input type="checkbox"/>	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
180.05 Submit travel forecasts	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
180.06 TCMs/RACM/BACM	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
180.07 Truck movement studies	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
180.08 Public Education	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
180.09 CMAQ Emissions	<input type="checkbox"/>	<input type="checkbox"/>	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
180.10 Evaluate EMFAC Updates	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
180.11 Evaluate emission impacts	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
180.12 Valley Takes Charge	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

180 Air Quality/Trans. Planning

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FHWA PL
Salaries	82,589	69,822	94,802	94,802
Benefits	29,121	25,916	33,119	33,119
Overhead	65,998	54,876	70,778	70,778
Total Staff Costs	177,708	150,614	198,699	198,699
Direct Costs				
Agency Pass Thru	55,231	55,000	65,000	65,000
Total Direct Costs	55,231	55,000	65,000	65,000
TOTAL	232,939	205,614	263,699	263,699
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				30,246
Agency Pass Through Air Quality Liasion - San Joaquin COG	65,000			
Total	65,000			

210 Measure C Reauthorization Implementation

Objective

To provide the organizational structure, planning 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 was provided by Fresno COG.

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

Discussion

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

Products

- Strategic Implementation Plan
- Public Transportation Infrastructure Study
- Senior Taxi Scrip, Measure C Carpool Incentive, Commuter and Agricultural Worker Vanpool Program, and the Regional Transportation Mitigation Fee Program implementation plans and strategies.
- 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 3rd funding cycle
- Held TOD Scoring Committee meetings, and took applications through TTC/PAC, COG Policy Board and FCTA Board
- Held TOD Technical Advisory Committee meetings. Proposed revision to the TOD Program Policies and Guidelines to allow funding for multi-year projects
- TOD Program Policies and Guidelines were revised to allow multi-year projects. 3rd funding cycle completed.
- TOD program 4th funding cycle completed.
- Opened TOD 5th funding cycle
- Update to the *Regional Transportation Program* component of Measure “C” Expenditure Program
- Programming of funding updates to the Measure “C” Expenditure Program in the Federal Transportation Improvement Program (FTIP)
- Implementation, supervision and documentation of the Measure C Taxi Scrip Program, Regional Transportation Mitigation Fee Program, the Commuter and Agricultural Worker Vanpool Programs and the Carpool Incentive Program.
- Provide staff support for the Measure C Citizen Oversight Committee
- Kick-off the Measure C TOD program review process
- Update the Measure C Strategic Implementation Plans for Measure C’s Local Funding Subprograms implemented by Fresno COG.
- Staff facilitated meetings of the New Technology Reserve Funding Program Committee and Working group to develop the New Technology program, and the New Technology Reserve Fund Application for funding which was released in February 2016. Funding for the first cycle was awarded in Fall 2016.
- Implementation of the New Technology Reserve Fund.

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 Reconvene the TOD Technical Advisory Committee (TAC) and solicit input for the TOD program update
- 210.04 Revise TOD program guidelines as recommended by the TAC, and bring the revised guideline to COG Policy Board and FCTA Board for approval, implementation, supervision and documentation of the Measure C Taxi Scrip Program, Regional Transportation Mitigation Fee Program, the Commuter and Agricultural Worker Vanpool Programs and the Carpool Incentive Program
- 210.05 Implement the Regional Transportation Mitigation Fee (RTMF), Carpool, Van Pool and Taxi Scrip Program and the New Technology Reserve Fund
- 210.06 Provide staff support for the Measure C Citizen Oversight Committee
- 210.07 New Technology Reserve Funding Program applications for Cycle 2 will be reviewed, scored and awarded in Spring of 2018.
- 210.08 Contracts will be monitored and staff will manage the reporting process.

210 Measure "C" Reauthorization Implementation															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
210.01 Update Strategic Implementation Plans as needed	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
210.02 Address other implementation requests and requirements	<input type="checkbox"/>	<input type="checkbox"/>	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
210.03 TOD TAC meetings	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
210.04 Revise TOD program guideline	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
210.05 Implement RTMF, Carpool, Vanpool and Taxi Scrip	<input type="checkbox"/>	<input type="checkbox"/>	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
210.06 Staff the COC	<input type="checkbox"/>	<input type="checkbox"/>	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
210.07 New Technology Reserve Funding Projects scored and funding awarded.	<input type="checkbox"/>	<input type="checkbox"/>	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
210.08 Monitoring of Contracts.	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

210 Measure "C" Extension

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	95,420	124,639	152,655	152,655
Benefits	33,646	44,563	52,109	52,109
Overhead	76,252	96,985	113,296	113,296
Total Staff Costs	205,318	266,187	318,060	318,060
Direct Costs				
Consultants		0	30,000	30,000
Total Direct Costs	0	0	30,000	30,000
TOTAL	205,318	266,187	348,060	348,060
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				
Measure "C" Update		30000		

211 Measure C Citizen Oversight Committee

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 Budget Forms to all local agencies receiving Local Measure C funds. Review completed forms submitted for acceptance by the Oversight Committee.
- 211.03 Provide Citizen Oversight Committee members with information needed to write and publish their formal annual report to the public.
- 211.04 Recruit new members to fill available positions as a result of term expiration or resignations.
- 211.05 Communicate with Citizen Oversight Committee members regarding committee business via phone and email.
- 211.06 Work as liaison between local agencies and Citizen Oversight Committee members.
- 211.07 Update the Fresno COG website with current meeting and committee information. Verify that FCTA receives all committee updates.
- 211.08 Communicate with FCTA regarding issues and concerns of the committee, and supply the committee with FCTA information and reports.

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

211 Measure "C" Oversight Committee

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	5,168	9,961	10,328	10,328
Benefits	1,822	3,515	3,538	3,538
Overhead	4,129	7,724	7,672	7,672
Total Staff Costs	11,119	21,200	21,538	21,538
Direct Costs				
Other Misc Expense	445	1,000	1,000	1,000
Total Direct Costs	445	1,000	1,000	1,000
TOTAL	11,564	22,200	22,538	22,538
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

212 Measure C Carpool/Vanpool Programs

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 the carpool and vanpool programs. 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 offers subsidies and reimbursements for new and existing vanpools that originate within Fresno County. The Carpool Incentive Program offers all Fresno County commuters an opportunity to be chosen to receive monthly commuting incentives by carpooling a minimum of two days per week, pending the completion, submission and approval of the proper online information. Each eligible entry will also qualify participants for an annual grand prize.

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

Previous Work Completed

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

Fresno COG has completed its sixth seventh full year of implementation for the Measure C Carpool Incentive Program hosting a 6th 7th Grand Prize Giveaway. COG staff secured donations and deep discounts towards the purchase of merchandise that was given away awarded to program participant winners. In response to participant survey feedback, COG staff has authorized an increase incontinues continues to award monthly winners awards to \$2000; with one (1) \$1000 cash award and two (2) \$500 cash awards, plus, up to an additional \$2000 per month will be are used for other promotional giveaways, contests, etc. each year to offset the yearly Grand Prize Giveaway. COG Rideshare Staff worked with Jeffrey Scott Agency to has researched several new rideshare platform options to update and add new features to the Valleyrides website, with estimates for additions to better serve college campuses as well as existing Valleyrides participants, and to offer multi-modal transportation and trip planning options to the community. and to offer multi-modal transportation and trip planning options to the community .

Products

Listed by Task

Tasks

- 212.01 Coordinate the Measure C Carpool Grand Prize Giveaway event and purchase prizes.
- 212.02 Evaluate success of previous fiscal year's programs and events
- 212.03 Publicize the programs via website, email, public service announcements, community events, presentations, news articles, media and other cost effective means available. Offering assistance to employers to help start or promote rideshare programs within their companies.
- 212.04 Post and update all related information and forms on Fresno COG and Valleyrides' websites and smartphone application.
- 212.05 Receive and evaluate all applications for each vanpool program
- 212.06 Field calls from the public, answer emails and assist walk-in traffic
- 212.07 Notify recipients and sign agreements/forms with vanpool providers
- 212.08 Coordinate all aspects of the monthly Measure C Carpool Incentive Award giveaways. Dispense incentive awards at the Fresno COG office. Document all purchases and disbursements
- 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

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	<input type="checkbox"/>	<input type="checkbox"/>	15	<input type="checkbox"/>								<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
212.02 Evaluate programs	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
212.03 Publicize Programs	<input type="checkbox"/>	<input type="checkbox"/>	12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
212.04 Maintain websites	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
212.05 Vanpool applications	<input type="checkbox"/>	<input type="checkbox"/>	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
212.06 Calls, emails walk-in traffic	<input type="checkbox"/>	<input type="checkbox"/>	7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
212.07 Notify/sign providers	<input type="checkbox"/>	<input type="checkbox"/>	8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
212.08 Carpool Monthly Incentive Awards	<input type="checkbox"/>	<input type="checkbox"/>	12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
212.09 Monthly vanpool invoices	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
212.10 Claim forms to FCTA	<input type="checkbox"/>	<input type="checkbox"/>	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
212.11 Reporting	<input type="checkbox"/>	<input type="checkbox"/>	6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

212 Measure "C" Ride Share/Van Pool

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	33,864	40,610	33,380	33,380
Benefits	11,941	18,532	13,301	13,301
Overhead	27,061	33,900	25,829	25,829
Total Staff Costs	72,866	93,042	72,510	72,510
Direct Costs				
Supplies/Printing	9,423	10,440	10,440	10,440
Software Support & Maint		5,000	5,000	5,000
Promotion/Outreach	42,000	60,000	60,000	60,000
Carpool Subsidy	44,111	48,000	48,000	48,000
Prizes & Awards	43,959	32,000	32,000	32,000
Commuter Van Pool Subsidy	140,876	165,000	165,000	165,000
Grant Specific Travel	262	500	500	500
Total Direct Costs	280,631	320,940	320,940	320,940
TOTAL	353,497	413,982	393,450	393,450
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

214 Measure C ADA/Seniors/Paratransit Taxi Scrip Program

Objective

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

Discussion

The 2006 Measure C Extension Expenditure Plan passed by the voters in November 2006, funds the Taxi Scrip Program as a subsidy program. Each month, Taxi Scrip Program participants may purchase up to \$100.00 worth of scrip for \$25.00, which is a 75% purchase discount. Persons who are qualified to use the program, and who have completed and submitted the proper paperwork may purchase Taxi Scrip 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.

In 2012, an online user database was created to accommodate all of the information on Taxi Scrip participation and usage. Since that time, the program has grown to a point where Taxi scrip automation in the form of a swipe card system (as opposed to a paper scrip system) has become necessary. Staff continues to make progress toward having an automated taxi scrip swipe card system. This effort was temporarily daunted by recent state and municipal regulations that impacted local taxi cab companies. Staff is also continuing its research into other alternative transportation providers and systems with the intent to improve ridership for taxi scrip users..

Fresno COG holds agreements with several local agencies to make the Scrip available for purchase at their different locations. Staff finalized the fourth agreement with the City of Sanger in January, 2017. Users may also order Taxi Scrip from Fresno COG via mail and in-person by visiting our office. Fresno COG Staff also entered into agreements with 17 taxi cab companies in the Fresno area. The agreement with taxi cab companies was last updated in July, 2016. To date, 2 of the 17 cab companies officially opted out of the program. Staff has reviewed and made updates to the taxi scrip application form, and more particularly to the proxy authorization form. All current scrip users were mailed a notice informing them of recent updates that included new cab fares as approved by the City of Fresno; the revision to the proxy authorization process; and the current list of approved taxi cab companies. A separate notice is also being mailed out to all persons entered as proxies.

Products

Listed by Task

Tasks

- 214.01 Evaluate reporting procedures and monitor online database for accuracy.
- 214.02 Publicize the Taxi Scrip program via website, email, public service announcements, news articles, community events and other means available to all Fresno County residents
- 214.03 Post all related information and forms on websites and keep updated
- 214.04 Field calls from the public, assist walk-in traffic, and answer emails regarding the program
- 214.05 Address complaints received from participants regarding Taxi Companies/transportation providers using the Rules, Consequences, and Complaint Procedures

- 214.06 Receive and evaluate all applications for Taxi Scrip Program and Proxy Designation Forms
- 214.07 Monitor Taxi Scrip swipe cards usage and replenish stock of swipe cards as needed.
- 214.08 Receive and process mail orders, invoices, reimbursements and sales. Review taxi/ridership logs for accuracy and reimbursement.
- 214.09 Maintain partnership with various local vendors to act as currency distributors; collecting, applications, and preparing quarterly vendor invoice statements.
- 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 Swipe Usage/Stock	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■
214.08 Process orders /reimbursement	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■
214.09 Partnership with vendors	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
214.10 Compiling Reports	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■

214 Measure "C" ADA/Seniors

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	47,928	54,444	52,780	52,780
Benefits	16,900	25,516	21,934	21,934
Overhead	38,301	45,833	41,340	41,340
Total Staff Costs	103,129	125,793	116,054	116,054
Direct Costs				
Supplies/Printing	13,912	14,000	14,000	14,000
Software Support & Maint	25,655	60,000	60,000	60,000
Promotion/Outreach	19,667	50,000	50,000	50,000
Taxi Scrip	419,937	470,000	470,000	470,000
Grant Specific Travel	371	700	700	700
Other Misc Expense	1,635	2,000	2,000	2,000
Total Direct Costs	481,177	596,700	596,700	596,700
TOTAL	584,306	722,493	712,754	712,754
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

215 Measure C Agricultural Worker Vanpool Program

Objective

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

Discussion

The 2006 Measure C Extension Expenditure Plan, passed by the voters in November 2006, provides funds for a farmworker vanpool program. In 2014 we began referring to the program as the Agricultural Worker Vanpool Program because the subsidies available are offered to many types of agricultural workers, not just farmworkers. The Agricultural Worker Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. The Agricultural Worker Vanpool Program offers subsidies and reimbursements for new and existing vanpools that originate within Fresno County.

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

Previous Work Completed

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

Fresno COG staff reevaluated the program in July of 2012 and determined that the substantial increase in participation made it necessary to alter the voucher system in order to make it more manageable for COG Staff, the Agricultural Worker vanpool providers, and for the agriculture workers themselves. The voucher system was converted to a weekly voucher for the entire van as opposed to a voucher for each individual rider. The Measure C Implementation Handbook was updated to include this change. The conversion to the new voucher system commenced on October 1, 2012. COG staff began writing a Request for Proposals to solicit proposals for public outreach on the Agricultural Worker Vanpool Program, and with the addition of a bilingual staff member, Fresno COG will proceed accordingly with the RF. A bilingual staff person was brought on board as of May, 2016 and is undertaking the RFP task to solicit proposals for public outreach on the Agricultural Worker Vanpool Program.

Products

Listed by Task

Tasks

- 215.01 Evaluate reporting procedures
- 215.02 Publicize the Agricultural Worker Vanpool program via website, email, community events, public service announcements, news articles, and other means available to all Fresno County residents including the Tribal membership and employees.
Launch marketing /mini grant program for public outreach
- 215.03 Post all related information and forms on websites and keep updated
- 215.04 Receive, evaluate, document and process all applications for each Agricultural Worker Vanpool applicant
- 215.05 Notify recipients and sign agreements/forms with vanpool providers.
- 215.06 Receive, evaluate, document and process monthly invoices
- 215.07 Submit Claim Forms to the FCTA
- 215.08 Complete bi-monthly, quarterly and annual reports of the program accomplishments
- 215.09 Field calls and answer emails regarding the program
- 215.10 Finalize, release, and administer Agricultural Worker Vanpool Program Outreach Request for Proposals.

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

215 Measure "C" Farm Worker Vanpool

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	25,154	29,762	18,146	18,146
Benefits	8,869	13,545	7,164	7,164
Overhead	20,100	24,823	14,004	14,004
Total Staff Costs	54,123	68,130	39,314	39,314
Direct Costs				
Supplies/Printing		2,000	2,000	2,000
Promotion/Outreach	8,146	100,000	100,000	100,000
Farm Worker Van Pool Subsidy	279,849	320,000	320,000	320,000
Total Direct Costs	287,995	422,000	422,000	422,000
TOTAL	342,118	490,130	461,314	461,314
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

220 Transportation Program Development

Objective

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

Discussion

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

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

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

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

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

FTIP development operates under the FAST Act, federal law, guidance which authorizes the Federal surface transportation programs for highways, highway safety, and transit. Fresno COG has been responsible for three specific federal funding programs: the Regional Surface Transportation Program (RSTP); the Congestion Mitigation and Air Quality (CMAQ) Program; and the old Transportation Enhancement (TE) Program. The TE Program that existed under SAFETEA-LU was discontinued under MAP-21 and most, not all, TE type projects are now eligible under the Transportation Alternatives Program (TAP) set-aside. The administration of the TAP set-aside is done by Caltrans; however, the state and the large MPO’s share some of the administering responsibilities through the implementation of Active Transportation Program. The Active Transportation Program (ATP) was created by [Senate Bill 99 \(Chapter 359, Statutes of 2013\)](#) and [Assembly Bill 101 \(Chapter 354, Statutes of 2013\)](#) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidated various federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation. MPOs with large urbanized areas, such as Fresno COG, had the option of either administering a regional call for projects or delegating that responsibility to the State. The Fresno COG Policy Board recommended that Fresno COG administer its own regional call for projects and develop guidelines and criteria applicable to our region. Fresno COG has completed the Cycle 3 Call for projects for the Regional Active Transportation Program.

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

funding would be programmed as “lifeline” funds and would be made available to each member agency based upon a population formula. Member agency CMAQ projects were programmed upon completion of air quality benefit and eligibility assessments.

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

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

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

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

Also, in 2010, the CTC launched the development of a statewide multi-modal transportation needs assessment report with the collaboration of several stakeholders such as MPO’s, Regional Transportation Planning Agencies, Caltrans, transit agencies, rail, ports and airports, to better understand the needs of the state’s transportation system. The results of the Statewide Transportation System Needs Assessment, which was completed in 2011, reflects a 10-year projection of anticipated federal, state and local revenues and a summary of investment needs for a transportation system that integrates pedestrian and bike facilities, transit, passenger/commuter rail, highways, local streets and roads and access to ports, airports and the planned high speed rail system. Fresno COG was actively involved in the update process that occurred in February of 2017.

Previous Work Completed

1. Maintained an RSTP/CMAQ/TAP Appropriation Process.
2. Provided for consistent presentation of Federal TIP by eight Valley Transportation Planning Agencies, derived from a cooperative process.
3. Maintained a tracking system for RSTP, CMAQ, and ATP projects to ensure Federal funds are either encumbered or reappropriated within the region in a timely manner.
4. Implemented Policies and Procedures for reprogramming surplus RSTP and CMAQ funds.
5. Participated in state-wide California Federal Programming Group meetings on a monthly and/or quarterly basis.
6. Prepared “local” Obligation Plans for RSTP, CMAQ, and TE Programs in order to track regional obligation progress in meeting AB 1012 requirements. The plan also included other projects with federal funding as requested by Caltrans.
7. Prepared an annual listing of transportation projects, as required by law, for which federal funds were obligated during the previous fiscal year. 8. Continued to use the FTIP Amendment Procedures that authorizes the Executive Director to approve Administrative Modifications and specific types of Formal Amendments in lieu of Policy Board approval.

Receiving the MPO and Director Delegation authority to approve FTIP Administrative Amendments has significantly reduced the numbers of FTIP Amendment Cycles.

9. Convened the Programming Task Force on an as needed basis to advise COG staff as it strives to develop a programming process that will facilitate member agencies timely delivery of projects.
10. Continued to use adopted Expedited Project Selection Procedures (EPSP). All projects listed in the four year FTIP are now considered selected and may be advanced within the four year period of the California Federal Statewide Transportation Improvement Program (FSTIP).
11. Continued support to the local agencies in their use of the software system (FresnoTrak).
12. Participated in the development of the State's Active Transportation Program Guidelines and Application Update
13. Updated the guidelines and application for the Fresno COG Regional Competitive Active Transportation Program
13. Developed Scoring Criteria for the Fresno COG Regional Competitive Active Transportation Program.
14. Issued Cycle 3 of Fresno COG's Regional Competitive Active Transportation Program and CTC adopted the program of projects.
15. Served on the evaluation team for the State's ATP.
16. Served on the Active Transportation Technical Advisory Committee as a voting member.
17. Participate in the development process of the California Freight Investment Program Guidelines
18. Staff served as the RTPA vice moderator and moderator for the statewide RTPA group, 2014-2017

Products

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

Tasks

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

- 220.16 Track any funding augmentation as related to programming and delivery of projects.
- 220.17 Coordinate, consult and collaborate with all Tribal Governments
- 220.18 Maintain, update and continue the development process of the programming project tracking system (FresnoTrak).
- 220.19 Attend and participate in all Caltrans and FHWA administered MAP-21 and FAST Act workshops and engage in discussions and development of the performance-based planning and programming metrics.

220 Transportation Program Development															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
220.01 Review Fund Estimates	<input type="checkbox"/>		3	<input type="checkbox"/>	<input type="checkbox"/>										
220.02 State RTPAs/Monitor issues and programs	<input type="checkbox"/>		8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
220.03 Review STIP	<input type="checkbox"/>		4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
220.04 Solicit New Projects	<input type="checkbox"/>		5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>								
220.05 Establish Priority/Proj.Select.	<input type="checkbox"/>		6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
220.06 Document Implementation	<input type="checkbox"/>		6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
220.07 Valley RTIP Coord. & ITS Arch.Maint.	<input type="checkbox"/>		5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
220.08 Prepare & publish TIPs	<input type="checkbox"/>		7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
220.09 Process TIP amendments	<input type="checkbox"/>		10	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	
220.10 Air Quality Conformity	<input type="checkbox"/>		4					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
220.11 Compliance Certifications	<input type="checkbox"/>		4					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
220.12 Track RSTP/CMAQ & Liaison	<input type="checkbox"/>		5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
220.13 Program new projects	<input type="checkbox"/>		4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>								
220.14 Part. in CFPG and subgroups	<input type="checkbox"/>		5	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	
220.15 Participate in CTC, RTPA, SHCC Meetings	<input type="checkbox"/>		3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
220.16 Track STIP	<input type="checkbox"/>		5	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	
220.17 Coordinate with Tribal Govt.	<input type="checkbox"/>		1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
220.18 Project Tracking System	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
220.19 Map-21 and FAST Act Implementation	<input type="checkbox"/>		5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

220 Transportation Program Development

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	State PPM
Salaries	86,556	117,884	107,465	107,465
Benefits	30,520	45,935	40,479	40,479
Overhead	69,168	93,901	81,857	81,857
Total Staff Costs	186,244	257,720	229,801	229,801
Direct Costs				
Software Support & Maint	52,776	56,000	56,000	56,000
Grant Specific Travel	50	3,000	3,000	3,000
Grant Administration		5,280		
Total Direct Costs	52,826	64,280	59,000	59,000
TOTAL	239,070	322,000	288,801	288,801
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Software Support & Maint	
Fresno Track - Ecoineractive	56,000
Total	56,000

310 Intergovernmental Coordination

Objective

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

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

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

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

Discussion

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

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

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

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

Fresno COG supports the state's Environmental Enhancement and Mitigation Program that provides annual funding for transportation related landscaping, public land acquisition, and roadside rest and recreational projects. On September 26, 2013, Governor Brown signed legislation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354) amending the Environmental Enhancement and Mitigation Program (California Streets and Highways Code Section 164.56) and creating the Active Transportation Program (ATP) in the Department of Transportation. The bill appropriates funding from the Environmental Enhancement and Mitigation Program Fund, to the Secretary of the California Natural Resources Agency for grants awarded by the secretary to support local environmental enhancement and mitigation programs. The Environmental Enhancement and Mitigation Program encourages projects that produce multiple benefits which reduce greenhouse gas emissions, increase water use efficiency, reduce risks from climate change impacts, and demonstrate collaboration with local, state and community entities. Fresno COG provides notification of the annual grant application to its members and interested agencies, and upon request will review and provide comments for preliminary grant applications.

In order to continue to meet Fresno COG's objective of including Native American Tribes in our planning and programming processes by consulting with them and considering their interests when developing our plans and programs, Fresno COG continues efforts to outreach to the Native American Tribes located within Fresno County. Consistent with state and federal guidelines, Fresno COG has provided ongoing consultation with the Native American Tribes in an effort to strengthen the government-to-government relationship that has been established between Fresno COG and the Indian Tribal Governments. By mailing monthly Fresno COG committees and Policy Board meeting agendas to the Native American Tribes in Fresno County, staff is able to keep the Indian Tribal Governments informed of the ongoing activities at Fresno COG. In addition, the Native

American Tribes located within Fresno County receive the following information by telephone, mail, email, fax, or in-person visits: the Fresno County Transportation Guide, the Regional Directory, Newsletters, workshop invitations, various grant notices and other pertinent information that could affect the Native American Tribes. The Native American Tribes have also been informed about Fresno COG's website that contains a wealth of information about the activities at Fresno COG. Staff has also invited the Indian Tribal Governments in Fresno County to participate in the Transportation Technical Committee and other advisory committees. Occasionally they have responded by sending a representative to attend the meetings, but not in a consistent manner.

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

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

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

Downtown to Tower: Multimodal Study

The Downtown to Tower; Multimodal Study grew from the desire to enhance the economic development of the Downtown Fresno Area to the Tower District. During the preparation of the first and second phases of the *Public Transportation Infrastructure Study*, the idea of developing a streetcar system in the Downtown area was discussed. A feasibility study for a streetcar operating in downtown Fresno was prepared October 25, 2010 to assess the streetcars' potential to stimulate economic development. The October 25, 2010 Feasibility Study was incorporated into the 2011 PTIS Final Report as Appendix B. A working group was established to guide the study. *The Downtown to Tower: Multimodal Study* Working Group members represent the City of Fresno Public Works and Traffic Engineering Departments, the Office of the Mayor of Fresno, the City of Fresno/FAX management and staff, County of Fresno Planning Department and the Executive Director and staff of Fresno COG. Potential tasks in the RFP: streetcar pilot project alignment, enhanced transit service, one-way to two way conversions, bike and trail improvements-Class I Path, connectivity to high speed rail and bus rapid transit, analysis of funding sources, update with the Fulton Mall infrastructure renovation planning work in progress, assessment of electric battery street car technology, update of property assessment values from the 2010 study. Fresno COG to provide support staff for this study.

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

1. Strategic Partnerships
 - Planning projects that encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, strengthen government-to-government relationships, and result in programmed system improvements, all in an effort to achieve the Caltrans Mission and overarching objectives
2. Sustainable Communities
 - Transportation planning projects that identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, ultimately result in programmed system improvements, and achieve the Caltrans Mission and overarching objectives

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

Previous Work Completed

1. Maintained coordinated planning process involving local, Tribal, state and federal agencies.

2. Monitored and provided analysis to members on the federal transportation bills including FAST ACT and MAP-21 provisions and Notice of Proposed Rulemakings.
3. Continued to provide review and comment on major federal and state assistance programs to the Fresno COG Policy Board.
4. Continued to provide support for the Environmental Enhancement and Mitigation Program to member and other interested agencies.
5. Monitored and provided analysis to members on AB 1012 apportionment and obligational authority delivery.
6. Continued to provide staff support to the Association for Beautification of Highway 99. Completion of the 2016 Update to the Highway 99 Beautification Master Plan.
7. Continued to provide ongoing consultation with Native American Tribal Governments in Fresno County to enable the Tribes to participate in Fresno COG's planning process and to provide input in the development of Fresno COG's transportation plans and programs.
8. Continued to provide information that may have potential effects on the Tribe's land to the Tribes in a timely manner.
9. Continued to coordinate the submittal of Caltrans Transportation Planning Grants applications to Caltrans on an annual basis, if needed, from our member agencies and other organizations that qualify for the grant programs but that require the Fresno COG to be the lead applicant.
10. Coordinated interagency consultation with Madera County, Merced County, and the National Parks Conservation Agency on the National Parks Transit Study.
11. Continued to facilitate and update Fresno COG's project and programming tracking software, Fresno Trak. Local agencies also use the online database to track and update their projects in the FTIP and RTP.
12. Continued to provide member agency assistance on grant opportunities through the membership of Efficientgov Grantfinder service.
13. Consulted with resource agencies, state and local agencies responsible for land use management, environmental protection, conservation, historic preservation and Native American Tribal Governments concerning the development of the 2014 Regional Transportation Plan.
14. Regional Transportation Plan.

Products

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

Tasks

- 310.01 Maintain the coordination necessary to execute the OWP objectives, tasks, and schedules.
- 310.02 Carry out Fresno COG's monthly process of dissemination, coordination and involvement, evaluation, and review and comment on federally-assisted program and projects.
- 310.03 Participate in environmental document review processes, as appropriate, when applicable to the regional planning process.
- 310.04 Carry out the review and coordination process for state plans and programs as they relate to local and regional plans and as an overall impact on the region.
- 310.05 Execute agreements with other single purpose planning organizations to ensure complete and coordinated review.
- 310.06 Act as liaison with various federal, state, Tribal, and local agencies.
- 310.07 Participate with and communicate with other regional agencies on planning matters.
- 310.08 Carry out Fresno COG committee activities/tasks that will result from coordination, participation and review of the regional planning process.
- 310.09 Encourage public representation within the Fresno COG committee structure.

- 310.10 Fulfill delegated clearinghouse responsibilities.
- 310.11 Provide that all regional planning be carried out in conformance with the provisions of the NEPA-404 MOU.
- 310.12 Continue coordination, consultation and collaboration with Native American Tribal Governments, either federally recognized or not, in Fresno County both at the staff and Policy Board levels including attempts to negotiate MOUs with those tribes not presently covered by an MOU.
- 310.13 Provide staffing for the Association for the Beautification of Highway 99 if needed.
- 310.14 Coordinate Submittal of Caltrans Sustainable Transportation Planning Grant applications to Caltrans.
- 310.15 Continue to consult with local agencies through Fresno Trak regarding federally aided projects in the FTTP and RTP.
- 310.16 Staff support for the Downtown to Tower: Multimodal Study.

310 Intergovernmental Coordination															
Task Description	C O G	O T 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
310.01 Maintain interagency coord	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
310.02 Maintain COG process	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
310.03 Review environmental doc	<input type="checkbox"/>	<input type="checkbox"/>	3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
310.04 Review state plans	<input type="checkbox"/>	<input type="checkbox"/>	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
310.05 Execute review agreements	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
310.06 Liaison w/ gov. agencies	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
310.07 Coordinate w/ regional agen	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
310.08 Staff COG committees	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
310.09 Public participation on committee	<input type="checkbox"/>	<input type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
310.10 Local Clearinghouse Review	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
310.11 Conform with NEPA 404 MOU	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
310.12 Consult with Indian Tribes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
310.13 Staff for SR 99 Committee	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
310.14 Coordinate Planning Grants	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
310.15 Fresno Trak Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
310.16 Staff support for the Downtown to Tower: Multimodal Study.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

310 Intergovernmental Coordination

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	54,165	82,995	51,008	51,008
Benefits	19,099	29,623	17,328	17,328
Overhead	43,284	64,553	37,810	37,810
Total Staff Costs	116,548	177,171	106,146	106,146
Direct Costs				
Agency Pass Thru	29,163	45,000	45,000	45,000
Total Direct Costs	29,163	45,000	45,000	45,000
TOTAL	145,711	222,171	151,146	151,146
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

311 Public Information and Participation

Objective

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

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

Discussion

Federal Surface Transportation legislation, known as the "Fixing America's Surface Transportation (FAST) Act, (H.R. 22), signed into law in December 2016, underscores the need for public involvement as did its predecessor. The law requires metropolitan planning agencies such as Fresno COG to "provide citizens, affected public agencies, representatives of public transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs and other interested parties with a reasonable opportunity to comment on transportation plans and programs. In addition, MPOs should consult with agencies and officials responsible for tourism and natural disaster risk reduction in developing plans and TIPs. The FAST Act also requires Fresno COG — when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.

There are other public participation requirements under Title VI of the Civil Rights Act of 1964, Executive Orders 12898, 13166, 13175 and 12372, the Brown Act, Americans with Disabilities Act, the Code of Federal Regulations and other federal and state laws that call on Fresno COG to involve, consult with and notify the public in its decisions. Fresno COG complies with all other public notification requirements of the California Public Records Act, the California Environmental Quality Act and Assembly Bill 52, as well as other applicable state and federal laws. For additional information on those requirements and Fresno COG's application of them see the Fresno Council of Governments 2016 Public Participation Plan.

Most of the information that we prepare in "hard copy" is now dispersed primarily over the Internet on the Fresno COG website – www.fresnocog.org (except by request), including agendas and meeting packets. Fresno COG continues to expand the interactive nature of the website, providing the public with an opportunity to view and comment on projects and plans online. Comments are received, answered by project staff if requested, and then become a part of the public record. Fresno COG's website also provides information on, and links to, public meeting agenda packets and information, calendar listings, opportunities to submit public comment or get involved in a plan or project, documents, surveys, public hearings, news releases and the Fresno COG Regional Directory, Policy Board Directory, Staff Directory and Transportation Guide. Fresno COG's website also contains links to other governmental, transportation and air quality related sites. During the first half of 2017 the Fresno COG website was modernized and updated with increased functionality from an advanced operating system.

Fresno COG uses its public information program to disseminate pertinent transportation-related information to its member agencies. These partners receive regular mailings and emails of agendas, reports, and materials related to Fresno COG's program areas as applicable. In summary, Fresno COG is committed to listening to the public and further commits to providing an environment that is both conducive and receptive to public participation during the planning process.

Fresno COG kicked off their 2018 Regional Transportation Plan development process in the fall of 2016, and implementing a similar approach to public outreach as was conducted during the 2014 RTP planning process. A public outreach plan focused on the 2018 RTP Update is included as Appendix A of Fresno COG's 2016 Public Participation Plan. Most of the outreach tasks planned for the RTP are included in Work Element 170.

Previous Work Completed

1. Updated 2016 Public Participation Plan was adopted during the 2016-2017 Fiscal Year.
2. A public participation process that involved speaking engagements; summaries of plans, programs, and technical processes; news releases, newsletters and other informative publications, citizen participants on working committees; participation in community organization and private business events; library circulation of key documents; public notices; public hearings; and the biannual conferences and Forums (conference hosted by Fresno COG for member jurisdictions and interested public representatives to discuss transportation issues throughout the region).
3. Fresno COG materials that explain Fresno COG's roles and responsibilities.
4. Maintenance and updates of Fresno COG's websites and smartphone applications—www.valleyrides.com and www.fresnocog.org. Designed, printed and published an electronic version of Fresno COG's Annual Report and Yearly Meeting Calendar each year.
5. Coordinated with the other 7 San Joaquin Valley Metropolitan Planning Organizations to develop and implement an 8-county Public Outreach Strategy for the development of the San Joaquin Valley Planning Agencies' Sustainable Communities Strategies.
6. Partnerships and mini-grant programs for public outreach during the development of the 2014 and 2018 Regional Transportation Plan.
7. Community surveys, meetings and workshops.
8. Developed materials in up to 6 different languages as needed.
9. Planned and hosted the eight-county San Joaquin Valley Regional Policy Conference
10. Designed monthly e-newsletters, notifications and reminders via the online Constant Contact email software.
11. Maintained many databases and email listings of contacts.
12. Offered graphic design and editing support to staff members for a variety of projects, plans and projects.
13. Published public notices and conducted public hearings and meetings for FTIP, RTP, Conformity, Measure C, Active Transportation Plans and Programs, CycleTracks,
14. Maintained an active media listing and forward press releases to those lists as needed.
15. Documented Public Participation Process, with Amendments as necessary
16. Regional Directory – updated annually
17. Fresno COG Brochure and updates Fresno County Transportation Guide- reformatted in 2014 and published in early 2015 Conducted News Conferences or offered support to member agencies planning press events.
18. Fresno County Transportation Forum, last held in October 2015.
19. Documented outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders.
20. Coordinated an 8-county Public Outreach Strategy for the development of the San Joaquin Valley Planning Agencies' Sustainable Communities Strategies, using a Proposition 84 Funding Grant. Produced a large variety of public outreach materials.
21. San Joaquin Valley Greenprint Process public outreach brochure and webpage
22. Developed and implemented an extensive Public Outreach Strategy for the 2014 Regional Transportation Plan (RTP) as well as redesigned Fresno COG's standard RTP layout to improve readability and user understanding of the projects and processes included in the Plan. Fresno COG will be kicking off their 2018 Regional Transportation Plan development process in the fall of 2016, and will be implemented a similar approach to public outreach. Most of the outreach tasks planned for that project are included in Work Element 170.

Tasks

- 311.01 Maintain and carry out the adopted public participation process of the COG
- 311.02 Communicate with the community and member agencies via the "Coming Up At Fresno COG" newsletter.
- 311.03 Prepare news releases and maintain list of media resources
- 311.04 Conduct public hearings and public meetings/workshops
- 311.05 Make presentations to local businesses and community groups as needed and/or requested.
- 311.06 Provide graphic design support to all staff, as well as designing Fresno COG public outreach materials
- 311.07 Publicize Fresno COG plans, programs and activities through a variety of online and media sources as well as community partnerships and committees
- 311.08 Publish an Annual Report and Annual Calendar of Events
- 311.09 Respond to public comment
- 311.10 Revise and publish online Fresno COG Regional Directory
- 311.11 Maintain Fresno COG's websites and smartphone applications
- 311.12 Update and reorder Fresno COG brochures, folders, stationery and business cards
- 311.13 Oversee revision and publication of the 2015 Regional Transportation Guide
- 311.14 Conduct news conferences as needed
- 311.15 Host the Social Service Technical Advisory Committee, the Environmental Justice Advisory Committee and the Measure C Citizen Oversight Committee.
- 311.16 Conduct outreach efforts and provide informational materials in languages other than English as needed

- 311.17 Work with the Fresno County Transportation Authority's Outreach consultant and Fresno COG Valleyrides staff to publicize the Measure C Programs that Fresno COG implements: Taxi Scrip, Carpool, Commuter Vanpool and Agricultural Vanpools.
- 311.18 Assist Measure C Carpool, Vanpool and Taxi Scrip staff in outreaching to the public
- 311.19 Annual update of the email database listing of tribal governments and unacknowledged tribal communities
- 311.20 Annual update of Fresno COG's email/ mailing database listings of Environmental Justice contacts, community based organizations and neighborhood associations to be updated on a yearly basis
- 311.21 Implement an online public engagement software strategy using MetroQuest or similar system.

311 Public Participation																
Task Description	C O G	O T H R	% of Work	JU L	A U G	S E P	OCT	NO V	DEC	JAN	FEB	MAR	APR	MAY	JUN	
311.01 Conduct public process	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	
311.02 E-news communication	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
311.03 Media Relations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.04 Public hearings/meetings	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
311.05 Presentations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.06 Graphic Design	■	■	1	■	■	■	■	■	■	■	■	■	■	■	■	
311.07 Publicize plans/programs/activities	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	
311.08 Publish Annual Report	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	
311.09 Respond to public comments	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
311.10 Regional Directory	■	■	3							■	■	■	■	■	■	
311.11 Maintain Fresno COG websites	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	
311.12 Fresno COG materials	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.13 Transportation Guide	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.14 News conferences/interviews	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.15 SSTAC/EJ Task Force/COC	■		6			■		■		■	■	■	■	■	■	
311.16 Outreach other languages	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
311.17 FCTA Outreach Partnership	■		1	■	■	■	■	■	■	■	■	■	■	■	■	
311.18 Measure C Program outreach assistance	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
311.19 Tribal database annual update	■		2	■	■	■	■									
311.20 EJ, comm. database annual update	■		2	■	■	■	■									
311.21 MetroQuest online outreach	■		6							■	■	■	■	■	■	

311 Public Participation	311 Public Participation			
Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FHWA PL
Salaries	38,975	42,764	54,451	54,451
Benefits	13,743	15,139	18,450	18,450
Overhead	31,146	33,190	40,336	40,336
Total Staff Costs	83,864	91,093	113,237	113,237
Direct Costs				
Supplies/Printing	8,072	10,000	10,000	10,000
Software Support & Maint	2,095	25,000	25,000	25,000
Workshops	21,316	5,500	5,500	5,500
Translation Services		2,500	4,500	4,500
Total Direct Costs	31,483	43,000	45,000	45,000
TOTAL	115,347	134,093	158,237	158,237
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				18,150

313 Environmental Justice Activities

Objective

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

Discussion

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

These are the three main environmental justice principles:

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

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

- Develop documented procedures that outline the roles, responsibilities, and key decision points for consulting with Native American Tribal Governments and Federal Land Management Agencies pursuant to 23 CFR 450.316
- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with federal statutes on Title VI and Executive Orders on Environmental Justice.
- Identify residential, employment, and transportation patterns of low-income and minority populations (e.g., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and, where necessary, improve their basic involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

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

1. Make better transportation decisions that meet the needs of all people.
2. Design transportation facilities that fit more harmoniously into communities.
3. Enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
4. Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
5. Partner with other public agencies and private programs to leverage transportation-agency resources to achieve a common vision for communities.
6. Avoid disproportionately high and adverse impacts on minority and low-income populations.
7. Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

Previous Work Completed

- Fresno COG staff has completed an update to the Fresno COG Title VI Plan. Approval was given by the Federal Transit Agency (FTA) on October 12, 2016.
- Reconvened the Environmental Justice Task Force, hosting eight meetings and one focus group
- Fresno COG staff completed the 2014 Fresno COG Environmental Justice Report in conjunction with the 2014 RTP with adoption by the Fresno COG Policy Board on June 26, 2014.

- Fresno COG staff partnered with Caltrans on an Environmental Justice Planning Grant. This project led to the development of a complete street community based vision for the Ventura/Kings Canyon Corridor.
- Caltrans awarded a Sustainable Transportation Planning grant to the City of Fresno to fund the State Route 41 and North Corridor Complete Streets Plan. This project was completed in February 2016.
- Fresno COG staff completed the 2009 Environmental Justice Plan.
- Fresno COG staff proposed, and the Policy Board approved, a new committee structure for an ongoing Environmental Justice (EJ) Subcommittee. The EJ Subcommittee was formed in early 2017.

Tasks

- 313.01 Monitor environmental justice, Title VI and DBE rules and regulations as they apply to Fresno COG.
- 313.02 Maintain channels of communication with tribal communities opened as a result of past planning activities. Ensure Tribal consultation and coordination concerning the review of all planning documents that may affect the Tribal Government. Also consider Tribal Government concerns about projects outside tribal jurisdiction that have the potential to impact Native American cultural resources or communities, as well as the needs of individuals within those communities.
- 313.03 Find ways to expand the efforts of Central California Tribal Collaboration Transportation Planning Project
- 313.04 Conduct outreach efforts to and provide informational materials in other languages as deemed necessary
- 313.05 Implement recommendations outlined in the Fresno COG Environmental Justice Report
- 313.06 Maintain the Environmental Justice Subcommittee to review processes and documents and provide advisory comments as needed. Specifically review Fresno COG's Active Transportation Plan to ensure equity considerations are incorporated to bicycle and pedestrian planning goals.
- 313.07 Update Title VI Plan as necessary
- 313.08 Address Comments to Environmental Justice Section of the RTP
- 313.09 Conduct Environmental Justice & Title VI analysis for RTP & FTIP as necessary
- 313.10 Convene Environmental Justice Advisory Subcommittee meetings as necessary
- 313.11 Coordinate with Fresno Regional Housing Needs Plan/Consolidated Housing Element with the Environmental Justice Subcommittee
- 313.12 Address the Strategic Growth Council designation of "disadvantaged communities" in relation to the work FCOG is conducting for Title VI and environmental justice communities. Direct the Environmental Justice Advisory Committee to review Fresno COG's Active Transportation Plan to make sure that disadvantaged communities fully share in the benefits of the program.
- 313.13 Develop a Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments within Fresno County.

313 Fresno COG Environmental Justice															
Task Description	C O G	O T H R	% of W O R K	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
313.01 Monitor of environmental justice, Title VI, & DBE rules	■		5	■	■	■	■	■	■	■	■	■	■	■	■
313.02 Maintain channels of communication with tribal communities opened as a result of past planning activities. Ensure Tribal consultation and coordination concerning the review of all planning documents that may affect the Tribal Government. Also consider Tribal Government concerns about projects outside tribal jurisdiction that have the potential to impact Native American cultural resources or communities, as well as the needs of individuals within those communities.	■		1	■	■	■	■	■	■	■	■	■	■	■	■
313.03 Continue efforts started with the CC Tribal Collaboration Transportation Planning Project.	■		1	■	■	■	■	■	■	■	■	■	■	■	■
313.04 Conduct Outreach/Public Participation for RTP and FTIP	■		14	■	■	■	■	■	■	■	■	■	■	■	■
313.05 Implement recommendations	■		10	■	■	■	■	■	■	■	■	■	■	■	■
313.06 Maintain the Environmental Subcommittee to review processes and documents and provide advisory comments as needed, such as the Regional ATP (Plan).	■		10	■	■	■	■	■	■	■	■	■	■	■	■
313.07 Update Title VI Plan	■		5	■	■	■	■	■	■	■	■	■	■	■	■
313.08 Address Comments to Environmental Justice Section of the RTP	■		5	■	■	■	■	■	■	■	■	■	■	■	■
	■		5	■	■	■	■	■	■	■	■	■	■	■	■
313.09 Conduct Environmental Justice analysis for FTIP and RTP	■		9	■			■			■			■		
313.10 Convene Environmental Justice Advisory Committee meetings as necessary	■		9	■			■			■			■		
313.11 Coordinate EJ Committee with Housing Plans	■		5	■	■	■	■	■	■	■	■	■	■	■	■
313.12 Address the Strategic Growth Council designation of “disadvantaged communities” in relation to the work FCOG is conducting for Title VI and environmental justice communities. Direct the Environmental Justice Advisory Committee to review Fresno COG’s Active Transportation Plan to make sure that disadvantaged communities fully share in the benefits of the program.	■		5	■	■	■	■	■	■	■	■	■	■	■	■
313.13 Develop a Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments within Fresno County	■		25	■	■	■	■	■	■	■	■	■	■	■	■

313 Environmental Justice

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FHWA PL
Salaries	13,870	17,295	19,382	19,382
Benefits	4,891	4,746	5,992	5,992
Overhead	11,084	12,634	14,039	14,039
Total Staff Costs	29,845	34,675	39,413	39,413
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	29,845	34,675	39,413	39,413
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				4,521

320 Technical Assistance

Objective

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

Discussion

Fresno COG staff provides specialized technical assistance services to the member agencies and others. These services are generally related to computer applications for traffic modeling, demographics and related data base maintenance, and for support on accounting related software previously developed by Fresno COG.

However, these services can include fiscal management support, computer applications support, traffic engineering studies, and special planning studies. Internal staff capabilities generally determine the kinds of technical assistance available. Under special circumstances the services of other agencies or consultants may be utilized. For example, Fresno County staff has been utilized to provide traffic counts and traffic studies in several smaller cities.

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

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

Blueprint Integration Circuit Planner and Project Development Liaison:

In 2012, with the assistance of Prop 84 funding from the Strategic Growth Council, the Valley MPOs designed a Blueprint Integration Program for the entire Valley that used circuit planners to work with the small cities (with populations under 50,000). The program was successful in keeping the Blueprint's Smart Growth Principles applicable to local planning activities while providing assistance to integrate those concepts related to the transportation and land use connection into local planning processes. The work that was completed with these local agencies provided templates and best practice materials for the SJV Blueprint Planners Toolkit. The Valleywide Prop 84 "Blueprint Integration" program concluded at the end of FY 2012-13. Due to the program's success, Fresno COG continued this endeavor in Fresno County as part of its Technical Assistance work element through the FY's 13/14 and 14/15. As part of the technical assistance services, Fresno COG also offers assistance with coordinating transportation project development between local agencies and Fresno COG. This service does not supplant any work currently underway by contract planners and engineers of our local agencies but rather complements those local planning arrangements.

In addition to planning related challenges, local agencies are also experiencing unprecedented pressures and issues in delivering federal, state and local transportation capital projects due to variables such as reduced funding revenues, staff reductions, and agency coordination/reporting requirements. In an effort to address some of these concerns, the circuit planner/project development liaison must assist local agencies and their staff with the project development process. This involves coordination and collaboration with partnering agencies throughout the planning, programming, and/or project delivery phases. Some of the activities include land use planning issues related to Blueprint and Sustainable Communities Strategy (SCS) integration into planning documents and procedures and project delivery issues that can be improved through a streamlined collaborative approach. Based upon the continued success of the circuit planner and project development liaison program, Fresno COG anticipates providing such services for the foreseeable future. For continuation of FY 16/17 and into FY 17/18, the circuit rider services of planning and engineering have been broken into two contracts, allowing for more focused attention to be placed on the two areas. Previous years activities have provided strong planning products, and have laid the foundation for project delivery; and the intent of separate contracts is to further highlight Fresno COG's commitment to project placement throughout the smaller cities.

Previous Work Completed

1. Reimbursable traffic model runs for traffic impact studies for consultants.
2. Coordination of consulting study on Trails Planning for the City of Fresno, a project fully reimbursed by the City.
3. Assisted many local agencies by participating in oral interview panels for a variety of local agency recruitments.
4. Provided assistance to a variety of local agencies regarding maintenance or establishment of financial systems.

5. Special traffic studies for member agencies.
6. Special model runs for member agency traffic studies.
7. Traffic model runs in support of the General Plans and specific plans analysis.
8. Prepared pollution reduction calculations for member agency CMAQ applications.
9. Posted information to Fresno COG's website at member agency's request and provided graphic design services.
10. Continually provide Circuit Planner/Engineer assistance (project development liaison)
11. Provided member agencies with portable bike/pedestrian counters for collecting bike/walk activity data. Training for how to use the portable counters was provided as well

Products

- Delivery of special services and development of specific projects as determined by individual members or non- member users.
- Bike/pedestrian usage information on selected trails, bike lanes and sidewalks.

Tasks

- 320.01 Provide member agencies and non-member organizations or individuals with specialized services and/or assistance.
- 320.02 Provide "circuit planner" and "circuit engineer" consulting assistance to member agencies.
- 320.03 Continue to make the portable bike/pedestrian counters available to the member agencies and provide technical assistance in the application of the counters.

320 Technical Assistance															
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
320.01 Provide technical assistance	■		34	■	■	■	■	■	■	■	■	■	■	■	■
320.02 Circuit Planner and Engineer consulting assistance	■		46	■	■	■	■	■	■	■	■	■	■	■	■
320.03 Provide the bike/ped. Counters to the member agencies	■		20	■	■	■	■	■	■	■	■	■	■	■	■

320 Technical Assistance to Members

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	18,152	52,858	66,621	66,621
Benefits	6,400	17,947	22,677	22,677
Overhead	14,505	40,586	49,409	49,409
Total Staff Costs	39,057	111,391	138,707	138,707
Direct Costs				
Consultants	53,304	100,000	150,000	150,000
Total Direct Costs	53,304	100,000	150,000	150,000
TOTAL	92,361	211,391	288,707	288,707
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
Circuit Planner	50,000
Circuit Engineer	50,000
Technical Studies	50,000
Total	150,000

331 Zero-Net Energy Farms

Objective

The purpose of this work element is to provide technical support and assist with public outreach for the Fresno COG member agencies engaged in the Zero-Net Energy Farms Project (City of San Joaquin and Fresno County), which entails (1) conducting pilot innovative planning, permitting and financing approaches to improve the business case for Advanced Energy Communities (AEC) using Net Energy Meter Aggregation (NEMA) to achieve Zero Net Energy Farms (ZNEF), and (2) developing a real world conceptual design for a ZNEF that includes technical and engineering considerations in a Master Community Design (MCD) relying on Distributed Integrated Renewable Energy Clean Technology (DIRECT).

Discussion

California is the nation's most productive agricultural state, and is home to a \$35 billion agricultural industry. Of the ten most productive agricultural counties in the United States, nine are in California, and the San Joaquin Valley is the single richest agricultural region in the world. California produces more than 400 commodities. It is the nation's sole producer of a dozen crops, including almonds, artichokes, olives, raisins, and walnuts, and is the leading producer of five dozen more. The state employs 27% of the nation's farm workers, and produces nearly half of the nation's fruits, nuts, and vegetables, and almost 22% of the nation's milk and cream, by far the nation's largest producer of dairy products. To produce, process and store more than 400 food and fiber crops, the state's farmers consume 4% of the state's electricity, 5% of the state's natural gas and 50% of the water. To provide for a more sustainable model for these vital activities, the following sustainable energy areas or interest are addressed within this project:

- Solar and wind need to be supported by on-demand energy production to effectively balance energy supply and demand to alleviate the "Duck Curve"
- Biomass to energy facilities in the Central Valley are being closed down leading to the open burning of woody biomass.
- Dairies emit substantial amounts of GHG.
- Substantial amounts of water are consumed in the production of conventional electricity.

The AEC for this project will be a 1,300-acre portion of Red Rock Ranch (RRR) located in Five Points, Fresno County, CA. The disadvantaged community where RRR is located is in the San Joaquin Valley and has a CalEnviroScreen score of 81-85%, making it one of the most disadvantaged communities in the state surrounded by other disadvantaged communities throughout the San Joaquin Valley. This section of RRR is composed of 12 separate electric meters that support one 350hp well, five irrigation pumps, three employee houses, a biodiesel production facility, a granary, a maintenance shop, business offices, a large refrigerated warehouse and a sheep barn. The property is used for growing almonds, wine grapes, tomatoes and wheat, and raising sheep. It represents a typical mixed farming operation that can benefit from NEMA to sustain a ZNEF. Past CEC funded Biodico projects at the bench and prototype scale provided valuable information that will be used to correlate resource availability, renewable energy technology and energy demand. Using this information along with geographic location, a combination of renewable energy technologies will be specifically selected to fit the AEC needs. The anticipated benefits for the project include:

1. Increase the security, reliability and efficiency of the electrical grid.
2. Reduce the cost of expanding capacity to meet California projected growth needs.
3. Increase the use of renewable energy and decrease the use of nuclear and fossil fuels.
4. Decrease toxic emissions, and criteria and GHG pollutants.
5. Stimulate the local economy in disadvantaged areas.
6. Diversify power production.
7. Balance intermittent and on-demand power production to synchronize power production with power demand on-site and state-wide.

Previous Work Completed

No previous work products have been completed associated with this project. However, participation within the project is intended to provide technical support to member agencies, as well as further implementation efforts associated with both the Fresno COG Sustainable Communities Strategy and the San Joaquin Valley Greenprint.

Products

- Project Management Template (PMT)
- Master Community Design (MCD)
- Project Benefits Questionnaire
- Final Project Fact Sheet

- Technology/Knowledge Transfer Plan and Report
- Public outreach materials and activities
- Data (as applicable) associated with technical assistance requested and/or provided

Tasks

- 331.01 Planning – identify funding sources for implementing and operating the MCD and determine the requirements of each.
- 331.02 Permitting – determine all of the regulatory agencies that will have jurisdiction over the implementation of the MCD, their requirements and establish a budget and timetable for meeting those requirements.
- 331.03 Finance – identify funding sources for implementing and operating the MCD and determine the requirements of each.
- 331.04 Benefits – report the benefits resulting from this project.
- 331.05 Outreach – develop a plan to make the knowledge gained, experimental results, and lessons learned available to the public and key decision makers.

331 Zero-Net Energy Farms															
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
331.01 Planning	<input type="checkbox"/>	<input type="checkbox"/>	20	■	■	■	■	■	■	■	■	■	■	■	■
331.02 Permitting	<input type="checkbox"/>	<input type="checkbox"/>	20	■	■	■	■	■	■	■	■	■	■	■	■
331.03 Finance	<input type="checkbox"/>	<input type="checkbox"/>	20	■	■	■	■	■	■	■	■	■	■	■	■
331.04 Benefits	<input type="checkbox"/>	<input type="checkbox"/>	20	■	■	■	■	■	■	■	■	■	■	■	■
331.05 Outreach	<input type="checkbox"/>	<input type="checkbox"/>	20	■	■	■	■	■	■	■	■	■	■	■	■

331 Zero Net Energy Farms

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	Energy Comm.	LOCAL FUNDS
Salaries	0	0	2,890	1,445	1,445
Benefits	0	0	1,046	523	523
Overhead	0	0	709	355	355
Total Staff Costs	0	0	4,645	2,323	2,323
Direct Costs					
Grant Administration		50,000	45,000	22,500	22,500
Total Direct Costs	0	50,000	45,000	22,500	22,500
TOTAL	0	50,000	49,645	24,823	24,823
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

340 Transportation Demand Management Program

Overview

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

Objective

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

Discussion

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

Previous Work Completed

Program staff has maintained the Valleyrides Program, providing ride matching services within Fresno county. Staff members have also hosted TDM training workshops for employers, made in-house presentations, offered program support, information and organization and hosted major promotional events. Over the years Fresno COG staff has worked with over 200 large employer workites in the region. These employers have received a wide variety of services and/or information. The Valleyrides.com ridematching system and website added two smartphone applications developed for Android and Apple that provide the same ridematching and Carpool program participation capabilities. The database, website and app are continually maintained, updated and improved. Since adding the smartphone applications, staff has researched several new rideshare platform options to update and add new features to the Valleyrides website, with estimates for additions to better serve college campuses, existing Valleyrides participants and to offer multi-modal transportation and trip planning options to the community.

Products

Listed by Task

Tasks

- 340.01 Ridematching
 - a. Referrals and assistance to Measure C Valleyrides participants.
 - b. Refer applicants to COG's online ridematching website at www.valleyrides.com. Process all incoming ridematch requests for clients who do not have internet access.
 - c. Cooperate with other ridesharing agencies and employers to facilitate matches.
 - d. Maintain a current and active data base by surveying clients and purging data continually.
- 340.02 Employer Services
 - a. Assist employers by supplying commute option information and services. This includes five Native American Rancherias within Fresno County.
 - b. Maintain involvement in transportation demand management planning issues as they relate to increasing and improving commute alternatives.
 - c. Cooperate with other agencies concerned with congestion management, air pollution, and transportation issues.
- 340.03 Information Services
 - a. Maintain current information on alternative transportation services such as: transit, bikeways, vanpools, buspools, and Park and Ride Lots. Emphasize safety, energy conservation, efficient use of existing transportation facilities and congestion relief and prevention.

- b. Define, design and distribute informational documents. Fulfill requests for information.
- c. In conjunction with work element 311/Public Participation, staff provides information and support for the update of COG’s Fresno County Transportation Guide. The guide contains detailed, comprehensive information on all forms of transportation options and services available in Fresno County. The Ridesharing Program will also purchase and distribute the guide.
- d. Enhance and maintain the www.valleyrides.com website and smart phone application information.
- e. Promote bicycle commuting and safety by continuing to update, print and distribute Bikeway Maps of the Fresno County Region.
- f. Participate in COG’s Fresno County Transportation Forum.
- g. Develop “Rideshare Week” Campaign .
- h. Promote and support Measure C Carpool Incentive Program implementation.

340.04 Vanpool Services

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

340.05 Local/Statewide Agency Assistance

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

340.06 Administration

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

340.07 TDM Program

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

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

340 TDM Program

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	3,768	2,463	4,014	4,014
Benefits	1,328	1,140	1,591	1,591
Overhead	3,011	2,065	3,101	3,101
Total Staff Costs	8,107	5,668	8,706	8,706
Direct Costs				
Supplies/Printing	7,750	7,750	7,750	7,750
Promotion/Outreach	4,882	5,000	5,000	5,000
Grant Specific Travel		500	500	500
Total Direct Costs	12,632	13,250	13,250	13,250
TOTAL	20,739	18,918	21,956	21,956
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Objective

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

Discussion

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

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

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

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

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

Previous Work Completed

1. Development of socioeconomic data to support traffic modeling.
2. Response to data requests from governmental agencies, businesses, academic institutions, and the public in support of transportation-related work.
3. Dissemination of U.S. Census, State Department of Finance, and other information to member agencies and the public.
4. Development of socio-economic data for Fresno COG-prepared reports and plans.
5. Hosted a workshop for the Census Bureau's Block Boundary Suggestion Project (BBSP), where regional agencies were trained in how to engage in the 2020 Census Redistricting Data Program.

Products

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

Tasks

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

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

350 Fresno Regional Data Center

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	14,744	43,765	10,094	10,094
Benefits	5,199	13,382	3,700	3,700
Overhead	11,782	32,757	7,632	7,632
Total Staff Costs	31,725	89,904	21,426	21,426
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	31,725	89,904	21,426	21,426
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

360 “One Voice” and “Valley Voice” Advocacy

Objective

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

The Fresno Council of Governments hosts discussions with State Congressional leaders and agency directors called “Legislative Fridays”. The interactive discussions, held at the Fresno COG, are designed to give local government, business, and community leaders opportunities to interact with Congressional and agency representatives in discussions of our local transportation projects and priorities.

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

The goal of this work element is to provide local agencies with information on federal and state legislation, regulations, guidelines, and policies that affect the Fresno COG and our member agencies.

Discussion

Since 2003, Fresno COG has sponsored a group of member agency elected officials, public administrators and selected staff, to advocate in Washington DC for a number of regionally significant projects and priorities identified by Fresno COG member agencies and various stakeholders. This effort, known as the Fresno COG “One Voice” effort, was deemed successful by the Fresno COG Policy Board and will be continued in Fiscal Year 2017/18.

Originally, the One Voice effort sought federal and/or state funding for projects of broad community-wide benefit within Fresno County. The goal was to assemble a public-private delegation, select prioritized projects, and then visit our Congressional and Federal departmental representatives in Washington, D. C. to pursue earmarked funds and grant opportunities. The Fresno COG proposed this as an annual effort and made a similar effort at the State level in Sacramento. The message we heard during each of our visits to Washington, D.C. and Sacramento was that we were welcomed and encouraged to return and to continue communications, building upon the broad-based coalition we were assembling. The “One Voice” approach is positively recognized and viewed as a means of assisting our federal representatives to identify, prioritize and shepherd much needed projects through the state and federal budget processes.

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

Now, more than ever, it is important to advocate for policy and regulatory reform. It is also imperative that the One Voice delegation advocate for the preservation of funding programs that are crucial to projects in the Fresno County region. Although Congress has chosen to stop earmarking, the federal government still distributes hundreds of billions of dollars through discretionary grant programs. Fresno COG’s One Voice delegation continues to inform legislators about the region’s priority needs, helping identify funding sources for projects that appeal to federal decision makers for their support during the competitive grant processes. With this support the Fresno COG region has been successful at obtaining discretionary grant funding for many planning and construction projects beyond establishment of the moratorium on earmarks. By advocating for policy and regulatory reform, Fresno COG One Voice has had legislation introduced and enacted that streamlines the way federal and state agencies work together. We continue to find ways to eliminate unnecessary procedures so that government agencies and the business community can work together efficiently toward job creation.

Legislative Fridays

The Sacramento One Voice trip was cancelled in part because additional elected official participation and representation was needed. As a result, “Legislative Friday” sessions were established, and Fresno COG began hosting Members of the state legislature and administration here in the District at the Fresno COG offices in effort to provide elected officials, city staff, and COG partners an opportunity to share and advocate for regional priorities. Fresno COG intends to continue this effort in the FY 17/18 OWP.

Valley Voice

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

Fresno COG Legislative Reporting and Analysis

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

Previous Work Completed

Fresno COG has organized 15 annual (2003-2016) “One Voice” advocacy trips to Washington D.C., seven annual (2006-2012) “One Voice” advocacy trips to Sacramento and coordinated with other Valley COGs for “Valley Voice” advocacy trips to Sacramento (2008-2016) and Washington D.C. (2009-2016, except in 2012).

Fresno COG created the first annual Legislative Platform in 2008 that outlined the COG’s priority legislative and policy issues for advocacy during that year. It is updated annually, and a 2017 Fresno COG Legislative Platform was finalized in early 2017.

Products

1. “One Voice” community advocacy trip to Washington D.C.
2. Follow up “Valley Voice” with appropriate action initiatives.
3. Appropriations requests and other funding applications following Washington D.C. visit.
4. Administrative and Regulatory relief requests prior and following Washington D.C. visit.
5. “One Voice” community advocacy trip to the state capitol in Sacramento replaced with Legislative Friday sessions.
6. Plan and implement the “Valley Voice” advocacy trips to Sacramento and Washington D.C.
7. Follow up “Valley Voice” with appropriate action initiatives.
8. Monthly legislative reports, bill analysis, and regular correspondence to state, federal, and local agency representatives on legislation and policy areas of interest to the Fresno COG.
9. 2016 and 2017 Fresno COG and SJV Legislative Platform.
10. Follow up with Legislative staff on appropriate action initiatives and administrative/regulatory relief requests.

Tasks

- 360.01 Maintain 2017 and develop 2018 Fresno COG Legislative Platform
- 360.02 Call for Regional Priorities for Fresno COG “One Voice “ to Washington D.C
- 360.03 Priorities Selection for Fresno COG “One Voice “ to Washington D.C
- 360.04 Delegate briefings for Fresno COG “One Voice “ to Washington D.C
- 360.05 Meeting logistics, sponsorships and materials for Fresno COG “One Voice “ to Washington D.C
- 360.06 Travel and trip implementation for Fresno COG’s “One Voice “ to Washington D.C
- 360.07 Washington D.C. Trip follow-up
- 360.08 Identify state-related regional priorities for Fresno COG “One Voice “ and Legislative Friday Sessions
- 360.09 Delegate briefings for Fresno COG “One Voice “ to Sacramento and/or Legislative Friday Sessions
- 360.10 Meeting logistics and materials for Fresno COG “One Voice “ to Sacramento and/or Legislative Friday Sessions
- 360.11 Travel associated with Fresno COG “One Voice “delegation to Sacramento and/or for Legislative Friday Sessions
- 360.12 Identify legislative platform for Valley COG’s “Valley Voice “ to Sacramento
- 360.13 Delegate briefings for Valley COG’s “Valley Voice “ to Sacramento
- 360.14 Meeting logistics and materials development for Valley COG’s “Valley Voice “ to Sacramento
- 360.15 Travel associated with Valley COG’s “Valley Voice “ to Sacramento
- 360.16 Identify legislative platform and projects for Valley COG’s “Valley Voice“ to Washington D.C.
- 360.17 Delegate briefings for Valley COG’s “Valley Voice “to Washington D.C.
- 360.18 Meeting logistics and materials development for Valley COG’s “Valley Voice” to Washington D.C.
- 360.19 Travel associated with Valley COG’s “Valley Voice“ to Washington D.C.

360.20 Continue to produce monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies.

360 One Voice Advocacy															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
360.1 Develop Legislative Platform	<input type="checkbox"/>	<input type="checkbox"/>	4					<input type="checkbox"/>	<input type="checkbox"/>						
360.2 Call for Regional Priorities One Voice D.C.	<input type="checkbox"/>	<input type="checkbox"/>	5					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
360.3 Priorities Selection for Washington D.C	<input type="checkbox"/>	<input type="checkbox"/>	5								<input type="checkbox"/>	<input type="checkbox"/>			
360.4 Delegate briefings for Washington D.C	<input type="checkbox"/>	<input type="checkbox"/>	5						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
360.5 Logistics and materials for Washington D.C	<input type="checkbox"/>	<input type="checkbox"/>	11			<input type="checkbox"/>					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
360.6 Travel and implementation Washington D.C. One Voice Trip	<input type="checkbox"/>	<input type="checkbox"/>	5									<input type="checkbox"/>	<input type="checkbox"/>		
360.7 Washington D.C. One Voice trip follow up	<input type="checkbox"/>	<input type="checkbox"/>	2										<input type="checkbox"/>	<input type="checkbox"/>	
360.8 Identify legislative priorities for Sacramento and/or Legislative Friday Sessions	<input type="checkbox"/>	<input type="checkbox"/>	6		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>
360.9 Delegate briefings for Sacramento and/or Legislative Friday Sessions	<input type="checkbox"/>	<input type="checkbox"/>	2								<input type="checkbox"/>				
360.10 Logistics and materials Sacramento and/or Legislative Friday Sessions	<input type="checkbox"/>	<input type="checkbox"/>	5						<input type="checkbox"/>	<input type="checkbox"/>					
360.11 Travel associated with Sacramento and/or Legislative Friday Sessions	<input type="checkbox"/>	<input type="checkbox"/>	2									<input type="checkbox"/>			
360.12 Identify legislative platform for Valley COG's to Sacramento	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	8						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
360.13 Delegate briefings for Valley COG's to Sacramento	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	2								<input type="checkbox"/>	<input checked="" type="checkbox"/>			
360.14 Logistics and materials for Valley COG's to Sacramento	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	7							<input type="checkbox"/>	<input type="checkbox"/>				
360.15 Travel associated with Valley COG's to Sacramento	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	4									<input checked="" type="checkbox"/>			
360.16 Identify legislative platform and projects for Valley COG's Washington D.C.	<input checked="" type="checkbox"/>		8	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
360.17 Delegate briefings for Valley COG's for Washington D.C.	<input checked="" type="checkbox"/>		4	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
260.18 Logistics and materials for Valley COG's for Washington D.C.	<input checked="" type="checkbox"/>		7	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
360.19 Travel associated with Valley COG's for Washington D.C.	<input checked="" type="checkbox"/>		5			<input checked="" type="checkbox"/>									
360.20 Legislative Analysis, Education, Outreach	<input type="checkbox"/>		10	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

360 One Voice Advocacy

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	24,639	42,396	34,255	34,255
Benefits	8,688	14,673	11,558	11,558
Overhead	19,689	19,668	15,269	15,269
Total Staff Costs	53,016	76,737	61,082	61,082
Direct Costs				
Consultants	23,396	21,000	33,000	33,000
Supplies/Printing	2,353	4,113	4,113	4,113
Grant Specific Travel	24,128	33,509	24,509	24,509
Other Misc Expense	1,725	3,802	3,802	3,802
Total Direct Costs	51,602	62,424	65,424	65,424
TOTAL	104,618	139,161	126,506	126,506
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
Simon and Company, Inc.	23,000
Khouri Consulting	10,000
Total	33,000

Objective

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

Discussion

In conjunction with the adoption of the 2014 RTP/SCS, the Fresno COG Policy Board directed staff to establish an ad hoc committee to assist member agencies in identifying potential policies and actions to minimize the loss of farmland associated with the construction of transportation facilities. The committee was comprised of one representative from each of the incorporated fifteen cities, the County of Fresno, Fresno LAFCo, Caltrans, the Blueprint Planner's Network, the building/development community, the environmental protection/conservation community, the environmental justice community, and two representatives from the agricultural community.

Outreach for the Ag Ad-hoc Committee began in October of 2014, with the first committee meeting taking place in February 2015. During the first meetings, there was considerable discussion relating to the overall charge and scope of the Committee. Specifically, the question was posed: does the Policy Board wish for the Committee to look at potential mitigation policies relating to only transportation projects, as recommended by PAC Sub-Committee and full PAC; or to address potential mitigation policies from a broader SCS context? At the April 2015 Fresno COG 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.

With the above clarification given by the Board, the Committee moved forward with the formulation of proposed policies and actions. By July 2015 the Committee had formulated seven individual items, containing a recommended policy, implementation activities, and additional general recommendations to direct COG assistance efforts and future activities, all of which are listed below. By November 2015, the group had come to complete consensus regarding all seven of the recommendations listed below.

Policy

1. It is recommended that FCOG adopt the following policy: It is the policy of the Fresno Council of Governments that the construction of transportation projects minimize the loss of farmland.

Implementation

2. It is recommended that member agencies submitting projects for inclusion in the Regional Transportation Plan (RTP) shall indicate that the agency will address the recommended FCOG policy at the project level.
3. It is recommended that member agencies be responsible for addressing the above recommended policy in their project specific environmental review.
4. It is recommended that at the scoring/programming level of project review, Fresno COG shall address agricultural land impacts by establishing scoring criteria (established within the appropriate scoring committee) to minimize the loss of prime farmland, unique farmland, farmland of statewide importance and farmland of local importance consistent with the recommended policy.

General Recommendations

COG Assistance

5. It is recommended that the Fresno COG assist member agencies, when requested, with mapping resources related to agricultural lands.
6. It is recommended that Fresno COG shall assist member agencies by maintaining, through resources such as the Planners Tool Kit or county data bases, information about agricultural land preservation best practices.

The Committee delivers the above recommendations for the Policy Board's consideration, which are intended to directly address the agricultural resource mitigation measure identified in the 2014 RTP/SCS EIR, which reads:

- Develop a methodology to help implementing agencies quantify the conversion of prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance associated with their proposed projects; and

Future Activities

7. It is further recommended that Fresno COG staff make a presentation at both the TTC and PAC to discuss current methodologies, ratios, policies and efforts utilized by local agencies within Fresno County, and further work to identify specifics with member agency technical and administrative staff, to analyze and further address the additional language found within the certified 2014 RTP/SCS EIR regarding agricultural resources, which reads:
 - Develop a methodology for implementing agencies to consider preservation ratios to minimize loss of prime, unique, and statewide importance farmland; and coordinate efforts to provide a mechanism for preservation activities.

Fresno COG staff delivered the Committee’s recommendations (as listed above) to the TTC, PAC and Policy Board for approval and acceptance in January 2016. Fresno COG staff will continually be involved with implementation activities, including additional outreach to, and coordination with, government agencies also discussing and addressing agricultural mitigation.

Products

1. Assist member agencies, when requested, with mapping resources related to agricultural lands.
2. Maintenance of information, technical expertise, mapping resources, and additional items as deemed necessary to assist member agencies in both quantifying and addressing the conversion of agricultural lands.
3. Participate in on-going coordination with additional government agencies addressing the conversion and/or conservation of agricultural lands.

Tasks

- 411.01 Provide agricultural mapping resources.
- 411.02 Maintenance of data and resources specific to the addressing of agricultural land conversion.
- 411.03 On-going coordination with other agencies addressing agricultural land conversion and/or conservation.

411 AG Mitigation for Transportation Projects															
Task Description	C O G	O T H R		J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
411.01 Mapping assistance	■	■	30%	■	■	■	■	■	■	■	■	■	■	■	■
411.02 Data and resource maintenance	■	■	30%	■	■	■	■	■	■	■	■	■	■	■	■
411.03 Agency coordination	■	■	40%	■	■	■	■	■	■	■	■	■	■	■	■

411 AG FARM LAND
MITIGATION

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	7,636	9,215	7,507	7,507
Benefits	2,692	3,328	2,703	2,703
Overhead	6,101	7,190	5,649	5,649
Total Staff Costs	16,429	19,733	15,859	15,859
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	16,429	19,733	15,859	15,859
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

Objective

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

Discussion

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

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

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

As a departure from previous RHNA processes, the Fresno COG conferred with HCD jointly with other MPOs in the San Joaquin Valley rather than confer as a single MPO. This effort required considerable coordination, but in the end, resulted in time and cost savings for each MPO.

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

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

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

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

The plan responds to State guidelines by:

1. Identifying the needs of persons of all income levels within the area significantly affected by a jurisdiction's general plan.
2. Identifying existing and projected housing needs.
3. Complying with the time frame that extends to the final date of the housing element planning period based on the statutory schedule for housing element updates.
- 4.

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

In 2015, Fresno County and 12 of the 15 cities in Fresno County launched a Multi-Jurisdictional Housing Element (MJHE) for the fifth round of housing element updates. Fresno COG helped to coordinate the effort and has managed a webpage that is the information center for the Multi-Jurisdictional Housing Element.

The primary objective of the project was to prepare a regional plan for addressing housing needs through a single certified housing element for all 13 jurisdictions. The Fresno County Multi-Jurisdictional Housing Element represents an innovative approach to meeting State Housing Element law and coordinating resources to address the region's housing needs. The regional housing

element approach, while tested in a few counties at much narrower scales, has been a major undertaking for Fresno COG and the 13 participating jurisdictions.

The following jurisdictions have participated in the effort: Fresno County, Clovis, Coalinga, Fowler, Huron, Kerman, Kingsburg, Mendota, Parlier, Reedley, San Joaquin, Sanger, and Selma. Fresno COG contracted with the consulting firm Mintier-Harnish to provide the technical assistance required to complete the MJHE. Activities associated with the successful review and adoption of the coordinated plan were completed during the 2015/16 fiscal year, with acceptance and approval activities in the late Spring of 2016. Following adoption and certification of the coordinated plan, The County of Fresno has requested that Fresno COG continue to facilitate meetings with the participating jurisdictions to address housing element discussions, challenges and/or opportunities in perpetuity. Such efforts will ensure long-term coordination of the agencies, allowing for collaborative responses and adjustments during implementation; as well as ensuring the group remains established and committed for future rounds of coordinated housing element updates in the coming years. Fresno County will be the lead for this group, with hosting and staff coordination assistance provided by Fresno COG indefinitely.

Previous Work Completed

The last Fresno Regional Housing Needs Allocation Plan was adopted by the Fresno COG Policy Board on July 31, 2014 and approved by HCD on September 10, 2014. The next RHNA plan is not required to be completed until 2023. The MJHE was approved/adopted by each individual agency, and certified by HCD, in the Spring of 2016.

Products

Hosting of the MJHE working group, led by The County of Fresno

Tasks

420.01 Host regular meetings for member agencies to discuss housing element progress and next steps, led by Fresno County

420 Fresno Regional Housing Needs Plan																			
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
420.01 Host regular meetings for member agencies to discuss housing element progress and next steps, led by Fresno County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

420 REGIONAL HOUSING NEEDS

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	3,561	23,299	8,407	8,407
Benefits	1,255	8,370	2,716	2,716
Overhead	2,845	18,153	6,154	6,154
Total Staff Costs	7,661	49,822	17,277	17,277
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	7,661	49,822	17,277	17,277
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

812 San Joaquin Valley Rural Transit Alternatives Project

Objective

To conduct a San Joaquin Valley Rural Transit Alternatives Project, including a detailed plan for a technology-driven, shared access pilot program to cost effectively expand low-carbon transportation options in rural communities.

To identify salient and significant issues impacting rural transit inefficiencies in the eight-county region.

To identify impacts to health, social services, education and employment for rural residents dependent on transit.

To develop a framework for a concept program or programs to address the current transit inefficiencies and needs in the rural and fringe sectors.

To endeavor to demonstrate reductions in vehicle miles travelled and greenhouse gas emissions consistent with our adopted Sustainable Communities Strategies (SB 375) through the pilot program and other implementable recommendations of the study.

Discussion

The eight-county San Joaquin Valley consists of 27,000 square miles, four million residents, and 31,000 miles of roadways. While several major urban metropolitan areas exist, a significant portion of the Valley's four million residents live in rural and "fringe" type settings including low income households employed in the agricultural sector who live in the outer Valley floor, and foothill and mountain residing populations.

In 1970, the eight San Joaquin Valley counties had a population of just over 1.6 million. By 2012, the population had increased 149% to over 4 million. The Valley continues to be one of the fastest growing regions in the state. The Valley accounted for 8.2% of California's total population in 1970 and has grown to account for 11% of California's total population now. By 2050, the Valley is projected to capture 15% of the state's population.

Access to education and health care represent a significant barrier to fostering healthy communities and social equity. More than 20 percent of the Valley's residents live below the federal poverty level. One out of five residents is foreign born and 62 percent are ethnic minorities. Hispanics constitute 55 percent of the Valley's residents. Over 29 percent of Valley adults lack a high school diploma, compared to 19.4 percent for California and 14.7 percent for the nation. Reduced life expectancy, premature deaths and incidences of asthma and other health ailments and diseases are disproportionately concentrated in low-income, minority and rural communities found throughout the eight-county region. According to CalEnviroScreen 2.0, 33 percent of the population that experiences the worst environmental quality (top 5 percent) in the state is located in the San Joaquin Valley; despite the Valley's relatively low share of California's total population.

Meeting the transit needs of the rural and fringe residents poses several issues for our counties who are attempting to implement Sustainable Communities Strategies (SCS) polices to reduce vehicle miles travelled and greenhouse emissions while addressing mobility, access and efficiency deficiencies in our transportation system. Traditional rural transit options have resulted in an economically unsustainable system with costly per trip travel, unfit vehicle types, and in many instances a net increase versus decrease in vehicle miles travelled. As a result, many critical transportation needs of our residents are not being met including health care visits, and access to educational and employment opportunities. Additionally, resident travel safety becomes an issue as under-maintained personal vehicles are seemingly the dominate mode of transportation for rural and fringe low-income residents.

The scope of work for this planning grant will provide a comprehensive assessment of existing unmet transit needs in the eight-county region, engage a diverse array of stakeholders, and develop new, innovative, and technology driven alternatives for effectively meeting the transit needs for our most disenfranchised residents. Alternatives may focus on shared access services, which have grown dramatically in the last decade while their market potential, particularly in rural areas, has yet to be realized.

Previous Work Completed

1. Preparation of Grant Application.
2. Initiation of project.
3. Coordination with SJV MPO staff.

Products

1. Anticipated budget for implementation of pilot program.
2. Assessment of opportunities and constraints associated with the program.
3. Assessment of benefits and co-benefits of the program.
4. Identification of SCS consistent outcomes.

5. Development of a timeframe to deliver and budget for implementation of the program.
6. Development of criteria for selecting a San Joaquin Valley County for pilot program implementation.
7. Development of a detailed, location specific pilot program to deliver an alternative to existing rural transit dependent trips.

Tasks

- 812.01 Project initiation and SJV MPO staff coordination.
- 812.02 Gather existing conditions and background data.
- 812.03 Participate in stakeholder/focus group meetings.
- 812.04 Review case studies of existing transportation models in settings similar to the SJ Valley across the US.
- 812.05 Develop a conceptual framework to deliver an alternative to existing rural transit dependent trips.
- 812.06 Present pilot program and solicit feedback for further refinements.
- 812.07 Develop conceptual program further into a pilot program for implementation in a specific SJ Valley County.
- 812.08 Coordinate the SJV Rural Transit Alternative Project with the Sustainable Communities Public Transit Plan.

812 San Joaquin Valley Rural Transit Alternatives Project															
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
812.01 Project initiation and SJV MPO staff participation	■	■	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■	■	■	■	■	■	■	■	■
812.02 Gather and review existing conditions and background data	■	■	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■	■	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
812.03 Participate in stakeholder/focus group meetings	■	■	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■	■	■	■	■	■	■	■	■
812.04 Review case studies of existing transportation models in settings similar to the SJ Valley across the US	■	■	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■	■	■	■	■	■	■
812.05 Develop a conceptual framework to deliver an alternative to existing rural transit dependent trips	■	■	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■	■	■	■	■	■
812.06 Present pilot program and solicit feedback for further refinements	■	■	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■	■	■	■	■
812.07 Develop conceptual program further into a pilot program for implementation in a specific SJ Valley County	■	■	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■	■	■	■	■
812.08 Coordinate the SJV RTA Project with the Sustainable Communities Public Plan	■	■	10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■	■	■	■	■	■	■	■	■

812 RURAL TRANSIT ALTERNATIVES

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	0	0	5,438	5,438
Benefits	0	0	1,561	1,561
Overhead	0	0	1,143	1,143
Total Staff Costs	0	0	8,142	8,142
Direct Costs				
Grant Administration		23,529	15,387	15,387
Total Direct Costs	0	23,529	15,387	15,387
TOTAL	0	23,529	23,529	23,529
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

820 Valley Coordination Activities

Objective

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

Discussion

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

Coordination of the San Joaquin Valley Regional Policy Council

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

Coordination of Executive Directors' Committee

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

Valley Legislative Affairs Committee

The Valley Legislative Affairs Committee (VLAC) has been established at the staff level. They are responsible for tracking legislation and policy which would have a Valley impact, in particular with legislation affecting the duties and responsibilities of the Valley's Regional Planning Agencies and Metropolitan Planning Organizations. Not only do they track the bills, but they will also exchange pertinent information that may be crucial towards developing bill language and a support/oppose/amend position for each of the agencies. Where legislative positions appear to have a consensus building within the Valley, the Policy Council should be informed so they may make a unified statement. The intent is to increase the awareness at the state and federal level that the Valley is actively engaged in the process, and deserves being acknowledged as having a unified position. Too often, in looking at a bill analysis, the larger planning agencies will have been consulted and their positions will be posted. The San Joaquin Valley needs to weigh in on the legislative process in order to be more effective. This committee meets on a monthly basis and more often, during busy legislative times. The VLAC has a Chair and Vice-Chair. The VLAC has developed a set of By-laws for their committee and has developed Legislative Platforms on an annual basis that includes the legislative priorities of the Valley MPO's and the Regional Policy Council for each calendar year. The Chair of the VLAC provides the COG Directors and the Regional Policy Council with ongoing reports throughout the legislative sessions.

San Joaquin Valley Goods Movement

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

In June of 2011, the San Joaquin Regional Planning Agencies developed the *Interregional Goods Movement Plan*, which included the development of decision making-making procedures to prioritize projects and identify institutional arrangements and funding.

The main tasks associated with the plan related to the compilation of goods movement data, performance measures and evaluation; as well as identifying the community, environmental and economic impacts of goods movement. Continued efforts relating the implementation of this plan are on-going, including specific studies looking at the I-5 and Highway 99 corridors, and beyond, as notated within Work Element 811.

Coordination with the California Partnership for the San Joaquin Valley

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

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

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

Federal Transportation Act - FAST Act

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

Currently the Regional Planning Agencies' Executive Directors are in regular and constant communication with Caltrans, the California Transportation Commission, CALCOG, DOT and our federal legislators to ensure the Valley is adequately accounted for in the FAST Act, and beyond. The addition of the National Highway Freight Program within the FAST Act provides for a significant amount of new funding aimed at improving the movement of goods. In addition, increases in funding for projects that improve safety, improve congestion, and address air quality provide great opportunities for the San Joaquin Valley to implement much-needed projects.

Regional Transportation Plans

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

State Route 99 Coordination

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

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

successes since the original Business Plan. The Business Plan also includes discussion about the economic impacts of designating SR 99 as an interstate.

High Speed Rail

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

Intercity Rail

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

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

Fall Policy Conference/Networking

One of the greatest values to our coordinative efforts is the networking between staff at the various Regional Planning Agencies. The Executive Directors have encouraged this networking, recognizing that our enhanced communication poises all of us to have better information on activities going on at the state and federal level. Beyond that staff is able to learn from each other and increase their individual skills, adding value to each of our agencies. In addition, when too many meetings outside of the Valley are scheduled, such coordination (identifying who from the Valley might be in attendance) and subsequent communication allows a better coverage of important topics. The annual Regional Policy Conference also offers a productive opportunity for networking. Hosted by a different valley MPO partner each year, the 2017 Regional Policy Conference was organized by the Fresno Council of Governments.

Video Conferencing

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

Valley Air Quality Coordination

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

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

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

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

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

Valley Wide Model Improvements and Coordination

With the passage of AB 32 and SB 375 it has become increasingly important for the Valley Metropolitan Planning Organizations (MPOs) to continue coordination of Valleywide transportation modeling and air quality activities. In 2010, the Valley was awarded a \$2.5 million grant from the Strategic Growth Council for Valleywide model improvements to meet the requirements of AB 32 and SB 375. The Strategic Growth Council is charged with, among other things, making Proposition 84 funds available for data gathering and model development necessary to comply with SB 375. As a result, the valley RPAs used the grant money to update each of the MPO traffic models to be more sensitive to smart growth. The traffic models in the Valley were also converted to the same platform, which set the foundation for better communication and technical exchange among the modeling communities in the Valley. An additional grant subsequently awarded has provided additional funding for integrating 2010 census data and 2012 California Household Travel Survey data in the models, developing new methodology for estimating interregional trips based on the newly released state-wide model, and revalidating the MPO models. The new data sources facilitated numerous model improvements, e.g.: better interregional travel estimates and forecasts, better trip distribution, gateway station and friction factor estimates; and improved volume-capacity and speed flow relationships. Fresno COG served as the project lead in both rounds of valley-wide model improvement.

Fresno COG also serves as the valley-wide coordinator for the corporate Cube license, which is the license for the modeling software.

Regional Energy Planning

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

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

In FY 2010/11, the RPAs presented this concept, along with the National Association of Regional Councils (NARC), to the Regional Policy Council and were directed to continued discussions of the topic. A Valleywide working group was assembled consisting of the San Joaquin Valley Clean Energy Organization, Economic Development Corporations, Pacific Gas & Electric

(PG&E), Southern California Edison, Cal State Bakersfield, UC Merced, and others. A draft planning document, the SJV Regional Energy and Economic Development Roadmap, was developed in February 2012 and serves as a guiding policy document for valley-wide regional energy planning activities.

Products

1. Regularly scheduled Regional Policy Council and Executive Directors' Committee meetings.
2. Regularly scheduled Valley Legislative Affairs Committee meetings.
3. San Joaquin Valley Legislative Platform and advocacy trips to Sacramento and Washington D.C.
4. Continued participation in the California Partnership for the San Joaquin Valley.
5. SJV Blueprint Coordination
 - Goals, Objectives and Performance Measures based upon Values and Vision
 - Evaluation of alternative "what if" growth scenarios in each county.
 - Values and Vision – gathered from community input
 - a. Selection of preferred county level scenarios for Valleywide analysis.
 - b. Evaluation of four Valleywide alternative scenarios
 - c. Adoption of Smart Growth Principles and Preferred Growth Scenario for Valley
 - Developed Blueprint Roadmap to memorialize the Blueprint planning process, suggest strategies for implementation and provide a toolkit to assist planners with integrating the Blueprint Smart Growth Principles into local planning processes.
6. Developed relevant information and documentation for federal transportation legislation reauthorization.
7. Regional Transportation Plan (RTP) valley-wide chapter.
8. Coordination on policies related to regional transportation needs, including SR 99 and High Speed Rail.
9. Development of a valley-wide video teleconference system.
10. Coordination on goods movement activities, including efforts related to Proposition 1B funding.
11. Assist with ongoing air quality efforts in the San Joaquin Valley; development of State Implementation Plans (SIPs), SJVAPCD rule development process, and Conformity Determinations.
12. Assist the SJVAPCD in developing new motor vehicle emission budgets for State Implementation Plans (SIPs).
13. Completed the Reasonably Available Control Measure (RACM) Process as needed for State Implementation Plans (SIPs)
14. Coordination on efforts with the SJVAPCD to ensure a comprehensive and cooperative approach to air quality transportation planning.
15. Participation with other Valley TPAs in the San Joaquin Valley MPO Director's Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues.
16. Comments on proposed air quality plans, rules, regulations and new standards.
17. Monitoring of AB 32 and SB 375 requirements for Greenhouse Gases reduction targets that can reasonably be moved forward for consideration and implementation
18. Managed the second phase of the Valley Model Improvement Plan (VMIP): coordinated webinar, training and meetings for the VMIP2; reviewed the billing and monitored the progress for the VMIP2

Tasks

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

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

820 VALLEYWIDE RTPA COORDINATION

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	21,473	47,935	49,616	49,616
Benefits	7,572	16,102	16,553	16,553
Overhead	17,159	36,706	36,611	36,611
Total Staff Costs	46,204	100,743	102,780	102,780
Direct Costs				
Consultants	111,953	110,000	110,000	110,000
Workshops		10,000	10,000	10,000
Promotion/Outreach		5,000	5,000	5,000
Grant Administration		0		
Total Direct Costs	111,953	125,000	125,000	125,000
TOTAL	158,157	225,743	227,780	227,780
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
Valleywide MPO Coordinator	110,000
Total	110,000

910 Fresno COG Administration

Objective

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

Discussion

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

Previous Work Completed

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

Products

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

Tasks

- 910.01 Program Management:
1. Maintain Administrative Manual.
 2. Maintain personnel files.
 3. Meet and confer with staff regarding wages, benefits and working conditions.
 4. Prepare grants and contracts.
 5. Coordinate development and administration of OWP and Budget.
 6. Insure program adherence to applicable federal and state regulations and directives to include Affirmative Action Plan and DBE objectives.
 7. Monitor program delivery under the OWP.
 8. Coordinate annual audits and response to audits.
 9. Provide legal counsel when necessary.
 10. Hold monthly internal staff meetings.
- 910.02 Fiscal Management and Reporting.
- a. Maintain Unified Accounting System.
 - b. Prepare monthly progress reports and quarterly fiscal reports to be submitted to the COG Board for review and approval, and reimbursement claims.
 - c. Prepare bi-weekly payroll and monthly warrants.

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

910 COG ADMINISTRATION

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	116,988	20,918	24,356	24,356
Benefits	41,251	7,770	8,690	8,690
Overhead	93,487	16,445	18,181	18,181
Total Staff Costs	251,726	45,133	51,227	51,227
Direct Costs				
Software Support & Maint	4,430	10,000	10,000	10,000
Grant Specific Travel	665	5,000	5,000	5,000
Membership/Dues	13,500	17,500	17,500	17,500
Board Renumeration	15,684	19,200	19,200	19,200
Temporary Help	3,965	4,000	4,000	4,000
Other Misc Expense	6,516	5,000	5,000	5,000
Equipment	1,432	25,000	25,000	25,000
Total Direct Costs	46,192	85,700	85,700	85,700
TOTAL	297,918	130,833	136,927	136,927
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

911 Overall Work Program & Budget Development

Objective

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

Discussion

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

Previous Work Completed

- Final FY 2016-17 OWP was approved by FHWA July 2016.
- Amendment # 1 to FY 2016-17 OWP was approved by the COG Board on July 28, 2016
- Amendment # 2 to FY 2016-17 OWP was approved by the COG Board on September 29, 2016.

Products

Draft and maintain the 2017/18 Fresno COG Overall Work Program and Budget

Tasks

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

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

911 Overall Work Program

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	FHWA PL
Salaries	9,038	12,579	26,348	26,348
Benefits	3,187	4,406	8,886	8,886
Overhead	7,223	9,735	18,614	18,614
Total Staff Costs	19,448	26,720	53,848	53,848
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	19,448	26,720	53,848	53,848
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				6,176

912 Local Transportation Funds Administration

Objective

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

Discussion

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

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

Products

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

Tasks

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

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

912 TRANSPORTATION FUND ADMIN.

Budget	Actual Cost 2015/1	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Account	6	2016/17	2017/18	FUNDS
Salaries	26,425	17,573	15,507	15,507
Benefits	9,318	6,528	5,673	5,673
Overhead	21,117	13,815	11,719	11,719
Total Staff Costs	56,860	37,916	32,899	32,899
Direct Costs				
County Counsel	12,167	21,000	21,000	21,000
Program Audits	37,397	40,000	40,000	40,000
County Auditor Controller	6,222	8,000	8,000	8,000
Total Direct Costs	55,786	69,000	69,000	69,000
TOTAL	112,646	106,916	101,899	101,899
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

920 Fresno County Rural Transit Agency Administration

Objective

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

Discussion

The FCRTA was formed, thirty-six (36) years ago in 1979 as a Joint Powers Agency, responsible for rural transit operations. Its membership is composed of Fresno County and thirteen (13) rural incorporated cities. By the mutual agreement of its members, the FCRTA is administered by its designated General Manager. An annual fiscal year contract providing for such administrative, fiscal and support services has been, and may continue to be, executed between FCRTA and Fresno COG. This Fiscal Year, the Agency will be led by its General Manager, an Administrative Assistant, Transit Planner, and a Finance Manager.

Products

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

Tasks

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

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

920 FCRTA ADMINISTRATION

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	179,241	308,137	313,790	313,790
Benefits	63,202	107,869	107,656	107,656
Overhead	143,235	1,410	1,274	1,274
Total Staff Costs	385,678	417,416	422,720	422,720
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	385,678	417,416	422,720	422,720
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

930 Fresno County Transportation Authority Administration

Objective

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

Discussion

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

Tasks

1. Provide personnel services to the Authority.

930 AUTHORITY ADMINISTRATION

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	LOCAL FUNDS
Salaries	1,164	1,166	1,096	1,096
Benefits	411	433	401	401
Overhead	930	916	828	828
Total Staff Costs	2,505	2,515	2,325	2,325
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	2,505	2,515	2,325	2,325
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

940 Freeway Service Patrol

Objective

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

Discussion

The Fresno County Freeway Service Patrol (FSP) provides free assistance, including changing flat tires, refilling radiators, taping leaking hoses, providing one gallon of fuel, and removing stalled vehicles from the freeway, to morning and evening peak-hour commuters. The program currently operates along approximately 30.4 miles of SR 41, SR-99, SR-168 and SR-180 in the City of Fresno. Program operation began on September 1, 1993 with the twenty-fourth year of operation ending on June 30, 2017. The twenty-fifth year of program operation is from July 1, 2017 to June 30, 2018.

Beginning with the sixth year of the FSP program, the Fresno COG has been responsible for administering the tow contract for the Fresno area FSP. The current three-year contract expired June 30, 2017, and a new contract began July 1, 2017.

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

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

Previous Work Completed

1. Joint development of the Fresno County Freeway Service Patrol Memorandum of Understanding (MOU) among Caltrans, Fresno COG and the California Highway Patrol, and subsequent amendment to the MOU shifting responsibility for tow contract development and administration from Caltrans to the Fresno COG. A comprehensive review and revision of the MOU was undertaken and completed in 2014 and entered into on September 16, 2014.
2. Joint development of the Fresno County Freeway Service Patrol Cooperative Agreement between Caltrans and the Fresno COG and subsequent annual amendments to the Agreement through Fiscal Year 1997-98.
3. Joint development of Program Supplement Agreements and Fund Transfer Agreements between Caltrans and the Fresno COG for the Fiscal Year 1998-99 through Fiscal Year 2014-15 Freeway Service Patrol.
4. An application to the San Joaquin Valley Air Pollution Control District (SJVAPCD), through its REMOVE program, for a \$12,900 grant to fund 50 percent of the required local match for fiscal year 1995-96 FSP program operation.
5. Continuous operation of the Freeway Service Patrol since September 1, 1993.
6. Comprehensive evaluations and subsequent Policy Board approvals of FSP Program expansion and contraction beginning in Fiscal Year 1999-00 for the first expansion, in Fiscal Year 2002-03 for the second expansion, in Fiscal Year 2005-06 for the contraction, in Fiscal Year 2013-14 for the temporary third expansion due to the traffic impacts associated with the braided ramps construction project, and in Fiscal Year 2014-15 for the fourth expansion.
7. Preparation, submittal and approval of applications for federal transportation funds for the additional local match required for the earlier expanded FSP Program.
8. Development and advertisement of a Request for Proposals for towing services for the FSP Program and subsequent award of an FSP contract for the fiscal year periods 1999-00 through 2001-02, 2002-03 through 2004-05, 2005-06 through 2007-08, 2008-09 through 2010-11, 2011-12 through 2013-14, and 2014-15 through 2016-17 .
9. Contributions, including program cost, local match, and incident information, to Caltrans and the consulting firm DKS Associates for the preparation of the statewide FSP Annual Report, most recently for Fiscal Year 2012-13.

Products

- Administration of the FSP Tow contract and operation of the Program.
- Report, prepared with Caltrans and the CHP, evaluation of the performance, effectiveness and potential expansion or contraction of the FSP.

Tasks

- 940.01 Coordinate with Caltrans the preparation and execution of a Fund Transfer Agreement for the Freeway Service Patrol for Fiscal Year 2017-18.
- 940.02 Participate with Caltrans and the CHP in monitoring, evaluating, and promoting the FSP.
- 940.03 Administer the FSP Tow contract for Fiscal Year 2017-18.
- 940.04 Monitor and participate as a member of the Statewide Motorist Aid Committee (formerly the FSP Statewide Oversight Committee) and appropriate subcommittees.

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

940 FREEWAY SERVICE PATROL

Budget Account	Actual Cost 2015/16	Adopted Budget 2016/17	Annual Budget 2017/18	State FSP	LOCAL FUNDS
Salaries	2,785	3,051	1,194	955	239
Benefits	982	1,075	520	416	104
Overhead	2,225	2,365	948	758	190
Total Staff Costs	5,992	6,491	2,662	2,129	533
Direct Costs					
Supplies/Printing	881	3,600	3,600	2,880	720
Freeway Service Patrol	421,680	420,000	441,000	352,800	88,200
Equipment	1,963	3,000	3,000	2,400	600
Total Direct Costs	424,524	426,600	447,600	358,080	89,520
TOTAL	430,516	433,091	450,262	360,209	90,053
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Appendices

Appendix A- FHWA and FTA Metropolitan Transportation Planning Process Certification

FY 2017/2018 FHWA and FTA Metropolitan Transportation Planning Process Self-Certification

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

MPO Authorizing Signature

Caltrans District Approval Signature

Title

Title

Date

Date

February 2017

Appendix B-FTA Certifications and Assurances

FTA FISCAL YEAR 2017 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2017 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS (Signature pages alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: _____

The Applicant agrees to comply with applicable provisions of (Categories 01 – 23, _____)
OR

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

<u>Category</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Sector Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan, Public Transportation Safety Program, and State Safety Oversight Requirements.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).	_____
12.	State of Good Repair Program.	_____
13.	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.	_____
14.	Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.	_____
15.	Enhanced Mobility of Seniors and Individuals with Disabilities Programs.	_____
16.	Rural Areas and Appalachian Development Programs.	_____
17.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
18.	State Safety Oversight Grant Program.	_____
19.	Public Transportation Emergency Relief Program.	_____
20.	Expedited Project Delivery Pilot Program.	_____
21.	Infrastructure Finance Programs.	_____
22.	Paul S. Sarbanes Transit in Parks Program.	_____
23.	Construction Hiring Preferences.	_____

FTA FISCAL YEAR 2017 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2017 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for federal assistance to be awarded by FTA and all FTA Grantees with an active Capital or Formula Award)

AFFIRMATION OF APPLICANT

Name of the Applicant: _____

Name and Relationship of the Authorized Representative: _____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2017, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2017.

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

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

Signature _____ Date: _____

Name _____
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____

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

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

Signature _____ Date: _____

Name _____
Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA and each FTA Recipient with an active Capital or Formula Project or Award must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within FTA's electronic award and management system, provided the Applicant has on file and uploaded to FTA's electronic award and management system this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year,

Appendix C-Debarment and Suspension Certification

Fiscal Year 2017/2018 California Department of Transportation Debarment and Suspension Certification

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

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

February 2017

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2017/2018
SIGNATURE PAGE**

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

Signature _____ Date _____

Printed Name _____

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

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

AFFIRMATION OF APPLICANT'S ATTORNEY

For _____ (Name of Applicant)

Signature _____ Date _____

Printed Name of Applicant's Attorney _____

February 2017

Appendix D - Planning Funds - Eligible Uses

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

Regional planning studies and activities:

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

Regional planning consensus efforts:

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

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

Regional planning documents, consistent with federal and state requirements:

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

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

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

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

Definitions:

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

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

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

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

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

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

Indirect Cost Rate Calculation –

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

Examples:

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

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

Areas of Particular Importance:

The following items tend to be areas that are of particular importance when reviewing OWPs and its related invoices. If you have any questions regarding a cost on an invoice, please contact HQ Regional Planning staff prior to approval:

- Conflict of Interest
- Inappropriate billings
- Unsupported Direct Labor costs
- Billing of Indirect costs with no approval rate or billing incorrect rate
- Small agencies that share staff and/or accounting systems with other agencies.
- Inaccurate treatment of overtime and the effective hourly rate
- Independent audit-or- (Certified Public Accountant) performing routine accounting functions and providing an opinion on the financial statements.

The following two websites provide additional information about the ICAP procedure and definitions:

CFR Part 225.55:

http://www.whitehouse.gov/omb/fedreg/2005/083105_a87.pdf

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

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

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

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

Attachment A1

Fresno Council of Governments
2017/18 Budget

	Direct Costs	Indirect Costs	Ineligible Costs	Other Program Costs	Total Budget
Salaries	1,501,844	382,388	24,559	482,633	2,391,424
Fringe Benefits	521,003	157,657	8,790	170,977	858,427
Total	2,022,847	540,045	33,349	653,610	3,249,851
	A4a	A3a	A3b	A3c	A4e
Indirect Costs					
Telephone		9,500			9,500
Insurance		10,000			10,000
Postage		9,000			9,000
Printing Supplies		12,000			12,000
Office Supplies		27,000			27,000
Publ. & Subscript.		4,500			4,500
Advertising & Legal Notice		8,500			8,500
Computer Supplies		14,500			14,500
Office Lease		213,073			213,073
Bldg. Operating Expense		51,600			51,600
Copier Lease		31,000			31,000
Repair & Maint.		7,129			7,129
Travel Expenses		48,000			48,000
Audit		20,400			20,400
Total Indirect		466,202		0	466,202
		A5a			
Depreciation		3,177			3,177
		A6e			
Subtotal Indirect Costs		1,009,424			
		A1a			
Other Direct Costs				11,982,022	11,982,022
				A5b	
ICAP Carry Forward		117,221			117,221
		A6c			
Total Budget	2,022,847	1,126,645	33,349	12,635,632	15,818,473
	A1b				A5d

Attachment A2

Fresno Council of Governments
Cost Carry Forward
Provision

Fiscal Year	2014/15	2015/16	2016/17		2017/18
Approved Rate	55.95%	54.08%	57.96%	Proposed Rate	55.70%
Indirect Calculation					
Prior year Carry Forward Indirect Costs Per Single Audit	39,931	(6,989)	44,542	Prior year Carry Forward Estimated Indirect Costs	117,221
Trave Expense Adj.	988,468	1,044,794	A6c		1,009,424
Total Indirect Costs	1,028,399	1,037,805		Total Indirect Costs	A1a 1,126,645
		A6a		Estimated Direct Salarys	2,022,847
Recovered Costs (Direct Salaries +Benefits)				+ Benefits	A1b
(* Approved Rate)	983,857	920,584			
Future Year Carry Forward	44,542	117,221			
	A6c	A6b			
Direct Salaries + Benefits (Per Single Audit)	1,758,458	1,702,263			
		A6d			

Attachment A3

Fresno Council of Governments
2017/18 Indirect Cost Plan

Adjustment for Ineligible Activities

	Executive Director	Executive Assistant				
Salary	163,904	70,251				
Benefits	56,443	26,174				
Total Salary & Benefits	220,347	96,425				
Annual Hours	1,734	1,816				
Salary Rate	94.52	38.68				
Benefit Rate	32.55	14.41				
Ineligible Activities						
One Voice Advocacy	135	20				
Other Activities		285				
Total Ineligible Hrs.	135	305				
Ineligible Salaries	12,761	11,799	24,560			
Ineligible Benefits	4,394	4,395	8,789			
Ineligible Costs	17,155	16,194	33,349			
	Professional Staff	FCRTA Staff	FAX Staff	Ineligible Activities	Support Staff	Total Staff
Salaries & Benefits	2,022,847	424,076	229,534		573,394	3,249,851
	A4a	A4b	A4c		A4d	A4e
Executive Director adj.				17,155	(17,155)	0
Executive Assistant adj.				16,194	(16,194)	0
Subtotal	0	0	0	33,349	(33,349)	0
Adj Salaries & Benefits	2,022,847	424,076	229,534	33,349	540,045	3,249,851
				A3b	A3a	
FCRTA Staff		424,076				
FAX Staff		229,534				
Total Other Program Costs		653,610				
		A3c				

Appendix F- Key Federal Contract and Procurement Requirements

Per 49 Code of Federal Regulations, Part 18.36:

- (1) Grantees and sub grantees will maintain a contract administration system which ensures that contractors perform in accordance with the terms, conditions, and specifications of their contracts or purchase orders.
- (2) Grantees and sub grantees will maintain a written code of standards of conduct governing the performance of their employees engaged in the award and administration of contracts. No employee, officer or agent of the grantee or sub grantee shall participate in selection, or in the award or administration of a contract supported by Federal funds if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when:
 - (i) The employee, officer or agent,
 - (ii) Any member of his immediate family,
 - (iii) His or her partner, or
 - (iv) An organization which employs, or is about to employ, any of the above, has a financial or other interest in the firm selected for award. The grantee's or sub grantee's officers, employees or agents will neither solicit nor accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub agreements. Grantee and sub grantees may set minimum rules where the financial interest is not substantial or the gift is an unsolicited item of nominal intrinsic value. To the extent permitted by State or local law or regulations, such standards or conduct will provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the grantee's and sub grantee's officers, employees, or agents, or by contractors or their agents. The awarding agency may in regulation provide additional prohibitions relative to real, apparent, or potential conflicts of interest.
- (3) Grantees and sub grantees will maintain records sufficient to detail the significant history of a procurement. These records will include, but are not necessarily limited to the following: rationale for the method of procurement, selection of contract type, contractor selection or rejection, and the basis for the contract price.
- (4) Grantees and subgrantees will use time and material type contracts only--
 - (i) After a determination that no other contract is suitable, and
 - (ii) If the contract includes a ceiling price that the contractor exceeds at its own risk.
- (5) Grantees and subgrantees alone will be responsible, in accordance with good administrative practice and sound business judgment, for the settlement of all contractual and administrative issues arising out of procurements. These issues include, but are not limited to source evaluation, protests, disputes, and claims. These standards do not relieve the grantee or sub grantee of any contractual responsibilities under its contracts. Federal agencies will not substitute their judgment for that of the grantee or sub grantee unless the matter is primarily a Federal concern. Violations of law will be referred to the local, State, or Federal authority having proper jurisdiction.
- (6) Grantees and sub grantees will have protest procedures to handle and resolve disputes relating to their procurements and shall in all instances disclose information regarding the protest to the awarding agency. A protestor must exhaust all administrative remedies with the grantee and sub grantee before pursuing a protest with the Federal agency. Reviews of protests by the Federal agency will be limited to:
 - (i) Violations of Federal law or regulations and the standards of this section (violations of State or local law will be under the jurisdiction of State or local authorities) and
 - (ii) Violations of the grantee's or sub grantee's protest procedures or failure to review a complaint or protest. Protests received by the Federal agency other than those specified above will be referred to the grantee or sub grantee.
- (7) Grantees will have written selection procedures for procurement transactions. These procedures will ensure that all solicitations:
 - (i) Incorporate a clear and accurate description of the technical requirements for the material, product, or service to be procured. Such description shall not, in competitive procurements, contain features which unduly restrict competition. The description may include a statement of the qualitative nature of the material, product or service to be procured, and when necessary, shall set forth those minimum essential characteristics and standards to which it must conform if it is to satisfy its intended use. Detailed product specifications should be avoided if at all possible. When it is impractical or uneconomical to make a clear and accurate description of the technical requirements, a "brand name or equal" description may be used as a means to define the performance or other salient requirements of a procurement. The specific features of the named brand which must be met by offerors shall be clearly stated; and
 - (ii) Identify all requirements which the offerors must fulfill and all other factors to be used in evaluating bids or proposals.

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

New Complete Streets Law:

On September 30, 2008 Governor Arnold Schwarzenegger signed AB 1358, The California Complete Streets Act. AB 1358 impacts local general plans by adding the following language to Government Code Section 65302(b): (2)(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. (2)(B) For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors. In addition, the signing of the act required the Governor's Office of Planning and Research (OPR) to amend the General Plan Guidelines to provide local jurisdictions with guidance on how they can comply with the new regulatory statutes. In response, OPR has developed the Update to the General Plan Guidelines: Complete Streets and the Circulation Element.

The draft of the Update to the General Plan Guidelines: Complete Streets and the Circulation Element was recently available to the public for a 30 day review comment period. It is anticipated that OPR will finalize the guidelines before the new year. Visit <http://www.opr.ca.gov/> for more information.

Complete Streets at Caltrans:

On October 2, 2008, Caltrans then-Chief Deputy Director Randy Iwasaki signed a deputy (policy) directive to Caltrans employees titled Complete Streets - Integrating the Transportation System. The directive states that "the California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Deputy Directive-64-Revision 2: Complete Streets- Integrating the Transportation System (DD-64-R2) is an administrative update of the State's complete streets policy signed in October 2014. The policy content remains the same as DD-64-R1 from 2008 and reaffirms Caltrans commitment. This policy directs Caltrans to provide for the needs of all travelers of all ages and ability in all planning, programming, design, construction, operations, and maintenance activities, and products on the State highway system. Caltrans views all transportation improvements (new, reconstruction, rehabilitation) as opportunities to improve safety, access, and mobility for all travelers recognizing bicycle, pedestrian, motorist, trucker, and transit modes as integral elements to the transportation system.

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

The directive also required Caltrans staff to develop a directive implementation plan. The original Complete Streets Implementation Action Plan (CSIAP) was released in March 2010 and determined complete in June 2013. The CSIAP listed 73 action items. More than three-quarters of those action items were completed and the majority of other items had made substantial progress. In addition to the 73 action items that were listed in the original CSIAP, Caltrans has been involved in many other efforts that support complete streets implementation.

For more information about the deputy directive and the Complete Streets Implementation Action Plan, visit <http://www.dot.ca.gov/completestreets>. The deputy directive has also been included in Appendix I of this guidance.

For more information about the deputy directive and the Complete Streets Implementation Action Plan, visit <http://www.dot.ca.gov/completestreets>. The deputy directive has also been included in Appendix I of this guidance.

Smart Mobility Framework:

In February 2010, Caltrans then-Director Randy Iwasaki released the Smart Mobility Framework: A Call to Action for the New Decade. This report responds to today's transportation challenges with new concepts and tools, presented with a program for putting them into action. Smart Mobility addresses:

- **The State mandate to find solutions to climate change.** Achieving the State's goals for reduction of greenhouse gas (GHG) emissions requires a positive and integrated approach to our transportation future.
- **The need to reduce per capita vehicle miles traveled.** Reduced per capita auto use will lower emissions of GHG gas and conventional pollutants, reduce petroleum consumption and associated household transportation costs, and minimize negative impacts on air quality, water quality, and noise environments.
- **Demand for a safe transportation system that gets people and goods to their destinations.** Smart Mobility must be achieved with vigilant attention to serving the safety and reliability needs of the State's people and businesses. The Call to Action endorses the application of land use strategies and the use of transit, carpool, walk, and bike travel to satisfy travel needs through a shift away from higher-polluting modes.
- **The commitment to create a transportation system that advances social equity and environmental justice.** Caltrans' California Transportation Plan (CTP) already sets forth a commitment to equity, the environment, and the economy. Smart Mobility integrates social equity concerns into transportation decisions and investments.

The contents of the report include:

- Focused attention on Smart Mobility as a response to the State's interrelated challenges of mobility and sustainability.
- Six principles that shape the Smart Mobility Framework: Location Efficiency, Reliable Mobility, Health and Safety, Environmental Stewardship, Social Equity, and Robust Economy.
- The concept of place types, a contemporary approach to planning and design. Seven place types are specifically designed as tools for planning and programming that implement Smart Mobility. The place types are: Urban Centers, Close-in Compact Communities, Compact Communities, Suburban areas, Rural and Agricultural Lands, Protected Lands, and Special Use Areas.
- A set of 17 Smart Mobility performance measures, similar to metrics presently used by Caltrans but redefined to better achieve the Smart Mobility Principles. As a group, the proposed measures facilitate Caltrans' role in context-sensitive solutions, regional blueprints, sustainable communities strategies, corridor system management plans, and interstate commodity movement, and are applicable in a full range of Caltrans studies.
- Summary comments about moving forward with Smart Mobility.
- An extensive Resources section, materials that illustrate best practices and provide research evidence of the benefits of a Smart Mobility approach.

The report can be downloaded at <http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.htm>

Deputy Directive

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

TITLE Complete Streets - Integrating the Transportation System

POLICY

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

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

DEFINITION/BACKGROUND

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

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.”

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

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

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

RESPONSIBILITIES

Chief Deputy Director:

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

Deputy Directors, Planning and Modal Programs and Project Delivery:

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

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.”

Deputy Director, Maintenance and Operations:

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

District Directors:

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

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

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

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

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

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

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

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

Employees:

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

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

Deputy Directive
Number DD-64-R2
Page 5

APPLICABILITY
All Caltrans employees.

Kome Ajise
KOME AJISE
Chief Deputy Director

10/16/14
Date Signed

Appendix H- Certification of Restriction on Lobbying

CERTIFICATION OF RESTRICTIONS ON LOBBYING

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

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

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

Executed this _____ day of _____, 2017.

By: _____
TONY BOREN, Executive Director
Fresno Council of Governments

Appendix I - Resolution of Approval

BEFORE THE FRESNO COUNCIL OF GOVERNMENTS RESOLUTION NO. 2017-02

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

RESOLUTION ADOPTING
THE OVERALL WORK
PROGRAM AND LINE ITEM
BUDGET FOR FISCAL YEAR
2017/18

WHEREAS, the Fresno Council of Governments (Fresno COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to the joint regulations - Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

WHEREAS, the Fresno COG is the State designated Areawide Clearinghouse to coordinate the evaluation and review of Federal and Federally assisted programs and projects as required by the Presidential Executive Order 12372; and

WHEREAS, the Fresno COG is required by Federal and State funding agencies to prepare and submit an Overall Work Program pursuant to the Department of Transportation, Intermodal Planning Group Region IX Guidelines for Metropolitan Planning Organizations; and

WHEREAS, the Fresno COG submits required annual certificates and assurances to the Federal Highway Administration and Federal Transit Administration; and

WHEREAS, Fresno COG staff has sought input from member agencies, including transit operators, and the State with respect to proposed work to be performed to satisfy Federal and State requirements, in addition to local priorities; and

WHEREAS, the Overall Work Program cites activities to which Fresno COG commits to satisfy various Federal regulations including equal opportunity and fair employment practices and Disadvantaged Business Enterprise requirements; and

WHEREAS, the proposed Overall Work Program has been prepared to meet Federal and State requirements; and

WHEREAS, the Overall Work Program is considered to be a guide for work activity and may be considered for amendment by the Fresno COG Policy Board during the 2017/18 fiscal year; and

WHEREAS, the Fresno COG has prepared a line item budget which is consistent with the Overall Work Program, and

WHEREAS, the Overall Work Program has been circulated through the Areawide Clearinghouse process.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG adopts the FY 2017/18 Overall Work Program and Line Item Budget for 2017/18 including statements of commitment to satisfy all Federal and State requirements for grant approval.

BE IT FURTHER RESOLVED that the Fresno COG Executive Director and/or Policy Board Chairman are authorized to execute and submit certifications, assurances, applications and agreements for funding to State, Federal and Local government agencies identified as proposed sources of funding by the FY 2017/18 Overall Work Program; and execute and submit agreements with participating member agencies and auditors; and

BE IT FURTHER RESOLVED, that the Fresno COG will continue to work with State and Federal funding agencies in addition to member agencies on any adjustments to the Overall Work Program and Line Item Budget which may occur subsequent to July 1, 2017.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25th day of May, 2017.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Amarpreet Dhaliwal, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 25th day of May, 2017.

Signed: _____
Tony Boren, Executive Director

Appendix J- Spreadsheet & Budget

TOTAL REVENUES INCLUDING CARRYOVER

	Actual Cost 2015/16	Total Adopted Budget 2016/17	Total Proposed Budget 2017/18	Total Budget Increase (Decrease)	Percent Change
<i>FEDERAL</i>	<i>44%</i>	<i>42%</i>	<i>39%</i>		
FTA 5303 Apportionment	277,398	331,060	335,516	4,456	1%
FTA 5303 Reserve Draw	97,310	154,971	94,971	(60,000)	-39%
FTA 5304	31,107	665,895	649,567	(16,328)	-2%
FTA JARC 5316	48,567	314,178	314,106	(72)	0%
FTA NF 5317	0	1,005,617	966,747	(38,870)	-4%
FTA 5307	1,472,695	1,800,474	318,822	(1,481,652)	-82%
FTA 5310	78,973	1,035,403	497,847	(537,556)	-52%
FTA 5313(f)	300,000	300,000	300,000	0	0%
FHWA/PL Apportionment	1,175,159	1,435,607	1,533,516	97,909	7%
FHWA/PL Reserve Draw	448,003	785,663	849,550	63,887	8%
FAA	0	270,000	270,000	0	0%
FHWA PBIC	20,000	0	0	0	N/A
FEDERAL SUBTOTAL	3,949,212	8,098,868	6,130,642	(1,968,226)	-24%
<i>STATE</i>	<i>12%</i>	<i>7%</i>	<i>5%</i>		
STATE STIP PLANNING	281,916	322,000	288,800	(33,200)	-10%
STATE FSP	341,038	344,580	360,210	15,630	5%
STATE HWY ACCT	340,398	204,488	0	(204,488)	-100%
STATE ATP		150,000	150,000	0	0%
STATE Prop. 84	135,656	282,000	0	(282,000)	-100%
STATE Energy Comm	0	25,000	24,822	(178)	-1%
STATE SUBTOTAL	1,099,008	1,328,068	823,832	(504,236)	-38%
<i>LOCAL</i>	<i>44%</i>	<i>51%</i>	<i>56%</i>		
LOCAL RESERVE DRAW	0	497,040	439,383	(57,657)	-12%
LTF ADMIN.	100,000	100,000	100,000	0	0%
LTF PLANNING	890,966	974,757	974,757	0	0%
MEMBER DUES	40,000	40,000	40,000	0	0%

OUTSIDE SERVICES	14,500	15,000	15,000	0	0%
INTEREST EARNINGS	74,378	70,000	75,000	5,000	7%
TRANS AUTH ADMIN	2,505	2,515	2,324	(191)	-8%
TRANS AUTH PLANNING	1,501,291	6,257,168	5,757,368	(499,800)	-8%
FCRTA ADMIN.	385,678	417,416	422,720	5,304	1%
VALLEY COGS	143,837	140,089	144,177	4,088	3%
FAX FTA MATCH	4,022	55,787	600	(55,187)	-99%
In Kind/ Cash Match	65,594	729,894	410,039	(319,855)	-44%
MISC OTHER	759,280	571,859	497,631	(74,228)	-13%
LOCAL SUBTOTAL	3,982,051	9,871,525	8,878,999	(992,526)	-10%
TOTAL REVENUES	9,030,271	19,298,461	15,833,473	(3,464,988)	-18%

TOTAL EXPENSES

	Actual Cost 2015/16	Total Adopted Budget 2016/17	Total Proposed Budget 2017/18	Total Budget Increase (Decrease)	Percent Change
SALARIES	24%	13%	15%		
Salaries - COFCG	1,760,259	1,969,815	1,908,791	(61,024)	-3%
Salaries - FCRTA	289,605	306,344	315,998	9,654	3%
Salaries - FAX	186,556	214,848	166,635	(48,213)	-22%
Total Salaries	2,236,420	2,491,007	2,391,424	(99,583)	-4%
BENEFITS	8%	5%	5%		
Vehicle Allowance/Parking Permits	32,250	33,072	33,060	(12)	0%
Retirement	339,197	373,651	358,713	(14,938)	-4%
Health Insurance	241,517	366,834	338,805	(28,029)	-8%
Dental/Optical	35,630	35,109	35,109	0	0%
Life, Disability, & Unemployment Ins.	25,533	32,156	32,559	403	1%
Workers Comp	20,399	26,561	25,506	(1,055)	-4%
FICA/Medicare	32,898	36,120	34,675	(1,445)	-4%
BENEFITS SUBTOTAL	727,424	903,503	858,427	(45,076)	-5%
INDIRECT OVERHEAD	5%	2%	3%		
Telephone	7,223	7,000	9,500	2,500	36%
Insurance	5,555	15,000	10,000	(5,000)	-33%
Postage	6,788	9,000	9,000	0	0%
Printing Supplies	11,457	12,000	12,000	0	0%
Office Supplies	25,609	27,000	27,000	0	0%
Publ. & Subscript.	3,938	2,700	4,500	1,800	67%
Advertising & Legal Notice	7,963	4,000	8,500	4,500	113%
Computer Supplies	6,491	14,500	14,500	0	0%

Office Lease	213,073	230,863	213,073	(17,790)	-8%
Bldg. Operating Expense	44,848	51,600	51,600	0	0%
Copier Lease/Service Contracts	24,396	28,000	31,000	3,000	11%
Repair & Maint.	6,428	2,300	7,129	4,829	210%
Travel Expenses	40,418	48,000	48,000	0	0%
Single Audit	20,400	20,400	20,400	0	0%
INDIRECT OVERHEAD					
SUBTOTAL	424,587	472,363	466,202	(6,161)	-1%
ICAP -Cost Carry Fwd & Depreciation	0	44,542	120,398	75,856	170%
<hr/>					
Total Salaries Benefits & Overhead					
	3,388,431	3,911,415	3,836,451	(74,964)	-2%
<hr/>					
<i>OTHER DIRECT COSTS</i>	63%	80%	76%		
Consultants	3,535,641	9,154,816	6,218,000	(2,936,816)	-32%
Supplies/Printing	42,391	51,903	51,903	0	0%
Software Support/Maint	133,299	232,300	313,800	81,500	35%
Workshops	21,654	19,500	27,500	8,000	41%
Promotion/Outreach	74,694	272,000	260,000	(12,000)	-4%
Carpool Subsidy	44,111	48,000	48,000	0	0%
Prizes & Awards	43,959	32,000	32,000	0	0%
Commuter Van Pool Subsidy	140,876	165,000	165,000	0	0%
Taxi Scrip	419,937	470,000	470,000	0	0%
Farm Worker Van Pool Subsidy	279,849	320,000	320,000	0	0%
Grant Specific Travel	32,297	46,209	40,209	(6,000)	-13%
FTA 5316 JARRC	0	336,658	335,753	(905)	0%
FTA 5317 New Freedom	61,158	1,280,236	1,219,411	(60,825)	-5%
FTA 5310	94,516	1,130,688	593,132	(537,556)	-48%
Translation Services	0	2,500	4,500	2,000	80%
County Counsel	15,577	41,000	31,000	(10,000)	-24%
Program Audits	37,397	40,000	40,000	0	0%
County Auditor Controller	6,222	8,000	8,000	0	0%
Membership/Dues	13,500	17,500	17,500	0	0%
Board Renumeration	15,684	19,200	19,200	0	0%
Temporary Help	3,965	4,000	4,000	0	0%
Other Misc Expense	10,322	11,802	11,802	0	0%
Freeway Service Patrol	421,680	420,000	441,000	21,000	5%
Equipment	42,631	53,000	58,000	5,000	9%
Agency Pass Trough	289,357	1,114,795	1,189,796	75,001	7%
Grant Administration		95,939	77,516	(18,423)	-19%
OTHER DIRECT SUBTOTAL	5,780,717	15,387,046	11,997,022	(3,390,024)	-22%
TOTAL EXPENSES	9,169,148	19,298,461	15,833,473	-3,464,988	-18%

FY 2017/18 OWP Spreadsheet

Expenditure by Revenue Source

Work Element Description	CARRY OVER												Revenue Total					
	FTA/MPO 5303	FTA/MPO 5303	FTA 5311(f)	FTA 5304	FTA 5316/5317	FTA 5310	FTA 5307	FHMA PL	FHMA PL	FAA	STATE Energy	STATE ATP		STATE STIP	STATE FSP	COFCG LTF	Other	
## REGIONAL STREETS PLANNING	0	0	0	0	0	0	0	153,000	65,452	0	0	0	0	0	0	0	0	218,452
111 REGIONAL TRANSPORTATION MODEL	71,075	335,516	0	0	0	0	0	0	260,611	0	0	0	0	0	0	56,209	0	723,411
112 REGIONAL TRAFFIC MONITORING	0	0	0	0	0	0	0	0	306,118	0	0	0	0	0	0	0	0	306,118
114 INTELLIGENT TRANS. SYSTEMS	0	0	0	0	0	0	0	0	6,923	0	0	0	0	0	0	0	0	6,923
115 REGIONAL TRANSP MITIGATION FEE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105,704	0	105,704
## NATIONAL PARKS	0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	417,205	0	864,161
## GOLDEN STATE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,578,548	0	3,578,548
120 PUBLIC TRANSPORTATION - URBAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600	0	282,533
## FTA GRANT PROGRAMS	0	0	0	0	1,778,700	0	0	0	0	0	0	0	0	0	0	29,895	369,596	2,178,191
123 SUSTAINABLE COMM. PUBLIC TRANSIT	0	0	0	327,561	0	0	0	0	0	0	0	0	0	0	0	65,028	0	392,569
124 BUSINESS COMMUTE OPTIMIZATION	0	0	0	322,006	0	0	0	0	0	0	0	0	0	0	0	9,863	40,443	372,312
150 OTHER MODAL ELEMENTS	0	0	0	0	0	0	0	0	0	0	0	150,000	0	0	0	159,694	0	309,694
152 HIGH SPEED RAIL PLANNING	0	0	0	0	0	0	0	0	37,281	0	0	0	0	0	0	190,000	0	227,281
153 AIRPORT LAND USE COMMISSION	0	0	0	0	0	0	0	0	0	270,000	0	0	0	0	0	81,252	0	351,252
170 REGIONAL TRANSPORTATION PLAN	23,886	0	0	0	0	0	0	621,550	291,428	0	0	0	0	0	0	0	0	936,874
172 CONGESTION MANAGEMENT PRG	0	0	0	0	0	0	0	75,000	104,350	0	0	0	0	0	0	0	0	179,350
180 AIR QUALITY/TRANS. PLANNING	0	0	0	0	0	0	0	0	263,699	0	0	0	0	0	0	0	0	263,699
## MEASURE "C" - EXTENSION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	348,061
## MEASURE "C" - OVERSIGHT COMMITTEE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22,538
## MEASURE "C" - RIDESHARE VANPOOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	393,451
## MEASURE "C" - ADA SENIORS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	712,754
## MEASURE "C" - FARMWORKER VANPOOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	461,315
220 TRANSPORTATION PROG DEV.	0	0	0	0	0	0	0	0	0	0	0	0	288,801	0	0	0	0	288,801
230 INTERGOVERNMENTAL COORD.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151,145
311 PUBLIC INFO. AND PARTICIPATION	0	0	0	0	0	0	0	0	158,238	0	0	0	0	0	0	0	0	158,238
## ENVIRONMENTAL JUSTICE	0	0	0	0	0	0	0	0	39,414	0	0	0	0	0	0	0	0	39,414
320 TECHNICAL ASSISTANCE TO MEMB.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288,708
## ZERO NET ENERGY FARMS	0	0	0	0	0	0	0	0	0	0	24,822	0	0	0	0	0	0	49,645
340 TDM PROGRAM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,956
350 FRESNO REGIONAL DATA CENTER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,426
## ONE VOICE ADVOCACY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61,083
## AG FARMLAND MITIGATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,859
420 REGIONAL HOUSING NEEDS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,277
## RURAL TRANSIT ALTERNATIVES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,529
## VALLEY RTPA COORDINATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87,968	0	227,781
910 COG ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136,922
911 OWP & BUDGET	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53,849
912 TRANSPORTATION FUNDS ADMIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101,899
920 FCRTA ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	422,720
930 AUTHORITY ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,324
940 FREEWAY SERVICE PATROL	0	0	0	0	0	0	0	0	0	0	0	0	0	360,210	90,052	0	0	450,262
TOTAL EXPENDITURES	94,971	335,516	300,000	649,567	1,778,700	318,822	849,550	1,533,514	270,000	24,822	150,000	288,801	360,210	1,514,140	7,364,860	15,833,473	0	611,793
TOLL CREDIT MATCH	10,893	38,484	0	289,079	97,443	175,884	0	0	0	0	0	0	0	0	0	0	0	0

FY 2017/18 OWP Spreadsheet
Expenditure by PROGRAM

Work Element Description		COG	Programs & Services	Agency Total	
110	REGIONAL TRANSPORTATION MODELING	18,452	200,000	218,452	
111	REGIONAL TRANSPORTATION MODELING	260,611	462,800	723,411	
112	REGIONAL TRAFFIC MONITORING	38,918	267,200	306,118	
114	INTELLIGENT TRANS. SYSTEMS	6,923	0	6,923	
115	REGIONAL TRANS. MITIGATION FEE	50,704	55,000	105,704	
116	NATIONAL PARKS	14,161	850,000	864,161	
117	GOLDEN STATE	37,548	3,541,000	3,578,548	
120	PUBLIC TRANSPORTATION - URBAN	229,533	53,000	282,533	
121	JARC	29,895	2,148,296	2,178,191	
123	SUSTIANABLE COMMUNITIES PUBLIC TRANSIT	22,589	370,000	392,589	
124	BUSINESS COMMUTE OPTIMIZATION	8,587	363,725	372,312	
150	OTHER MODAL ELEMENTS	89,694	220,000	309,694	
152	HIGH SPEED RAIL PLANNING	37,281	190,000	227,281	
153	AIRPORT LAND USE COMMISSION	43,252	308,000	351,252	
170	REGIONAL TRANSPORTATION PLAN	644,874	292,000	936,874	Carry over Balance 06/30/16 910,374
172	CONGESTION MANAGEMENT PROGRAM	104,350	75,000	179,350	2016/17 Estimated Allocation 1,435,607
180	AIR QUALITY/TRANS. PLANNING	198,699	65,000	263,699	2016/17 OWP Programmed (2,221,270)
210	MEASURE "C" - EXTENSION	318,061	30,000	348,061	2016/17 Estimated Deobligation 724,839
211	MEASURE "C" - OVERSIGHT COMMITTEE	21,538	1,000	22,538	Estimated Balance 06/30/17 849,550
212	MEASURE "C" - RIDESHARE/VAN POOL	72,511	320,940	393,451	2017/18 Estimated Allocation 1,533,514
214	MEASURE "C" - ADA/SENIORS	116,054	596,700	712,754	2017/18 OWP Programmed (2,383,064)
215	MEASURE "C" - FARM VANPOOL	39,315	422,000	461,315	Balance 2018/19 0
220	TRANSPORTATION PROG DEVELOPMENT	229,801	59,000	288,801	
310	INTERGOVERNMENTAL COORDINATION	106,145	45,000	151,145	FTA 5303 Allocation
311	PUBLIC INFO. AND PARTICIPATION	113,238	45,000	158,238	
313	ENVIRONMENTAL JUSTICE	39,414	0	39,414	Carry over Balance 06/30/16 154,971
320	TECHNICAL ASSISTANCE TO MEMBERS	138,708	150,000	288,708	2016/17 Estimated Allocation 331,060
331	ZERO NET ENERGY FARMS	4,645	45,000	49,645	2016/17 OWP Programmed (486,031)
340	TDM PROGRAM	8,706	13,250	21,956	2016/17 Estimated Deobligation 94,971
350	FRESNO REGIONAL DATA CENTER	21,426	0	21,426	Estimated Balance 06/30/17 94,971
360	ONE VOICE ADVOCACY	61,083	65,424	126,507	2017/18 Estimated Allocation 335,516
411	AG FARMLAND MITIDATION	15,859	0	15,859	2017/18 OWP Programmed (430,487)
420	REGIONAL HOUSING ELEMENT	17,277	0	17,277	Balance 2018/19 0
812	RURAL TRANSIT ALTERNATIVES	8,142	15,387	23,529	
820	VALLEY RTPA COORDINATION	102,781	125,000	227,781	
910	COG ADMINISTRATION	51,222	85,700	136,922	
911	OWP & BUDGET	53,849	0	53,849	
912	TRANSPORTATION FUNDS ADMIN	32,899	69,000	101,899	
920	FCRTA ADMINISTRATION	422,720	0	422,720	
930	AUTHORITY ADMINISTRATION	2,324	0	2,324	
940	FREEWAY SERVICE PATROL	2,662	447,600	450,262	
TOTAL EXPENDITURES		3,836,451	11,997,022	15,833,473	

FY 2017/18 OWP Spreadsheet

PY Calculation							Agency
Work Element Description	COFCG	County	Fresno	Clovis	FCEOC	Total	
110	REG STREETS & ROADS	0.11	0.00	0.00	0.00	0.00	0.11
111	REGIONAL TRANSPORTATION MODELING	1.60	0.00	0.00	0.00	0.00	1.60
112	REGIONAL TRAFFIC MONITORING	0.24	1.48	0.80	0.10	0.00	2.62
114	INTELLIGENT TRANS. SYSTEMS	0.04	0.00	0.00	0.00	0.00	0.04
115	REGIONAL TRANS. MITIGATION FEE	0.31	0.00	0.00	0.00	0.00	0.31
116	NATIONAL PARKS	0.09	0.00	0.00	0.00	0.00	0.09
117	GOLDEN STATE	0.23	0.00	0.00	0.00	0.00	0.23
120	PUBLIC TRANSPORTATION - URBAN	1.41	0.00	0.00	0.00	0.50	1.91
121	FTA 5310	0.18	0.00	0.00	0.00	0.00	0.18
123	PUBLIC TRANSP. INFRASTRUCTURE	0.14	0.00	0.00	0.00	0.00	0.14
150	OTHER MODAL ELEMENTS	0.55	0.00	0.00	0.00	0.00	0.55
152	HIGH SPEED RAIL PLANNING	0.23	0.20	1.20	0.00	0.00	1.63
153	AIRPORT LAND USE COMMISSION	0.27	0.00	0.00	0.00	0.00	0.27
170	REGIONAL TRANSPORTATION PLAN	3.96	0.00	0.00	0.00	0.00	3.96
172	CONGESTION MANAGEMENT PROGRAM	0.64	0.00	0.00	0.00	0.00	0.64
180	AIR QUALITY/TRANS. PLANNING	1.22	0.00	0.00	0.00	0.00	1.22
210	MEASURE "C" - EXTENSION	1.95	0.00	0.00	0.00	0.00	1.95
211	MEASURE "C" - OVERSIGHT COMMITTEE	0.13	0.00	0.00	0.00	0.00	0.13
212	MEASURE "C" - RIDESHARE/VAN POOL	0.44	0.00	0.00	0.00	0.00	0.44
214	MEASURE "C" - ADA/SENIORS	0.71	0.00	0.00	0.00	0.00	0.71
215	MEASURE "C" - FARM VANPOOL	0.24	0.00	0.00	0.00	0.00	0.24
220	TRANSPORTATION PROG DEVELOPMENT	1.41	0.00	0.00	0.00	0.00	1.41
310	INTERGOVERNMENTAL COORDINATION	0.65	0.31	0.04	0.10	0.00	1.10
311	PUBLIC INFO. AND PARTICIPATION	0.69	0.00	0.00	0.00	0.00	0.69
313	ENVIRONMENTAL JUSTICE	0.24	0.00	0.00	0.00	0.00	0.24
320	TECHNICAL ASSISTANCE TO MEMBERS	0.85	0.00	0.00	0.00	0.00	0.85
331	ZERO NET ENERGY FARMS	0.03	0.00	0.00	0.00	0.00	0.03
340	TDM PROGRAM	0.05	0.00	0.00	0.00	0.00	0.05
350	FRESNO REGIONAL DATA CENTER	0.13	0.00	0.00	0.00	0.00	0.13
360	ONE VOICE ADVOCACY	0.37	0.00	0.00	0.00	0.00	0.37
411	AG FARM Lnd Mitigation	0.10	0.00	0.00	0.00	0.00	0.10
420	REGIONAL HOUSING NEEDS	0.11	0.00	0.00	0.00	0.00	0.11
812	RURAL TRANSIT ALTERNATIVES	0.05	0.00	0.00	0.00	0.00	0.05
820	VALLEY RTPA COORDINATION	0.63	0.00	0.00	0.00	0.00	0.63
910	COFCG ADMINISTRATION	0.29	0.00	0.00	0.00	0.00	0.29
911	OWP & BUDGET	0.33	0.00	0.00	0.00	0.00	0.33
912	TRANSPORTATION FUNDS ADMIN	0.20	0.00	0.00	0.00	0.00	0.20
920	FCRTA ADMINISTRATION	2.59	0.00	0.00	0.00	0.00	2.59
930	AUTHORITY ADMINISTRATION	0.01	0.00	0.00	0.00	0.00	0.01
940	FREEWAY SERVICE PATROL	0.02	0.00	0.00	0.00	0.00	0.02
	TOTAL EXPENDITURES	23.33	1.99	2.04	0.20	0.50	28.06

Consolidated Planning Grant

Use of Toll Credits

Work Element Description	FTA/MPO 5303 CARRY OVER		FTA/MPO 5303		FHWA PL		FHWA PL		COFCG LTF		Other		Revenue Total		TOLL Credits
	5303	CARRY OVER	5303	CARRY OVER	PL	PL	LTF	LTF	Other	Other	Revenue	Total			
110 REGIONAL STREETS PLANNING	0	0	0	153,000	65,452	0	0	0	0	0	218,452	25,056			
111 REGIONAL TRANSPORTATION MODEL	71,075	0	335,516	0	260,811	0	56,209	0	0	0	723,411	76,528			
112 REGIONAL TRAFFIC MONITORING	0	0	0	0	306,118	0	0	0	0	0	306,118	35,112			
114 INTELLIGENT TRANS. SYSTEMS	0	0	0	0	6,923	0	0	0	0	0	6,923	794			
152 HIGH SPEED RAIL PLANNING	0	0	0	0	37,281	0	190,000	0	0	0	227,281	4,276			
170 REGIONAL TRANSPORTATION PLAN	23,896	0	621,550	0	291,428	0	0	0	0	0	936,874	107,459			
172 CONGESTION MANAGEMENT PRG	0	0	75,000	0	104,350	0	0	0	0	0	179,350	20,571			
180 AIR QUALITY/TRANS. PLANNING	0	0	0	0	263,699	0	0	0	0	0	263,699	30,246			
311 PUBLIC INFO. AND PARTICIPATION	0	0	0	0	158,238	0	0	0	0	0	158,238	18,150			
313 ENVIRONMENTAL JUSTICE	0	0	0	0	39,414	0	0	0	0	0	39,414	4,521			
TOTAL EXPENDITURES	94,971	0	335,516	849,550	1,533,514	0	246,209	0	0	0	3,059,760	322,714			

Federal Transit Assistance Grants

Work Element Description	FTA/MPO 5316		FTA/MPO 5317		FTA/MPO 5310		Other		Revenue Total		TOLL Credits
	5316	5317	5316	5317	5310	5310	Other	Other	Revenue	Total	
121 FTA GRANT PROGRAMS	314,106	966,747	497,847	399,491	2,178,191	184,873					
TOTAL TOLL CREDITS											507,587

Fresno Council of Governments

2017/18 Member Dues Schedule*

MEMBER	CENSUS POPULATION 01/01/16	PERCENT	Current DUES SCHEDULE
Clovis	108,039	10.97%	4,389
Coalinga	16,667	1.69%	677
Firebaugh	8,154	0.83%	331
Fowler	5,944	0.60%	241
Fresno City	520,453	52.86%	21,147
Huron	6,914	0.70%	281
Kerman	14,366	1.46%	584
Kingsburg	12,101	1.23%	492
Mendota	11,763	1.19%	478
Orange Cove	9,220	0.94%	375
Parlier	15,395	1.56%	625
Reedley	25,999	2.64%	1,056
Sanger	26,024	2.64%	1,057
San Joaquin	4,047	0.41%	164
Selma	24,844	2.52%	1,009
Fresno Co.	174,611	17.74%	7,094
TOTALS	984,541	100%	40,000
			40,000

* Updated for DOF population estimates in May.

Expenditure by Work Element and Funding Source 2017/18

Consultants	Total	FHWA PL	FTA 5303	FTA 5304	FTA 5307	FTA 5311(f)	FAA	St. Hwy	State ATP Prop 84	Local	Local Source
110 Regional Streets & Roads											
111 Regional Transportation Modeling											
115 RTMF Development Fee Program											
116 National Parks											
123 Sustainable Comm Public Transit											
150 Other Modal Elements											
152 High Speed Rail											
153 Airport Land Use Commission											
170 Regional Transportation Plan											
172 Congestion Management Program											
210 Measure "C" Extension											
320 Technical Assistance											
360 One Voice Advocacy											
820 Valley RTPA Coordination											
Total Consultants	6,218,000	491,104	303,896	322,249	132,795	300,000	270,000	0	150,000	0	4,247,865
Supplies Printing	Total	FHWA PL	FSP	Prop 84	Local	Local Source					
Supplies/Printing	10,440					10,440 Measure C					
Supplies/Printing	14,000					14,000 Measure C					
Supplies/Printing	2,000					2,000 Measure C					
Annual Report	10,000	10,000				0 LTF					
One Voice Supplies	4,113					4,113 Member Dues/Donations					
Supplies/Printing	7,750					7,750 LTF					
Supplies/Printing	3,600					720 LTF					
Total Supplies & Printing	61,903	10,000	2,880	0	30,023						
Software Support/Maint.	Total	FTA 5303	PPM	Local	Local Source						
Program Customization	10,000	10,000									
Program Technical Support	90,000										
City Labs - Valley Wide License	40,800	9,591				31,209 Valley MPOs					
Adtl Virtual Maintenance Fee	1,500	1,500									
Acview GIS Maint	5,500	5,500									
Server Upgrade	10,000	10,000									
Website & App	5,000					5,000 Measure C					
MM Trip Management	60,000					60,000 Measure C					
Fresno Track - Web Based Project Tracker	56,000		56,000								
Redesign Website	25,000	25,000				0 LTF					
Web Cast Software	10,000		0			10,000 LTF					
Total Software Support & Maintenance	313,800	151,591	56,000	106,209	0						
Workshops	Total	FHWA PL	Prop 84	Local	Local Source						

Expenditure by Work Element and Funding Source 2017/18

311 Public Participation	5,500	5,500	0	LTF					
170 Regional Transportation Plan	12,000	12,000	0	LTF					
820 Valley RTPA Coordination	10,000	10,000	0	LTF					
Total Workshops	27,500	17,500	0	10,000					
Promotion/Outreach	Total	FHWA PL	FTA 5303	Prop 84	Local	Local	Source		
RTP Mini Grants	35,000	35,000	0		0	0			
Community Outreach	5,000	5,000							
Carpool Promotion	60,000				60,000	Measure C			
Taxi Scrip Promotion	50,000				50,000	Measure C			
Grass Roots Promotion	100,000				100,000	Measure C			
TDM Promotion	5,000				5,000	LTF			
Valley Wide Outreach	5,000				5,000	LTF			
Total Promotion & Outreach	260,000	40,000	0	0	0	220,000			
Carpool Subsidy	Total	Local	Local	Source					
212 Measure "C" Carpool/Vanpool	48,000	48,000	Measure C						
Prizes & Awards	Total	Local	Local	Source					
Carpool Prizes & Awards	32,000	32,000	Measure C						
Total Prizes & Awards	32,000	32,000							
Commuter Van Pool Subsidy	165,000	165,000	Measure C						
Taxi Scrip	470,000	470,000	Measure C						
Farm Worker Van Pool Subsidy	320,000	320,000	Measure C						
Grant Specific Travel	Total	FHWA PL	FTA 5307	PPM	Local	Local	Source		
APTA Conference	3,000		2,400			600	FAX Match		
Conference	3,000				3,000		LTF		
Travel & Training	3,000								
Carpool/Van Pool Travel	500					500	Measure C		
Taxi Scrip Travel	700					700	Measure C		
TDM Travel	500					500	LTF		
One Voice Trip to DC & Sacramento	24,509					24,509	Member Dues/Donations		
Admin. Travel	5,000					5,000	LTF		
Total Grant Specific Travel	40,209	0	2,400	3,000	3,000	34,809			
5316 JARRC	Total	FTA 5316	Match	Toll Credit					
FAX Trip Planning Software	49,082	39,275	9,817						
FAX Bike Lockers	62,761	50,931	11,830						
FAX Trip Planning Software	223,900	223,900		47,800					
Total FTA 5316 JARRC	335,743	314,106	21,647						
5317 New Freedom	Total	FTA 5317	Match	Toll Credit					
FAX Travel Training	27,794	13,897	13,897						
FAX Bus Station Ramps	105,618	84,495	21,123						
FAX Bus Stop Improvements	221,000	176,800	44,200						
FAX Braille Signs	22,329	17,863	4,466						
FGRTA Van - Heavy Duty Lift	290,720	121,742	168,978						
FAX Improve 14 Bus Stops	327,475	327,475		65,531					
FAX Improve 13 Bus Stops	224,475	224,475		44,895					
Total 5317 New Freedom	1,219,411	986,747	232,664	110,426					
FTA 5310	Total	FTA 5310	Match	Toll Credit					
Fax 6 Cudahy Para Transit buses	476,425	381,140	95,285						

Expenditure by Work Element and Funding Source

2017/18

"	FCECC 4-16 pass Bus & 2 Min Vans	60,198	60,198	15,345	
"	RVIC Travel Training	56,503	56,503	11,302	
	Total 6310	593,132	497,947	95,285	28,847
	Total	4,900	4,500	0	0
	Transition Services				
	County Counsel				
	Legal Advice	5,000	5,000	RTMF	
	Legal Advice	5,000	5,000	LTF	
	Legal Advice	21,000	21,000	LTF	
	Total County Counsel	31,000	31,000		
	Program Audits				
	Total	40,000	40,000	LTF	
	County Auditor Controller				
	Total	8,000	8,000	LTF	
	Membership/Dues				
	CALCOG	17,500	17,500	LTF	
	Total Membership Dues	17,500	17,500		
	Board Remuneration				
	Total	19,200	19,200	LTF	
	Temporary Help				
	Total	4,000	4,000	LTF	
	Other Misc Expense				
	Committee Meetings	1,000	1,000	Measure C	
	Taxi Strip Misc	2,000	2,000	Measure C	
	One Voice	3,802	3,802	Member Dues/Donations	
	Organizational Health	5,000	5,000	LTF	
	Total Other Misc. Expense	11,802	11,802		
	Freeway Towing Contract				
	Total	41,000	362,800	88,200	LTF
	Equipment				
	Traffic Count/Computer Equipment	30,000	30,000		
	Computers	15,000		15,000	LTF
	Office Equipment	10,000		10,000	LTF
	Commercial Radio Rental	3,000		2,400	LTF
	Total Equipment	68,000	30,000	0	25,600
	Agency Pass Through				
	County Traffic Court Program	147,500	147,500		
	Fresno Traffic Court Program	80,200	80,200		
	Olive Traffic Court Program	9,500	9,500		
	City County Preliminary Design	300,000		300,000	Measure C
	FCECC CTSA - Urban	50,000		50,000	LTF
	Business commute Max	362,596		312,163	In/Kind
	County High Speed Rail Planning	20,000		20,000	Measure C
	Fresno High Speed Rail Planning	120,000		120,000	Measure C
	Air Quality Liason - San Joaquin COG	65,000		65,000	Measure C
	County Intergovernmental Review	31,000		31,000	LTF
	Fresno Intergovernmental Review	4,000		4,000	LTF

Expenditure by Work Element and Funding Source 2017/18

	10,000	302,200	312,163	0	10,000 LTF
Clovis Intergovernmental Review					
Total Agency Pass Through	1,188,796	302,200	312,163	0	576,443
	Total	PPM	FTA 6304	Energy Co/Local	Local Source
123 Sustainable Comm Public Transit	6,000		5,312		688 LTF
124 Business Commute Maximization	11,029		9,853		1,276 LTF
331 Zero Net Energy Farms	45,000		0	22,500	22,500 LTF
812 Rural Transit Alternatives	15,387		0		15,387 LTF
Total Grant Administration	77,516	0	15,165	22,500	39,851
Total Accounts	11,997,022				

Appendix K- Intermodal Planning Group Comments

FRESNO COUNCIL OF GOVERNMENTS RESPONSE TO COMMENTS

CALTRANS District 6 Division of Transportation Planning

General OWP Comments:

FCOG is commended for their continued transportation planning efforts in providing a comprehensive financial record of transportation activities in the County of Fresno. FCOG continues to promote transportation planning methods, communication and coordination with its local partners. Future projects consist of the 2018 Regional Transportation Plan and Sustainable Communities Strategies, the Connected: The Fresno County Sustainable Communities Public Transit Plan, Minimizing Negative Environmental Impacts, Time, and Cost of Business Commuters grant and the improvement project of public transit with collaboration with the Fresno Area Express to implement the Q-Bus Rapid Transit system that will be in operation late 2017.

Caltrans also provided Attachment "A" which contains the Informational Matrix for the County of Fresno. The matrix lists Planning activities that Caltrans will be involved in the region for FY 2017-2018.

Comment:

Work Element 123 Sustainable Communities Public Transit Plan, Page 61: Please include the selected consultant for this project and continue to involve Caltrans in future meetings to ensure approved scope of work, project timeline, and project funding will be maintained and ongoing within the terms of the contract.

Response:

The consultant selected to develop the Sustainable Communities Public Transit Plan is VRPA. Work Element 123, Sustainable Communities Public Transit Plan, has been updated under page 60. Fresno COG will continue to involve Caltrans in future meetings to ensure approved scope of work, timeline, project funding and all other involved work relating to the contract is adhered to.

Comment:

Work Element 124 Business Commute Optimization System, Page 64: Please include project is funded by way of the Caltrans Sustainable Transportation Planning Grant Program. Please continue to involve Caltrans in future meetings to ensure approved scope of work, project timeline, and project funding will be maintained and ongoing within the terms of the contract.

Response:

Work Element 124, page 63 under Business Commute Optimization System, now includes language that identifies that the project is funded by way of the Caltrans Sustainable Transportation Planning Grant Program. Fresno COG will continue to involve Caltrans in future meetings to ensure approved scope of work, timeline, project funding and all other involved work relating to the contract is adhered to.

Comment:

Regarding Work Element 150 Other Modes-Aviation, Rail, Bicycling, Pedestrian, Pages 67-68: Bicycling and Pedestrian: Please include all the Active Transportation Plans (ATP) developed for FCOG member agencies such as the City of Fresno ATP. The Active California State Bicycle Pedestrian Plan (ACSBPP) is expected to be finalized in April 2017 and this effort will guide California bicycle planning. FCOG should include the Fresno/Clovis IV Separated Bikeway Feasibility Study and consider updating their first FCOG ATP according to the final ACSBPP. This revision can address the new visions and goals.

Response:

Work Element, page 66. The Fresno COG Regional ATP is currently underway and will include bicycle and pedestrian plans for all member agencies. Those agencies that do not already have an ATP developed will be identified and one will be developed on their behalf, those agencies that already have a Plan in place, recently updated, recently adopted, and/or updated by the Regional ATP will all be identified by their appropriate chapter in the Regional ATP document. The FINAL State Bicycle and Pedestrian Plan entitled "Toward an Active California" was scheduled to be released in April 2017. The draft plan identified tools, policies and strategies that Caltrans and other state agencies can take to increase safe walking and bicycling in the State. The Plan is meant as a complement to local and regional plans and efforts already

underway such as the Fresno COG Regional ATP. Fresno COG will work with the consultant, Fehr and Peers to appropriately incorporate the finding of the Fresno/Clovis IV Separated Bikeway Feasibility Study if deemed adequate, and will most certainly consider updating the completed FCOG Regional ATP according to the final State Plan to ensure that our region provides the tools for persons of all ages, abilities, and incomes to safely, conveniently, and comfortably walk and bicycle for their transportation needs.

Comment:

Complete Streets: Caltrans recommends that FCOG develop a Complete Streets Policy Guide to encourage and guide its local members on their own Complete Streets Policies. The availability of this policy can facilitate member agencies in securing funding sources for complete streets and active transportation projects.

Response:

Thank you for your recommendation. Fresno COG has hosted several complete streets workshops in the past to assist and encourage its member agencies to develop Complete Streets Policies. Fresno COG will continue to encourage the local jurisdictions, including the County, to adopt complete streets resolutions in order to gain additional scoring criteria points within certain funding programs administered by Fresno COG so the goals and objectives of the RTP/SCS can be met. Furthermore, Fresno COG will continue to work closely with member agencies to identify a number of best practice examples to assist jurisdictions in developing, adopting and implementing their complete streets with the goal to establish a regional policy in the near future. Fresno COG will review regional policies adopted in other areas of the state and the nation and will work with its member agencies in effort to collaborate on a potential regional approach.

Comment:

Work Element 170 Regional Transportation Plan, Page 75: Please continue to involve Caltrans in future meetings to assist FCOG's development of safety performance targets.

Response:

Work Element 170, page 74. Fresno COG is committed to continue working with Caltrans, the appropriate stakeholders, and other state and federal partners throughout the development of the federally required safety performance targets.

Comment:

Work Element 313 Environmental Justice Activities, Page 109: Caltrans recommends this work element be titled "Environmental Justice/Disadvantage Communities."

Response:

Comment noted. We would like to further discuss changing the title to include "Disadvantaged Communities" (DAC) as it is a term with many definitions. EJ & Title VI requirements do not use that particular term. FTA uses it but is actually only referring to low-income areas.

Comment:

Previous Work Completed: Please include the Caltrans Sustainable Transportation Planning grant that funded the SR 41 and North Corridor Complete Streets Plan (February 2016).

Response:

Comment noted. The Caltrans Sustainable Transportation Planning grant, was awarded to the City of Fresno to fund the State Route 41 and North Corridor Complete Streets Plan. This project will be added to Work Element 313 under "Previous Work Completed" on page 109 since it was completed in February 2016.

Comment:

Work Element 320 Technical Assistance, Page 112: Please consider prioritizing bicycle and pedestrian counts within Disadvantaged Communities since 100% of third cycle ATP funds went towards projects for those communities. This effort could facilitate securing funding sources for those communities.

Response:

Thank you for your recommendation. The bicycle and pedestrian counters were purchased through a federal grant and the scope of the project did not indicate that certain areas of the region would be prioritized. Every member agency is able to utilize the counters and Fresno COG provides technical assistance to those agencies that use the counters which has proven useful in competitive grant circumstances by helping secure funding. Fresno COG has advised all the member agencies that the

bike/ped. portable counters can be loaned to agencies. Fresno COG will consider investing in more counters should the interest from member agencies exceed the availability of equipment. Furthermore, Fresno COG also uses this data to support the development and validations of its Activity Based Travel Demand Model with enhanced active transportation modes.

Comment:

Work Element 812 San Joaquin Valley Rural Transit Alternative, Project Page 129: It is recommended a task be included for coordination between the San Joaquin Valley Rural Transit Alternatives Project and the Sustainable Communities Public Transit Plan.

Response:

Comment noted. An additional task, Task #812.08 was added to Work Element 812 on page 129. However, please note that Work Element 123 is the work element that outlines the tasks involved with the development of the Sustainable Communities Public Transit Plan.

Comment:

Work Element 920 Fresno County Rural Transit Agency Administration, Page 143: FCRTA continues to promote and enhance transit opportunities for the elderly, disabled, low income, students, and the general public. Caltrans encourages FCOG and FCRTA to continue to apply for Rural Transit & Intercity Bus - FTA Section 5311 and 5311(f) funds, Active Transportation Planning Grants, Caltrans Sustainable Transportation Planning grants and FTA Section 5339(b) Bus and Bus Facilities Discretionary Program funding opportunities recently made available to further efforts in transit planning projects.

FCRTA is commended for their transit efforts in maintaining exceptional transit service to the County of Fresno and its rural communities. Their collaboration with the State Center Community College District continues to thrive with connectivity, ridership and increase in college attendance. The promotion of this public transit route from Sanger to Reedley College continues to prove to be successful. This is proven by the State Center Community College-Madera, CA seeks to promote a similar service for their students. Fixed routes through Parlier, Fowler, Selma and Kingsburg to Reedley College and now transit service to West Hills College in Firebaugh from the rural communities of Mendota, Tranquility, San Joaquin, and Kerman are up and running. Furthermore, many of these bus shelters benefit from solar lighting which provide security and sustainability and overall eco-friendly image. This partnership also promotes the use of public transit, lower parking demand for the college, and increase in college attendance. FCRTA continues to partner with local police departments to ensure safety and security for its passengers where an officer is able to board a transit vehicle and make a visual observation due to possible disturbance.

Response:

Comment noted. Thank you for your comments and for your partnership.

Comment:

Appendix G, Page 163: Please update the Deputy Directive Complete Streets list. Integrating the Transportation System dated October 17, 2014 should be included.

Caltrans also recommends FCOG to update their website to include updated maps for pedestrian, bike trails and updating the San Joaquin Plug-In Electric Vehicle Charging Roadmap.

Response:

Comment noted. Appendix G, page 162 has been updated. The summary now reflects updated information on Deputy Directive-64-Revision 2: Complete Streets- Integrating the Transportation System (DD-64-R2) and the 2014 version of the directive has been published in place of the 2008 version.

Also, Fresno COG is in the process of updating the pedestrian and bike trail maps and will work to update the San Joaquin Plug-In Electric Vehicle Charging Roadmap.

OFFICE OF REGIONAL PLANNING - HEADQUARTERS

General Comments:

Caltrans commends FCOG on a comprehensive, well-written OWP.

MPOs are required to develop documented procedures that outlines the roles, responsibilities, and key decision points for consulting with Indian tribal Governments and Federal Land Management Agencies

pursuant to 23 CFR 450.316 (e). Please ensure any activities related to compliance with this requirement is reflected in the OWP.

Please note that although FHWA PL and FTA 5303 carryover estimates must be identified in the final OWP, they cannot be identified in the FY 17-18 OWPA until a reconciliation letter has been signed by both Caltrans and FCOG certifying the FHWA PL and FTA 5303 carryover amounts. Toll Credit match amounts cannot be modified after the Final OWP is submitted.

Response:

Comments noted. Regarding Tribal Coordination and consultation, FCOG is in the process of developing a coordination plan specific to Tribal coordination and Federal Land Management. This task, #313.13, has been added to Work Element 313, page 109.

Comment:

Work Element for MAP-21/FAST ACT Performance Based Planning and Programming:
FCOG must include a work element to capture the activities performed for compliance with MAP-21/FAST Act performance measures. This is consistent with the California Planning Emphasis Area Performance Management.

Response:

Comments noted. Work Element 170 includes tasks needed to address Performance Based Planning and Programming as they related to the development of performance measures. Tasks have been updated to provide clarity that performance based planning and programming are part of the activities within Work Element 170.

Comment:

Work Element 111 Regional Transportation Modeling, Page 37: The numbering of the Transportation Modeling Products seems to be off. The first Transportation Modeling Tasks (111.01) appears to be omitted.

Response:

Comment noted. Page 40 has been revised to reflect the correct modeling tasks in the appropriate order.

Comment:

Work Element 116 National Park Transit Service, Page 48: Will the Caltrans discretionary grant, funded with FTA 5304, be completed before the start of FY 17-18?

Response:

Yes the discretionary grant funded with FTA 5304 will be completed before the start of FY 17-18. Those revenues are not reflected in the budget for the National Park Transit Service.

Comment:

Work Element 116c Transit Planning for Sustainable Communities, Page 51: Please include a funding table for this work element.

Response:

Comment noted. The proposed Final OWP does not include WE116c since it will be have been completed by the end of the current fiscal year. Reference to this work element was not included in the proposed budgets; hence, it has been deleted from the document.

Comment:

Work Element 311 Public Information and Participation, Page 106: Several tasks do not show a clear tie to regional transportation planning, such as tasks related to Measure C programs and news conferences. Please clarify if these activities directly tie to the regional transportation planning process or remove them from the work element. If the activities related to the Social Service Technical Advisory Committee are beyond the scope of planning, they are ineligible for CPG funding.

Response:

Comment noted. Work Element 311, page 105 has been updated in an effort to clarify eligible tasks.

Furthermore, public outreach activities related to the Measure C local sales tax measure have been deleted from the Work Element.

Comment:

Work Element 911 Overall Work Program & Budget Development, Page 139: Only administration of the OWP as it relates to the CPG funds can be included in this work element. Activities related to managing FCOG's overall budget and other funds should be separate from this work element and funded with non-CPG funds.

Response:

Comment noted. As such, ALL federal funds have been removed from WE 911, page 138. The funding for WE 911 is paid for with local funds. No CPG funds are programmed for this work element.

Comment:

FCOG has provided a concise examination into their agency's use of planning resources for the fiscal year.

Response:

Thank you for your time and effort.

ATTACHMENT A
FRESNO COUNCIL OF GOVERNMENTS
PLANNING ACTIVITIES WITHIN THE REGION
FY 2017 - 2018

Informational Element Matrix

The following is a list of planning activities for which Caltrans is responsible for within the MPO metropolitan planning area.

Activity Description	MPO Work Element Number	Funding Type	Product(s)	Work Performed By	Due Date	FSTIP Prgmng.
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	In Progress	No

Activity Description	MPO Work Element Number	Funding Type	Product(s)	Work Performed By	Due Date	FSTIP Prgmng.
District 6 Bicycle Map	N/A	STATE	Current State Caltrans - District 6 Bicycle Guide	Caltrans	Completed	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 Sustainable Transportation - Sustainable Communities Planning grant	W.E. 124	STATE	Minimizing Negative Environmental Impacts, Time, and Cost of Business Commuters	FCOG, CSUF, Unv. Of Colorado-Denver CT	On-going	No
CT Sustainable Transportation - Sustainable Communities Planning grant	W.E. 123	STATE	Connected: The Fresno County Sustainable Communities Public Transit Plan	FCOG, CT	On-going	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

Appendix L- FCOG By Laws

BY-LAWS FOR THE COUNCIL OF FRESNO COUNTY GOVERNMENTS

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

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

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

THEREFORE, BE IT RESOLVED:

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

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

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

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

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

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

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

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

Business may be conducted when there are at least five (5) members present to perform the duties of the Policy Advisory Committee. Any motion or action of the Policy Advisory Committee in order to be deemed carried or approved must receive an affirmative vote from a majority of the members present.
14. The Council agenda shall be established by the Executive Director. Subjects for inclusion on the agenda of the Council shall be directed to the Executive Director sufficiently in advance of the Council meeting so as to be reviewed by the Policy Advisory Committee.
 - a. Agenda subjects proposed by the Council shall be referred to the Policy Advisory Committee for its review and recommendation.
 - b. Agenda subjects proposed by persons or organizations not members of the Council shall be placed on the agenda following review and recommendation by the Policy Advisory Committee.
 - c. All subjects on the Council's agenda shall be accompanied by a report from the Policy Advisory Committee, which report shall include the Policy Advisory Committee's voting on the subject.
 - d. The Council Chairman may establish time limits or any other control measure he deems appropriate for presentation or comment.

15. The Council agenda shall be included in written notice of meeting and forwarded to Council members as specified elsewhere herein. Items of an emergency nature which require immediate action by the Council may be added to the agenda upon concurrence of a majority of the members in good standing and representing no less than 40% of the total population of the member agencies.

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

16. All administrative work of the Council shall be performed by or under the direction of an Executive Director, or if specifically directed by the Council, the Policy Advisory Committee. The duties of the Executive Director shall be:

- a. To serve as Secretary to the Council and Policy Advisory Committee.
- b. To serve as Secretary to such committees as the Council may establish.
- c. To keep a good and sufficient record of the proceedings and business of the Council.
- d. To keep a record and ascertain the qualifications of each duly authorized representative.
- e. To maintain files for all reports, correspondence and other business of the Council, the Policy Advisory Committee and other committees as may be established.
- f. To coordinate the work program and budget of the Council.
- g. To assist member agencies in making application for Federal funds.
- h. To maintain a record of all financial transactions.
- i. To transmit to his successor all books, records and files of the Council of Fresno County Governments in his possession.
- j. To perform such other duties as may be assigned.

17. Membership costs, as specified in the Joint Powers Agreement, shall be due and payable at the start of the Council of Fresno County Governments' fiscal year. The Executive Director shall provide each member agency written notice of its cost due not later than thirty (30) days prior to the due date. If the costs to be shared are not paid within sixty (60) days of the date they are due and payable, the member agency shall immediately be sent written notice by first class mail, advising amount due and consequences of non-payment. If payment is not made within ninety (90) days of the date due and payable, the member agency shall immediately be sent written notice that it is no longer a member in good standing, as specified in the Joint Powers Agreement, and no longer carries voting privileges in the conduct of the business of the Council of Fresno County Governments.

Good standing shall be restored to a member agency immediately after payment of delinquent costs is received.

18. A proposed annual Overall work Program (OWP) for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in January of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary OWP by March 1 of each year.

A proposed annual budget for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in February of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary budget by April 1 of each year. The budget shall be a financial plan to undertake the work program of the Council. The Council shall review and *adopted** the budget and OWP at or before the May meeting.

19. The Fresno County Counsel's Office shall provide all legal services to the Council of Fresno County Governments, the Council and any committees as specified in the Joint Powers Agreement, except the Council may retain independent legal counsel when it deems appropriate.

20. The Council shall be responsible for making all amendments to these By-Laws.
- a. Proposed amendments may be originated by the Council of any duly authorized representative to the Council.
 - b. Proposed amendments may not be finally acted upon unless all of the members have been given written notice thereof at a prior meeting or by mail at least 15 days prior to the date of the meeting at which final action is to be taken.

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

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

**Typographical error contained in original document.*

JPA Amendment No. 3, dated March 25, 1976, replaced the JPA in its entirety, with accompanying full-replacement of By-Laws
JPA Amendment No. 4, dated June 25, 1985, no formal amendment to By-Laws
JPA Amendment No. 5, dated April 27, 1989, with formal amendment to By-Laws

Appendix M – Joint Powers Agreement

FRESNO COUNCIL OF GOVERNMENTS

JOINT POWERS AGREEMENT

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

CHAPTER 1

ORGANIZATION

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

(Amendment No. 3)

1.2 COUNCIL; QUORUM; VOTING:

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

(Amendment No. 8)

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

(Amendment No. 5)

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

(Amendment No. 5)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 4)

CHAPTER 2

POWERS AND DUTIES

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

(Amendment No. 4)

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

- | | |
|------------------|--------------------------------|
| 2.2.1 Land Use | 2.2.4 Transportation |
| 2.2.2 Housing | 2.2.5 Water Quality Management |
| 2.2.3 Open Space | 2.2.6 Air Quality Management |

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 6)

2.10 PARTICIPATION IN SAN JOAQUIN JOINT POWERS AUTHORITY:

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

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

(Amendment No. 7)

2.11 Interregional Public Transportation Services.

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

(Amendment No. 9)

CHAPTER 3

LIMITATIONS

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

CHAPTER 4

ENTRY INTO FORCE, AMENDMENT, WITHDRAWAL, TERMINATION AND DISSOLUTION

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

(Amendment No. 3)

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

(Amendment No. 5)

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

(Amendment No. 3)

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

(Amendment No. 3)

4.3.2 NOTIFICATION OF WITHDRAWAL ACTION: Written notification of withdrawal action shall be transmitted to each member of the Council, and to the Executive Director. Such notification shall be given no sooner than ninety (90) days from the date of notification of intent as herein above set fourth in 4.3.1.

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 5)

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

(Amendment No. 3)

CHAPTER 5

FINANCIAL

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

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

CHAPTER 6

SERVICES AND PERSONNEL

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

(Amendment No. 3)

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

(Amendment No. 3)

CHAPTER 7

AMENDMENT OF PREVIOUS AGREEMENTS

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 5)

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

(Amendment No. 3)

Amendment No. 3, dated March 25, 1976, replaced the Joint Powers Agreement in its entirety.
Amendment No. 4, dated June 25, 1985
Amendment No. 5, dated April 27, 1989
Amendment No. 6, dated September 10, 2010, renamed to Fresno Council of Governments from Council of Fresno County Governments
Amendment No. 7, dated December, 2012, added San Joaquin Joint Powers Authority participation (approved by each member agency)
Amendment No. 8, dated December 2013, changed section 1.2.1 (approved by each member agency)
Amendment No. 9 dated November 2014, added section 2.11 (approved by each member agency)