



Fresno Council  
of Governments

**OVERALL WORK PROGRAM  
Fiscal Year 2022-2023**

**MAY 2022**

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The preparation of this report was financed in part by the U.S. Department of Transportation including the Federal Transit Administration and the Federal Highways Administration, the Environmental Protection Agency, the state of California and in-kind contributions of the Fresno Council of Governments member agencies.

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## Glossary of Common Acronyms

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

TDA - Transportation Development Act  
TDM - Transportation Demand Management  
TDP - Transit Development Plan  
TIP - Transportation Improvement Programs  
TMA - Transportation Management Association  
TOD - Transit Oriented Development

TPA - Transportation Planning Agency  
TPC - Transportation Policy Committee  
TSM - Transportation Systems Management  
TTC - Transportation Technical Committee  
VMT - Vehicle Miles Traveled  
VOC - Volatile Organic Compound

# Organization and Management

## Overview

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

Fresno COG's member agencies are:

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

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

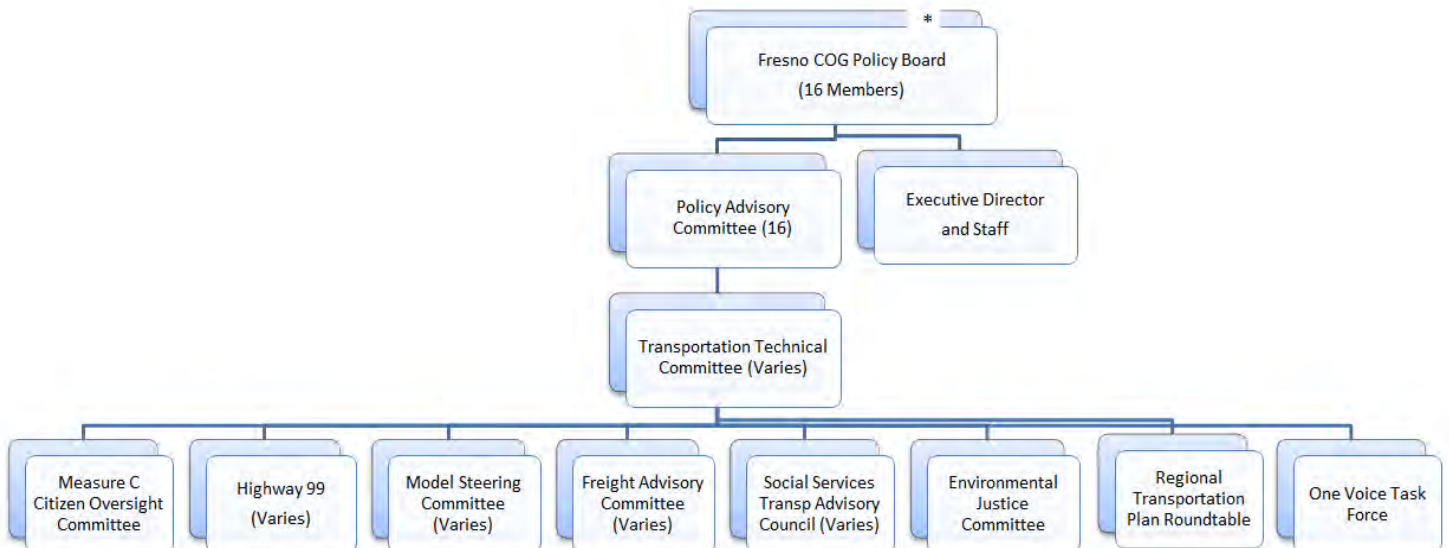
1. Agencies representing **over 40%** of the population must be in favor of an action, and
2. **A majority** of all the members must support the action; that is, nine of the 16 members.

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

## Organizational Chart

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

Exhibit 1- Fresno Council of Governments Organization Chart



\* Fresno County Regional Transportation Mitigation Fee Agency

Exhibit 2- Fresno Council of Governments Staff Organizational Chart

Exhibit 2  
Fresno Council of Governments Staff  
Organizational Chart

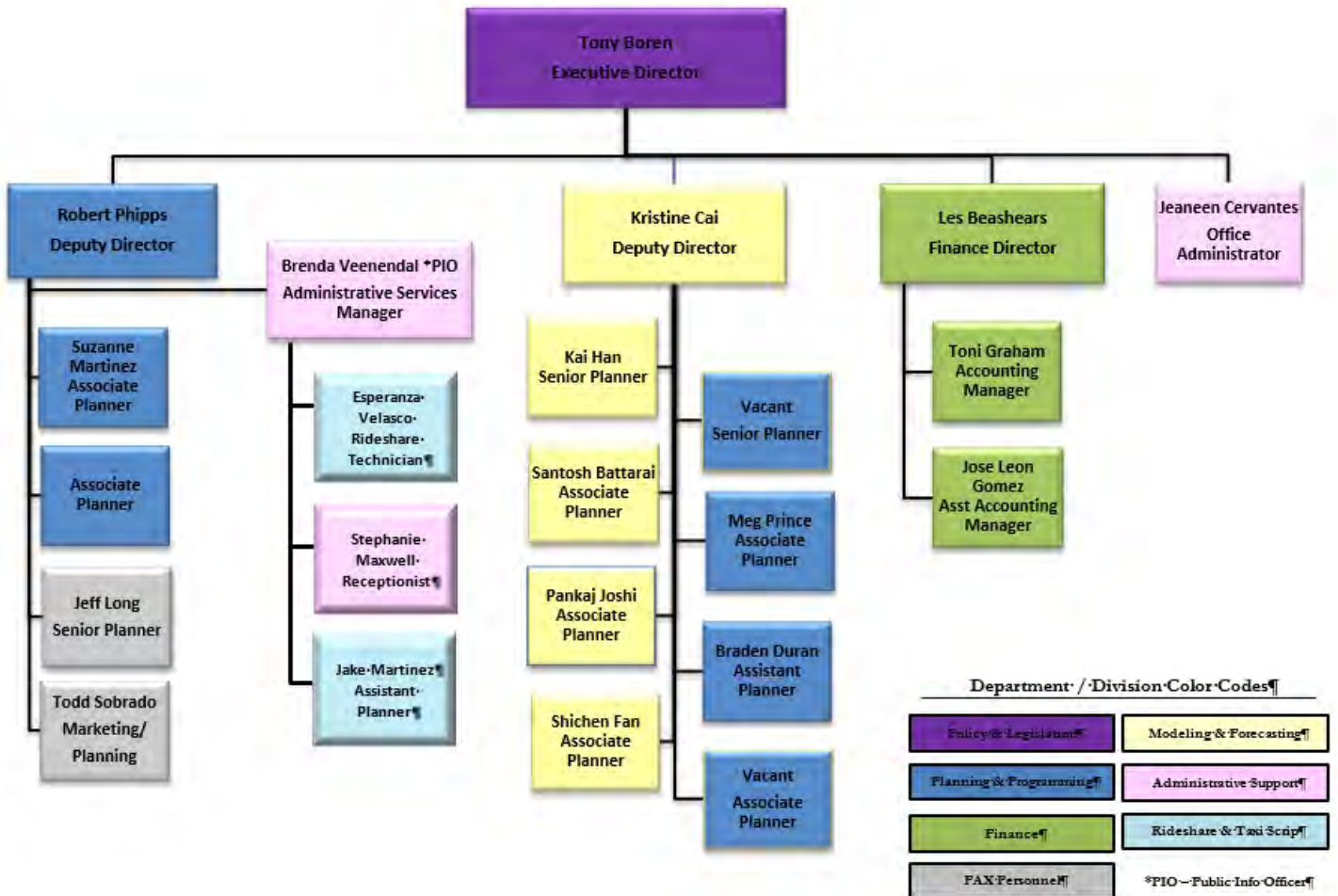
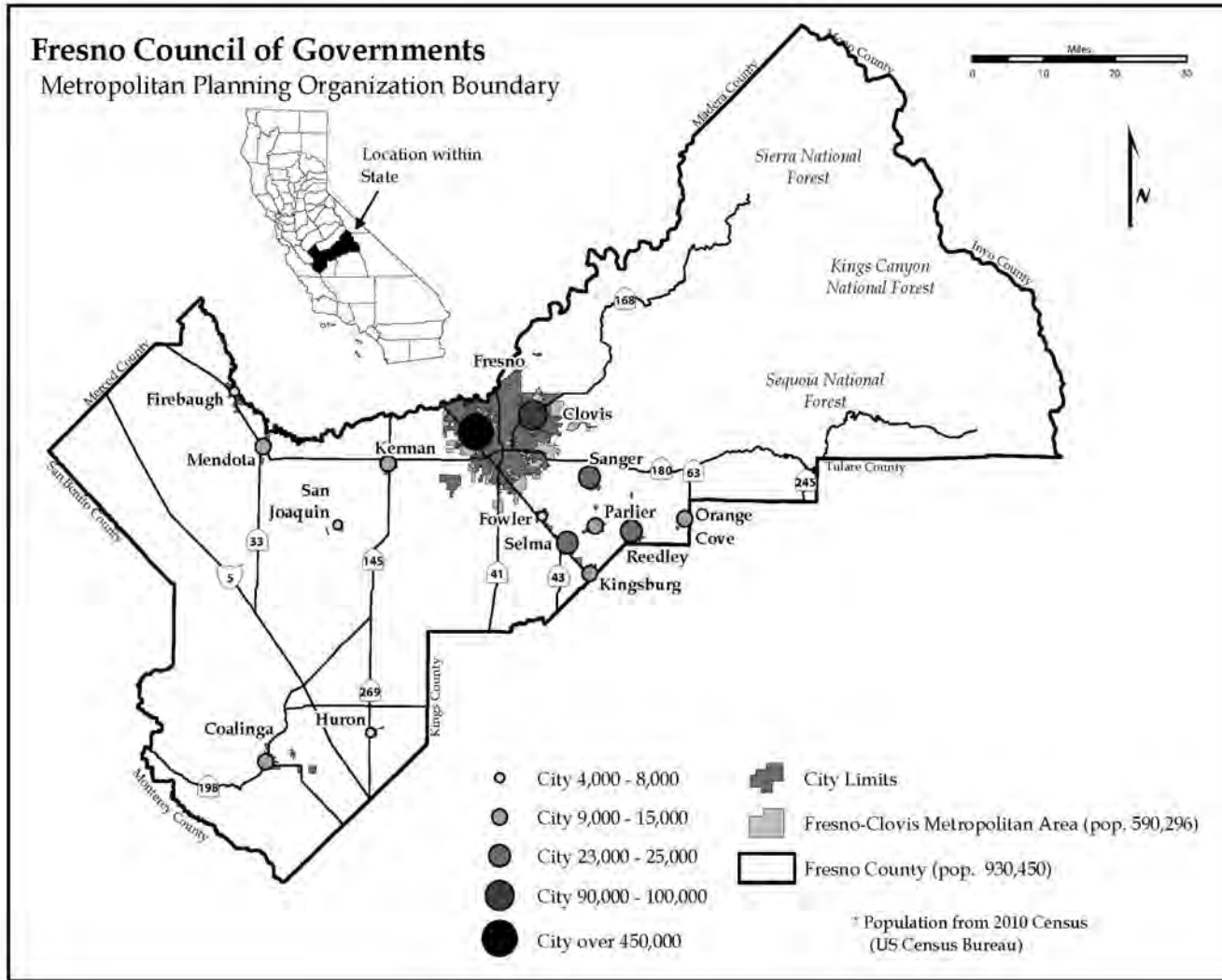




Exhibit 3- Metropolitan Planning Organization Boundary



Cooperative Agreements

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

- Member agency working agreements

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

- San Joaquin Valley Air Pollution Control District (SJVAPCD)

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

Also, the MOU specifically provides for developing transportation control measures required pursuant to the 1990 Clean Air Act Amendments. The eight Valley MPOs have provided the staff and analytical support necessary to develop emission inventories,



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

- Eight-County Memorandum of Understanding

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

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

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

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

- Fresno-Madera Area Agency on Aging

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

- Transportation Policy Committee

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

## Rationale for Defining the Region

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

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

## Polymaking Process

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

The Policy Board and PAC are assisted in the decision-making process by member agency staff, citizen and interest group input, and various technical advisory committees including: the Transportation Technical Committee, Model Steering Committee, Social Services Transportation Advisory Council, Transportation Reauthorization Subcommittee, Association for the Beautification of Highway 99, Environmental Justice Subcommittee, Measure C Citizen's Oversight Committee, Freight Advisory Committee, the Active Transportation Program Multi-Advisory Committee and the Airport Land Use Commission.

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

The scope of policymaking responsibilities includes the following:

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

## Coordination Statement

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

## Public Participation

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

Citizens are represented on the following committees:

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

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

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

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

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

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

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

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

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

## **Staff**

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

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

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

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

## **Environmental Protection Statement**

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

## **Historic Preservation**

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

## Social, Economic and Environmental Effects

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

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

## Public Transportation Facilities for Elderly and Persons with Disabilities

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

## Environmental Justice

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

## Energy Conservation

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

## Other Technical Activities

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

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

Important modifications to the system management concept within MAP-21 included an emphasis for MPOs to use a performance-based approach to transportation decision making and planning that has carried forward into the FAST Act and now the Bipartisan Infrastructure Law (BIL). This planning process involves intense coordination with Caltrans and transit agencies to meet three key federal requirements – developing performance measure targets; integrating those measures into the planning process; and developing performance plans for safety, asset management (highway and transit), and congestion. Caltrans' policy is to maintain the Bridge, Pavement, Intermodal Transportation Management System and Highway Safety management systems as in the past. Caltrans will continue to rely on periodic input from local agencies to complete the reporting process for this effort. Congestion Management Process activities are still mandated by federal regulation in transportation management areas (which includes Fresno), and COG has established procedures to comply with these regulations as described in Work Element 172.

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

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

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

Fresno COG relies on its member agencies' economic, demographic, and land use projections as the basis for transportation planning activity and participates with local agencies to assure that such projections are consistent. These projections are used for modeling

anticipated travel demand. Fresno COG serves as the Census Data Center for Fresno County, which will help ensure continuity of countywide projections. A professional demographer/planner is on staff to direct this function.

**Regional Transportation Plan refinement through special studies**

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

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

# Comprehensive Planning Process

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## Planning Area

Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With more than \$7 billion a year in commercial crop production, it is the nation's leading agricultural-producing county. The 2019 population of 999,101 places Fresno as the tenth most populous of the 58 California counties. There are 15 incorporated cities, three federally recognized Native American tribes and the county contains a federally recognized urbanized area - the Fresno Clovis Metropolitan Area - with a 2019 population of about 702,486. The county comprises four distinct geographic areas: the coastal range on the west, the San Joaquin Valley in the central portions, the Sierra Nevada foothills to the east of the valley, and the Sierra Nevada Mountains along the eastern boundary. Fresno County contains portions of the Sierra and Sequoia National Forests, a portion of Kings Canyon National Park and provides a major access to Sequoia National Park and Yosemite National Park.

## Planning Designations and Responsibilities

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

### Regional Transportation Planning Agency (RTPA)

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

#### Plans & Programs

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

#### Transportation Development Act Administrative Functions

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

### Metropolitan Planning Organization (MPO)

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

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

### Areawide Planning Organization

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

### Transportation Management Area

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



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

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

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

### **Local Clearinghouse**

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

### **Census Data Center**

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

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

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

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

### **LOCAL**

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

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

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

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

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

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

### **STATE**

The state participates in specific planning projects that vary from year to year, as detailed in work element narratives and revenue tables in the appendices. Of particular note are multiple work elements leveraging SB 1 formula or discretionary grant planning funds.



**Department of Housing and Community Development (Housing)** - Fresno COG may submit estimates to the State Housing and Community Development Department for reimbursement of costs relative to Regional Housing Needs Assessment activities. WE 421 also reflects Regional Early Action Planning (REAP) funds provided to Fresno COG as the fiscal agent for the San Joaquin Valley REAP program, as established by AB 101 (2019).

## **FEDERAL**

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

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

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

- 1) **FTA section 5303** - supports urban transit planning activities.
- 2) **FTA section 5304** - available to the state for discretionary rural transportation planning activities.
- 3) **FTA section 5307** - available to Fresno Area Express for program operation and capital purposes. Fresno Transit passes through a portion of these funds to Fresno COG for urban transit planning activities performed for Fresno Area Express.
- 4) **FTA section 5310** - Enhanced Mobility of Seniors and Individuals with Disabilities. This program provides funding to local governments, private non-profit organizations or public transit operators to support transportation services for the special transportation needs of seniors and individuals with disabilities.

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

## **Other funding sources**

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

## **Status of Comprehensive Planning Process**

### **Summary**

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

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

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

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

The process considers both long-range and short-range solutions to regional issues. Long-range planning identifies regional needs at least 20 years into the future and initiates actions to address those needs (e.g. reserving needed rights-of-way through planning reservation or

plan lining). Short-range plans evolve from the long-range plan and are more specifically oriented toward programming and construction. Financing major public improvements in accordance with short-range planning objectives continues to be a major concern. Fresno COG provides valuable technical assistance in the reauthorization process for Measure C sales tax collected for transportation purposes.

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

### **MPO Planning Certification Process**

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

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

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

- MPO designation letter
- Metropolitan/Regional Transportation Plan (current)
- Regional Transportation Improvement Program (current)
- Unified/Overall Planning Work Program/OWP (current)
- Air Quality/RTP/TIP Conformity Report (current)
- Certification on Lobbying Restrictions (current)
- DBE goals, consistent with filed Title VI assurances (current)

Because the Fresno Urbanized Area is a Transportation Management Area, Fresno COG is subject to a joint review by FHWA and FTA every four years to determine if the planning process meets certification requirements. The most recent joint review was conducted in April 2017. On June 28, 2021, Fresno COG received notification of certification valid for four years. The next review is scheduled for April 2025.

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

# Regional Transportation Planning Issues

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## Transportation Reauthorization Issues

On Nov. 15, 2021, the federal surface transportation and infrastructure bill *Infrastructure Investment and Jobs Act* (IIJA) of 2021, also known as the *Bipartisan Infrastructure Law* (BIL) was signed into law following its predecessors: *Fixing America's Surface Transportation* (FAST) Act; the Safe, Accountable, Flexible, Efficient, Transportation, Equity Act, a Legacy for Users (SAFETEA-LU) and the Moving Ahead for Progress in the 21st Century Act (MAP-21).

SAFETEA-LU is the last act with current, approved metropolitan planning rules as described in 23 CFR part 450 and MAP-21 set the stage for performance-based planning. One of MAP-21's most significant reforms was establishing national goals and performance measures to create a streamlined, performance-based, and multimodal program that addresses the many challenges facing the U.S. transportation system. These challenges include improving safety; maintaining, operating, and rehabilitating current infrastructure conditions; reducing traffic congestion; improving system efficiency and freight movement; protecting the environment and reducing project delivery delays. The legislation directs USDOT to work with states and MPOs to develop performance measures related to pavement and bridge condition, safety, congestion, emissions, and freight. States are then directed to set performance targets for each of these measures. MAP-21 made significant changes to the federal transportation program and funds surface programs.

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

## Funding

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

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

## Travel Demand and Air Quality

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

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

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

The most significant vehicle emission reductions are achieved through California's motor vehicle control program. Accordingly, state and federal agencies must continue to help implement control strategies to achieve those reductions. State and federal agencies will likely also play a strong role in providing incentive funding for enhanced infrastructure to support zero- and near-zero emissions technologies.

## Livable Communities and Transit-Oriented Development

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

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

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

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

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

## Capacity Problems/Corridor Needs

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

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

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

## Local Maintenance, Rehabilitation, Reconstruction and New Construction

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

## Public and Social Service Transportation

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

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

FTA has mandated transit operators to provide better justification of transit services and facilities based on financial capacity. With limited resources and the need to maintain high productivity, public transit operators have focused on developing efficient transit operations and prudent capital programs. Long-term financial strategies are necessary to ensure both long-range and short-range transit plans are justified and to avoid service deterioration. These efforts will continue to be an integral part of the transit planning process.

## Aviation

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

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

## Rail

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

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

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

# Planning Emphasis Areas & Metropolitan Planning Factors

## FTA/FHWA Planning Emphasis Areas

Planning emphasis areas (PEAs) are policy, procedural and technical topics that federal planning fund recipients must consider when preparing work programs for metropolitan and statewide planning and research assistance programs. For 2022-23, the Federal Highway Administration (FHWA) California Division, Federal Transit Administration (FTA) Region IX, and Caltrans' Planning Division have issued the following PEAs and planning factors for the Overall Work Program:

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

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

### **Equity and Justice<sup>40</sup> in Transportation Planning**

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

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

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

### **Complete Streets**

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

According to National Highway Traffic Safety Administration 2019 data, 62 percent of motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users, and often lack convenient and safe crossing opportunities. They can function as barriers to a safe network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

### **Public Involvement**

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

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

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

### **Federal Land Management Agency (FMLA) Coordination**

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

### **Planning and Environment Linkages (PEL)**

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

### **Data in Transportation Planning**

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

### **Bipartisan Infrastructure Law Implementation**

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

Fresno COG integrated new performance goals, state and regional standards into its continuous, comprehensive and cooperative planning process and in the Regional Transportation Plan. Fresno COG will continue to establish and implement performance measures as part of the transportation planning and programming process, in cooperation with the State, FHWA, FTA and other MPOs. USDOT



has carried forward its federal performance measures into the BIL. Fresno COG works closely with Caltrans, its Policy Board and local stakeholders on meeting performance targets, as well as other necessary and appropriate program efforts.

	BIL Implementation
<i>Work Element</i>	
110 Regional Streets & Highways Planning	X
111 Regional Transportation Modeling	X
112 Regional Traffic Monitoring	X
114 Fresno County Intelligent Transportation System Architecture	X
115 Regional Transportation Mitigation Fee Program	X
116 National Park Transit Service	X
117 Golden State Corridor Study	
120 Regional Public Transportation Planning	X
121 Federal Transportation Administration Direct Grants	X
131 Access for All	X
150 Other Modes - Aviation and Rail, Bicycle and Pedestrian	X
152 High Speed Rail Planning	X
153 Fresno County Airport Land Use Commission	X
154 Regional Active Transportation Plan Update	X
163 Freight Movement and Planning	X
164 California Inland Port Feasibility Study	X
165 San Joaquin Valleywide Household Travel Survey	X
167 Regional Sustainable Infrastructure Planning Program	X
168 California Inland Port Feasibility Study Phase Two	X
170 Regional Transportation Plan	X
171 Transportation Performance Management	X
172 Congestion Management Process (CMP)	X
173 Regional VMT Mitigation Program Study	X
174 California Inland Port Regional Infrastructure Accelerators Demonstration Program	X
175 California Inland Port Regional Infrastructure Accelerators Demo. Program Phase 5	X
177 Regional Microtransit Feasibility Study	X
180 Air Quality Transportation Planning	X
210 Measure C Reauthorization Implementation	
211 Measure C Citizen Oversight Committee	
212 Measure C Carpool/Vanpool Programs	X
214 Measure C ADA/Seniors/Paratransit/Senior Scrip Program	X
215 Measure C Agricultural Worker Vanpool Program	X
220 Transportation Program Development	X
310 Intergovernmental Coordination	X
311 Public Information and Participation	X
313 Environmental Justice Activities	X
320 Technical Assistance	X
350 Fresno Regional Data Center	X
360 "One Voice" and "Valley Voice" Advocacy	
420 Fresno Regional Housing Needs Allocation Plan/Multi-Jurisdictional Housing Element	
421 San Joaquin Valley Regional Early Action Planning (REAP) Housing Program	

422 Regional Early Action Planning (REAP) 2.0	
820 Valley Coordination Activities	X
910 Fresno COG Administration	
911 Overall Work Program & Budget Development	
912 Local Transportation Fund Administration	X
920 Fresno County Rural Transit Agency Administration	X
930 Fresno County Transportation Authority Administration	X
940 Freeway Service Patrol	X

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

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

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

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

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

The FAST Act added the following for consideration:

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

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

Metropolitan Planning Factors

<i>FAST ACT Factors</i>	Support Economic Activities	Safety for Users	Security for Users	Accessibility/Mobility for People & Freight	Environment/Energy Cons./Quality of Life	Connectivity of System Between Modes	Efficient System Management and Operation	Preserve Existing System	Improve the resiliency and reliability of the system	Reduce or mitigate storm water impacts of surface	Enhance travel and tourism
<i>Work Element</i>											
110 Regional Streets & Highways Planning	■	■	■	■	■	■	■	■	■		■
111 Regional Transportation Modeling	■	■	■	■	■	■	■	■	■		■
112 Regional Traffic Monitoring	■	■	■	■	■	■	■	■	■		
114 Fresno Co. Intelligent Transp. System Arch.	■	■	■	■	■	■	■	■	■		
115 Regional Transportation Mitigation Fee Program	■	■	■	■	■	■	■	■			
116 National Park Transit Service	■	■	■	■	■	■	■				■
117 Golden State Corridor Study	■	■	■	■	■	■	■	■			■
120 Regional Public Transportation Planning	■	■	■	■	■	■	■	■			
121 Federal Transit Administration Direct Grants	■	■	■	■	■	■	■	■	■		■
131 Access for All	■	■	■	■	■	■	■				■
150 Other Modes – Aviation, Rail, Bicycle and Ped.	■	■	■	■	■	■	■	■	■		■
152 High Speed Rail Planning	■	■	■	■	■	■	■				■
153 Fresno Co. Airport Land Use Commission	■	■		■		■	■				■
154 Active Transportation Plan Update											
163 Freight Movement and Planning	■	■	■	■	■	■	■	■	■		
164 California Inland Port Feasibility Study	■	■	■	■	■	■	■	■	■		
165 San Joaquin Valleywide Household Travel Survey	■	■		■	■	■	■	■	■		
167 Regional Sustainable Infrastructure Planning											
168 California Inland Port Feasibility Study Phase Two											
170 Regional Transportation Plan	■	■	■	■	■	■	■	■	■		■
171 Transportation Performance Mgmt.	■	■	■	■	■	■	■	■	■		■
172 Congestion Management Process (CMP)	■	■	■	■	■	■	■	■			
173 Regional VMT Mitigation Program Study											
174 California Inland Port Accelerators Project Ph. 4	■	■	■	■	■	■	■	■	■		
175 California Inland Port Accelerators Project Ph. 5	■	■	■	■	■	■	■	■	■		
177 Regional Microtransit Feasibility Study	■	■	■	■	■	■	■	■	■		■
180 Air Quality Transportation Planning	■	■	■	■	■	■	■	■	■		
210 Meas. C Reauthorization Implementation	■	■	■	■	■	■	■	■	■		
211 Meas. C. Citizen Oversight Committee	■	■	■	■	■	■	■	■	■		
212 Meas. C Carpool/Vanpool Coordination	■	■	■	■	■	■	■	■	■		
214 Meas. C ADA/Senior/Paratransit/Senior Scrip	■	■	■	■	■	■	■	■	■		
215 Meas. C Agriculture Worker Vanpool Program	■	■	■	■	■	■	■	■	■		
220 Transportation Program Development	■	■	■	■	■	■	■	■	■	■	■
310 Intergovernmental Coordination	■	■	■	■	■	■	■	■			
311 Public Information and Participation	■	■	■	■	■	■	■	■			
313 Environmental Justice Activities	■	■	■	■	■	■				■	
320 Technical Assistance for Member Agencies	■	■	■	■	■	■	■	■			■
350 Fresno Regional Data Center											
360 One Voice/Valley Voice Advocacy	■			■		■	■	■			
420 Fresno Regional Housing Needs Allocation Plan/Multi-Jurisdictional Housing Element	■				■						
421 San Joaquin Valley Regional Early Action Planning (REAP) Program	■				■						
422 Regional Early Action Planning (REAP) 2.0											
820 Valley Coordination Activities	■	■	■	■	■	■	■	■	■		
910 Fresno COG Administration	■	■	■	■	■	■	■	■	■		
911 Overall Work Program & Budget Development	■	■	■	■	■	■	■	■	■		
912 Local Trans. Fund Administration	■		■	■	■	■	■	■			
920 Fresno County Rural Transit Agency Admin.	■	■	■	■	■	■	■	■			
930 Fresno County Transportation Authority Admin.	■	■	■	■	■	■	■	■			
940 Freeway Service Patrol		■		■	■		■	■			

## Core MPO Planning Functions

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

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

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

# Regional Transportation Planning Work Elements

## 110 Regional Streets and Highways Planning

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### Objective

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

### Discussion

Fresno COG has maintained an extensive program of streets and highways planning since 1970. In concert with modeling activities (WE 111) the transportation planning function has delivered a variety of planning analyses, studies and reports.

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

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

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

### Previous work

#### **East Side Corridor Study**

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

#### **Blackstone/Shaw Activity Center Project**

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

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

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

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

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

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

## Products

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

## Tasks

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

110 Regional Streets and Highways Planning																
Task Description		C O G	C O N S 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
<b>Streets &amp; Highways Planning</b>																
110.01 Study & evaluate possible TOD corridors		■		30												
110.02 Special transportation planning studies		■		70												

### 110 Regional Streets & Highways Planning

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	8,629	11,171	7,003	7,003
Benefits	3,062	3,356	2,118	2,118
Overhead	1,974	9,803	6,415	6,415
Total Staff Costs	13,666	24,330	15,536	15,536
Direct Costs				
Consultants	229,307	0	0	0
Total Direct Costs	229,307	0	0	0
<b>TOTAL</b>	<b>242,973</b>	<b>24,330</b>	<b>15,536</b>	<b>15,536</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 111 Regional Transportation Modeling

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### Objective

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

### Discussion

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

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

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

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

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

### Previous work

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

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

Fresno COG's SB 743 process used the ABM to establish a vehicle-miles-traveled (VMT) baseline and threshold for each of the 16 member jurisdictions. A VMT calculation tool was also developed based on travel characteristics the ABM produced. VMT maps were created for each of the member agencies to screen out projects in the low VMT areas. COG modeling staff has been running the ABM to assist development projects in the analysis of transportation impact using VMT. COG's ABM was applied in the City of Fresno's general Plan EIR update in 2019, and the development of the City's Southeast Specific Plan and South Central Specific Plan. COG also trained four preferred consultants on VMT modeling and handed them the ABM so that they can directly help the builders/traffic consultants regarding the SB 743 VMT analysis when COG is busy with the update of RTP/SCS.

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

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

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



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

### Transportation Modeling Products

1. Sensitivity runs and other testing conducted for the SCS review 2, traffic impact (VMT) analysis for development projects (as needed)
2. Induced VMT quantification process through integrated land use and transportation modeling
3. Model runs for transportation conformity analyses (as needed)
4. Model runs for corridor study or general plans/specific plans (as needed)
5. Update the ITHIM

### Transportation Modeling Tasks

- 111.01 Conduct sensitivity runs and other model runs for the 2022 SCS review with ARB. (December 2022-June 2023)
- 111.02 Provide transportation modeling support for planning activities including conformity analyses and other studies, such as the corridor study and city general plan updates. (Monthly)
- 111.03 Continue to test and develop a methodology to quantify long-term induced VMT through integrated land use and transportation modeling. (Monthly)
- 111.04 Provide traffic modeling data as basis for EMFAC air quality model runs in support of air quality planning activities and conformity determinations. The VMT and speed distribution data the model produces are critical input to EMFAC analyses to ensure future regional transportation project deliveries. (December 2022-June 2023)
- 111.05 Conduct modeling runs for traffic impact studies for local developments and local general plan development. Fresno COG has developed methodologies and processes for evaluating VMT impacts for development projects and will conduct such VMT analysis for projects. (Monthly)
- 111.06 Interact and coordinate with other Valley transportation planning agencies, the SJVAPCD and state and federal agencies as appropriate on modeling activities. (Monthly)
- 111.07 Update ITHIM model. (Monthly)

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

**111 Regional Transportation Modeling**

Budget	Actual Cost	Adopted Budget	Annual Budget	FHWA	FHWA Carry Fwd	LOCAL
Account	2020/21	2021/22	2022/23	PL	Fwd	FUNDS
Salaries	226,113	186,230	218,236	68,625	149,611	
Benefits	80,234	65,439	74,385	21,814	52,571	
Overhead	51,736	169,827	205,800	69,368	136,432	
Total Staff Costs	358,083	421,496	498,421	159,807	338,614	0
Direct Costs						
Software Support & Maint	102,637	160,500	118,500	87,923	0	30,577
Total Direct Costs	102,637	160,500	118,500	87,923	0	30,577
<b>TOTAL</b>	<b>460,720</b>	<b>581,996</b>	<b>616,921</b>	<b>247,730</b>	<b>338,614</b>	<b>30,577</b>
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				28,415	38,839	

	Total	FHWA PL	FHWA Carry Fwd	LOCAL FUNDS
Software Support & Maint				
Program Customization	10,000	10,000		
Program Technical Support	50,000	50,000		
Activity Based Model	10,000	10,000		
Bentley Valley Wide Cube License	39,000	8,423		30,577
Eco-Counter Auto Data Transmission	4,000	4,000		
Arcview GIS Maint	5,500	5,500		
Total Software Support & Maint	118,500	87,923	0	30,577

## 112 Regional Traffic Monitoring

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### Objective

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

### Discussion

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

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

### Previous work

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

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

Fresno COG collects bike and pedestrian count to support activity-based model development. Bicycle and pedestrian data enhances Fresno COG's active transportation planning process. Bike/pedestrian counts taken by the member agencies through the FHWA Bike/Pedestrian Count Pilot Program are reflected in Fresno COG's computer database and online portal of the traffic monitoring program and shared with Fresno COG's member agencies.

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

### Traffic Monitoring Products

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

### Traffic Monitoring Tasks

- 112.01 Maintain regional traffic monitoring program. Conduct traffic counts on pre-determined road segments of the regional roadway network to provide critical validation data supporting Fresno COG's model development. (Monthly)
- 112.02 Perform corridor monitoring, bicycle, pedestrian and vehicle counts as necessary to collect additional traffic data, complementing the monitoring project by providing more detailed traffic information in a variety of local planning efforts. (Monthly)
- 112.03 Distribute traffic count data for planning analyses. (Monthly)
- 112.04 Coordinate monitoring with the Regional Active Transportation Plan and the Congestion Management Plan. (Monthly)
- 112.05 Continue to provide bicycle/pedestrian portable counters to member agencies. (Monthly)
- 112.06 Integrate Highway Performance Monitoring System (HPMS) count locations in Fresno COG's traffic count database. Fresno COG will support Caltrans' effort in collecting HPMS count data through the data reviewing and commenting process. (Monthly)
- 112.07 Synchronize the traffic monitoring program database with latest updates from MIRE data. (February-April, 2023)

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

**112 Regional Traffic Monitoring**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FTA 5303	FTA Carry Fwd	FHWA PL
Salaries	13,347	16,534	14,144	7,072	7,072	
Benefits	4,736	5,412	4,792	2,396	2,396	
Overhead	3,054	14,809	13,318	6,659	6,659	
Total Staff Costs	21,137	36,755	32,254	16,127	16,127	0
Direct Costs						
Equipment	3,935	50,000	50,000	50,000	0	0
Agency Pass Thru	237,191	237,200	237,200		0	237,200
Grant Administration						
Total Direct Costs	241,126	287,200	287,200	50,000	0	237,200
<b>TOTAL</b>	<b>262,263</b>	<b>323,955</b>	<b>319,454</b>	<b>66,127</b>	<b>16,127</b>	<b>237,200</b>
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				7,585	1,850	27,207

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

## 114 Fresno County Intelligent Transportation System Architecture

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### Objective

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

### Discussion

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

A regional ITS strategic deployment plan should include:

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

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

The Fresno COG Policy Board approved the Fresno County ITS Strategic Deployment Plan & Regional Architecture (Plan & Architecture) in January 2016. The Plan built consensus on applying advanced technologies to allow all public agencies to better manage the existing transportation system over a 20-year timespan.

Fresno COG staff coordinated with Caltrans to merge the new Fresno COG Valleyrides website with the San Joaquin Valley 511 website, 511sjv.org. The new website provides many features for the travelers of the San Joaquin Valley including public transit and rideshare information; links to bicycling, CHP and tourist information; Caltrans QuickMap; and links to all the MPOs in the San Joaquin Valley.

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

### Previous work

In 2021-22, Fresno COG staff continued to host the Fresno County Regional Architecture website and be available for any questions concerning the architecture and the ITS Strategic Deployment Plan, and to update the Plan.

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

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

## Products

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

## Tasks

- 114.01 Maintain Regional ITS architecture (Monthly)  
 114.02 Attend ITS webinars, training and workshops (Monthly)  
 114.03 Maintain the 511 portions of the Valleyrides website (Monthly)  
 114.04 Host quarterly meetings with regional ITS partners (July, October, 2022; January, April 2023)

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

### 114 Intelligent Transportation Systems

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FTA 5303
Salaries	5,584	16,534	6,097	6,097
Benefits	1,982	5,412	2,101	2,101
Overhead	1,278	14,809	5,765	5,765
Total Staff Costs	8,843	36,755	13,963	13,963
Direct Costs				
Total Direct Costs	0	0	0	0
<b>TOTAL</b>	<b>8,843</b>	<b>36,755</b>	<b>13,963</b>	<b>13,963</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				1,602

# 115 Regional Transportation Mitigation Fee Program

## Objective

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

## Discussion

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

## Previous work

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

## Products

1. Regional Transportation Mitigation Fee Program.

## Tasks

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

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

**115 Regional Transportation Mitigation Fee Program**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
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Salaries	22,534	22,354	20,824	20,824
Benefits	7,996	8,224	7,232	7,232
Overhead	5,156	20,634	19,731	19,731
Total Staff Costs	35,686	51,212	47,787	47,787
Direct Costs				
Consultants	1,741	50,000	50,000	50,000
Supplies/Printing	2,228			
County Counsel	0	5,000	5,000	5,000
Program Audits	8,652	8,912	8,912	8,912
Total Direct Costs	12,621	63,912	63,912	63,912
<b>TOTAL</b>	<b>48,307</b>	<b>115,124</b>	<b>111,699</b>	<b>111,699</b>

LTF MATCH 11.47%

TOLL CREDIT MATCH 11.47%

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



## 116 National Park Transit Service

### Objective

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

### Discussion

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

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

### Previous work

Fresno COG contracted with Yosemite Area Regional Transportation System (YARTS) to provide service along SR 41 from Fresno to Yosemite National Park starting in May 2015. Fresno COG staff was able to secure additional funding, including Caltrans Rural Transit 5311(f) grants and annual funding from Yosemite National Park. The schedule was trimmed to a summer only (mid-May to mid-September) service beginning in 2017. Once again YARTS was awarded a Federal Lands Access Program (FLAP) grant to provide free rides to all YARTS riders on days during 2021 when the National Park Service waives entrance fees. Fresno COG also received CARES ACT funding for YARTS operations.

### Products

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

### Tasks –National Park Transit Service Planning

116.01 Administer transit service to/from major locations in Fresno and Yosemite National Park via YARTS. (Monthly)

116.02 Provide fiscal management and oversight of YARTS transit service on SR 41. (Monthly)

116 National Park Transit Service																			
Task Description	COG	CNTY	FRES	FRES	CLOV	YARTS	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
116.01 Administer transit service to/from major locations in Fresno and Yosemite National Park via YARTS	■					■	25	■	■	■	■	■	■	■	■	■	■	■	■
116.02 Provide fiscal management and oversight of YARTS transit service on SR 41.	■					■	75	■	■	■	■	■	■	■	■	■	■	■	■

**116 National Park Transit Service**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FTA 5311(f)	FTA 5307	LOCAL FUNDS
Salaries	6,574	5,888	6,041			6,041
Benefits	2,333	2,013	2,081			2,081
Overhead	1,504	5,331	5,712			5,712
Total Staff Costs	10,410	13,232	13,834	0	0	13,834
Direct Costs						
Consultants	518,875	747,500	747,500	206,493	272,283	268,724
Total Direct Costs	518,875	747,500	747,500	206,493	272,283	268,724
<b>TOTAL</b>	<b>529,285</b>	<b>760,732</b>	<b>761,334</b>	<b>206,493</b>	<b>272,283</b>	<b>282,558</b>
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%						

	Total	FTA 5311(f)	FTA 5307	LOCAL FUNDS
Consultants				
YARTS Operations	747,500	206,493	272,283	268,724
Total Consultants	747,500	206,493	272,283	268,724

# 117 Golden State Corridor Study

## Objective

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

## Discussion

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

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

## Previous work

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

## Products

1. Completed bids
2. Construction activity

## Tasks

- 117.01 Bidding assistance (Monthly)
- 117.02 Construction support (Monthly)

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

**117 Golden State Corridor**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	21,415	4,786	8,629	8,629
Benefits	7,599	1,652	2,978	2,978
Overhead	4,900	4,344	8,164	8,164
Total Staff Costs	33,914	10,782	19,771	19,771
Direct Costs				
Consultants	964,122	200,000	200,000	200,000
Agency Pass Thru	0	200,000	200,000	200,000
Grant Administration				
Total Direct Costs	964,122	400,000	400,000	400,000
<b>TOTAL</b>	<b>998,036</b>	<b>410,782</b>	<b>419,771</b>	<b>419,771</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

## 120 Regional Public Transportation Planning

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### Objective

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

### Discussion

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

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

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

### Previous Work Completed

In 2021-22, COG staff contracted part time (80 percent) to the City of Fresno Department of Transportation/FAX continued to work with the City of Fresno's Planning and Development Department to evaluate and review development proposals that encourage transit friendly development. Additionally, COG/FAX staff participated in the City of Fresno's Southern Blackstone Smart Mobility Plan, SB 743 VMT Mitigation Program, Central Southeast Area Specific Plan, West Area Neighborhoods Specific Plan, and the South Central Specific Plan.

Additionally, staff coordinated service adjustments that it had been planning in FY 2020. This included adjustments to Routes 12, 28, 35, 20, 45 and the new Route 3, as well as frequency enhancements to Route 38. FAX also evaluated future service options to the North Pointe Industrial Park in south Fresno. Staff also completed a public outreach effort to inform passengers of temporary free fares enacted for six months during the COVID pandemic. This included flyers on buses, updates to FAX kiosks, FAX newsletter articles, press releases, audio bus recordings, digital message signs, posting at each BRT station, social media posts on Facebook and Twitter, and others. Outreach was provided in both English and Spanish. Another aspect of the outreach was to fulfil the federal obligation to complete a Title VI Fare Equity Analysis (FEA) to ensure that FAX's fare changes would not have a discriminatory effect on minority or low-income populations.

COG/FAX staff also completed significant updates of the FAX Schedule Guide to include recent service changes, as well as new procedures. During the next fiscal year, FAX will continue to refine the website for enhanced accessibility and continue to facilitate improvements to the locally developed transit application, MyFAXBus.

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

COG staff worked with regional partners, including FAX, Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA). Major work efforts during FY 2021 included collaboration on project updates in the 2022 RTP/SCS and the update of the Fresno Clovis Metropolitan Area (FCMA) Short Range Transit Plan (SRTP) and the Short Range Transit Plan (SRTP) for Rural Fresno County. Staff continues to support FAX planning and marketing activities, including outreach materials to ensure accurate and timely information. Staff continues to work on developing contingency operating plans, as well as maintaining an outreach campaign to communicate with the public on the status of bus service, new health rules to ride by, and FAX actions to keep riders and staff safe and

healthy. This includes printed materials on the buses and at major transit facilities, recorded messages played on-board the vehicles, and extensive social media using Twitter and Facebook.

## Products

### Required Reports

1. Regional Transportation Plan (RTP) Public Transportation Element.
2. Short-Range Transit Plan (SRTP) for the Fresno-Clovis Urbanized Area
3. Short-Range Transit Plan (SRTP) for Rural Fresno County (every two years).
4. FAX Facilities Standards Document
5. Consolidated Transportation Services Agencies (CTSA) Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area.
6. Consolidated Transportation Services Agency (CTSA) Operations Program and Budget (OPB) for Rural Fresno County
7. Environmental impact assessments.
8. Transit Asset Management Plan (TAM).
9. Long Range Transit Plan (LRTP) with FCOG.
10. Triennial Performance Audit (every three years).

### Technical Process and Studies

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

## Tasks

### Required Reports

- 120.01 Update FAX’s five-year capital program. (March-May, 2023)
  - 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 and Rural Fresno County. (March-June, 2023)
  - a. Coordinate with FCMA transit service providers.
  - b. Analyze current data related to demographic trends, operating performance and budget.
  - c. Incorporate updated information into capital improvement program.
- 120.03 Update the CTSA Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area (FCMA) and Rural Fresno County. (December 2022-January 2023)
  - a. Coordinate with contracted paratransit service provider to secure required documentation.
  - b. Continue to refine the CTSA process in the FCMA.
  - c. Continue to better coordinate social service transportation.
- 120.04 Undertake environmental assessments as appropriate, as well as alternative analysis if indicated. (April-June 2023)
  - a. Undertake preliminary assessment of environmental effects of urban public transportation planning reports.
  - b. Conduct re-assessment of environmental effects on rural public transportation planning reports
  - c. Prepare alternative analysis and/or environmental impact reports and conduct public hearings, as required.
- 120.05 Rural Public Transportation Planning. (August, November, 2022; January-June, 2023)
  - a. Special Rural Transit Studies
    - (1) Staff time devoted to consultant contracts in coordination with FCOG.
    - (2) Review comments submitted at annual “Unmet Transit Needs” public hearings to determine special rural transit studies. Evaluate current and projected data.
    - (3) Evaluate proposals to expand, reduce or modify service as expressed through the citizen participation and environmental justice process; develop service alternatives as warranted; present draft and final recommendation,

review with member agency staff and advisory committees and revise as necessary, finalize implementation schedules and financial commitments.

(4) Identify follow-up strategies to ensure timely and systematic plan implementation by the rural transit operator.

(5) Coordinate and consult with the tribal governments. Document tribal government-to-government relations.

b. COG staff to support the Social Services Transportation Advisory Committee

120.06 Agricultural Industries Transportation Services (AITS) (Monthly)

a. Review how to help meet farm workers' transportation needs

120.07 Social Service Transportation Planning. (Monthly)

a. Refine the Consolidated Transportation Service Agency's (CTSA's) process in rural Fresno County.

(1) Continue providing transportation planning technical assistance to the Fresno County Rural Transit Agency, designated Consolidated Transportation Service Agency (CTSAs) for rural Fresno County to bring additional social service agencies into CTSA.

(2) Provide evaluation data for annual productivity evaluation process.

(3) Review current operations program and budget and its relationship to other technical studies and documents related to rural transportation service including proposals for service expansion/deletion or modification by operators and interested citizens; prepare the annual FY 2021-22 productivity evaluation draft and final report; and continue to respond to 2018-19 Triennial Performance Evaluation recommendations; review with Fresno County staff and advisory committees and revise as necessary, conduct public hearings and adopt document.

### Technical Process and Studies

120.08 Coordinate review of development proposals. (Monthly)

a. Evaluate development proposals for regulatory compliance.

b. Identify transit supportive infrastructure and amenities appropriate for proposed development.

120.09 Conduct Fresno COG's "Social Service Transportation Advisory Committee" meetings. (August, November, 2022; January-June, 2023)

120.10 Prepare Fresno COG's "Unmet Transit Needs Staff Report" and conduct public hearing. (February-June 2023)

120.11 Coordinate air quality planning efforts with the COG as related to transit. (Monthly)

a. Coordinate with COG and the air district in implementing TCMs relating to public transit.

b. Coordinate with COG and the air district in formulating trip reduction strategies.

120.12 Conduct fixed-route and paratransit passenger and non-rider surveys. (Monthly)

a. Develop service and training recommendations based on passenger survey results.

120.13 Implement the FAX public information and community outreach program. (Monthly)

a. Coordinate community outreach and public information program.

b. Prepare and update passenger information pieces.

c. Prepare and publish FAX fixed-route maps and schedules.

d. Update FAX web site.

e. Develop and implement FAX branding/marketing campaign.

120.14 Coordinate long-range transit planning with the FAX System Restructure and FCMA Strategic Service Evaluation recommendations. (Monthly)

120.15 Regional transit coordination (Monthly)

120.16 Develop FAX's FTA National Transit Database Report. (Monthly)

a. Conduct NTDB surveys on a continuous basis.

b. Update NTDB Report.

c. Coordinate Annual NTDB Audit.

120.17 Coordinate with the transit agencies on a Transit Asset Management Plan (July 2022-January 2023)

120.18 Update the Coordinated Public Transit-Human Services Transportation Plan (December 2022-June 2023)

a. Inventory existing transportation services

b. Develop a demographic profile

c. Identify gaps in service

d. Public and stakeholder engagement

e. Develop strategies, activities and/or projects to address identified gaps

f. Develop final coordinated plan

### Transit Service Evaluation and Monitoring

120.19 Prepare annual Transit Productivity Evaluation Report. (Monthly)

a. Coordinate with other social service transportation providers to evaluate service within the county.

b. Present report to Social Services Transportation Advisory Council for review and comment.

c. Update AB 120 Action Plan



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

**120 Regional Public Transportation Planning**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FTA 5303	FTA 5307	LOCAL FUNDS
Salaries	187,906	194,219	206,890	6,511	154,898	45,481
Benefits	64,286	72,477	86,936	2,665	65,808	18,463
Overhead	0	7,408	12,615	1,332	0	11,283
Total Staff Costs	252,192	274,104	306,441	10,508	220,706	75,227
Direct Costs						
Consultants		121,584	121,584	121,584		0
Grant Specific Travel	0	3,000	3,000		2,400	600
Agency Pass Thru	50,000	0	0			0
Grant Administration						
Total Direct Costs	50,000	124,584	124,584	121,584	2,400	600
TOTAL	302,192	398,688	431,025	132,092	223,106	75,827
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				15,151		
			<b>Total</b>	<b>FTA 5303</b>	<b>FTA 5307</b>	<b>LOCAL FUNDS</b>
Consultants			121,584	121,584		0

## 121 Federal Transit Administration Direct Grants

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### Objective

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

### Discussion

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

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

The FTA grant administration provisions include the following activities:

- Require a locally developed coordinated public transit-human services transportation plan for FTA human service transportation programs, such as Enhanced Mobility of Seniors and Individuals with Disabilities Program
- Require the plan to be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.

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

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

### Previous work

- Maintained the FTA Section 5310 Grant Program
- Administered new FTA Section 5339 grant
- Fresno COG staff procured 17 vehicles for successful 5310 applicants.
- Fresno COG staff developed the Fresno COG Section 5310 Program Management Plan and Grant Application.

### Products

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

### Tasks

- 121.01 Notifying eligible local entities of funding availability (July-October, 2022; two-year cycle)
- 121.02 Oversee and administer FTA Section 5310 funds (Monthly)
- 121.03 Procure FTA Section 5310 vehicles for successful applicants (Monthly; two-year cycle)
- 121.04 FTA Section 5310 application review and scoring (May-June, 2023; two-year cycle)
- 121.05 Project selection (Monthly; two-year cycle)
- 121.06 Project monitoring (Monthly)
- 121.07 Asset management and property disposition (Monthly)
- 121.08 FTA Section 5339 grant administration (Monthly)

**121 Federal Transit Administration Direct Grants**

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
121.01 Notifying eligible local entities of funding availability	■	·	1	■	■	■	■								
121.02 Oversee and administer 5310 funds	■	·	24	■	■	■	■	■	■	■	■	■	■	■	■
121.03 Procure vehicles for successful Section 5310 applicants	■	·	12	■	■	■	■	■	■	■	■	■	■	■	■
121.04 Application review and scoring	■	■	13											■	■
121.05 Assist grant applicants	■	■	19	■	■	■	■	■	■	■	■	■	■	■	■
121.06 Project monitoring	■		25	■	■	■	■	■	■	■	■	■	■	■	■
121.07 Asset management and property disposition	■		1	■	■	■	■	■	■	■	■	■	■	■	■
121.08 FTA Section 5339 grant administration	■		5	■	■	■	■	■	■	■	■	■	■	■	■

**121 FTA DIRECT GRANTS**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FTA 5310	FTA 5339	LOCAL FUNDS
Salaries	28,133	20,139	20,742			20,742
Benefits	9,983	6,995	7,273			7,273
Overhead	6,437	18,310	19,703			19,703
Total Staff Costs	44,553	45,444	47,718	0	0	47,718
Direct Costs						
FTA 5339	0	10,290,562	10,290,562		5,145,281	5,145,281
FTA 5310	691,937	2,020,324	1,292,496	1,184,976	0	107,520
Total Direct Costs	691,937	12,310,886	11,583,058	1,184,976	5,145,281	5,252,801
<b>TOTAL</b>	<b>736,490</b>	<b>12,356,330</b>	<b>11,630,776</b>	<b>1,184,976</b>	<b>5,145,281</b>	<b>5,300,519</b>
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				194,879	0	

FTA 5310	Total	FTA 5310	Match	Toll Credits
FAX 4 Buses	537,600	430,080	107,520	
FEOC 3 Buses	270,219	270,219		54,044
UCPCA 2 Bus	187,950	187,950		37,590
Westcare 2 Buses	111,082	111,082		22,216
Inspiration Transp., 1 Van	185,645	185,645		37,129
<b>Total</b>	<b>1,292,496</b>	<b>1,184,976</b>	<b>107,520</b>	<b>150,979</b>
FTA 5339	<b>Total</b>	<b>FTA 5339</b>	<b>Match</b>	
FCRTA	10,290,562	5,145,281	5,145,281	

## 131 Access for All Program

### Objective

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

### Discussion

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

### Previous Work

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

### Products

1. Access for All program contract administration, monitoring, and evaluation.
2. Submit required quarterly and annual reports
3. AFA webpage that includes SB1376 information and Access Provider application process

### Tasks

- 131.01 Administer the AFA provider contract for fiscal year 2022-23. (Monthly)
- 131.02 Monitoring, evaluate, and promote the AFA Program. (Monthly)
- 131.03 Maintain an AFA webpage that includes information on SB1376 and access provider application process. (Monthly)
- 131.04 Submit Consolidated Quarterly Reports
- 131.05 Submit annual and other reports to ensure that progress is made toward the broader goals and objectives of the program and SB 1376 (June 2023)

131 Access for All Program		2021/2022													
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
131.01 Administer AFA program contract	■		40	■	■	■	■	■	■	■	■	■	■	■	■
131.02 Monitor / Evaluate / Promote AFA program	■		35	■	■	■	■	■	■	■	■	■	■	■	■
131.03 Maintain a webpage	■		10	■	■	■	■	■	■	■	■	■	■	■	■
131.04 Submit Quarterly Reports	■		10		■			■			■			■	
131.05 Submit annual and other reports	■		5												■

**131 Access for All Program**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	0		2,656	2,656
Benefits	0		1,228	1,228
Overhead	0		2,731	2,731
Total Staff Costs	0	0	6,615	6,615
Direct Costs				
Consultants		189,072	189,072	189,072
Grant Administration		33,365	26,750	26,750
Total Direct Costs	0	222,437	215,822	215,822
<b>TOTAL</b>	<b>0</b>	<b>222,437</b>	<b>222,437</b>	<b>222,437</b>

LTF MATCH 11.47%

TOLL CREDIT MATCH 11.47%

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

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### Objective

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

### Discussion

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

#### Aviation

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

#### Rail

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

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

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

#### Bicycling and pedestrian facilities

Fresno COG will continue to assist the cities within Fresno County and the County itself with securing funding for corridors to include bicycle and pedestrian uses. This includes a particular eye toward providing funding for traditionally disadvantaged communities.

Fresno COG developed a Regional Active Transportation Plan (R-ATP), which includes bicycle and pedestrian plans for all member agencies. The plan provides a countywide inventory of existing conditions and planned countywide priority bicycle and pedestrian networks. An update of the R-ATP will start in FY 2022-23 (See WE 154). Fresno COG's increased involvement in promoting bikeway and pedestrian (including trails) planning, funding and project development will continue in 2022-23.

#### Complete Streets

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

### Previous work

- Updated rail, aviation, and non-motorized modal elements, contained within the RTP, adopted June 2022
- Fresno County Regional Active Transportation Plan.
- Fresno/Clovis Class IV Separated Bikeway Feasibility Study.

## Products

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

## Tasks

- 150.01 Monitor aviation, rail, bicycling, and pedestrian developments and emerging issues; evaluate and promote connectivity with other transportation modes; and integrate with air quality planning as appropriate. (Monthly, as needed).
- 150.02 Monitor findings and recommendations of the Fresno Freight Rail Realignment Study and provide analysis and staff research on other rail matters as appropriate. (Monthly, as needed).
- 150.03 Document issues, provide analysis and staff research on aviation system plans and other aviation matters as appropriate. (Monthly, as needed).
- 150.04 Monitor and participate in activities of the San Joaquin Valley Rail Committee, including its evolution as the advisory committee to the San Joaquin Joint Powers Authority (Quarterly).
- 150.05 Coordinate with Tulare County and other Valley counties on potential strategies to prevent important railroad corridor abandonments, in conjunction with appropriate recommendations from the Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study and the San Joaquin Valley Railroad Business Plans (Reedley to Fresno and Firebaugh to Fresno) (Monthly, as needed).
- 150.06 Participate in initiatives analyzing railroad corridors for preservation and alternative transportation uses, other fixed guideway studies and proposals, and new technologies under the Measure C New Technology Program (Monthly, as needed).
- 150.07 Monitor new active transportation innovations and technologies (Monthly, as needed).
- 150.08 Participate in the technical advisory committees for the San Joaquin Valley Goods Movement Sustainable Implementation Plan and the San Joaquin Valley I-5 Goods Movement Safety Corridor Study to ensure that the advantages and opportunities provided by the Class I freight railroads and the short line freight railroad are represented (Monthly).
- 150.09 Monitor and participate in activities of the San Joaquin Joint Powers Agency, the regional governance structure of the Amtrak San Joaquins (monthly).
- 150.10 Participate in the Fresno Yosemite International Airport Master Plan Update as an advisory committee member (Monthly).
- 150.11 Continue communicating and coordinating planning activities with Lemoore Naval Air Station (As needed).

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



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

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	18,579	22,046	19,217	19,217
Benefits	6,592	7,633	6,599	6,599
Overhead	4,251	20,028	18,156	18,156
Total Staff Costs	29,422	49,707	43,972	43,972
Direct Costs				
Supplies/Printing	0	2,000	2,000	2,000
Total Direct Costs	0	2,000	2,000	2,000
<b>TOTAL</b>	<b>29,422</b>	<b>51,707</b>	<b>45,972</b>	<b>45,972</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 152 High-Speed Rail Planning

### Objective

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

### Discussion

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

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

### Previous work

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

### Products

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

### Tasks

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

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

152 High Speed Rail Planning

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	1,267	1,456	1,527	1,527
Benefits	450	437	452	452
Overhead	290	1,277	1,392	1,392
Total Staff Costs	2,007	3,170	3,371	3,371
Direct Costs				
Total Direct Costs	0	0	0	0
<b>TOTAL</b>	<b>2,007</b>	<b>3,170</b>	<b>3,371</b>	<b>3,371</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 153 Fresno County Airport Land Use Commission

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### Objective

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

### Discussion

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

### Previous work

- Drafted agenda packets, and conducted ALUC meetings in 2021-22
- Reviewed local agency actions and individual development projects, and determined consistency with the Fresno County Airport Land Use Commission Compatibility Land Use Plan
- Offered full administrative and planning support to the Fresno County Airport Land Use Commission
- Provided staff-level review on many plans and projects as requested, assessing Fresno County ALUCP consistency
- Developed a unified Fresno County Airport Land Use Compatibility Plan (ALUCP) combining all eight existing airport compatibility plans into one document, with an additional chapter to address the land use compatibility issues and requirements of NAS Lemoore. The ALUC adopted the plan in December 2018, as well as a major amendment in December 2021.
- 2022 Regional Transportation Plan Action Element's aviation section

### Products

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

### Tasks

- 153.01 Provide staffing and administrative support throughout the year (Monthly)
- 153.02 Provide technical assistance to local agencies and airports for the Airport Land Use Compatibility Plan (Monthly)
- 153.03 Draft agenda packets, communicate with ALUC members, conduct ALUC meetings every other month (as needed), and provide meeting follow-up communications (Monthly)
- 153.04 Prepare staff reports for the ALUC on matters of land use compatibility or consistency as requested (Bi-monthly)
- 153.05 Review environmental documents and potential projects to ensure consistency with airport land use compatibility plans and guidelines from the Caltrans Airport Land Use Planning Handbook, as requested (Monthly)
- 153.06 Review proposed revisions to airport master plans, FAR 150 studies, general plans, heliport layout plans and proposed ordinances, as requested. (Monthly)
- 153.07 Coordinate with Caltrans, airport authorities and local jurisdictions on airport land use policies and implementation (Monthly)
- 153.08 ALUCP Amendment No. 2 draft, public process and adoption procedures. (December 2022)
- 153.09 Maintain and update Airport Land Use Commission information on the Fresno COG website (Monthly).
- 150.10 Coordinate plans and share information with Naval Air Station Lemoore (Monthly)

**153 Fresno County Airport Land Use Commission**

Task Description	COG	LEGAL	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
153.01 Provide staffing and admin. support	■		20	■	■	■	■	■	■	■	■	■	■	■	■
153.02 Provide technical assistance to local agencies and airports	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
153.03 Prepare agenda packets and/or meeting follow-up	■		20	■	■	■	■	■	■	■	■	■	■	■	■
153.04 Prepare staff reports	■		17		■		■		■		■		■		■
153.05 Review environmental documents	■		15	■	■	■	■	■	■	■	■	■	■	■	■
153.06 Review proposed revisions to plans and studies	■		6	■	■	■	■	■	■	■	■	■	■	■	■
153.07 Coordinate with Caltrans, ALUC, airports and public	■		5	■	■	■	■	■	■	■	■	■	■	■	■
153.08 ALUCP Amendment #2	■		5	■	■	■	■	■	■						
153.09 Maintain and update ALUC page on Fresno COG website	■		2	■	■	■	■	■	■	■	■	■	■	■	■
153.10 NAS Lemoore Coordination	■		2	■	■	■	■	■	■	■	■	■	■	■	■

**153 Airport Land Use Commission**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	10,150	9,827	10,146	10,146
Benefits	3,602	3,414	3,487	3,487
Overhead	2,322	8,935	9,588	9,588
Total Staff Costs	16,074	22,176	23,221	23,221
Consultants	2,610	10,000	10,000	10,000
County Counsel	2,834	5,000	5,000	5,000
Total Direct Costs	5,444	15,000	15,000	15,000
<b>TOTAL</b>	<b>21,518</b>	<b>37,176</b>	<b>38,221</b>	<b>38,221</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

## 154 Regional Active Transportation Plan Update

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### Objective

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

### Discussion

In 2018, Fresno COG developed the Fresno County Regional Active Transportation Plan (R-ATP). This R-ATP update will map recent projects, identify the latest collision data, and help each jurisdiction in the County identify new bicycle and pedestrian projects. Additionally, the consultant will work with each local agency and stakeholders from historically disadvantaged communities to plan community outreach, identify barriers, and innovative solutions to increase walking and biking.

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

### Previous Work

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

### Products

- 2023 Fresno County Regional Active Transportation Plan update
- Meeting agendas, minutes, sign-up sheets, photos, and other documentation related to the Fresno County Regional Active Transportation Plan update

### Tasks

- 154.01 Kick-off meeting: Conduct an initial kick-off meeting to review the final scope of work, schedule, work products, and management and communication procedures. (July 2022)
- 154.02 Bi-weekly team meetings with the FCOG project manager. (Monthly)
- 154.03 Data collection: Collect and verify all data from the 2018 R-ATP (September-October 2022; January-February 2023)
- 154.04 Field review: Consultant will complete field reviews to verify new developments and/or changed conditions (July-September, 2022)
- 154.05 Plan review: Incorporate recent applicable planning studies such as single agency ATPs, safety or transit plans (September-October 2022)
- 154.06 Stakeholder meetings: Conduct meetings via video with local jurisdictions and disadvantaged communities to discuss current conditions and needs. (August, October, 2022; February-March, 2023)
- 154.07 Network quantitative/qualitative analysis: Evaluate bicycle and pedestrian networks to identify existing locations of safety concerns, connections to activity centers, connections to transit, inefficient conditions, and opportunities to improve existing facilities. (October-December, 2022)
- 154.08 Community outreach: Partner with each jurisdiction's staff to arrange outreach meetings in disadvantaged communities, distribute announcements, meeting materials and citizen surveys. (September-October, 2022; January-February, 2023)
- 154.09 Community outreach – web-based platform: Develop a project website with a web-based GIS platform to allow on-line public and stakeholder input. (August 2022-February 2023)
- 154.10 Identify proposed pedestrian and bicycle networks: Incorporate feedback received from small group meetings and community outreach in each jurisdiction in accordance with ATP guidelines. (January-March, 2023)
- 154.11 Public review: Consultant will release an administrative draft plan out for 30-day public review with a public meeting and presentation. (February-April, 2023)
- 154.12 Cost estimates: Develop cost estimates for recommended projects based on local cost data.
- 154.13 Presentations: Prepare and present the final draft plan to Fresno COG's Transportation Technical Advisory Committee, Policy Advisory Committee and Policy Board for acceptance. (March-April, 2023)
- 154.14 Produce final plan: Create the final plan from all previous tasks that incorporates comments and action by the Fresno COG Policy Board.

154 Regional Active Transportation Plan Update															
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
154.01 Kick-off meeting	■	■	1%	■											
154.02 Project management and coordination	■	■	8%	■	■	■	■	■	■	■	■	■	■	■	■
154.03 Data collection		■	7%			■	■			■	■				
154.04 Field review and walk audits		■	7%	■	■	■									
154.05 Plan review		■	8%			■	■								
154.06 Stakeholder meetings					■		■				■	■			
154.07 Network quantitative/qualitative analysis		■	12%				■	■	■						
154.08 Community outreach		■	8%			■	■			■	■				
154.09 Community outreach – web-based platform		■	5%		■	■	■	■	■	■	■				
154.10 Identify proposed pedestrian and bicycle networks		■	11%							■	■	■			
154.11 Public Review/Administrative Draft		■	21%								■	■	■		
154.12 Cost Estimates		■	6%									■	■		
154.13 Presentations to TTC, PAC, & Board	■	■	3%										■	■	
154.14 Produce Final Report	■	■	3%												■

**154 Regional ATP Update**

Budget	Actual Cost	Adopted Budget	Annual Budget	RMRA	LOCAL
Account	2020/21	2021/22	2022/23	2022/23	FUNDS
Salaries	0	0	0		
Benefits	0	0	0		
Overhead	0	0	0		
Total Staff Costs	0	0	0	0	0
Direct Costs					
Consultants	0	0	300,000	265,590	34,410
Grant Administration		0	20,000	17,706	2,294
Total Direct Costs	0	0	320,000	283,296	36,704
<b>TOTAL</b>	0	0	320,000	283,296	36,704
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	RMRA	LOCAL
Total	2022/23	FUNDS
Consultants		
SJV Household Travel Survey	300,000	34,410
Total Consultants	300,000	34,410



## 163 Freight Movement and Planning

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### Objective

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

### Discussion

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

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

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

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

The California Inland Port Feasibility Study Phase Three is referenced in Work Element 168.

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

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

### Previous Work

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

### Products

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

### Tasks

**163.01** Coordinate with Caltrans and FHWA on freight planning efforts on the local, regional, or state level. (Monthly)

**163.02** Coordinate with the San Joaquin Valley MPOs on a unified freight planning effort. (Monthly)

**163.03** Participate in the Freight Advisory Committee, Interregional Goods Movement Technical Working Group, and technical advisory committees for the San Joaquin Valley Goods Movement Sustainable Implementation Plan and the San Joaquin Valley I-5 Goods Movement Safety Corridor Study. (Monthly)

**163.04** Act as liaison with both the freight/goods movement industry and business communities as related to Fresno COG and San Joaquin Valley freight planning efforts (Monthly).

**163.05** As needed, participate in statewide coordination process to designate critical urban and rural freight corridors. (Monthly)

**163.06** As needed, assist with developing performance measures related to freight traffic.

**163.07** Assist with monitoring state and federal funding source programs including the Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and National Highway Freight Program. (Monthly)

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

**163 Freight Movement and Planning**

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FHWA PL
Salaries	2,294	2,691	2,863	2,863
Benefits	814	889	848	848
Overhead	525	2,415	2,610	2,610
Total Staff Costs	3,633	5,995	6,321	6,321
Direct Costs				
Total Direct Costs	0	0	0	0
<b>TOTAL</b>	3,633	5,995	6,321	6,321
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				725

## 164 California Inland Port Feasibility Study Phase II

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### Objective

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

### Background and Discussion

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

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

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

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

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

- Rail freight planning and coordination efforts are addressed in work elements 150 and 152.
- Freight planning efforts are addressed in work element 163.
- Freight performance conditions and management are addressed in work element 171.
- Caltrans programs addressing freight and corridor connectivity are addressed in work element 220.

### Previous Work Completed

Other freight planning efforts completed by Fresno COG include:

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

### Products

- Grant applications – Ongoing as needed.

## Tasks

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

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

### 164 CA Inland Port Feasibility Study Phase II

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	0	1,996	0	
Benefits	0	624	0	
Overhead	0	1,768	0	
Total Staff Costs	0	4,388	0	0
Direct Costs				
Consultants		250,000	50,000	50,000
Agency Pass Trough	0	0	0	0
Grant Administration		90,000		0
Total Direct Costs	0	340,000	50,000	50,000
<b>TOTAL</b>	0	344,388	50,000	50,000
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

## 165 San Joaquin Valley Household Travel Survey

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### Objective

This work element's objective is to collect household travel data from across the entire San Joaquin Valley to update travel demand forecast models, meeting federal & state requirements and the Valley's modeling needs. The travel models' update fulfills the Valley MPOs planning responsibilities and obligations for RTP/SCS development, SB 743 implementation, transportation conformity, corridor studies, and environmental documents for local land use plans and developments.

### Discussion

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

The San Joaquin Valley MPOs' models have base years ranging from 2014 to 2018. Federal conformity regulations require that travel models used in conformity analyses cannot be more than 10 years old. The Valley MPOs will need updated models by 2024 to 2028. Since Caltrans has decided not to conduct a statewide survey as in the past two decades, the Valley MPOs have decided to collectively pursue funding to conduct a Valleywide household survey to meet the timeline for updating the travel models. Fresno COG and Tulare County Association of Governments have since moved to activity-based models (ABM).

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

Valleywide modeling efforts have proven to be cost efficient due to economies of scale. Such Valleywide efforts have also improved collaboration among the MPOs. The estimated cost for a Valleywide household survey is around \$1.5 million, and it will take approximately a year or more to complete. The Valley MPOs expect to start the RFP process in fall/winter 2021 and collect data in spring 2022. Fresno COG will act as the project manager for survey efforts.

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

### Previous Work

An RFP was issued in November, and two proposals were received. The Valley MPOs conducted interviews for the two consultant teams and selected RSG to conduct the survey. The consultant team kicked-off the project in February 2022. A Technical Advisory Committee (TAC) was convened to provide input and guidance. The Committee comprises modelers from all eight MPOs, both Caltrans D6 & D10, as well as a representative from HCD. The consultant team presented the survey methodology and instrument design to the TAC in February 2022. A survey questionnaire was developed in coordination with the TAC. Housing questions were also created through the Valleywide REAP efforts in partnership with HCD staff. Sample design for the survey was created and finalized in March 2022. The consultant team developed a public outreach plan and started reaching out to the communities. The consultant team was in full force implementing the household travel survey and collecting data in late spring 2022.

### Products

1. Survey data collected
2. Memo documenting weighting and data expansion methodology
3. Cleaned dataset for each of the eight MPOs
4. Data codebook
5. User guide for accessing the HTS data
7. Workshops/training for local jurisdiction planning staff for the housing data
8. User guide for the housing information

- 9. Technical assistance
- 10. Final report & presentations to Valley COG Directors and Fresno COG's TTC/PAC and Policy Board

## Tasks

- 165.1 Process the survey data. The consultant team will clean up and processes the survey data. The consultant team will clean the data to ensure the quality standards are met. The consultant team will recommend and apply a methodology for weighting and expansion of the data based on the responses received. The consultant team will provide the processed data in a format that can feed directly into the models for each MPO. (July-November 2022)
- 165.2 Prepare draft final report for the survey. The consultant team will develop a draft report detailing each element of the project, which will be reviewed by the TAC. The report will include individual chapters for each of the eight counties with details of survey findings. The report will be finalized after comments from the TAC are addressed. (October 2022-January 2023)
- 165.3 Presentation to committees and the Policy Board. The consultant presents the report to the Valley COG Directors, Fresno COG's Transportation Technical Committee, Policy Advisory Committee and Policy Board for final acceptance. Once the survey findings and final report are accepted, each MPO will then begin the necessary steps to update their travel demand models. (January-February 2023)
- 165.4 Host workshops/committee meetings for local jurisdiction staff training on housing data for planning processes and documents. (December 2022-January 2023)
- 165.5 Develop user guide for how housing/transportation data may be employed to update housing elements, planning process. (January 2023)
- 165.6 Provide technical assistance to jurisdictions seeking to leverage housing data to update planning documents and processes. (January-June 2023)

165 San Joaquin Valley Household Travel Survey	2022/2023														
	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
165.1 Process survey data		■	65%	■	■	■	■	■							
165.2 Prepare draft report		■	30%				■	■	■	■					
165.3 Presentations to COG Directors and TTC/PAC and Board	■	■	5%							■	■				
165.4 Housing data presented to the Valley jurisdictions	■	■							■	■					
165.5 Develop housing data user guide		■								■					
165.6 Technical assistance to local governments regarding housing data		■								■	■	■	■	■	■

165 SJV Household Travel Survey

	Actual	Adopted	Annual		RMRA	LOCAL
Budget	Cost	Budget	Budget	FHWA	Comp	FUNDS
Account	2020/21	2021/22	2022/23	MPO Trans	2021/22	
Salaries	0	5,372	4,912		4,349	563
Benefits	0	1,538	1,456		1,289	167
Overhead	0	4,663	4,478		3,964	514
Total Staff Costs	0	11,573	10,846	0	9,602	1,244
Direct Costs						
Consultants		1,494,003	1,494,003	325,000	671,657	497,346
Grant Administration		11,573	12,300		10,890	1,410
Total Direct Costs	0	1,505,576	1,506,303	325,000	682,547	498,756
<b>TOTAL</b>	<b>0</b>	<b>1,517,149</b>	<b>1,517,149</b>	<b>325,000</b>	<b>692,149</b>	<b>500,000</b>
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%						

	Total	RMRA	LOCAL
		Comp	FUNDS
		2021/22	
Consultants			
SJV Household Travel Survey	1,494,003	671,657	497,346
Total Consultants	1,494,003	671,657	497,346

## 167 Regional Sustainable Infrastructure Planning Program

### Objective

Encourage regional planning projects that help implement the RTP/SCS and address disadvantaged communities' needs through a competitive process using funding from Senate Bill 1 Road Maintenance and Rehabilitation Account from FY 2022-23 Sustainable Communities Formula grant.

### Discussion

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

A working group will develop regional guidelines, criteria and eligible applicants for this competitive program, which will further Fresno COG's RTP/SCS goals.

### Previous Work

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

### Products

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

### Tasks

- 167.01 Hold subcommittee meetings to develop/update regional guidelines and final criteria. (August-December 2022)  
 167.02 Coordinate with Caltrans to ensure program meets Caltrans requirements (December 2022)  
 167.03 Assemble scoring committee (October-December 2022)  
 167.04 Call for projects (January-March 2023)  
 167.05 Project Selection (April-June 2023)

167 Regional Sustainable Infrastructure Planning Program															
2022/2023															
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
167.01 Subcommittee meetings for guideline development	■		100		■	■	■	■	■						
167.02 Caltrans meeting	■								■						
167.03 Assemble scoring committee	■						■	■	■						
167.04 Call for projects	■									■	■	■			
167.05 Project selection	■												■	■	■



**167 Regional Sustainable Infrastructure Planning Program**

Budget	Actual Cost	Adopted Budget	Annual Budget	RMRA	LOCAL
Account	2020/21	2021/22	2022/23	2022/23	FUNDS
Salaries	0	0	0		
Benefits	0	0	0		
Overhead	0	0	0		
Total Staff Costs	0	0	0	0	0
Direct Costs					
Consultants	0	0	134,249	118,851	15,398
Grant Administration		0	10,000	8,853	1,147
Total Direct Costs	0	0	144,249	127,704	16,545
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>144,249</b>	<b>127,704</b>	<b>16,545</b>
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2022/23	LOCAL FUNDS
Consultants			
Sustainable Comm Grant Program	0		
Total Consultants	0	0	0

## 168 California Inland Port Feasibility Study Phase III

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### Objective

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

### Background and Discussion

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

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

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

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

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

- Rail freight planning and coordination efforts are addressed in work elements 150 and 152.
- Freight planning efforts are addressed in work element 163.
- Freight performance conditions and management are addressed in work element 171.
- Caltrans programs addressing freight and corridor connectivity are addressed in work element 220.

### Previous Work Completed

Other freight planning efforts completed by Fresno COG include:

1. Reverse Triangle Study (2021)
2. SJV Interstate 5 Corridor Study (2017)
3. San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
4. State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
5. San Joaquin Valley Interregional Goods Movement Plan (2013)
6. Truck Model Improvement Project (2007)
7. SJV Regional Goods Movement Action Plan (2007)
8. San Joaquin Valley Movement Studies, Phase I (2000) and Phase II (2002)
9. Caltrans Statewide Freight Study (2000)
10. California Inland Port Feasibility Study Phase Two (2021)

## Products

- Project kick-off meeting minutes, DBE reports (as needed), quarterly invoices – February 2023
- Final RFP, consultant contract, contract amendments, all consultant meeting notes – February 2023
- Scored intermodal site suitability analysis matrix – September 2022
- Railroad agreement to collaborate – February 2023
- Detailed finance performance model – January 2023
- Detailed capital cost program report – November 2022
- Detailed options for Overall Project Implementation Paths – February 2023
- Project Timeline, Progress Schedule, Committee Rosters, Meeting Agendas, Meeting Minutes – Ongoing Through February 2023
- Public Engagement PowerPoint Presentations, Sign-In or Attendance Sheets, Meeting Notes – Ongoing through February 2023
- Final Phase Three Study – February 2023
- Any Presentations to Designated Bodies – Ongoing Through February 2023

## Tasks

**168.01** Project administration – Provide progress reports and invoices to Caltrans on a monthly or quarterly basis. Fresno COG will manage and administer the grant project according to the grant application guidelines, Regional Planning Handbook, and the executed grant contract. (Monthly through March 2023).

**168.02** Intermodal site suitability analysis - Preliminary assessment using rail industry criteria to find the optimal intermodal sites within the SJV to be reviewed with the railroad(s) and agreed upon. (September 2022).

**168.03** Railroad agreement to collaborate – Outreach and work with railroads to plan for an Inland Port. (February 2023).

**168.04** Project financial performance model – Undertake analytical work to assess project’s wider scope and prescribe options for funding the various infrastructure elements including: direct rail-related investment, indirect supporting transportation infrastructure, technology, and clean energy infrastructure. (January 2023)

**168.05** Detailed capital cost program – The consultant will undertake a comprehensive review of the range of capital costs that will be associated with development of the California Inland Port. (November 2022).

**168.06** Public-private delivery options – Consider various factors including: railroad investment, construction, rail service operational responsibilities, and project capital funding commitments, that provide critical foundations for determining the best model for project governance. Investigate various governance models that allow for orderly and strategic development while limiting risks. (February 2023).

**168.07** Advisory committee meetings - Conduct various advisories committee and meetings through February 2023.

**168.08** Public engagement – Schedule at least two public engagement events with Inland Port stakeholders’ organizations, such as, but not limited to: Los Angeles Board of Harbor commissioners; Port of Long Beach Harbor commissioners; San Joaquin Valley MPO boards; boards of the Sacramento Metropolitan Air Quality Management District, South Coast Air Quality Management District and the San Joaquin Valley Air Pollution Control District. (July 2022-February 2023).

**168.09** Draft and final phase three study – Provide public and stakeholder opportunities for input and comments into the draft study. Respond and/or incorporate comments into the final study. (January-February 2023).

**168.10** Board’s review and approval – Present completed study findings to interested bodies as needed. These include, but are not limited to: any Caltrans body, MPO policy boards, air district governing boards, and port authority executive boards. (February 2023).

168 California Inland Port Feasibility Study Phase III															
Task Description	COG	CONSULT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
168.01 Project administration	<input type="checkbox"/>	<input type="checkbox"/>	1%	■	■	■	■	■	■	■	■	■			
168.02 Intermodal site suitability analysis		<input type="checkbox"/>	15%	■	■	■									
168.03 Railroad agreement to collaborate		<input type="checkbox"/>	10%			■			■		■				
168.04 Project financial performance model		<input type="checkbox"/>	15%				■	■	■	■					
168.05 Detailed capital cost program		<input type="checkbox"/>	15%			■	■	■							
168.06 Public-private delivery options		<input type="checkbox"/>	19%			■	■	■	■	■	■				
168.07 Advisory committee meetings	<input type="checkbox"/>	<input type="checkbox"/>	5%			■					■				
168.08 Public engagement	<input type="checkbox"/>	<input type="checkbox"/>	5%	■	■	■	■	■	■	■	■				
168.09 Draft and final phase three study	<input type="checkbox"/>	<input type="checkbox"/>	10%							■	■				
168.10 Board’s review and approval	<input type="checkbox"/>	<input type="checkbox"/>	5%								■				

168 CA Inland Port Feasibility Study Phase III

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FHWA SPR	LOCAL FUNDS
Salaries	0	0	3,817	3,053	764
Benefits	0	0	1,131	905	226
Overhead	0	0	3,480	2,784	696
Total Staff Costs	0	0	8,428	6,742	1,686
Direct Costs					
Consultants	0	468,000	468,000	374,400	93,600
Grant Administration		17,000	8,572	6,858	1,714
Total Direct Costs	0	485,000	476,572	381,258	95,314
<b>TOTAL</b>	<b>0</b>	<b>485,000</b>	<b>485,000</b>	<b>388,000</b>	<b>97,000</b>
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	FHWA SPR	LOCAL FUNDS
Consultants			
Inland Port Study	468,000	374,400	93,600
Total	468,000	374,400	93,600

## 170 Regional Transportation Plan

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### Objective

Fresno COG maintains a continuous, coordinated and comprehensive planning and implementation process. The Regional Transportation Plan (RTP) includes both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. It addresses the federally required planning factors emanating from MAP-21 and FAST Act, statewide transportation planning emphasis areas and statewide legislative initiatives such as SB 743, SB 375 and AB 32.

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

### Discussion

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

In addition to meeting federal requirements for transportation conformity, fiscal constraint, transportation performance management, environmental justice, etc., the RTP is also required to satisfy the state mandates such SB 375 and SB 743. The federal and state mandates and best practices are documented in the 2017 Regional Transportation Plan Guidelines for MPOs.

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

### Previous work

The 2022 RTP/SCS was officially launched with the RTP Roundtable kick-off meeting in June 2020. Fresno COG held several focus group meetings and developed concepts for potential "futures," which will be applied in the 2022 RTP/SCS. The SCS subcommittee subsequently defined such future concepts with more specific details based on the input from the focus groups. The Policy Board approved a preferred scenario in October 2011. Fresno COG launched an extensive and robust outreach in summer 2020. Despite the cloistered COVID environment, staff reached more than 37,000 residents, and collected more than 1,200 comments regarding potential transportation improvement in Fresno County region. Fresno COG subsequently conducted two additional rounds of outreach, one in spring 2011 to survey the public about the performance indicators, and another in fall 2021 to collect feedback about the scenarios. COG staff also: completed the RTP project mapping tool; updated the demographic forecast; conducted a statistically valid survey to gauge the public on their values and priorities; updated the public participation plan; completed the call for projects and received proposed projects from local partners for the 2022 RTP/SCS; developed SCS scenarios; developed revenue projections; revisited the policy element; developed the environmental justice report; transmitted the technical methodology to ARB and received the final sign-off letter from ARB about the SCS technical methodology; conducted air quality conformity analyses and completed the EIR documentation. The draft final RTP/SCS, EIR, conformity and 2023 FTIP documents were released in April for public review.

### Products

1. Adopted 2022 RTP/SCS
2. 2022 RTP/SCS EIR certification
3. SCS approval from ARB
4. FHWA/FTA-approved conformity analysis for the 2022 RTP/SCS

## Tasks

- 170.01 Present the draft final 2022 RTP/SCS, EIR and conformity analysis to the Board for final approval (July 2022)
- 170.02 Transmit the final RTP document, and the air quality conformity document to the FHWA/FTA/Caltrans (July 2022)
- 170.03 Work with ARB on the SCS review (October 2022-May 2023)

170 Regional Transportation Plan															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
170.01 Board presentation	■		1	■											
170.02 Transmit the final documents to federal/state authorities	■		1	■											
170.03 Work with ARB on the SCS review	■		98				■	■	■	■	■	■	■	■	

### 170 Regional Transportation Plan

Budget	Actual Cost	Adopted Budget	Annual Budget	FTA Carry Fwd	FHWA PL
Account	2020/21	2021/22	2022/23		
Salaries	378,461	308,318	188,640	50,039	138,602
Benefits	134,292	108,638	64,917	17,220	47,697
Overhead	86,594	281,362	178,327	47,304	131,022
Total Staff Costs	599,347	698,318	431,884	114,563	317,321
Direct Costs					
Consultants	21,796	225,000	15,000	0	15,000
Supplies/Printing		10,000	10,000		10,000
Workshops	0	10,000			0
Promotion/Outreach	18,416	15,000			0
Total Direct Costs	40,212	260,000	25,000	0	25,000
<b>TOTAL</b>	<b>639,559</b>	<b>958,318</b>	<b>456,884</b>	<b>114,563</b>	<b>342,321</b>
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				13,140	39,264

	Total	FTA Carry Fwd	FHWA PL
Consultants			
RTP EIR	5,000	0	5,000
Best Best & Krieger	10,000		10,000
Total Consultants	15,000	0	5,000

## 171 Transportation Performance Management

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### Objective

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

### Discussion

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

Transportation performance is managed through different metrics, including safety (PM1), bridge and pavement conditions (PM2), congestion/system performance (PM3) and transit asset management (TAM). Each performance area contains a series of performance measures for which MPOs need to establish targets.

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

### Previous work

Fresno COG's 2021 safety performance targets were adopted in February 2021 based on statewide targets for each of the five safety performance measures: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non-motorized fatalities and serious injuries.

Two-year and four-year targets were set in November 2018 for the six PM2 performance measures and four PM3 performance measures that apply to Fresno COG. Fresno COG supports the statewide targets for all measures. The mid-year (two-year) review for PM2 and PM3 was completed in November 2020 supporting the previous targets. In addition, Fresno COG also set the public transit agency safety targets for 2021. The 2022 RTP is required to include the MPO's transit safety targets.

### Products

1. 2023 Safety performance targets
2. Database of past and existing safety performance conditions.
3. Two- and four-year targets for PM2 bridge and pavement
4. Two- and four-year targets for PM3 congestion/system performance
5. 2023 TAM targets
6. 2023 MPO transit safety targets

### Tasks

- 171.01 Update safety performance database and establish 2023 safety performance targets. (September 2022-February 2023)
- 171.02 Organize safety committee to discuss safety targets, facts and improvements. (October 2022-January 2023)
- 171.03 Study potential implementation of the safety plan's education campaigns on transportation safety. (July-December 2022)
- 171.04 Establish new two- and four-year targets for PM2 and PM3 (July-December 2022)
- 171.05 Establish TAM and transit safety targets for 2023 (July-December 2022)

171 Transportation Performance Management																
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	
171.01 Update safety performance database and establish 2023 safety performance targets	■		30			■	■	■	■	■	■					
171.02 Organize safety committee to discuss safety targets, facts and improvements	■		30				■	■	■	■						
171.03 Study potential implementation of the safety plan's education campaigns on transportation safety	■		10	■	■	■	■	■	■							
171.04 Establish new two- and four-year targets for PM2 and PM3	■		15	■	■	■	■	■	■							
171.05 Establish TAM and transit safety targets for 2023	■		15	■	■	■	■	■	■							

**171 Transportation Performance Management**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FTA 5303
Salaries	9,291	17,396	15,851	15,851
Benefits	3,297	5,284	4,801	4,801
Overhead	2,126	15,305	14,525	14,525
Total Staff Costs	14,713	37,985	35,177	35,177
Direct Costs				
Total Direct Costs	0	0	0	0
<b>TOTAL</b>	14,713	37,985	35,177	35,177
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				4,035



## 172 Congestion Management Process (CMP)

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### Objective

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

### Discussion

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

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

### Previous work

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

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

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

### Products

1. Congestion monitoring dashboard in conjunction with statewide PeMS
2. Updated CMP mapping in the 2022/2023 STPG cycle
3. 2022/2023 Bike/ped counts from member agencies
4. Traffic counts for 2021/2022

### Tasks

- 172.01 Maintain the congestion monitoring dashboard (Monthly)
- 172.02 Continue to provide bike/pedestrian counters to member agencies for their data collection efforts (Monthly)
- 172.03 Provide speed and crash mapping to the STBG project selection process for scoring purposes (January-March 2023)
- 172.04 Continue to collect traffic counts on the regional transportation system (Monthly).

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

**172 Congestion Management Process**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FTA 5303	LOCAL FUNDS
Salaries	10,550	12,081	10,789	10,789	
Benefits	3,744	4,058	3,672	3,672	
Overhead	2,414	10,890	10,171	10,171	
Total Staff Costs	16,708	27,029	24,632	24,632	0
Direct Costs					
Consultants	0	20,000	20,000	0	20,000
Total Direct Costs	0	20,000	20,000	0	20,000
<b>TOTAL</b>	<b>16,708</b>	<b>47,029</b>	<b>44,632</b>	<b>24,632</b>	<b>20,000</b>
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				2,825	
			<b>Total</b>	<b>FTA 5303</b>	<b>LOCAL FUNDS</b>
Consultants					
CMP Update			20,000	0	20,000
Total Consultants			20,000	0	20,000

## 173 Regional VMT Mitigation Program Study

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### Objective

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

### Discussion

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

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

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

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

### Previous Work

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

### Products

1. Report on literature review and best practices
2. Panel discussion
3. Analysis of regional VMT mitigation bank, VMT exchange, VMT impact fees
4. Recommendation of an implementation framework
5. Presentation to TTC/PAC/Policy Board

### Tasks

- 173.01 Develop a report on the literature review and best practices about regional VMT mitigation (July-August 2022)
- 173.02 Conduct a panel discussion regarding regional VMT mitigation (September 2022)
- 173.03 Analyze VMT bank, VMT exchange, additional transit-oriented development and VMT impact fees, etc. and evaluate the feasibility of each technique for Fresno region (September-October 2022)
- 173.04 Recommend a framework for implementing a regional VMT mitigation program in Fresno region (October-November 2022)
- 173.05 Develop a draft report (November-December 2022)
- 173.06 Publish the draft report for public review (January 2023)
- 173.07 Present the draft final report to the TTC/PAC and Policy Board. (February 2023)

173 Regional VMT Mitigation Program Study																
Task Description	C O G	C O N S L T	% of Work	J	A	S	O	N	D	J	F	M	A	M	J	
				U	U	E	C	O	E	A	E	A	P	A	U	
173.01 Literature review and best practices report		■	15%	■	■											
173.02 Conduct panel discussion		■	15%			■										
173.03 Analyze regional VMT mitigation approaches		■	20%			■	■									
173.04 Recommend an implementation framework		■	20%				■	■								
173.05 Develop a draft report		■	20%					■	■							
173.06 Draft report public review		■	5%							■						
173.07 Presentations to TTC/PAC/Policy Board	■	■	5%								■					

**173 Regional VMT Mitigation Program Study**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	RMRA 2021/22	LOCAL FUNDS
Salaries	0	0	3,009	2,664	345
Benefits	0	0	863	764	99
Overhead	0	0	2,723	2,411	312
Total Staff Costs	0	0	6,595	5,839	756
Direct Costs					
Consultants	0	220,000	220,000	194,766	25,234
Grant Administration		17,768	4,578	4,053	525
Total Direct Costs	0	237,768	224,578	198,819	25,759
<b>TOTAL</b>	<b>0</b>	<b>237,768</b>	<b>231,173</b>	<b>204,658</b>	<b>26,515</b>
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2021/22	LOCAL FUNDS
Consultants			
Regional VMT Mitigation Program	220,000	194,766	25,234
Total Consultants	220,000	194,766	25,234

## 174 California Inland Port Project Planning Phase IV

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### Objective

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

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

### Background and Discussion

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

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

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

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

The objectives of the California Inland Port are:

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

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

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

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

## Previous Work Completed

Other freight planning efforts completed by Fresno COG include:

1. Reverse Triangle Study (2021)
2. SJV Interstate 5 Corridor Study (2017)
3. San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
4. State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
5. San Joaquin Valley Interregional Goods Movement Plan (2013)
6. Truck Model Improvement Project (2007)
7. SJV Regional Goods Movement Action Plan (2007)
8. San Joaquin Valley Movement Studies, Phase I (2000) and Phase II (2002)
9. Caltrans Statewide Freight Study (2000)
10. California Inland Port Feasibility Study Phase Two (2021)

## FY 22-23 Products

- Project kick-off meeting minutes, DBE reports (as needed), monthly invoices – ongoing through June 2023

\*\*All work tasks will continue into to the 2023-24 fiscal year.

## FY 22-23 Tasks

**174.01** Project Administration – The Fresno COG project manager will provide progress reports and invoices on a monthly or quarterly basis. Ongoing through June 2023.

**174.02** Develop Entity/P3 Structure. Activities will be addressing the structure and authorities to deliver project, with extensive expertise being utilized. – Ongoing through June 2023.

**174.03** Site Selection Analysis. TradePort site location criterion will be developed to create a benchmark from which to measure site suitability and support process through site selection. – Ongoing through June 2023.

**174.04** TradePort Logistics Core Zone Planning. Develop integrated rail intermodal and Truck Mobility Complex site plan prototypes. Advance, detail, and coordinate railroad discussions on site options and design elements. Clarify both public and private infrastructure components. This includes developing detailed costs, and funding and delivery responsibility for each component. Create technology delivery plans for key project components: 1) internal and external data operating systems supporting high-efficient cargo movement; 2) production, distribution, and access points for supporting hydrogen, CNG, and electric fueling/ charging. – Ongoing through June 2023.

**174.05** TradePort Investment Zone Planning. Create Investment Zone development plans. This includes: 1) identification of key commercial sites and required development-related infrastructure; 2) production of a development and infrastructure phasing plan based on a market development schedule. Define economic benefits of Investment Zone. This includes a tally of expected new investment, jobs, and tax base by phasing schedule. – Ongoing through June 2023.

**174.06** Develop Satellite TradePort Concept Plan. Develop Satellite TradePort criteria and designation plans. Tallying overall expected investment, jobs, and tax base for Satellite TradePorts. – Ongoing through June 2023.

**174.07** Develop Truck Cargo Mobility Business Strategy. Prepare a detailed Logistics Core Zone Mobility Plan. Prepare a detailed Investment Zone Mobility Plan. – Ongoing through June 2023.

**174.08** Develop Community Engagement Plan. Specific work tasks include developing a community engagement strategy with specific tailored methods to engage the affected disadvantaged and rural communities as well as the environmental and social justice advocacy groups serving those communities – Ongoing through June 2023.

**174.09** Develop Social Equity and Environmental Justice Plan. The project team recognizes the critical role that community-based organizations (CBOs) and non-governmental organizations (NGOs) have in the ever-changing government/community relationship in California. In order to utilize the crucial local knowledge that these groups have throughout the state, the project team will create working relationships with these groups and will use them as advisors throughout the project. The main task that these groups will advise is the

creation of a social equity and environmental justice plan. The creation of this plan will aim to identify the crucial social equity and environmental justice issues that touch the Inland Port System project. – Ongoing through June 2023.

**174.10** Develop Los Angeles Region Plan. Development of a strategy to assure that the project supports Los Angeles region public policy objectives. This includes conducting briefings for relevant government officials and agencies to review traffic and environmental impacts/benefits associated with the project and identifying opportunities for emerging technologies to contribute to addressing any potential environmental issues. Address infrastructure and planning issues related to the interface between Inland Port system cargo and the seaports complex. This includes review with the Ports of Los Angeles and Long Beach on necessary rail and road infrastructure planning and the defining of 1) specific options for on-port cargo loading (rail); 2) on-port infrastructure required to support clean-energy truck equipment; and 3) on-port infrastructure that will be necessary to support next-generation truck cargo loading, queuing, and maneuvering. – Ongoing through June 2023.

**174.11** Conduct community outreach and engagement. Project team will conduct statewide outreach and engagement following principles laid out in the community engagement plan and social equity and environmental justice plan. – Ongoing through June 2023.

174 CA Inland Port Project Planning Phase IV															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
174.01 Project administration	■	■	5%	■	■	■	■	■	■	■	■	■	■	■	■
174.02 Develop entity/P3 structure development	■	■	13%	■	■	■	■	■	■	■	■	■	■	■	■
174.03 Site selection analysis	■	■	12%	■	■	■	■	■	■	■	■	■	■	■	■
174.04 TradePort logistics core zone planning	■	■	9%	■	■	■	■	■	■	■	■	■	■	■	■
174.05 TradePort investment zone planning	■	■	10%	■	■	■	■	■	■	■	■	■	■	■	■
174.06 Develop satellite TradePort concept plan	■	■	10%	■	■	■	■	■	■	■	■	■	■	■	■
174.07 Develop truck cargo mobility business strategy	■	■	10%	■	■	■	■	■	■	■	■	■	■	■	■
174.08 Develop community engagement plan	■	■	2%	■	■	■	■	■	■	■	■	■	■	■	■
174.09 Develop social equity and environmental justice plan	■	■	2%	■	■	■	■	■	■	■	■	■	■	■	■
174.10 Develop Los Angeles region plan	■	■	2%	■	■	■	■	■	■	■	■	■	■	■	■
174.11 Conduct community outreach and engagement	■	■	25%	■	■	■	■	■	■	■	■	■	■	■	■

**174 CA Inland Port Project Planning Phase IV**

Budget	Actual Cost	Adopted Budget	Annual Budget	FHWA PL	FHWA Carry Fwd	LOCAL FUNDS
Account	2020/21	2021/22	2022/23			
Salaries	0	0	0			0
Benefits	0	0	0			0
Overhead	0	0	0			0
Total Staff Costs	0	0	0	0	0	0
Direct Costs						
Consultants	0	0	1,960,000	402,659	237,345	1,319,996
Grant Administration		0	40,000			40,000
Total Direct Costs	0	0	2,000,000	402,659	237,345	1,359,996
<b>TOTAL</b>	0	0	2,000,000	402,659	237,345	1,359,996
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				46,185	27,223	

	Total	FHWA PL	FHWA Carry Fwd	LOCAL FUNDS
Consultants				
Inland Port Phase IV	1,960,000	402,659	237,345	1,319,996
Total Consultants	1,960,000	402,659	237,345	1,319,996

## 175 California Inland Port Regional Infrastructure Accelerator Demo. Program Phase V

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### Objective

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

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

### Background and Discussion

Container-on-truck methods used to transport goods between Valley consumption and production centers and seaports is highly inefficient, resulting in increased costs and air pollution. Key facts show:

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

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

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

The project's objectives are:

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

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

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



## Previous Work Completed

Other freight planning efforts completed by Fresno COG include:

1. Reverse Triangle Study (2020)
2. SJV Interstate 5 Corridor Study (2017)
3. San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
4. State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
5. San Joaquin Valley Interregional Goods Movement Plan (2013)
6. Truck Model Improvement Project (2007)
7. SJV Regional Goods Movement Action Plan (2007)
8. San Joaquin Valley Movement Studies, Phase I (2000) and Phase II (2002)
9. Caltrans Statewide Freight Study (2000)
10. California Inland Port Feasibility Study Phase Two (2021)

## FY 22-23 Products

- Project Kick-off Meeting Minutes, DBE reports (as needed), monthly Invoices – ongoing through June 2023

All work tasks will continue into to the 2023-24 fiscal year.

## FY 22-23 Tasks

**175.01** Project administration – Provide progress reports and invoices to USDOT on a monthly or quarterly basis. Fresno COG will manage and administer the grant project according to the executed cooperative agreement between the USDOT and Fresno COG. (January-June 2023).

**175.02** Define organization structure – Perform a legal and regulatory analysis to establish RIA, develop organizational policies and procedures, and identify start-up capital. (January-June 2023).

**175.03** Develop financial structure – Develop a sustainable financial operating plan for RIA, define investment criteria for reviewing projects, develop a strategy for due diligence to advance projects for investment, develop an investment risk management strategy, and prepare an investment strategy to leverage private investor funds. (January-June 2023).

**175.04** Intermodal/roadway design, engineering, and environmental analysis – Perform intermodal facility design and preliminary engineering, utilities engineering and design, traffic analysis and roadway design, and conduct preliminary environmental analyses and mitigation as needed. (January-June 2023).

175 CA Inland Port Regional Infrastructure Accelerator Demo Program Phase V															
Task Description	C O G	C O N S I L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
175.01 Project Administration	■		4%							■	■	■	■	■	■
175.02 Define Organization Structure		■	18%							■	■	■	■	■	■
175.03 Develop Financial Structure		■	28%							■	■	■	■	■	■
175.04 Intermodal/Roadway Design, Engineering, and Environmental Analysis		■	50%							■	■	■	■	■	■

175 CA Inland Port Infrastructure Accelerator Demo Prog Phase V

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	Fed RIA
Salaries	0	0	9,046	9,046
Benefits	0	0	2,681	2,681
Overhead	0	0	8,247	8,247
Total Staff Costs	0	0	19,974	19,974
Direct Costs				
Consultants	0	0	960,000	960,000
Grant Administration	0	0	20,026	20,026
Total Direct Costs	0	0	980,026	980,026
<b>TOTAL</b>	0	0	1,000,000	1,000,000
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	Fed
Consultants		
Inland Port Phase IV	960,000	960,000
Total Consultants	960,000	960,000

# WE 177 Fresno County Regional Microtransit Feasibility Study

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## Objective

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

## Discussion

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

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

Fresno County Rural Transit Agency (FCRTA) operates as the primary provider for rural public transportation in the 13 small, incorporated cities and the unincorporated county areas. FCRTA provides fixed-route services that link communities with each other and the Fresno-Clovis Metropolitan Area. FCRTA also provides demand-responsive services that specifically address patrons' special needs. More information about the three transit agencies' services and operations is available in the FY 2021 Transit Productivity Evaluation Report at [https://2ave3l244ex63mgdyc1u2mfp-wpengine.netdna-ssl.com/wp-content/uploads/2022/03/Transit-Productivity-Evaluation-FY-2021\\_020222\\_Formatted.pdf](https://2ave3l244ex63mgdyc1u2mfp-wpengine.netdna-ssl.com/wp-content/uploads/2022/03/Transit-Productivity-Evaluation-FY-2021_020222_Formatted.pdf).

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

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

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

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

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

## Previous Work

1. FY 2021 Transit Productivity Evaluation Report.

## Products

1. RFP
2. Consultant procurement

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

## Tasks

- 177.1 Develop & issue RFP (June-July 2022)
- 177.2 Select a consultant team through COG's procurement process (July 2022)
- 177.3 Hold kick-off meeting and form a stakeholder committee, including transit operators and NGOs (August 2022)
- 177.4 Develop methodology to identify regional microtransit opportunities zones (September-October, 2022)
- 177.5 Conduct public outreach to solicit public input on the opportunity zones (October-November 2022)
- 177.6 Estimate ridership, span of service, trip time and operation cost for opportunity zones (November-December 2022)
- 177.7 Prioritize opportunity zones based on stakeholders' committee evaluation criteria (Dec.-Jan. 2023)
- 177.8 Provide recommendations and cost estimates for microtransit zones' service level (Feb.-March 2023)
- 177.9 Develop and publish draft report for public review (Apr.-May 2023)
- 177.10 Incorporate feedback into the draft final report (May 2023)
- 177.11 Make presentation to the TTC, PAC and Policy Board (June 2023)
- 177.12 Produce final report and submit to Caltrans (June 2023)

177 Regional Microtransit Feasibility Study	2022/2023														
	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
177.1 Develop RFP	■		1%	■											
177.2 Consultant selection	■		1%	■											
177.3 Kick-off meeting; form a stakeholder committee	■	■	1%		■										
177.4 Identify microtransit opportunity zones		■	15%			■	■								
177.5 Conduct public outreach		■	15%				■	■							
177.6 Estimate ridership, trip time and cost		■	5%					■	■						
177.7 Prioritize the opportunity zones		■	15%						■	■					
177.8 Recommendation for service level for priority zones		■	15%								■	■			
177.9 Develop Draft report		■	10%										■	■	
177.10 Incorporate feedback into the draft final report		■	20%											■	
177.11 Present the report to TTC, PAC and the Board		■	1%												■
177.12 Produce final report and submit to Caltrans		■	1%												■

177 Regional Microtransit Feasibility Study

<u>Budget</u> <u>Account</u>	<u>Actual</u> <u>Cost</u> <u>2020/21</u>	<u>Adopted</u> <u>Budget</u> <u>2021/22</u>	<u>Annual</u> <u>Budget</u> <u>2022/23</u>	<u>RMRA</u> <u>2021/22</u>	<u>LOCAL</u> <u>FUNDS</u>
-	-	-	-	-	-
<u>Salaries</u>	<u>0</u>	<u>0</u>	<u>0</u>	-	-
<u>Benefits</u>	<u>0</u>	<u>0</u>	<u>0</u>	-	-
<u>Overhead</u>	<u>0</u>	<u>0</u>	<u>0</u>	-	-
<u>Total Staff Costs</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Direct Costs</u>	-	-	-	-	-
<u>Consultants</u>	-	-	<u>205,000</u>	<u>181,487</u>	<u>25,513</u>
<u>Grant Administration</u>	-	-	<u>21,896</u>	<u>19,384</u>	<u>2,512</u>
<u>Total Direct Costs</u>	<u>0</u>	<u>0</u>	<u>226,896</u>	<u>200,871</u>	<u>28,025</u>
<u>TOTAL</u>	<u>0</u>	<u>0</u>	<u>226,896</u>	<u>200,871</u>	<u>28,025</u>
<u>LTF MATCH 11.47%</u>				-	-
<u>TOLL CREDIT MATCH 11.47%</u>				-	-

	<u>Total</u>	<u>RMRA</u> <u>2021/22</u>	<u>LOCAL</u> <u>FUNDS</u>
<u>Consultants</u>			
<u>Regional Microtransit Study</u>	<u>205,000</u>	<u>181,487</u>	<u>25,513</u>
<u>Total Consultants</u>	<u>205,000</u>	<u>181,487</u>	<u>25,513</u>

## 180 Air Quality Transportation Planning

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### Objective

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

### Discussion

Fresno County is classified as non-attainment for ozone and PM-2.5, and in attainment/maintenance for PM-10. Transportation conformity is required by section 176(c) of the 1990 Federal Clean Air Act. Transportation conformity to a state implementation plan (SIP) means that on-road transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. In nonattainment and maintenance areas, federal regulations require that regional transportation plans (RTPs), federal transportation improvement programs (FTIPs) and federally funded or approved highway and transit activities demonstrate transportation conformity.

#### Regional Transportation Plan Conformity

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

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

### Previous work

During 2021-22:

- Updates/presentations/information to member agencies on revisions, amendments, and guidance developed from federal and California clean air legislation
- Emissions travel forecasts
- Provided updated travel factors to the SJVAPCD
- Transportation conformity determinations (for 2022 RTP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) 2021-22 call for projects: Process involved Receiving and reviewing all applications, scoring committee, and approving recommended projects through the Fresno COG TTC, PAC, and Board.
- Annual CMAQ Improvement Program Report for FY20-21
- Project-level conformity determinations (hot-spot assessments) for various member agencies
- Attended Statewide Conformity Working Group meetings
- Attended California Federal Programming Group meetings
- Attended San Joaquin Valley Interagency Consultation Group meetings.
- Attended San Joaquin Valley Air Pollution Control District Meetings
- Attended California Air Resources Board Meetings
- Participate as a steering committee member of the South-Central Fresno AB617 community

### Products

1. New motor vehicle emission budgets in support of State Implementation Plans (SIPs), new national ambient air quality standards, and updates to EMFAC (EMissions FACtor-ARB's mobile source model) as part of new transportation air quality determinations. (Ongoing as needed).
2. San Joaquin Valley COG Directors Association-Interagency Consultation Group (IAC) meetings to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues. (Ongoing).
3. Annual CMAQ Improvement Program Report. (Winter 2022)
4. Project-level conformity determinations (hot-spot assessments). (Ongoing as needed).
5. Conformity analysis including model runs for each regionally significant FTIP amendment, and RTP. (Ongoing as needed.)
6. Implementation of federal air quality regulations as part of Fresno COG planning processes and programming. (Ongoing).
7. Interregional IAC meetings and Statewide Air Quality Conformity Working Group meetings. (Ongoing).
8. Valley air quality workshops. (Ongoing).
9. Programming of new CMAQ projects through Fresno COG member agencies. (Ongoing).

10. Board approval of new CMAQ Guidelines. (September 2022.)
11. Updates to Fresno COG Transportation Technical Committee (TTC) Policy Advisory Committee (PAC) and Policy Board regarding air quality regulatory actions and Fresno COG planning processes. (Ongoing as needed).
12. Documents, plans, presentations, meeting notes resulting from the AB617 process. (Ongoing as developed).
13. Public remarks at SJVAPCD or CARB meetings, as needed. (Ongoing as needed.)

## Tasks

- 180.01 Monitor state and federal guidance related to air quality transportation planning requirements. (Monthly).
- 180.02 Provide technical support and assistance on applicable transportation planning issues to the San Joaquin Valley Air Pollution Control District (SJVAPCD). (Monthly).
- 180.03 Participate with the other Valley MPOs in the San Joaquin Valley COG Director's Association- IAC to address pertinent transportation modeling, air quality modeling, and conformity analysis issues. (Monthly).
- 180.04 Conduct conformity determinations to ensure that the Regional Transportation Plan, FTIP, and subsequent amendments conform to the State Implementation Plans (SIPs), required by laws and regulations. (Ongoing as needed).
- 180.05 Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board. (Monthly).
- 180.06 Work with the SJVAPCD and other agencies in determining whether there are TCMs, reasonably available control measures (RACM) and/or best available control measures (BACM), which could be pursued for congestion reduction or inclusion in attainment demonstration plans. (Ongoing as needed.)
- 180.07 Participate in goods movement studies along with the SJVAPCD, MPOs, and other government agencies. (As needed).
- 180.08 Continue with the ongoing public education process and work to develop outreach programs on conformity, air quality, and other transportation issues. (Monthly as needed).
- 180.09 Assist local agencies with emissions calculations and offer general support for projects funded through the CMAQ program. (Monthly as needed).
- 180.10 Work with the SJVAPCD and California Air Resources Board to jointly evaluate EMFAC model and California mobile source control measures on motor vehicle emissions projections. (Ongoing as needed).
- 180.11 Identify methods, procedures, and/or alternatives to analyzing the effect of transportation modes, infrastructure, and land use patterns on air quality. (Monthly).
- 180.12 Participate in local, regional, and statewide AB617 air quality planning efforts (Monthly).

180 Air Quality Transportation Planning															
Task Description	COG	PARTNERS	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
180.01 Monitor state/federal guidance	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.02 Tech assist to SJVAPCD	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
180.03 Interagency Consultation Group	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
180.04 Conformity determinations	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
180.05 Submit travel forecasts	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.06 TCMs/RACM/BACM	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.07 Truck movement studies	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.08 Public education	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.09 CMAQ emissions	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
180.10 Evaluate EMFAC updates	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.11 Evaluate emission impacts	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.12 AB617 participation	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

**180 Air Quality Transportation Planning**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FHWA PL
Salaries	62,001	50,121	56,049	56,894
Benefits	22,000	17,113	18,993	19,426
Overhead	14,186	45,369	52,778	51,500
Total Staff Costs	98,187	112,603	127,820	127,820
Direct Costs				
Agency Pass Thru	14,807	65,000	65,000	65,000
Grant Administration				
Total Direct Costs	14,807	65,000	65,000	65,000
<b>TOTAL</b>	<b>112,994</b>	<b>177,603</b>	<b>192,820</b>	<b>192,820</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				22,116

	<b>Total</b>	<b>FHWA PL</b>
Agency Pass Through		
Air Quality Liaison - San Joaquin COG	65,000	65,000
Total Consultants	65,000	65,000



# Transportation Program Development

## 210 Measure C Reauthorization Implementation

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### Objective

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

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

### Discussion

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

### Products

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

### Tasks

- 210.01 Update Measure C Strategic Implementation Plans for Measure C's regional subprograms, as needed (Monthly)
- 210.02 Address other implementation requests and requirements as issues arise (Monthly)
- 210.03 Administer sixth funding cycle, reconvene the TOD Technical Advisory Committee (TAC) and review the 2019 TOD program guidelines and policies after the sixth funding cycle is completed. (Monthly)
- 210.04 Oversee and document the Measure C Senior Scrip Program, Regional Transportation Mitigation Fee Program, Commuter and Agricultural Worker Vanpool Programs, New Technology Reserve Fund and Carpool Incentive Program. (Monthly)
- 210.05 Staff support and administration for all aspects of the Measure C Citizen Oversight Committee, including meetings, recruitment, communications, and annual report to the public support (Monthly)
- 210.06 Administer and monitor New Technology reserve funding projects (Monthly)
- 210.07 Administer New Technology reserve fund grant cycle (Monthly)
- 210.08 Provide leadership, staff support and planning expertise for the initial Measure C 3 renewal effort and steering committee throughout the fiscal year. (Monthly)

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

### 210 Measure C Reauthorization Implementation

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	194,108	143,216	190,016	190,016
Benefits	68,877	50,508	65,713	65,713
Overhead	44,413	130,726	179,854	179,854
Total Staff Costs	307,397	324,450	435,583	435,583
Direct Costs				
Consultants	0	50,000	50,000	50,000
Agency Pass Thru	618,570	3,134,065	3,457,482	3,457,482
Grant Administration				
Total Direct Costs	618,570	3,184,065	3,507,482	3,507,482
<b>TOTAL</b>	<b>925,967</b>	<b>3,508,515</b>	<b>3,943,065</b>	<b>3,943,065</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Measure "C" Update	50,000	50,000
Total Consultants	50,000	50,000
Agency Pass Thru		
FSU Transportation Institute	2,238,065	2,238,065
FCRTA Electric Vehicles	1,219,417	1,219,417
Total Agency Pass Thru	3,457,482	3,457,482

## 211 Measure C Citizen Oversight Committee

### Objective

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

### Discussion

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

### Previous work

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

### Products

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

### Tasks

- 211.01 Prepare, publish and print meeting agendas and materials, notifying the committee and interested parties of agenda packet availability (September 2022-May 2023)
- 211.02 Design, publish, email, review and submit Citizen Oversight Committee local agency reporting budget forms for all local agencies receiving Local Measure C pass-through funds. Form update/redesign begins in June and updated forms are received through December for committee review.
- 211.03 Provide Citizen Oversight Committee members with information and staff support needed to write and publish their formal annual report to the public between September to December 2022
- 211.04 Recruit new members to fill available positions due to term expiration or resignation, as needed (Monthly)
- 211.05 Communicate with Citizen Oversight Committee members regarding committee business via phone and email (Monthly)
- 211.06 Work as liaison between local agencies and Citizen Oversight Committee members (Monthly)
- 211.07 Update the Fresno COG website with current meeting and committee information, as needed (Monthly)
- 211.08 Communicate with FCTA regarding issues and concerns of the committee, and supply the committee with FCTA information and reports (ongoing, as needed)

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

**211 Measure C Citizen Oversight Committee**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	6,620	9,502	9,981	9,981
Benefits	2,349	3,385	3,555	3,555
Overhead	1,515	8,697	9,520	9,520
Total Staff Costs	10,484	21,584	23,056	23,056
Direct Costs				
Other Misc Expense	0	1,000	1,000	1,000
Total Direct Costs	0	1,000	1,000	1,000
<b>TOTAL</b>	10,484	22,584	24,056	24,056
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 212 Measure C Carpool/Vanpool Programs

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### Objective

To encourage carpooling and commuter vanpooling in Fresno County.

### Discussion

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

### Previous work

Fresno COG has operated the Measure C Carpool Incentive Program for 12 years, awarding participants up to \$4,000 in prizes per month and hosting a grand prize giveaway annually. In 2019, staff launched a new [Valleyrides.com](http://Valleyrides.com) rideshare platform to host the Measure C Carpool Program, provide ride-matching functions for car, van and bike pools, merging it with the [sjv511.org](http://sjv511.org) commuter information website. Fresno COG annually provides subsidies and reimbursements to more than 60 commuter vanpools.

### Products

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

### Tasks

- 212.01 Plan and implement the Measure C Carpool Grand Prize Giveaway event. Planning begins in the early spring of each year. The event is typically held in the fall. (July-November, 2022; March-June, 2023)
- 212.02 Evaluate previous fiscal years' programs and events for needed updates to incentive systems. (Monthly as needed)
- 212.03 Publicize the programs via website, email, social media, community events, presentations, e-newsletters, media and other cost effective means available, aiding employers who wish to start or promote rideshare programs within their companies throughout the year. (Monthly)
- 212.04 Post and update all related information and forms on Fresno COG and Valleyrides' websites, as needed. (Monthly)
- 212.05 Receive and evaluate all applications for each vanpool, each month.
- 212.06 Field calls from the public, answer emails and assist walk-in traffic on a continuous basis. (Monthly)
- 212.07 Notify recipients and sign agreements/forms with vanpool providers, as received. (July-August, 2022; May-June, 2023)
- 212.08 Coordinate all aspects of the monthly Measure C carpool incentive award giveaways including drawing winners, dispersing incentive awards, documenting all awards. (Monthly)
- 212.09 Receive and process monthly vanpool invoices and mail out subsidies and reimbursements. (Monthly)
- 212.10 Submit Measure C funding claim forms to the Fresno County Transportation Authority monthly.
- 212.11 Complete bi-monthly, quarterly and year-end reports.

212 Measure C Carpool/Vanpool Programs															
Task Description	C O G	F C T A	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
212.01 Carpool grand prize giveaway	■	■	20	■	■	■	■	■				■	■	■	■
212.02 Evaluate programs	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
212.03 Publicize programs	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
212.04 Maintain websites	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
212.05 Vanpool applications	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
212.06 Calls, emails walk-in traffic	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■
212.07 Notify/sign providers	■	■	8	■	■									■	■
212.08 Carpool monthly incentive awards	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■
212.09 Monthly vanpool invoices	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
212.10 Claim forms to FCTA	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
212.11 Reporting	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■

**212 Measure C Carpool/Vanpool Programs**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	35,844	48,083	50,242	50,242
Benefits	12,719	19,047	18,445	18,445
Overhead	8,201	45,299	48,307	48,307
Total Staff Costs	56,764	112,429	116,994	116,994
Direct Costs				
Supplies/Printing	13	10,000	10,000	10,000
Software Support & Maint	28,185	30,000	30,000	30,000
Promotion/Outreach	26,803	100,000	100,000	100,000
Carpool Subsidy	40,663	48,000	48,000	48,000
Prizes & Awards	32,000	32,000	32,000	32,000
Commuter Van Pool Subsidy	224,145	260,000	300,000	300,000
Grant Specific Travel		1,000	1,000	1,000
Total Direct Costs	351,809	481,000	521,000	521,000
<b>TOTAL</b>	<b>408,573</b>	<b>593,429</b>	<b>637,994</b>	<b>637,994</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

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### Objective

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

### Discussion

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

### Previous work

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

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

### Products

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

### Tasks

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

214 Measure C ADA/Seniors/Paratransit/Senior Scrip Program															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
214.01 Reporting procedures	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■
214.02 Publicize program	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
214.03 Post on websites	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
214.04 Answer calls and emails	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
214.05 Participant complaints	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
214.06 Review applications	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
214.07 Swipe usage/stock	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■
214.08 Process orders /reimbursement	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■
214.09 Partnership with vendors	■	■	8			■			■			■			■
214.10 Compiling reports	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■
214.11 Partnership with providers	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■

**214 Measure C ADA/Seniors/Paratransit/Sr Scrip Prog**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	68,118	79,824	67,023	67,023
Benefits	24,171	33,372	28,203	28,203
Overhead	15,586	76,385	66,972	66,972
Total Staff Costs	107,875	189,581	162,198	162,198
Direct Costs				
Consultants				
Supplies/Printing	1,173	20,000	20,000	20,000
Software Support & Maint	1,152	15,000	15,000	15,000
Promotion/Outreach	1,824	100,000	100,000	100,000
Taxi Scrip	197,835	480,000	480,000	480,000
Grant Specific Travel	356	1,000	1,000	1,000
Other Misc Expense	1,524	5,000	5,000	5,000
Total Direct Costs	203,864	621,000	621,000	621,000
<b>TOTAL</b>	<b>311,739</b>	<b>810,581</b>	<b>783,198</b>	<b>783,198</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				



## 215 Measure C Agricultural Worker Vanpool Program

### Objective

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

### Discussion

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

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

### Previous work

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

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

### Products

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

### Tasks

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

215 Measure C Agricultural Worker Vanpool Program															
Task Description	C O G	C O N S I L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
215.01 Reporting procedures	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
215.02 Publicize the program	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
215.03 Post on websites	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
215.04 Vanpool applications	■	■	24	■	■	■	■	■	■	■	■	■	■	■	■
215.05 Notify/sign providers	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
215.06 Process monthly invoices	■	■	24	■	■	■	■	■	■	■	■	■	■	■	■
215.07 Claim forms to FCTA	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
215.08 Generate reports	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
215.09 Answer calls and emails	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■

**215 Measure C Agricultural Worker Vanpool Program**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	15,337	15,777	15,347	15,347
Benefits	5,442	6,634	6,300	6,300
Overhead	3,509	15,123	15,225	15,225
Total Staff Costs	24,288	37,534	36,872	36,872
Direct Costs				
Supplies/Printing	13	2,000	2,000	2,000
Software Support & Maint		5,000	5,000	5,000
Promotion/Outreach		100,000	100,000	100,000
Farm Worker Van Pool Subsidy	283,147	385,000	385,000	385,000
Total Direct Costs	283,160	492,000	492,000	492,000
<b>TOTAL</b>	<b>307,448</b>	<b>529,534</b>	<b>528,872</b>	<b>528,872</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 220 Transportation Program Development

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### Objective

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

### Discussion

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

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

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

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

Federal funds including the Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) are the cornerstones for transportation funds distributed to regions. Through a regional bid process, special emphasis is afforded transportation projects that meet the common goals of the Fresno COG's Regional Transportation Plan and Sustainable Communities Strategy.

### Previous Work

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

- Served on statewide working groups to develop state guidelines for all statewide competitive programs.
- Held programming sub-committee meetings to discuss updates to CMAQ/STBG

## Products

1. Federal Transportation Improvement Program (four years of programming every two years). Ongoing on set schedule. Most recent update cycle began January 2022 for December 2022 federal approval.
2. Federal Transportation Improvement Program amendments. Ongoing as needed.
3. Expedited project selection procedures (EPSP) used to advance or delay eligible project components and post-programming adjustments for cost overruns. Ongoing as needed.
4. Air quality conformity determination for Fresno County. Ongoing as needed.
5. STBG/CMAQ/ATP program updates including publishing funding amounts and assisting with project liaison. Ongoing.
6. Policies and procedures for monitoring and reprogramming surplus STBG and CMAQ funds. Ongoing
7. Local obligation plans for STBG, CMAQ, and other federal-administered funding programs and submittal of regional funding obligation report to Caltrans to ensure OA project delivery. April 2023
8. Annual federal funding obligation listing submittal. December 2022.
9. Consistent ITS architecture maintenance from all eight Valley regional transportation planning agencies. Ongoing
10. FTIP document compliance certifications. As needed.
11. Tribal government relations. Ongoing as needed
12. RTPA group meetings, CTC meetings and statewide working group participation. Ongoing.

## Tasks

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

## 220 Transportation Program Development

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

**220 Transportation Program Development**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FTA 5303	FHWA PL	State PPM
Salaries	194,451	169,460	174,184		2,885	171,299
Benefits	68,999	60,423	64,011		1,059	62,952
Overhead	44,491	155,125	167,522		2,773	164,749
Total Staff Costs	307,941	385,008	405,717	0	6,717	399,000
Direct Costs						
Software Support & Maint	61,490	63,335	65,235	30,984	34,251	0
Grant Specific Travel		3,000	3,000	0	3,000	0
Total Direct Costs	61,490	66,335	68,235	30,984	37,251	0
<b>TOTAL</b>	<b>369,431</b>	<b>451,343</b>	<b>473,952</b>	<b>30,984</b>	<b>43,968</b>	<b>399,000</b>
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				3,554	5,043	
			<b>Total</b>	<b>FTA 5303</b>	<b>FHWA PL</b>	<b>State PPM</b>
Software Support & Maint						
Fresno Track - Echointeractive			65,235	30,984	34,251	0
Total Software Support & Maint			65,235	30,984	34,251	0

# Services and General Coordination Activities

## 310 Intergovernmental Coordination

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### Objective

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

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

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

### Discussion

Fresno COG helps coordinate decisions among various governmental agencies at the local, tribal, state, and federal level in multiple ways. The state has designated Fresno COG as the local clearinghouse for the Fresno County region with the responsibility to review and comment on local applications for federal assistance. The process is designed to provide an opportunity for interjurisdictional coordination of federally assisted activities within Fresno County.

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

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

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

### Previous work

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

## Products

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

## Tasks

- 310.01 Execute coordinated OWP objectives, tasks, and schedules. (Monthly)
- 310.02 Carry out Fresno COG's process of dissemination, coordination and involvement, evaluation, and review and comment on federally assisted program and projects. (Monthly)
- 310.03 Participate in environmental document review processes, as appropriate, when applicable to the regional planning process. (Monthly, as needed)
- 310.04 Carry out the review and coordination process for state plans and programs as they relate to local and regional plans and as an overall impact on the region. (Monthly)
- 310.05 Execute agreements with other single purpose planning organizations to ensure complete and coordinated review.
- 310.06 Act as liaison with various federal, state, tribal, and local agencies. (Monthly)
- 310.07 Participate with and communicate with other regional agencies on planning matters. (Monthly)
- 310.08 Carry out committee activities/tasks, including coordinating, participating and reviewing regional planning process. (as needed)
- 310.09 Encourage public representation within the Fresno COG committee structure. (Monthly)
- 310.10 Fulfill delegated clearinghouse responsibilities. (Monthly, as needed)
- 310.11 Provide that all regional planning conform with the provisions of the NEPA-404 MOU. (Monthly, as needed)
- 310.12 Coordination and collaboration with native-American tribal governments in Fresno County both at the staff and Policy Board levels, including attempts to negotiate MOUs with those tribes not presently covered by an MOU. (Monthly, as needed)
- 310.13 Provide staffing for the Association for the Beautification of Highway 99, as needed.
- 310.14 Continue to consult with local agencies through FresnoTrak regarding federally aided projects in the FTIP and RTP. (Monthly)
- 310.15 Provide staff support for the San Joaquin Valley technical assistance team as part of the Affordable Housing Sustainable Communities grant program. (Monthly, as needed)
- 310.16 Coordinate grants management program (Monthly, as needed)



310 Intergovernmental Coordination															
Task Description	COG	PARTNERS	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
310.01 Maintain interagency coordination	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.02 Maintain COG process	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.03 Review environmental documents	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
310.04 Review state plans	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
310.05 Execute review agreements	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
310.06 Liaison with government agencies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.07 Coordinate with regional agencies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.08 Staff COG committees	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.09 Encourage public participation on committees	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.10 Local Clearinghouse review	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
310.11 Conform with NEPA 404 MOU	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
310.12 Consult with native American tribes	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
310.13 Staff for SR 99 Committee	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
310.14 FresnoTrak coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
310.15 AHSC technical assistance	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
310.16 Grants management program	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

**310 Intergovernmental Coordination**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	40,587	34,817	44,289	44,289
Benefits	14,402	12,324	14,993	14,993
Overhead	9,286	31,811	41,693	41,693
Total Staff Costs	64,275	78,952	100,975	100,975
Direct Costs				
Agency Pass Thru	43,388	59,616	59,616	59,616
Grant Administration		0	0	
Total Direct Costs	43,388	59,616	59,616	59,616
<b>TOTAL</b>	<b>107,663</b>	<b>138,568</b>	<b>160,591</b>	<b>160,591</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

## 311 Public Information and Participation

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### Objective

Provide the public with information on projects, meetings, plans and reports, and seek input from the public on Fresno COG's planning activities. This work element highlights the COG's desire to encourage public participation in the transportation planning process, consistent with federal requirements. This will include public participation in plans and programs as well as throughout the adoption process. Fresno COG's 2020 Public Participation Plan and supporting outreach strategies will be consulted and followed during each phase of plan or program development.

### Discussion

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

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

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

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

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

### Previous work

In 2021-22:

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

- Telecommute survey outreach program to employers and employees using social media, e-newsletters and email. Garnered responses from 47 employers and 597 employees regarding their thoughts and experience regarding telecommuting
- Fresno County Unmet Transit Needs surveys (February – March 2021)
- RTP/SCS Strategies and Indicators Public Survey (March -April 2021)
- SCS scenario community outreach to demonstrate modeled results for three SCS options (October 2021)
- Environmental Justice Subcommittee formation and RTP work via online meetings
- E-newsletters, notifications and reminders via Constant Contact email software
- Maintained databases and email listings of contacts
- Graphic design and editing support to staff members for a variety of projects, plans and projects
- Published public notices and conducted public hearings and meetings for FTIP, RTP, air quality conformity, Measure C, active transportation plans and programs, CycleTracks
- Maintained an active media listing, provided press releases to the media, answered inquiries regarding various issues.
- Documented public participation process, with amendments as necessary
- Regional Directory – updated annually
- Fresno COG brochure and Fresno County Transportation Guide updated in English and Spanish
- Documented outreach efforts and meetings with traditionally underrepresented and underserved populations.
- Fresno COG website Agenda Builder update
- Provided Measure C3 reauthorization plan development staff support to the Fresno County Transportation Authority and the Measure C3 Steering Committee. Coordinated public outreach tasks with the Fresno County Transportation Authority, hosted community workshop.

## Products

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

## Tasks

- 311.01 Maintain and carry out the adopted public participation process of the COG. (Monthly)
- 311.02 Communicate with community and member agencies via the “Coming Up at Fresno COG” e-newsletter and additional topical e-news communications. (Monthly)
- 311.03 Prepare news releases and maintain list of media resources, answer media inquiries (Monthly, as needed).
- 311.04 Conduct public hearings and public meetings/workshops (Monthly, as needed).
- 311.05 Make presentations to local businesses and community groups monthly, as needed, requested or scheduled.
- 311.06 Provide graphic design support to all staff, as well as designing Fresno COG and Measure C public outreach materials (ongoing)
- 311.07 Conduct outreach on various Fresno COG plans, projects or activities as requested throughout the fiscal year through a variety of online and media sources as well as community partnerships and committees. (Monthly)
- 311.08 Publish an annual calendar of meetings/events in January of each year. (December 2022-January 2023)
- 311.09 Respond to public comment, monthly as needed.
- 311.10 Revise and publish online Fresno COG Regional Directory in the spring of each fiscal year. (January-June 2023)
- 311.11 Maintain Fresno COG's websites, social media accounts and databases. (Monthly)
- 311.12 Update and reorder Fresno COG brochures, folders, stationery and business cards, as needed. (Monthly)

- 311.13 Conduct news conferences, as needed, on behalf of Fresno COG or partnering agencies (Monthly, as needed).
- 311.14 Staff the Social Service Technical Advisory Committee and the Environmental Justice Advisory Committee and Measure C Citizen Oversight Committee (Monthly, as needed)
- 311.15 Conduct outreach efforts and provide informational materials in languages other than English (Monthly, as needed)
- 311.16 Annual update of the email database listing of tribal governments and unacknowledged tribal communities with a specific outreach strategy for reaching and working with tribal governments (July-October 2022)
- 311.17 Annual update of Fresno COG's email/ mailing database listings of environmental justice contacts, community-based organizations and neighborhood associations to be updated on a yearly basis. (July-October 2022)
- 311.18 Measure C3 reauthorization plan development: Provide staff support to the Measure C3 Executive Committee and Technical Working Group, participate on the project team and outreach team. (Monthly)

<b>311 Public Information and Participation</b>																		
Task Description	C O G	P A R T N E R	% Of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N			
311.01 Conduct public process	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■			
311.02 E-news communication	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■			
311.03 Media relations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■			
311.04 Public hearings/meetings	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■			
311.05 Presentations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■			
311.06 Graphic design	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■			
311.07 Publicize plans/programs/activities	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■			
311.08 Publish annual calendar	■	■	3						■	■								
311.09 Respond to public comments	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■			
311.10 Regional Directory	■	■	4						■	■	■	■	■	■	■			
311.11 Maintain Fresno COG websites/databases	■	■	9	■	■	■	■	■	■	■	■	■	■	■	■			
311.12 Fresno COG printed materials	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■			
311.13 News conferences/interviews	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■			
311.14 SSTAC/EJ Task Force/COC	■		8			■		■		■	■	■	■	■	■			
311.15 Outreach and materials translation and provision	■		3	■	■	■	■	■	■	■	■	■	■	■	■			
311.16 Tribal database annual update and outreach strategy	■		2	■	■	■	■											
311.17 EJ Committee database annual update	■		2	■	■	■	■											
311.18 Measure C III reauthorization outreach	■		6	■	■	■	■	■	■	■	■	■	■	■	■			

**311 Public Information and Participation**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FHWA PL
Salaries	91,234	81,843	87,012	87,012
Benefits	32,373	30,361	31,074	31,074
Overhead	20,875	75,716	83,050	83,050
Total Staff Costs	144,481	187,920	201,136	201,136
Direct Costs				
Supplies/Printing		10,000	10,000	10,000
Software Support & Maint	14,868	10,000	10,000	10,000
Workshops		5,000	5,000	5,000
Promotion/Outreach	9,924	15,000	15,000	15,000
Translation Services		4,500	4,500	4,500
Total Direct Costs	24,792	44,500	44,500	44,500
<b>TOTAL</b>	<b>169,273</b>	<b>232,420</b>	<b>245,636</b>	<b>245,636</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				28,174

## 313 Environmental Justice Activities

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### Objective

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

### Discussion

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

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

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

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

### Previous work

In 2021-22:

- Forwarded all funding opportunities to tribal agencies.
- Continued to provide technical data support for grant applications as needed.
- Met with tribes to develop projects for federal and state mobility and housing grant applications
- Coordinated with tribes on ongoing transportation projects

### Products

1. Update to Title VI program (May 2023)
2. Update tribal consultation listing (June 2023)
3. Grant application assistance to tribes for transportation-related funding (June 2023)

### Tasks

- 313.01 Monitor, document and continue implementing environmental justice, Title VI, DBE rules and regulations and Tribal Consultation Plan. Revised and submit Title VI Program. (July 2022-May 2023)
- 313.02 Government-to-government coordination - Maintain communications with tribal communities. Ensure and document tribal consultation and coordination regarding all planning documents. Consider tribal government concerns about projects outside tribal jurisdiction that have the potential to impact Native American cultural resources or communities. (Monthly)
- 313.03 Conduct outreach efforts to and provide informational materials in other languages as deemed necessary, continue to find partnerships for grant and project opportunities that address EJ populations. (Monthly)
- 313.04 Conduct environmental justice & Title VI analysis for RTP & FTIP (Monthly, as needed)

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

313 Environmental Justice Activities

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FTA 5303	FHWA PL
Salaries	8,598	10,046	10,050	4,687	5,363
Benefits	3,051	3,990	3,503	1,861	1,642
Overhead	1,967	9,472	9,532	4,419	5,113
Total Staff Costs	13,616	23,508	23,085	10,967	12,118
Direct Costs					
Total Direct Costs	0	0	0	0	0
<b>TOTAL</b>	<b>13,616</b>	<b>23,508</b>	<b>23,085</b>	<b>10,967</b>	<b>12,118</b>
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				1,258	1,390

## 320 Technical Assistance

### Objective

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

### Discussion

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

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

### Previous work

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

### Products

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

### Tasks

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

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

**320 Technical Assistance**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	63,323	54,218	73,916	73,916
Benefits	22,469	20,723	25,164	25,164
Overhead	14,489	50,570	69,683	69,683
Total Staff Costs	100,280	125,511	168,763	168,763
Direct Costs				
Consultants	104,535	150,000	200,000	200,000
Total Direct Costs	104,535	150,000	200,000	200,000
<b>TOTAL</b>	<b>204,815</b>	<b>275,511</b>	<b>368,763</b>	<b>368,763</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Circuit Planner/Engineer	100,000	100,000
Technical Studies/Grant Writing	100,000	100,000
	0	
Total Consultants	200,000	200,000



## 350 Fresno Regional Data Center

### Objective

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

### Discussion

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

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

### Previous work

In 2021-22:

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

### Products

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

### Tasks

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

350 Fresno Regional Data Center															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
350.01 Maintain Regional Data Center	■		50	■	■	■	■	■	■	■	■	■	■	■	■
350.02 Support COG reports and model	■		50	■	■	■	■	■	■	■	■	■	■	■	■

**350 Fresno Regional Data Center**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FHWA PL
Salaries	13,024	15,722	39,056	39,056
Benefits	4,621	5,223	11,247	11,247
Overhead	2,980	14,134	35,378	35,378
Total Staff Costs	20,625	35,079	85,681	85,681
Direct Costs				
Total Direct Costs		0	0	0
<b>TOTAL</b>	20,625	35,079	85,681	85,681
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				9,828

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

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### Objective

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

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

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

### Discussion

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

### Valley Voice

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

### Fresno COG Legislative Reporting and Analysis

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

### Previous work

Fresno COG has organized 18 annual (2003-2019) “One Voice” advocacy trips to Washington D.C., seven annual (2006-2012) “One Voice” advocacy trips to Sacramento and coordinated with other Valley COGs for “Valley Voice” advocacy trips to Sacramento (2008-2021) and Washington D.C. (2009-2021, except in 2012). Owing to the COVID pandemic, Valley Voice trips in 2020 and 2021 occurred virtually.

Fresno COG created its first legislative platform in 2008 that outlined the COG’s priority legislative and policy issues for advocacy during that year. It is updated annually, and a 2022 Fresno COG legislative platform was finalized in early 2022.

### Products

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

### Tasks

- 360.01 Maintain 2022 and develop 2023 Fresno COG legislative platform (November-December 2022)
- 360.02 Regional priorities selection for Fresno COG “One Voice” to Washington D.C. (November 2022-January 2023)
- 360.03 Meeting logistics, sponsorships and materials for Fresno COG “One Voice” to Washington D.C. (February-March 2023)
- 360.04 Travel and trip implementation for Fresno COG’s “One Voice” to Washington D.C. if needed (March-April 2023)

- 360.05 Washington D.C. trip follow-up if needed (May-June 2023)
- 360.06 Legislative platform for Valley COGs' "Valley Voice" to Sacramento (December 2022-January 2023)
- 360.07 Delegate briefings for Valley COGs' "Valley Voice" to Sacramento (January-February 2023)
- 360.08 Meeting logistics and materials development "Valley Voice" to Sacramento (February-March 2023)
- 360.09 Travel associated "Valley Voice" to Sacramento (March 2023)
- 360.10 Develop legislative platform and projects Valley Voice to Washington D.C. (July-August 2022)
- 360.11 Delegate briefings for Valley Voice to Washington D.C. (August-September 2022)
- 360.12 Meeting logistics and materials development for Valley Voice to Washington D.C. (July-September 2023)
- 360.13 Travel associated with Valley COGs' "Valley Voice" to Washington D.C. (September 2022)
- 360.14 Monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies. (Monthly)

<b>360 One Voice and Valley Voice Advocacy</b>																
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	
360.1 Develop legislative platform	■		4					■	■							
360.2 Call for regional priorities One Voice D.C.	■		5					■	■	■						
360.3 Logistics and materials for Washington D.C	■	■	5								■	■				
360.4 Travel and meet with delegation, Washington D.C.	■	■	5									■	■			
360.5 Washington D.C. One Voice trip follow up	■	■	11											■	■	
360.6 Establish legislative priorities for Valley Voice Sacramento	■	■	5						■	■						
360.7 Delegate briefings for Valley Voice Sacramento	■	■	2							■	■					
360.8 Logistics and materials for Valley Voice Sacramento	■	■	6								■	■				
360.9 Valley COGs travel to Sacramento	■	■	2									■				
360.10 Identify legislative requests for Valley COGs Washington D.C.	■	■	5	■	■										■	
360.11 Delegate briefings for Valley COGs for Washington D.C.	■	■	2		■	■						■				
360.12 Develop meeting materials for "Valley Voice" to Washington D.C.	■	■	8	■	■	■										
360.13 Travel for Valley Voice to Washington D.C.	■	■	2			■										
360.14 Monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies.	■		7	■	■	■	■	■	■	■	■	■	■	■	■	

**360 One Voice and Valley Voice Advocacy**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	6,933	39,274	29,264	29,264
Benefits	2,460	14,134	10,483	10,483
Overhead	1,586	19,551	18,907	18,907
Total Staff Costs	10,980	72,959	58,654	58,654
Direct Costs				
Consultants	1,250	28,000	40,000	40,000
Supplies/Printing		4,113	4,113	4,113
Grant Specific Travel		24,509	24,509	24,509
Other Misc Expense		3,802	3,802	3,802
Total Direct Costs	1,250	60,424	72,424	72,424
<b>TOTAL</b>	<b>12,230</b>	<b>133,383</b>	<b>131,078</b>	<b>131,078</b>

LTF MATCH 11.47%  
TOLL CREDIT MATCH 11.47%

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

# Regional Coordination of Transportation, Land Use and Housing

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

### Objective

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

### Discussion

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

Cities and counties are required to prepare and adopt a general plan that addresses development of their jurisdiction. The housing element, required by state law since 1969, is a component of the general plan and includes a local jurisdiction’s strategy to address and attain state housing goals. Housing elements must identify housing needs, resources and constraints as well as quantifiable objectives for the construction, conservation, and rehabilitation of housing units and a housing program to implement the jurisdiction’s objectives. State law requires that existing and projected housing needs of all income levels be documented. The state also mandates that each city and county address the housing needs of all segments of the community in their respective general plan’s housing element. Fresno County jurisdictions are beginning to develop a sixth cycle multi-jurisdictional housing element, which is tentatively due to the State for certification by December 2023.

### Previous work

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

### Products

1. Final RHNA Plan
2. Meeting agendas for coordination of the sixth-cycle multijurisdictional housing element
3. Draft sixth cycle multijurisdictional housing element

### Tasks

- 420.01 Coordinate meetings for member agencies to discuss the sixth cycle housing element update (Monthly)
- 420.02 Project management of RHNA consultant contract (consultant funded in WE 421) (July 2022-December 2023)
- 420.03 Prepare the draft sixth cycle multijurisdictional housing element

420 Fresno Regional Housing Needs Plan/Multi-Jurisdictional Housing Element																				
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	C O N S L I N T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
420.01 Coordinate meetings for member agencies to discuss the sixth cycle housing element update.	■						50	■	■	■	■	■	■	■	■	■	■	■	■	■
420.02 Project management of RHNA consultant contract (WE 421)	■						25	■	■	■	■	■	■							
420.03 Prepare the draft sixth cycle multijurisdictional housing element	■					■	25	■	■	■	■	■	■	■	■	■	■	■	■	■

**420 RHNA Plan/Multi-Jurisdiction Housing Element**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
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Salaries	40,162	33,569	67,514	67,514
Benefits	14,251	12,621	23,503	23,503
Overhead	9,189	31,169	64,013	64,013
Total Staff Costs	63,602	77,359	155,030	155,030
Direct Costs				
Consultants			2,055,000	2,055,000
Grant Administration			75,000	75,000
Total Direct Costs	0	0	2,130,000	2,130,000
<b>TOTAL</b>	<b>63,602</b>	<b>77,359</b>	<b>2,285,030</b>	<b>2,285,030</b>

LTF MATCH 11.47%  
TOLL CREDIT MATCH  
11.47%

	Total	LOCAL FUNDS
Consultants		
Multijurisdictional Housing Element	2,055,000	2,055,000
Total Consultants	2,055,000	2,055,000

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

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### Objective

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

### Discussion

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

### Previous work

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

### Products

1. Technical RHNA assistance to member agencies (as needed)
3. Meeting agendas and minutes for Valleywide REAP Committee (quarterly)
4. Meeting agendas and minutes for REAP TA Committee (monthly)
5. Fresno regional REAP project grants (as requested)
6. Final RHNA Plan.

### Tasks

- 421.01 Regular meetings with consultants on Valleywide Housing report (COG) (Monthly)
- 421.02 Provide housing element technical assistance to Valley jurisdictions (Monthly, as needed)
- 421.03 Consultation with HCD regarding sixth-cycle RHNA (July-December 2022)
- 421.04 Coordinate review and approval of sixth-cycle RHNA Plan (July-December 2022)
- 421.05 Monitor and administer all REAP consultant contracts (COG) (Monthly)
- 421.06 Grant administration and invoice approval for Fresno COG Local Housing Planning Grants Program (COG) (Monthly)



421 Regional Early Action Planning (REAP) Grant Program																
Task Description	COG	C O N S L I N G	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
421.01 Regular meetings with consultants on Valleywide Housing report	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
421.02 Provide housing element technical assistance to Valley jurisdictions	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
421.03 Consultation with HCD regarding sixth cycle RHNA	■	■	5	■	■	■	■	■	■							
421.04 Coordinate review and approval of sixth cycle RHNA Plan	■	■	5	■	■	■	■	■	■							
421.05 Monitor and administer all REAP consultant contracts	■	■		■	■	■	■	■	■	■	■	■	■	■	■	
421.06 Grant administration and invoice approval for Fresno COG Local Housing Planning Grants Program (ongoing)	■	■		■	■	■	■	■	■	■	■	■	■	■	■	

**421 Regional Early Action Planning Grant Prog**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	43,889	29,067	32,555	32,555
Benefits	15,574	10,831	11,521	11,521
Overhead	10,042	26,923	30,999	30,999
Total Staff Costs	69,505	66,821	75,075	75,075
Direct Costs				
Consultants	262,620	6,138,579	5,629,105	5,629,105
County Counsel	2,609		5,000	5,000
Board Renumeration	8,915	12,000	12,000	12,000
Agency Pass Thru	3,629,093	900,000	7,622,842	7,622,842
Grant Administration			240,965	240,965
Total Direct Costs	3,903,237	7,050,579	13,509,912	13,509,912
<b>TOTAL</b>	<b>3,972,742</b>	<b>7,117,400</b>	<b>13,584,987</b>	<b>13,584,987</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

### Objective

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

### Discussion

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

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

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

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

MPOs were eligible to apply for up to 10% of funds beginning in December 2021. The over-the-counter application period will end December 31, 2022. All funds must be awarded and encumbered by June 2024.

### Products

- TBD

### Tasks

- 422.01 TBD

422 Regional Early Action Planning Grant Prog 2.0																				
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	C O N S L I N T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
422.01 TBD	■						100	■	■	■	■	■	■	■	■	■	■	■	■	■

**422 Regional Early Action Planning Grant Prog 2.0**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	0			
Benefits	0			
Overhead	0			
Total Staff Costs	0	0	0	0
Direct Costs				
Consultants			1,292,000	1,292,000
Grant Administration			68,000	68,000
Total Direct Costs	0	0	1,360,000	1,360,000
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>1,360,000</b>	<b>1,360,000</b>

LTF MATCH 11.47%

TOLL CREDIT MATCH 11.47%

## 820 Valley Coordination Activities

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### Objective

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

### Previous work

The San Joaquin Valley MPOs coordinated in multiple activities and documents in 2021-22, examples of which include:

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

The San Joaquin Valley Regional Policy Council – an advisory association of 16 elected officials comprising two Board members from each of the eight Valley MPOs – is guided by the executive directors’ committee, which develops the agendas and circulates materials to the public. The group met quarterly in 2021-22.

#### **Executive Directors’ Committee**

The executive directors committee met monthly in 2021-22 to discuss issues, programs and projects of common concern and potentially, common action. They include federal and state air quality-related requirements, pending legislation, coordinated transportation planning efforts, the California high-speed rail project, grant programs and others.

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

The San Joaquin MPOs prioritize projects and identify institutional arrangements and funding for goods movement projects.

#### **Regional Transportation Plans**

The Valley’s MPOs have jointly developed a common chapter for each agency’s regional transportation plan since the early 1990s. In that chapter Valleywide issues are highlighted and discussed. These issues generally include air quality, high-speed rail, State Route 99 and the need for additional east-west corridors, Amtrak passenger service, the new requirements of SB 375 and any other common discussion items. Assignments for the 2022 RTP went out to each of the eight MPOs in 2021-22.

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

Fresno COG, along with staff from the other seven MPOs and Caltrans, have updated the original SR 99 Business Plan, including an updated list of Valley projects on this important north/south trade corridor, a financial plan on how best to make these projects a reality, and highlights the successes since the original Business Plan. In 2021-22, staff continued supporting projects in the Business Plan and undertook developing an update that included a “Highway 99 Summit” in Tulare.

#### **Intercity Rail**

Fresno COG is a member of the San Joaquin Joint Powers Authority (Authority) that provides regional governance/management of the San Joaquin intercity passenger rail service among Bakersfield-Fresno-Stockton-Sacramento-Oakland. Staff stayed abreast of JPA developments in 2021-22.

#### **San Joaquin Valley Policy Conference/Networking**

The annual SJV Regional Policy Conference offers a productive opportunity for networking among Valley MPO staff and elected officials. Owing to COVID, the Policy Conference was postponed in 2020-21. But Fresno COG hosted the conference again in May 2022.

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

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

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

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

## Regional Energy Planning

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

## Regional Early Action Planning (REAP) Funding

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

## Products

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

## Tasks

- 820.01 Coordinate Regional Policy Council and Executive Directors' Committee meetings, including tracking minutes and other relevant records. (Monthly)
- 820.02 Track legislation, advocacy. (Monthly)
- 820.03 Participate in meetings of the California Partnership for the San Joaquin Valley and work on grant-funded projects. (Quarterly)
- 820.04 Participate in the San Joaquin Valley Policy Conference with Valley MPOs and Regional Policy Council. (March-May 2023)
- 820.05 Continue to work with Valley MPOs to ensure Valley's recognition in MAP-21 and FAST Act (ongoing)
- 820.06 Work with Caltrans and other MPOs on plans, projects, and other needs associated with SR 99. (Monthly)
- 820.07 Participate in meetings related to high-speed rail and intercity rail, as associated with Valleywide efforts (Monthly)
- 820.08 Investigate alternative methods of coordination of Valleywide activities (Monthly).
- 820.09 Ensure a coordinated and comprehensive approach to transportation and air quality planning with the San Joaquin Valley Air Pollution Control District. (Monthly)
- 820.10 Manage the Valleywide corporate licensing for the modeling software; continue to work with valley MPOs on model improvement, including land use and transportation models. (Monthly)

820 Valley Coordination Activities															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
820.01 Regional meetings	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
820.02 Track legislation, advocacy	■	■	17	■	■	■	■	■	■	■	■	■	■	■	■
820.03 CA Partnership	■	■	5			■			■			■			■
820.04 SJV Policy Conference	■	■	11									■	■	■	
820.05 MAP-21/FAST Act monitoring	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.06 SR 99	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.07 High-speed/intercity rail	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.08 Coordination support	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
820.09 Valley air quality coordination	■	■	16	■	■	■	■	■	■	■	■	■	■	■	■
820.10 Valleywide corporate licensing coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

**820 Valley Coordination Activities**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FHWA PL	LOCAL FUNDS
Salaries	34,440	32,055	37,984	37,984	
Benefits	12,220	11,000	12,645	12,645	
Overhead	7,880	29,053	35,608	35,608	
Total Staff Costs	54,540	72,108	86,237	86,237	0
Direct Costs					
Consultants	95,320	135,000	125,000	29,448	95,552
Workshops	0	10,000	85,000		85,000
Promotion/Outreach		5,000	5,000		5,000
Total Direct Costs	95,320	150,000	215,000	29,448	185,552
<b>TOTAL</b>	<b>149,860</b>	<b>222,108</b>	<b>301,237</b>	<b>115,685</b>	<b>185,552</b>
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				13,269	

	Total	FHWA PL	LOCAL FUNDS
Consultants			
Sigala - Valley MPO Coordinator	125,000	29,448	95,552
	125,000	29,448	95,552

# Administration Activities

## 910 Fresno COG Administration

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### Objective

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

### Discussion

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

### Previous work

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

### Products

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

### Tasks

- 910.01 Program management: (ongoing)
- a. Maintain administrative manual.
  - b. Maintain personnel files.
  - c. Meet and confer with staff regarding wages, benefits and working conditions.
  - d. Prepare grants and contracts.
  - e. Coordinate development and administration of OWP and budget.
  - f. Ensure program adherence to applicable federal and state regulations and directives to include affirmative action plan and DBE objectives.
  - g. Monitor program delivery under the OWP.
  - h. Coordinate annual audits and response to audits.
  - i. Provide legal counsel when necessary.
  - j. Hold monthly internal staff meetings.
- 910.02 Fiscal management and reporting. (Ongoing)
- a. Maintain unified accounting system.
  - b. Prepare monthly progress reports and quarterly fiscal reports to be submitted to the COG Board for review and approval, and reimbursement claims.
  - c. Prepare bi-weekly payroll and monthly warrants.

910 Fresno COG Administration														
Task Description	COG	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
910.01 Program Management	■	60	■	■	■	■	■	■	■	■	■	■	■	■
910.02 Fiscal Management/Reporting	■	40	■	■	■	■	■	■	■	■	■	■	■	■

**910 Fresno COG Administration**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	76,404	59,228	64,162	64,162
Benefits	27,111	20,971	21,311	21,311
Overhead	17,482	54,113	60,052	60,052
Total Staff Costs	120,997	134,312	145,525	145,525
Direct Costs				
Software Support & Maint		10,000	10,000	10,000
Grant Specific Travel		5,000	5,000	5,000
Membership/Dues	15,840	21,000	21,000	21,000
Board Renumeration	14,967	19,200	19,200	19,200
Temporary Help	100	4,000	4,000	4,000
Other Misc Expense	362	5,000	5,000	5,000
Equipment	27,213	25,000	25,000	25,000
Total Direct Costs	58,482	89,200	89,200	89,200
<b>TOTAL</b>	<b>179,479</b>	<b>223,512</b>	<b>234,725</b>	<b>234,725</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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



## 911 Overall Work Program & Budget Development

### Objective

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

### Discussion

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

### Previous Work Completed

- FHWA approved the final FY 2021-22 OWP in May 2021.
- Formal and administrative amendments

### Products

1. 2022/2023 Fresno COG Overall Work Program and budget

### Tasks

- 911.01 Review federal and state OWP guidelines. (September-November 2022)
- 911.02 Conduct public outreach pursuant to Fresno COG Public Participation Plan. (October 2022-February 2023)
- 911.03 Identify local project needs. (October 2022-February 2023)
- 911.04 Adopt OWP following local agency, federal and state review. (May 2023)
- 911.05 Process OWP amendments (Monthly as necessary)
- 911.06 Monitor fiscal resources and maintain sufficient reserves to ensure stable services on a year-to-year basis. (Monthly)
- 911.07 Construct OWP around ongoing revenue sources, with carryover funding and discretionary grants for one-time projects only. (Monthly)

911 Overall Work Program and Budget Development															
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
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 Development**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	FTA 5303	FHWA PL
Salaries	37,476	30,379	33,593	16,796	16,796
Benefits	13,298	11,061	11,890	5,945	5,945
Overhead	8,575	27,963	31,988	15,995	15,994
Total Staff Costs	59,348	69,403	77,471	38,736	38,735
Direct Costs					
Total Direct Costs	0	0	0	0	0
<b>TOTAL</b>	59,348	69,403	77,471	38,736	38,735
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				4,443	4,443

## 912 Local Transportation Funds Administration

### Objective

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

### Discussion

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

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

### Products

1. Records of LTF, and STA apportionments, claim approvals, and allocations. (continuous)
2. Monthly legislative reports. (monthly)
3. Fiscal and triennial performance audits.
4. Social Service Transportation Advisory Council Meetings/public hearing (re: WE 120)
5. Unmet Transit Needs - staff report (re: WE 120)
6. Allocate Section 8879.55a2 PTMISEA, CTAF, LCTOP

### Tasks

- 912.01 Fulfill RTPA responsibilities, including: apportionment, unmet transit need hearings and findings and audits. (Monthly)
- 912.02 Monitor related legislative activity. (Monthly)
- 912.03 Assist in claim preparation with local agencies. (Monthly)
- 912.04 Review claims for conformance with TDA law, the Regional Transportation Plan, and short-range transit plans (Monthly)
- 912.05 Maintain appropriate financial activity records. (Monthly)
- 912.06 Conduct Social Service Transportation Advisory Council meetings/public hearing (re: WE 120). (May 2023)
- 912.07 Update unmet transit needs staff report and conduct public hearing (re: WE 120) (May 2023)
- 912.08 Contract for appropriate fiscal and triennial performance audits. (Monthly)
- 912.09 Allocate PTMISEA, CTAF and LCTOP (Monthly)

912 Local Transportation Funds Administration															
Task Description	C O G	C O N S L I N T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
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 Local Transportation Funds Admin.**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	23,719	48,618	20,221	20,221
Benefits	8,416	17,416	7,035	7,035
Overhead	5,427	44,560	19,170	19,170
Total Staff Costs	37,562	110,594	46,426	46,426
Direct Costs				
County Counsel	18,435	25,000	25,000	25,000
Program Audits	29,960	86,190	40,000	40,000
County Auditor Controller	5,020	8,000	8,000	8,000
Total Direct Costs	53,415	119,190	73,000	73,000
<b>TOTAL</b>	<b>90,977</b>	<b>229,784</b>	<b>119,426</b>	<b>119,426</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 920 Fresno County Rural Transit Agency Administration

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### Objective

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

### Discussion

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

### Previous Work

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

### Products

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

### Tasks

- 920.01 Participate with Fresno COG in the rural public transportation planning process. (Monthly)
- 920.02 Participate with Fresno COG in monitoring and evaluating rural transit systems. (Monthly)
- 920.03 Participate with Fresno COG in the social service transportation planning process (Monthly).
- 920.04 Coordinate with: Caltrans; Fresno County and each rural incorporated city; further the updated Regional Transportation Plan and Rural Short-Range Transit Plan for the Rural Area of Fresno County; Measure C Expenditure Plan. (biannually)
- 920.05 Prepare and administer grants in conjunction with transit service implementation. (biannually)
- 920.06 Prepare, adopt, and amend the annual budget. (February-June 2023)
- 920.07 Negotiate and execute service agreements with rural cities, private transit providers, and other municipalities. (April-June 2023)
- 920.08 Act as broker for the fleet of public transportation vehicles. (Monthly)
- 920.09 Maintain DBE/MBE/WBE/DVBE files. (Monthly)
- 920.10 Acquire fixed assets. (Monthly)
- 920.11 Coordinate with Regional Rideshare Program and Taxi Scrip program. (Monthly)
- 920.12 Comply with state/federal air quality requirements. (July-September 2022)
- 920.13 Respond to Americans with Disabilities Act, FTA substance abuse, and FTA safety/security reporting requirements, and comply with Title VI requirements and guidelines for Federal Transit Administration recipients. (Monthly)
- 920.14 Maintain records of financial transactions (Monthly)
- 920.15 Issue warrants for payment of service. (Monthly)
- 920.16 Comply with audit requirements pursuant to the Transportation Development Act (Monthly)
- 920.17 Prepare FCRTA portion of the transit productivity evaluation. (August 2022-January 2023)
- 920.18 Prepare National Transit Database report. (Monthly)
- 920.19 Prepare State Auditor-Controller's report (August-October 2022)
- 920.20 Coordinate with alternative energy agencies and organizations such as the Air Resources Board, CalStart, Electrify America and SJV Clean Cities Coalition. (Monthly)
- 920.21 Attend meetings as required, and transit industry conferences such as CalACT, CTA, CTAA and APTA. (Monthly)
- 920.22 Maintain and update FCRTA website. (Monthly)

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

**920 FCRTA Administration**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	457,498	486,392	518,607	518,607
Benefits	135,765	152,129	159,010	159,010
Overhead	0	0	0	0
Total Staff Costs	593,263	638,521	677,617	677,617
Direct Costs				
Total Direct Costs	0	0	0	0
<b>TOTAL</b>	<b>593,263</b>	<b>638,521</b>	<b>677,617</b>	<b>677,617</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

## 930 Fresno County Transportation Authority Administration

### Objective

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

### Discussion

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

### Tasks

1. Provide personnel services to the Authority.

#### 930 Fresno County Transportation Authority Admin

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	LOCAL FUNDS
Salaries	1,723	1,293	1,392	1,392
Benefits	611	465	487	487
Overhead	394	1,187	1,322	1,322
Total Staff Costs	2,728	2,945	3,201	3,201
Direct Costs				
Total Direct Costs	0	0	0	0
<b>TOTAL</b>	<b>2,728</b>	<b>2,945</b>	<b>3,201</b>	<b>3,201</b>
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

# 940 Freeway Service Patrol

## Objective

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

## Discussion

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

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

## Previous work

- Fresno County Freeway Service Patrol memorandum of understanding (MOU) among Caltrans, Fresno COG and the California Highway Patrol, and subsequent amendment to the MOU. A comprehensive review and revision was completed in 2014.
- Fresno County Freeway Service Patrol cooperative agreement between Caltrans and Fresno COG and subsequent annual amendments to the agreement.
- Program supplement agreements and fund transfer agreements between Caltrans and Fresno COG for the 1998-99 through 2021-22 freeway service patrol.
- Applications for federal transportation funds to provide the additional local match required for the earlier expanded FSP program.
- Requests for proposals for towing services for 2018-19 through 2021-22.

## Products

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

## Tasks

- 940.01 Coordinate with Caltrans on a fund transfer agreement for the freeway service patrol for fiscal year 2023-24. (April-June 2023)
- 940.02 Participate with Caltrans and the CHP in monitoring, evaluating, and promoting the FSP. (Monthly)
- 940.03 Administer the FSP tow contract for fiscal year 2022-23. (Monthly)
- 940.04 Monitor and participate as a member of the Statewide Motorist Aid Committee (formerly the FSP Statewide Oversight Committee) and appropriate subcommittees. (October 2022)

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



**940 Freeway Service Patrol**

Budget Account	Actual Cost 2020/21	Adopted Budget 2021/22	Annual Budget 2022/23	State FSP	LOCAL FUNDS
Salaries	1,437	4,362	3,351	2,681	670
Benefits	510	2,000	1,476	1,181	295
Overhead	329	4,293	3,395	0	3,395
Total Staff Costs	2,276	10,655	8,222	3,862	4,360
Direct Costs					
Supplies/Printing	2,113	8,500	8,500	6,800	1,700
Software Support & Maint		5,760	5,760	4,608	1,152
Freeway Service Patrol	461,739	460,000	731,250	585,000	146,250
Equipment	1,829	8,500	8,500	6,800	1,700
Total Direct Costs	465,681	482,760	754,010	603,208	150,802
<b>TOTAL</b>	<b>467,957</b>	<b>493,415</b>	<b>762,232</b>	<b>607,070</b>	<b>155,162</b>
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	State FSP	LOCAL FUNDS
Freeway Service Patrol			
Freeway Service Patrol	690,000	552,000	138,000
Total Freeway Service Patrol	690,000	552,000	138,000

# Appendices

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

## APPENDIX A

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

#### FY 2022/2023 FHWA and FTA Metropolitan Transportation Planning Process Self-Certification

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

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

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

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

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

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

# Appendix B-FTA Certifications and Assurances

Certifications and Assurances

Fiscal Year 2022

## FEDERAL FISCAL YEAR 2022 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

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

Name of Applicant: Fresno Council of Governments

The Applicant certifies to the applicable provisions of all categories: *(check here)* .

*Or,*

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

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

Certifications and Assurances

Fiscal Year 2022

12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

13 State of Good Repair Grants

14 Infrastructure Finance Programs

15 Alcohol and Controlled Substances Testing

16 Rail Safety Training and Oversight

17 Demand Responsive Service

18 Interest and Financing Costs

19 Cybersecurity Certification for Rail Rolling Stock and Operations

20 Tribal Transit Programs

21 Emergency Relief Program

**CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE**

**AFFIRMATION OF APPLICANT**

Name of the Applicant: Fresno Council of Governments

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

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

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

Certifications and Assurances

Fiscal Year 2022

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

Signature: Tony Boren Date: 3/24/22

Name: Tony Boren Authorized Representative of Applicant

**AFFIRMATION OF APPLICANT'S ATTORNEY**

For (Name of Applicant): Fresno Council of Governments

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

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

Signature: Alison H. Samarin Date: 3/24/2022

Name: Alison H. Samarin Attorney for Applicant

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

## Appendix C-Debarment and Suspension Certification

Fiscal Year 2022/2023 California Department of Transportation

### *Department and Suspension Certification*

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

*CFR 29.100:*

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

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**DEPARTMENT OF TRANSPORTATION  
DEBARMENT AND SUSPENSION CERTIFICATION  
FISCAL YEAR 2022/2023**

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**SIGNATURE PAGE**

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

Signature \_\_\_\_\_ Date \_\_\_\_\_

Printed Name Tony Boren, Executive Director

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

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

**AFFIRMATION OF APPLICANT'S ATTORNEY**

For: Fresno Council of Governments

Signature \_\_\_\_\_ Date \_\_\_\_\_

Printed Name Bryan Rome



## Appendix D - Planning Funds - Eligible Uses

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

Regional planning studies and activities:

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

Regional planning consensus efforts:

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

- Develop and implement joint work programs with transportation and air quality agencies, including transit operators, to enhance coordination efforts, partnerships, and consultation processes; eliminate or reduce redundancies, inefficient or ineffective resource use and overlapping review and approvals.
- Identify and address issues relating to international border crossings, and access to seaports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, military installations; and military base closures.
- Conduct planning and project activities (including corridor studies, and other transportation planning studies) to identify and develop candidate projects for the FY 2008/2009 Federal Transportation Improvement Program (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](http://www.whitehouse.gov/omb/fedreg/2005/083105_a87.pdf)

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

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

[http://www.dot.ca.gov/hq/LocalPrograms/lam/prog\\_p/p05accin.pdf](http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_p/p05accin.pdf)

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

**Attachment A1**

Fresno Council of Governments  
2022/23 Budget

	Direct Costs	Indirect Costs	Ineligible Costs	Other Program Costs	Total Budget
Salaries	1,684,961	544,448	9,625	712,233	2,951,267
Fringe Benefits	588,063	224,676	3,238	241,273	1,057,250
Total	2,273,024	769,124	12,863	953,506	4,008,517
	<b>A4a</b>	<b>A3a</b>	<b>A3b</b>	<b>A3c</b>	<b>A4e</b>
Indirect Costs					
Telephone		12,000			12,000
Insurance		8,000			8,000
Postage		4,000			4,000
Printing Supplies		32,000			32,000
Office Supplies		32,000			32,000
Publ. & Subscript.		5,100			5,100
Advertising & Legal Notice		8,500			8,500
Computer Supplies		51,000			51,000
Office Lease		231,568			231,568
Bldg. Operating Expense		55,000			55,000
Copier Lease		36,000			36,000
Repair & Maint.		7,000			7,000
Travel Expenses		58,500			58,500
Audit		26,735			26,735
Total Indirect		567,403		0	567,403
		<b>A5a</b>			
Depreciation		33,750			33,750
		<b>A6e</b>			
Subtotal Indirect Costs		1,370,277			
		<b>A1a</b>			
Other Direct Costs				41,273,328	41,273,328
				<b>A5b</b>	
ICAP Carry Forward		228,429			228,429
		<b>A6c</b>			
Total Budget	2,273,024	1,598,706	12,863	42,226,834	46,111,427
	<b>A1b</b>				<b>A5d</b>

**Attachment A2**

Fresno Council of Governments  
Cost Carry Forward  
Provision

Fiscal Year	2019/20	2020/21	2021/22		2022/23
Approved Rate	69.70%	64.44%	67.48%	Proposed Rate	70.33%
Indirect Calculation					
Prior year Carry Forward	248,116	146,047	206,995	Prior year Carry Forward	228,429
Indirect Costs Per Single Audit	1,218,445	1,223,329	<b>A6c</b>	Estimated Indirect Costs	1,370,277
Total Indirect Costs	1,466,561	1,369,376		Total Indirect Costs	1,598,706
		<b>A6a</b>			
Recovered Costs (Direct Salaries +Benefits) (* Approved Rate)	1,259,566	1,140,948		Estimated Direct Salaries + Benefits	2,273,024
				<b>A1b</b>	
Future Year Carry Forward	206,995	228,428			
	<b>A6c</b>	<b>A6b</b>			
Direct Salaries + Benefits (Per Single Audit)	1,807,124	1,770,558			
		<b>A6d</b>			

**Attachment A3**

Fresno Council of Governments  
2022/23 Indirect Cost Plan

Adjustment for Ineligible Activities

Executive  
Director

Salary	236,150
Benefits	79,443
Total Salary & Benefits	315,593
Annual Hours	1,742
Salary Rate	135.56
Benefit Rate	45.60
Ineligible Activities	
One Voice Advocacy	71
Other Activities	
Total Ineligible Hrs.	71
Ineligible Salaries	9,625
Ineligible Benefits	3,238
Ineligible Costs	12,863

	Professional Staff	FCRTA Staff	FAX Staff	Ineligible Activities	Support Staff	Total Staff
Salaries & Benefits	2,273,024	677,617	275,889		781,987	4,008,517
	<b>A4a</b>	<b>A4b</b>	<b>A4c</b>		<b>A4d</b>	<b>A4e</b>
Executive Director adj.				12,863	(12,863)	0
Executive Assistant adj.				0	0	0
Subtotal	0	0	0	12,863	(12,863)	0
Adj Salaries & Benefits	2,273,024	677,617	275,889	12,863	769,124	4,008,517
				<b>A3b</b>	<b>A3a</b>	
FCRTA Staff		677,617				
FAX Staff		275,889				
Total Other Program Costs		953,506				
		<b>A3c</b>				

## Appendix F- Key Federal Contract and Procurement Requirements

Per 49 Code of Federal Regulations, Part 18.36:

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

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

(i) The employee, officer or agent,

(ii) Any member of his immediate family,

(iii) His or her partner, or

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

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

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

(i) After a determination that no other contract is suitable, and

(ii) If the contract includes a ceiling price that the contractor exceeds at its own risk.

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

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

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

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

(i) Incorporate a clear and accurate description of the technical

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



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

State of California  
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

## Memorandum

To: ALL CALTRANS STAFF

Date: December 6, 2021

From: TOKS OMISHAKIN  
Director

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

### Purpose

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

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

*"Provide a safe and reliable transportation network that serves all people and respects the environment"*<sup>10</sup>

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

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



TOKS OMISHAKIN  
DIRECTOR

12.1.21

Date

author/typist

DOTS2 # (if DOTS assignment)

Cross-reference DOTS2 # (if any)

## Appendix H - Certification of Restriction on Lobbying

### CERTIFICATION OF RESTRICTIONS ON LOBBYING

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

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

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

Executed this 26<sup>th</sup> day of May, 2022.

By: \_\_\_\_\_  
TONY BOREN, Executive Director  
Fresno Council of Governments

# Appendix I - Resolution of Approval

**BEFORE THE  
FRESNO COUNCIL OF GOVERNMENTS  
RESOLUTION NO. 2022-03**

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

RESOLUTION ADOPTING  
THE OVERALL WORK PROGRAM AND  
LINE ITEM BUDGET FOR  
FISCAL YEAR 2022-23

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 2022-23 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 2022-23 Overall Work Program and Line Item Budget for 2022-23 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 2022-23 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, 2022

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 26<sup>th</sup> day of May, 2022.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: \_\_\_\_\_  
Michelle Roman, 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 26<sup>th</sup> day of May, 2022.

Signed: \_\_\_\_\_  
Tony Boren, Executive Director



## Appendix J- Spreadsheet & Budget

### **TOTAL REVENUES INCLUDING CARRYOVER**

	Actual Cost 2020/21	Total Adopted Budget 2021/22	Total Proposed Budget 2022/23	Total Budget Increase (Decrease)	Percent Change
<b>FEDERAL</b>	<b>23%</b>	<b>31%</b>	<b>24%</b>		
FTA 5303 Apportionment	499,151	404,996	352,678	(52,318)	-13%
FTA 5303 Reserve Draw	0	160,867	130,690	(30,177)	-19%
FTA 5304	321,912	82,377		(82,377)	-100%
FTA 5339	0	5,145,281	5,145,281	0	0%
FTA 5307	316,331	457,274	495,389	38,115	8%
FTA 5310	568,401	1,956,066	1,184,976	(771,090)	-39%
FTA 5311(f)	108,483	228,476	206,493	(21,983)	-10%
FHWA/PL Apportionment	1,446,912	1,633,121	1,970,874	337,753	21%
FHWA/PL Reserve Draw	0	395,797	575,959	180,162	46%
FHWA RIA Grant	0		1,000,000	1,000,000	0%
FHWA SPR	70,108	388,000	388,000	0	0%
FHWA MPO Transfer	0	325,000	325,000	0	0%
<b>FEDERAL SUBTOTAL</b>	<b>3,331,298</b>	<b>11,177,255</b>	<b>11,775,340</b>	<b>598,085</b>	<b>5%</b>
<b>STATE</b>	<b>38%</b>	<b>28%</b>	<b>38%</b>		
STATE STIP PLANNING	364,364	399,000	399,000	0	0%
STATE FSP	373,633	391,298	607,070	215,772	55%
STATE TNC WAV		222,437	222,437	0	0%
STATE HSIP	30,892	149,108		(149,108)	-100%
STATE RMRA	661,785	1,297,028	1,508,677	211,649	16%
STATE REAP	3,971,599	7,617,400	15,444,987	7,827,587	103%
<b>STATE SUBTOTAL</b>	<b>5,402,273</b>	<b>10,076,271</b>	<b>18,182,171</b>	<b>8,105,900</b>	<b>80%</b>

<b>LOCAL</b>	<b>39%</b>	<b>40%</b>	<b>38%</b>		
LOCAL RESERVE DRAW	0	263,292	46,622	(216,670)	-82%
LTF ADMIN.	100,000	155,000	100,000	(55,000)	-35%
LTF PLANNING	1,103,446	1,198,197	1,449,563	251,366	21%
MEMBER DUES	40,000	40,000	40,000	0	0%
OUTSIDE SERVICES	26,938	15,000	15,000	0	0%
INTEREST EARNINGS	197,922	75,000	75,000	0	0%
TRANS AUTH ADMIN	2,683	2,945	3,201	256	9%
TRANS AUTH PLANNING	2,900,121	5,939,869	6,398,577	458,708	8%
FCRTA ADMIN.	593,263	638,521	677,617	39,096	6%
VALLEY COGS	101,950	221,453	206,129	(15,324)	-7%
FAX FTA MATCH		600	600	0	0%
In Kind/ Cash Match	235,681	5,496,756	5,252,801	(243,955)	-4%
MISC OTHER	338,429	353,060	3,930,056	3,576,996	1013%
<b>LOCAL SUBTOTAL</b>	<b>5,640,433</b>	<b>14,399,693</b>	<b>18,195,166</b>	<b>3,795,473</b>	<b>26%</b>
<b>TOTAL REVENUES</b>	<b>14,374,004</b>	<b>35,653,219</b>	<b>48,152,677</b>	<b>12,499,458</b>	<b>35%</b>

# TOTAL EXPENSES

	Actual Cost 2020/21	Total Adopted Budget 2021/22	Total Proposed Budget 2023/23	Total Budget Increase (Decrease)	Percent Change
<b><i>SALARIES</i></b>	18%	8%	6%		
Salaries - COFCG	1,869,231	2,184,820	2,239,034	54,214	2%
Salaries - FCRTA	457,498	486,392	518,607	32,215	7%
Salaries - FAX	182,602	186,155	193,627	7,472	4%
<b>Total Salaries</b>	<b>2,509,331</b>	<b>2,857,367</b>	<b>2,951,267</b>	<b>93,900</b>	<b>3%</b>
<b><i>BENEFITS</i></b>	6%	3%	2%		
Vehicle Allowance/Parking Permits	33,630	43,080	43,080	0	0%
Retirement	354,367	428,605	442,690	14,085	3%
Health Insurance	355,825	448,484	444,946	(3,538)	-1%
Dental/Optical	25,989	36,363	36,363	0	0%
Life, Disability, & Unemployment Ins.	34,310	27,152	28,389	1,237	5%
Workers Comp	21,265	18,278	18,990	711	4%
FICA/Medicare	36,125	41,432	42,793	1,362	3%
<b>BENEFITS SUBTOTAL</b>	<b>861,511</b>	<b>1,043,394</b>	<b>1,057,250</b>	<b>13,856</b>	<b>1%</b>
<b><i>INDIRECT OVERHEAD</i></b>	3%	1%	1%		
Telephone	11,211	11,500	12,000	500	4%
Insurance	4,833	8,000	8,000	0	0%
Postage	1,377	8,000	4,000	(4,000)	-50%
Printing Supplies	26,961	25,000	32,000	7,000	28%
Office Supplies	13,959	32,000	32,000	0	0%
Publ. & Subscript.	291	5,100	5,100	0	0%
Advertising & Legal Notice	7,841	8,500	8,500	0	0%
Computer Supplies	13,361	15,000	51,000	36,000	240%
Office Lease	231,558	231,568	231,568	0	0%
Bldg. Operating Expense	48,579	55,000	55,000	0	0%
Copier Lease/Service Contracts	34,805	36,000	36,000	0	0%
Repair & Maint.	3,493	7,000	7,000	0	0%
Travel Expenses	3,395	62,000	58,500	(3,500)	-6%
Single Audit	26,026	26,735	26,735	0	0%
<b>INDIRECT OVERHEAD SUBTOTAL</b>	<b>427,690</b>	<b>531,403</b>	<b>567,403</b>	<b>36,000</b>	<b>7%</b>
ICAP -Cost Carry Fwd & Depreciation	33,750	240,747	262,179	21,432	9%
<b>Total Salaries Benefits &amp; Overhead</b>	<b>3,832,282</b>	<b>4,672,911</b>	<b>4,838,099</b>	<b>165,189</b>	<b>4%</b>

<b><i>OTHER DIRECT COSTS</i></b>	<b>73%</b>	<b>87%</b>	<b>90%</b>		
Consultants	3,448,992	11,166,160	16,575,512	5,409,352	48%
Supplies/Printing	5,539	66,613	66,613	0	0%
Software Support/Maint	208,333	299,595	259,495	(40,100)	-13%
Workshops		25,000	90,000	65,000	260%
Promotion/Outreach	56,968	335,000	320,000	(15,000)	-4%
Carpool Subsidy	40,663	48,000	48,000	0	0%
Prizes & Awards	32,000	32,000	32,000	0	0%
Commuter Van Pool Subsidy	224,145	260,000	300,000	40,000	15%
Taxi Scrip	197,835	480,000	480,000	0	0%
Farm Worker Van Pool Subsidy	283,147	385,000	385,000	0	0%
Grant Specific Travel	356	37,509	37,509	0	0%
FTA 5339		10,290,562	10,290,562	0	0%
FTA 5310	691,937	2,020,324	1,292,496	(727,828)	-36%
Translation Services		4,500	4,500	0	0%
County Counsel	23,877	35,000	40,000	5,000	14%
Program Audits	38,612	95,102	48,912	(46,190)	-49%
County Auditor Controller	5,020	8,000	8,000	0	0%
Membership/Dues	15,840	21,000	21,000	0	0%
Board Renumeration	23,882	31,200	31,200	0	0%
Temporary Help	100	4,000	4,000	0	0%
Other Misc Expense	1,887	14,802	14,802	0	0%
Freeway Service Patrol	461,739	460,000	690,000	230,000	50%
Equipment	32,976	83,500	83,500	0	0%
Agency Pass Trough	4,593,049	4,595,881	11,642,140	7,046,259	153%
Grant Administration		181,560	508,087	326,527	180%
<b>OTHER DIRECT SUBTOTAL</b>	<b>10,386,897</b>	<b>30,980,308</b>	<b>43,273,328</b>	<b>12,293,020</b>	<b>40%</b>
<b>TOTAL EXPENSES</b>	<b>14,219,179</b>	<b>35,653,219</b>	<b>48,111,427</b>	<b>12,458,209</b>	<b>35%</b>



**FY 2022-23 OWP Spreadsheet**  
Expenditure by Revenue Source

Work Element Description	FTAMPO		FTA		FTA		FTA		FHWA		FHWA		FHWA		FED		STATE		STATE		STATE		COFCG		Revenue					
	5303	5303	5311(f)	5339	5310	5307	PL	PL	PL	SPR	RIA	PPM	RMRA	RMRA	FSP	LTF	Other	Total	Total	Total	Total	Total	Total	Total	Total					
	CARRY OVER	CARRY OVER											2021/22	2022/23																
110 Regional Streets Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,536	0	15,536		
111 Regional Transportation Model	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	616,921	0	616,921		
112 Regional Traffic Monitoring	16,127	66,127	0	0	0	0	0	237,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	319,454	0	319,454		
114 Intelligent Trans. Systems Architecture	0	13,963	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,963	0	13,963		
115 Regional Transp Mitigation Fee Program	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111,699	0	111,699		
116 National Parks Transit Service	0	0	206,493	0	0	272,283	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	282,559	0	282,559		
117 Golden State Corridor Study	0	132,092	0	0	0	223,106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	419,771	0	419,771		
120 Regional Public Transportation Planning	0	0	0	6,330,257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600	431,026	600		
121 FTA Direct Grants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,252,801	11,630,777	16,883,578		
131 Access For All Program	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222,437	0	222,437		
150 Other Modes - Aviation, Rail, Bicycling, Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45,972	0	45,972		
152 High Speed Rail Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,371	0	3,371		
153 Airport Land Use Commission	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38,220	0	38,220		
154 Regional ATP Update	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36,704	0	36,704		
163 Freight Movement and Planning	0	0	0	0	0	0	0	6,321	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,321	0	6,321
164 CA Inland Port Feasibility Study Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
165 SJV Household Travel Survey	0	0	0	0	0	0	0	0	325,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,001	1,517,149	2,017,149	
167 Regional Sustainable Infrastructure Planning Prog	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16,545	0	16,545		
168 CA Inland Port Feasibility Study Phase III	0	0	0	0	0	0	0	0	388,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80,000	485,000	565,000	
170 Regional Transportation Plan	114,363	0	0	0	0	0	0	342,322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	456,685	0	456,685
171 Transportation Performance Management	0	35,177	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35,177	0	35,177		
172 Congestion Management Process	0	24,632	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,000	0	44,632		
173 Regional VMT Mitigation Program Study	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,515	0	26,515		
174 CA Inland Port Study Phase IV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204,658	0	204,658		
175 CA Inland Port Infrast Accelerate Demo Phase V	0	0	0	0	0	0	237,345	402,659	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,359,996	2,000,000	3,359,996	
177 Regional Microtransit Feasibility Study	0	0	0	0	0	0	0	192,820	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,025	0	26,025	
180 Air Quality Transportation Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192,820	0	192,820	
210 Measure C Reauthorization Implementation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,943,064	3,943,064	7,886,128	
211 Measure C Citizen Oversight Committee	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24,055	0	24,055	
212 Measure C Carpool/Vanpool Programs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	637,994	0	637,994		
214 Measure C ADA/Seniors/Paratransit/Sr Somp Prog	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	783,199	0	783,199		
215 Measure C Agricultural Worker Vanpool Prog	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	528,872	0	528,872		
220 Transportation Program Development	0	30,984	0	0	0	0	0	43,968	0	0	399,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	473,952	0	473,952
310 Intergovernmental Coordination	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160,390	0	160,390	
311 Public Information and Participation	0	0	0	0	0	0	0	245,636	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	245,636	0	245,636	
313 Environmental Justice Activities	0	10,967	0	0	0	0	0	12,118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,085	0	23,085	
320 Technical Assistance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278,762	90,000	368,762	
350 Fresno Regional Data Center	0	0	0	0	0	0	0	85,660	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85,660	0	85,660	
380 One Voice and Valley Voice Advocacy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72,424	0	72,424	
420 RHNA Plan/Multi-Jurisdiction Housing Element	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58,654	131,078	189,732	
421 Regional Early Action Planning Grant Prog	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155,030	2,285,030	2,440,060	
422 Regional Early Action Planning Grant Prog 2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,584,987	13,584,987	27,169,974	
820 Valley Coordination Activities	0	0	0	0	0	0	0	115,685	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,000	1,360,000	1,515,685
910 Fresno COG Administration	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234,726	0	234,726	
911 Overall Work Program & Budget Development	0	38,736	0	0	0	0	0	38,735	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77,471	0	77,471	
912 Local Transportation Funds Admin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119,425	0	119,425	
920 FORTA Administration	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	677,617	0	677,617	
930 Fresno County Transportation Authority Admin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,201	0	3,201	
940 Freeway Service Patrol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155,162	0	155,162	
<b>TOTAL EXPENDITURES</b>	<b>130,690</b>	<b>352,878</b>	<b>206,483</b>	<b></b>																										

**FY 2022-23 OWP Spreadsheet**  
**Expenditure by PROGRAM**

	<i>Work Element Description</i>	<i>COG</i>	<i>Programs &amp; Services</i>	<i>Agency Total</i>
110	REGIONAL TRANSPORTATION MODELING	15,536	0	15,536
111	REGIONAL TRANSPORTATION MODELING	498,421	118,500	616,921
112	REGIONAL TRAFFIC MONITORING	32,254	287,200	319,454
114	INTELLIGENT TRANS. SYSTEMS	13,963	0	13,963
115	REGIONAL TRANS. MITIGATION FEE	47,787	63,912	111,699
116	NATIONAL PARKS	13,835	747,500	761,335
117	GOLDEN STATE	19,771	400,000	419,771
120	PUBLIC TRANSPORTATION - URBAN	306,442	124,584	431,026
121	FTA GRANTS	47,719	11,583,058	11,630,777
131	ACCESS FOR ALL	6,615	215,822	222,437
150	OTHER MODAL ELEMENTS	43,972	2,000	45,972
152	HIGH SPEED RAIL PLANNING	3,371	0	3,371
153	AIRPORT LAND USE COMMISSION	23,220	15,000	38,220
154	REGIONAL ATP UPDATE	0	320,000	320,000
163	FREIGHT PLANNING	6,321	0	6,321
164	INLAND PORT STUDY - PHASE II	0	50,000	50,000
165	HOUSEHOLD TRAVEL SURVEY	10,846	1,506,303	1,517,149
166	ON BOARD TRANSIT SURVEY	0	226,896	226,896
167	SUSTIANABLE COMMUNITIES GRANT 2022-23	0	144,249	144,249
168	CA INLAND PORT FEASIBILITY - PHASE III	8,428	476,572	485,000
170	REGIONAL TRANSPORTATION PLAN	431,885	25,000	456,885
171	TRANSP PERFORMANCE MANAGEMENT	35,177	0	35,177
172	CONGESTION MANAGEMENT PROGRAM	24,632	20,000	44,632
173	REGIONAL VMT MITIGATION PROGRAM	6,595	224,578	231,173
174	CA INLAND PORT FEASIBILITY - PHASE IV	0	2,000,000	2,000,000
175	CA INLAND PORT FEASIBILITY - PHASE V	19,974	980,026	1,000,000
180	AIR QUALITY/TRANS. PLANNING	127,820	65,000	192,820
210	MEASURE "C" - EXTENSION	435,582	3,507,482	3,943,064
211	MEASURE "C" - OVERSIGHT COMMITTEE	23,055	1,000	24,055
212	MEASURE "C" - RIDESHARE/VAN POOL	116,994	521,000	637,994
214	MEASURE "C" - ADA/SENIORS	162,199	621,000	783,199
215	MEASURE "C" - FARM VANPOOL	36,872	492,000	528,872
220	TRANSPORTATION PROG DEVELOPMENT	405,717	68,235	473,952
310	INTERGOVERNMENTAL COORDINATION	100,974	59,616	160,590
311	PUBLIC INFO. AND PARTICIPATION	201,136	44,500	245,636
313	ENVIRONMENTAL JUSTICE	23,085	0	23,085
320	TECHNICAL ASSISTANCE TO MEMBERS	168,762	200,000	368,762
350	FRESNO REGIONAL DATA CENTER	85,680	0	85,680
360	ONE VOICE ADVOCACY	58,654	72,424	131,078
420	REGIONAL HOUSING ELEMENT	155,030	2,130,000	2,285,030
421	REGIONAL EARLY ACTION PLAN HOUSING	75,075	13,509,912	13,584,987
422	REGIONAL EARLY ACTION PLAN HOUSING 2.0	0	1,360,000	1,360,000
820	VALLEY RTPA COORDINATION	86,237	215,000	301,237
910	COG ADMINISTRATION	145,525	89,200	234,725
911	OWP & BUDGET	77,471	0	77,471
912	TRANSPORTATION FUNDS ADMIN	46,426	73,000	119,426
920	FCRTA ADMINISTRATION	677,617	0	677,617
930	AUTHORITY ADMINISTRATION	3,201	0	3,201
940	FREEWAY SERVICE PATROL	8,222	712,760	720,982
	<b>TOTAL EXPENDITURES</b>	<b>4,838,098</b>	<b>43,273,329</b>	<b>48,111,427</b>

Consolidated Planning Grant  
Carry Over Balances

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***FHWA-PL CARRY OVER BALANCE***

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Carry over Balance 06/30/21	395,797
2021-22 Estimated Allocation	1,922,784
2021-22 OWP Programmed	(2,318,581)
2021-22 Estimated Deobligation	575,959
Estimated Balance 06/30/22	<b>575,959</b>
2022-23 Estimated Allocation	1,970,874
2022-23 OWP Programmed	(2,546,833)
Balance 06/30/23	<b>0</b>

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***FTA 5303 CARRY OVER BALANCE***

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Carry over Balance 06/30/21	160,867
2021-22 Estimated Allocation	352,678
2021-22 OWP Programmed	(513,545)
2021-22 Estimated Deobligation	130,690
Estimated Balance 06/30/22	<b>130,690</b>
2022-23 Estimated Allocation	352,678
2022-23 OWP Programmed	(483,368)
Balance 06/30/23	<b>0</b>

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***FHWA-PL MPO TRANSFER CARRY OVER BALANCE***

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MPO TRANSFER	325,000
2021-22 OWP Programmed	(325,000)
2021-22 Estimated Deobligation	325,000
Estimated Balance 06/30/22	325,000
2022-23 OWP Programmed	(325,000)
Balance 06/30/23	<b>0</b>



**FY 2022-23 OWP Spreadsheet**

PY Calculation						Agency
Work Element Description	COFCG	County	Fresno	Clovis	Total	
110	REG STREETS & ROADS	0.10	0.00	0.00	0.00	0.10
111	REGIONAL TRANSPORTATION MODELING	3.06	0.00	0.00	0.00	3.06
112	REGIONAL TRAFFIC MONITORING	0.20	1.48	0.80	0.10	2.58
114	INTELLIGENT TRANS. SYSTEMS	0.09	0.00	0.00	0.00	0.09
115	REGIONAL TRANS. MITIGATION FEE	0.29	0.00	0.00	0.00	0.29
116	NATIONAL PARKS	0.08	0.00	0.00	0.00	0.08
117	GOLDEN STATE	0.12	0.00	0.00	0.00	0.12
120	PUBLIC TRANSPORTATION - URBAN	1.88	0.00	0.00	0.00	1.88
121	FTA 5310	0.29	0.00	0.00	0.00	0.29
131	Access for All - WAV	0.04	0.00	0.00	0.00	0.04
140	Regional Safety Study Phase II	0.00	0.00	0.00	0.00	0.00
141	PAVEMENT MANAGEMENT SYSTEM	0.00	0.00	0.00	0.00	0.00
142	FCRTA RURAL TRANSIT OPERATIONAL PLAN	0.00	0.00	0.00	0.00	0.00
143	REVERSE TRIANGLE STUDY	0.00	0.00	0.00	0.00	0.00
144	Electric Vehicle Charging	0.00	0.00	0.00	0.00	0.00
145	Network Vulnerability	0.00	0.00	0.00	0.00	0.00
146	Better Blackstone Design Challenge Phase I	0.00	0.00	0.00	0.00	0.00
147	County Trail Master Plan	0.00	0.00	0.00	0.00	0.00
148	Regional Safety Study Phase I	0.00	0.00	0.00	0.00	0.00
149	SB 743 Transportation Impact Analysis	0.00	0.00	0.00	0.00	0.00
150	OTHER MODAL ELEMENTS	0.27	0.00	0.00	0.00	0.27
152	HIGH SPEED RAIL PLANNING	0.02	0.00	0.00	0.00	0.02
153	AIRPORT LAND USE COMMISSION	0.14	0.00	0.00	0.00	0.14
154	REGIONAL ATP UPDATE	0.00	0.00	0.00	0.00	0.00
160	BETTER BLACKSTONE DESIGN PHASE II	0.00	0.00	0.00	0.00	0.00
161	FRESNO/MADERA SUSTAINABLE CORRIDOR	0.00	0.00	0.00	0.00	0.00
162	Multi Jurisdictional Local Road Safety Study	0.00	0.00	0.00	0.00	0.00
163	FREIGHT PLANNING	0.04	0.00	0.00	0.00	0.04
164	INLAND PORT STUDY PHASE II	0.00	0.00	0.00	0.00	0.00
165	HOUSEHOLD TRAVEL SURVEY	0.07	0.00	0.00	0.00	0.07
166	ON BOARD TRANSIT SURVEY	0.00	0.00	0.00	0.00	0.00
167	SUSTAINABLE COMMUNITIES GRANT 2020-21	0.00	0.00	0.00	0.00	0.00
168	CA INLAND PORT FEASIBILITY - PHASE III	0.05	0.00	0.00	0.00	0.05
170	REGIONAL TRANSPORTATION PLAN	2.65	0.00	0.00	0.00	2.65
171	TRANSP. PERFORMANCE MANAGEMENT	0.22	0.00	0.00	0.00	0.22
172	CONGESTION MANAGEMENT PROGRAM	0.15	0.00	0.00	0.00	0.15
173	REGIONAL VMT MITIGATION PROGRAM	0.04	0.00	0.00	0.00	0.04
174	INLAND PORT STUDY PHASE IV	0.00	0.00	0.00	0.00	0.00
175	INLAND PORT STUDY PHASE V	0.12	0.00	0.00	0.00	0.12
180	AIR QUALITY/TRANS. PLANNING	0.78	0.00	0.00	0.00	0.78
210	MEASURE "C" - EXTENSION	2.67	0.00	0.00	0.00	2.67
211	MEASURE "C" - OVERSIGHT COMMITTEE	0.14	0.00	0.00	0.00	0.14
212	MEASURE "C" - RIDESHARE/VAN POOL	0.72	0.00	0.00	0.00	0.72
214	MEASURE "C" - ADA/SENIORS	0.99	0.00	0.00	0.00	0.99
215	MEASURE "C" - FARM VANPOOL	0.23	0.00	0.00	0.00	0.23
220	TRANSPORTATION PROG DEVELOPMENT	2.49	0.00	0.00	0.00	2.49
310	INTERGOVERNMENTAL COORDINATION	0.62	0.46	0.04	0.10	1.22
311	PUBLIC INFO. AND PARTICIPATION	1.23	0.00	0.00	0.00	1.23
313	ENVIRONMENTAL JUSTICE	0.14	0.00	0.00	0.00	0.14
320	TECHNICAL ASSISTANCE TO MEMBERS	1.04	0.00	0.00	0.00	1.04
331	ZERO NET ENERGY FARMS	0.00	0.00	0.00	0.00	0.00
340	TDM PROGRAM	0.00	0.00	0.00	0.00	0.00
350	FRESNO REGIONAL DATA CENTER	0.53	0.00	0.00	0.00	0.53
360	ONE VOICE ADVOCACY	0.36	0.00	0.00	0.00	0.36
411	AG FARM Land Mitigation	0.00	0.00	0.00	0.00	0.00
420	REGIONAL HOUSING NEEDS	0.95	0.00	0.00	0.00	0.95
421	Reg Early Action Plan Housing	0.46	0.00	0.00	0.00	0.46
422	Reg Early Action Plan Housing 2.0	0.00	0.00	0.00	0.00	0.00
814	SUSTAINABLE COMMUNITIES	0.00	0.00	0.00	0.00	0.00
820	VALLEY RTPA COORDINATION	0.53	0.00	0.00	0.00	0.53
910	COFCG ADMINISTRATION	0.89	0.00	0.00	0.00	0.89
911	OWP & BUDGET	0.48	0.00	0.00	0.00	0.48
912	TRANSPORTATION FUNDS ADMIN	0.28	0.00	0.00	0.00	0.28
920	FCRTA ADMINISTRATION	4.16	0.00	0.00	0.00	4.16
930	AUTHORITY ADMINISTRATION	0.02	0.00	0.00	0.00	0.02
940	FREEWAY SERVICE PATROL	0.05	0.00	0.00	0.00	0.05
	<b>TOTAL EXPENDITURES</b>	<b>29.58</b>	<b>1.94</b>	<b>0.84</b>	<b>0.20</b>	<b>32.56</b>

**FY 2022-23 OWP Spreadsheet**

**Use of Toll Credits**

**Consolidated Planning Grant**

Work Element Description	FTA/MPO 5303		FTA/MPO 5303		FHWA		FHWA		FHWA		COFCG		Revenue	
	CARRY OVER	Toll Credits	Toll Credits	CARRY OVER	PL	Toll Credits	PL	Toll Credits	PL	Toll Credits	LTF	Other	Total	TOLL Credits
111 REGIONAL TRANSPORTATION MODEL		0	0	338,614	247,730	38,839	28,415					30,577	616,921	67,254
112 REGIONAL TRAFFIC MONITORING	15,127	1,850	7,585		237,200	0	27,207						319,454	36,641
114 INTELLIGENT TRANS. SYSTEMS	0	0	1,602	0		0	0						13,963	1,602
120 PUBLIC TRANSPORTATION	0	0	15,151	0		0	0					298,934	431,026	15,151
163 FREIGHT PLANNING	0	0	0	0	6,321	0	725						6,321	725
170 REGIONAL TRANSPORTATION PLAN	114,563	13,140	0	0	342,322	0	39,264						456,885	52,405
171 TRANSP. PERFORMANCE MANAGEMENT	0	0	4,035	0		0	0						35,177	4,035
172 CONGESTION MANAGEMENT PRG	0	0	2,825	0		0	0			20,000			44,632	2,825
174 INLAND PORT FEASIBILITY PHASE IV	0	0	0	237,345	402,659	27,223	46,185					1,359,996	2,000,000	73,408
180 AIR QUALITY/TRANS. PLANNING	0	0	0	0	192,820	0	22,116						192,820	22,116
220 TRANSPORTATION PROGRAM DEV.	0	0	3,554	0	43,968	0	5,043					399,000	473,952	8,997
311 PUBLIC INFO. AND PARTICIPATION	0	0	0	0	245,636	0	28,174						245,636	28,174
313 ENVIRONMENTAL JUSTICE	0	0	1,238	0	12,118	0	1,390						23,085	2,648
350 REGIONAL DATA CENTER	0	0	0	0	85,580	0	9,816						85,580	9,816
820 VALLEY RTPA COORDINATION	0	0	0	0	115,685	0	13,269						301,237	13,269
911 OVERALL WORK PROGRAM	0	0	4,443	0	38,735	0	4,443						77,471	8,886
<b>TOTAL EXPENDITURES</b>	<b>130,690</b>	<b>14,990</b>	<b>40,452</b>	<b>575,959</b>	<b>1,970,774</b>	<b>66,062</b>	<b>226,048</b>	<b>0</b>	<b>20,000</b>	<b>2,274,059</b>	<b>5,324,160</b>	<b>347,553</b>	<b>11,600,776</b>	<b>150,979</b>

**Federal Transit Assistance Grants**

Work Element Description	FTA/MPO 5339		FTA/MPO 5310		Other		Revenue	
	Toll Credits	Credits	Toll Credits	Other	Total	TOLL Credits		
121 FTA GRANT PROGRAMS	0	0	5,145,281	0	1,184,976	150,979	5,300,519	498,532
<b>TOTAL TOLL CREDITS</b>	<b>0</b>	<b>0</b>	<b>5,145,281</b>	<b>0</b>	<b>1,184,976</b>	<b>150,979</b>	<b>11,600,776</b>	<b>150,979</b>

***Fresno Council of Governments  
2022/23 Member Dues Schedule\****

<b>MEMBER</b>	<b>CENSUS POPULATION 01/01/21</b>	<b>PERCENT</b>	<b>Current DUES SCHEDULE</b>
Clovis	121,834	11.87%	4,747
Coalinga	16,748	1.63%	653
Firebaugh	8,126	0.79%	317
Fowler	6,601	0.64%	257
Fresno City	546,770	53.26%	21,303
Huron	7,404	0.72%	288
Kerman	16,118	1.57%	628
Kingsburg	13,084	1.27%	510
Mendota	12,448	1.21%	485
Orange Cove	9,581	0.93%	373
Parlier	15,828	1.54%	617
Reedley	26,087	2.54%	1,016
Sanger	27,353	2.66%	1,066
San Joaquin	4,145	0.40%	161
Selma	24,487	2.39%	954
Fresno Co.	170,067	16.56%	6,626
<b>TOTALS</b>	<b>1,026,681</b>	<b>100%</b>	<b>40,001</b>
			<b>40,000</b>

\* Updated for DOF population estimates in May.



# Expenditure by Work Element and Funding Source 2022/23

Consultants	Total	FHWA PL	FTA 5303	FTA 5304	FTA 5307	FTA 5311(f) ACE	FHWA SPR	RMRA	RMRA 18/ PTA	Local	Local Source
115 RTM Development Fee Program	50,000									50,000	RTMF
116 National Parks	747,500					272,383				268,724	NPS/Fees
117 Golden State	300,000									200,000	Measure C
120 Public Transportation	121,584		121,584								0 LTF
131 Access for All	189,072									189,072	TNC WAV
153 Airport Land Use Commission	10,000									10,000	LTF
154 Regional ATP Update	300,000									34,410	LTF
164 Inland Port Study	50,000									50,000	LTF
165 SJV Household Travel Survey	1,484,003	325,000								487,348	REAP
166 Transit On Board Survey	205,000									23,513	LTF
167 Sustainable Planning Grant Program	184,248						374,400			15,368	LTF
168 Inland Port Phase II	468,000									93,600	LTF
170 Regional Transportation Plan	10,000	10,000									LTF
170 Regional Transportation Plan	5,000	5,000									LTF
172 Congestion Management Program	20,000									20,000	LTF
173 Regional VMT Mitigation	220,000	0								25,234	LTF
174 Inland Port Phase IV	1,960,000	640,004								1,319,996	LTF
175 Inland Port Phase V	960,000									0	LTF
210 Measure "C" Extension	50,000					960,000				50,000	LTF
320 Technical Assistance	100,000									100,000	LTF
360 One Voice Advocacy	28,000									100,000	LTF
360 One Voice Advocacy	12,000									28,000	Member Dues/Donations
420 Multi-Jurisdictional Housing Element	2,055,000									12,000	Member Dues/Donations
421 Regional Early Action Plan	5,629,105									2,055,000	Member Agencies
422 Regional Early Action Plan 2.0	1,292,000									5,629,105	REAP
820 Valley RTPA Coordination	125,000	29,448								1,292,000	REAP
Total Consultants	16,535,513	1,059,452	121,584	0	272,383	206,493	960,000	374,400	0	0	12,158,950

Supplies Printing	Total	FHWA PL	FSP	FTA5303	Local	Local Source
170 Regional Transportation Plan	10,000	10,000				
150 Other Modal Elements	2,000					2,000 LTF
212 Measure "C" Carpool/Vanpool	10,000					10,000 Measure C
214 Measure "C" ADA/ Seniors	20,000					20,000 Measure C
215 Measure "C" Farm Worker Van Pool	2,000					2,000 Measure C
311 Public Participation	10,000	10,000				
360 One Voice Advocacy	4,113					4,113 Member Dues/Donations
940 Freeway Service Patrol	8,500		6,800			1,700 LTF
Total Supplies & Printing	66,613	20,000	6,800	0	39,813	

Software Support/Maint.	Total	FHWA PL	FTA 5303	FSP	Local	Local Source
111 Regional Transportation Modelling	10,000	10,000				
111 Regional Transportation Modelling	10,000	10,000				
Activity Based Model	50,000	50,000				
Program Technical Support	38,000	8,423				30,577 Valley MPOs
Bentley Valley Wide CUBE License	4,000	4,000				
Eco-Counter Auto Data	5,900	5,900				
Arview GIS Maint Website & App.	30,000					
Trip Management	15,000					
Software Support/Maint.	5,000					
220 Transportation Program Development	85,235	34,251	30,984			30,000 Measure C
311 COG View Internet Home Page	10,000	10,000				15,000 Measure C
910 COG Admin	10,000					5,000 Measure C
940 Freeway Service Patrol	5,760					10,000 LTF
Total Software Support & Maintenance	239,495	132,174	30,984	4,608	4,608	1,162 LTF

Workshops	Total	FHWA PL	FTA 5303	Local	Local Source
170 Regional Transportation Plan	0				
311 Public Participation	5,000	5,000			
820 Valley RTPA Coordination	85,000				85,000 Donations
Total Workshops	90,000	5,000	0	85,000	

Promotion/Outreach	Total	FHWA PL	FTA 5303	Prop 84	Local	Local Source
170 Regional Transportation Plan	0					
Community Survey						

# Expenditure by Work Element and Funding Source 2022/23

Measure	Work Element	100,000 Measure C	100,000 Measure C	100,000 Measure C	5,000 LTF	305,000
212 Measure "C" Carpool/Vanpool	Carpool Promotion	100,000				
214 Measure "C" ADA /Seniors	Taxi Scrip Promotion	100,000				
215 Measure "C" Farm Worker Van Pool	Grass Roots Promotion	100,000				
311 Public Participation	Surveys	15,000			15,000	
820 Valley RTPA Coordination	Valley Wide Outreach	5,000				
	Total Promotion & Outreach	320,000	15,000	0	0	305,000
	<b>Carpool Subsidy</b>					
212 Measure "C" Carpool/Vanpool	Carpool Subsidy		48,000	48,000 Measure C		
	<b>Prizes &amp; Awards</b>					
212 Measure "C" Carpool/Vanpool	Carpool Prizes & Awards		32,000	32,000 Measure C		
	<b>Commuter Van Pool Subsidy</b>					
212 Measure "C" Carpool/Vanpool	Commuter Van Pool Subsidy		300,000	300,000 Measure C		
	<b>Taxi Scrip</b>					
214 Measure "C" ADA/ Seniors	Taxi Scrip		480,000	480,000 Measure C		
	<b>Farm Worker Van Pool Subsidy</b>					
215 Measure "C" Farm Worker Van Pool	Farm Worker Van Pool Subsidy		385,000	385,000 Measure C		
	<b>Grant Specific Travel</b>					
120 Public Transportation - Urban	APTA Conference		3,000	FTA 5307	2,400	
220 Transportation Program & Development	Travel & Training		1,000			
212 Measure "C" Carpool/Vanpool	Carpool/Van Pool Travel		1,000			
214 Measure "C" ADA/ Seniors	Taxi Scrip Travel		0			
215 Measure "C" Farmworker Van Pool	Farm Worker Van Pool		3,000			
220 Transportation Program Development	TFD		34,509			
360 One Voice Advocacy	One Voice Trip to DC & Sacramento		5,000			
910 COG Administration	Admin. Travel		37,509	3,000	2,400	
	Total Grant Specific Travel		10,290,562	5,145,281	5,145,281	0
FTA 5339						
121 FTA 5339	FCRTA Operations Facility		FTA 5339 Match	Toll Credit		
	Total		5,145,281	5,145,281	0	
FTA 5310						
121 FTA5310	FAX 4 Buses		537,600	430,080	107,520	
	FCBOC 3 Buses		270,219	270,218		51,044
	UCPCA 2 Buses		187,650	187,650		37,500
	Wellcare 2 Buses		111,062	111,062		22,216
	Inspiration Transp. 1 Van		185,045	185,045		37,129
	Total 5310		1,292,496	1,184,976	107,520	150,889
	<b>Translation Services</b>					
311 Public Participation	Translation Services		4,500	4,500		0
	<b>County Counsel</b>					
115 RTMF	Legal Advice		5,000	5,000 RTMF		
153 Airport Land Use Comm.	Legal Advice		5,000	5,000 LTF		
421 REAP	Legal Advice		5,000	5,000 REAP		
812 TDA Administration	Legal Advice		25,000	25,000 LTF		
	Total County Counsel		40,000	40,000		
	<b>Program Audits</b>					
115 RTMF	RTMF Audit		8,912	8,912 LTF		
812 TDA Administration	Thermal Performance Audit		0	0		
812 TDA Administration	TDA Audit		40,000	40,000		
	Total Program Audits		48,912	48,912 LTF		
	<b>County Auditor Controller</b>					



# Expenditure by Work Element and Funding Source 2022/23

	Total	Local	8,000	LTF		Local	ACE	SPR	RMRA	SPR	Local	Local	Local
912 TDA Administration					County Auditor Controller								
Memberships/Dues													
910 COG Administration	Total	21,000	21,000	LTF	CALCOG	21,000							
Board Remuneration	Total	19,200	19,200	LTF	Total Membership Dues	21,000							
910 COG Administration		12,000	12,000	REAP	Board Remuneration								
421 Regional Early Action Plan		31,200	31,200		RDAP								
Temporary Help													
214 ADA/Seniors		0	0	Measure C	Temporary Help	4,000	4,000	LTF					
910 COG Administration		4,000	4,000		Temporary Help	4,000	4,000						
Other Misc Expense													
211 Measure "C" Oversight Committee	Total	1,000	1,000	Measure C	Committee Meetings	1,000							
214 Measure "C" ADA/ Seniors		5,000	5,000	Measure C	Taxi Scrp Misc	5,000							
360 One Voice Advocacy		3,802	3,802	Member Dues/Donations	One Voice	3,802							
910 COG Administration		5,000	5,000	LTF	Organizational Health	5,000							
	Total	14,802	14,802		Total Other Misc. Expense	14,802	14,802						
Freeway Towing Contract													
940 Freeway Service Patrol	Total	690,000	552,000	138,000	Freeway Towing Contract	690,000	552,000	138,000	LTF				
Equipment													
112 Regional Traffic Modeling	Total	50,000	50,000	Local	Traffic Count/Computer Equipment	50,000							
910 COG Administration		25,000	25,000	LTF	Computers	25,000							
940 Freeway Service Patrol		6,800	6,800	LTF	Office Equipment	6,800							
Agency Pass Through		83,500	0	50,000	Commercial Radio Rental	83,500	0	50,000	6,800	6,800			
	Total	147,500	147,500	Local	Total Equipment	147,500	0	50,000	6,800	6,800			
112 Regional Traffic Modeling		80,200	80,200	Local	County Traffic Count Program	80,200							
117 Golden State		9,500	9,500	Measure C	Fresno Traffic Count Program	9,500							
180 Valley RTPA Coordination		200,000	200,000	Measure C	Clovis Traffic Count Program	200,000							
210 Measure "C" Extension		2,238,065	2,238,065	Measure C	City County Preliminary Design	2,238,065							
310 Intergovernmental Coordination		1,219,417	1,219,417	Measure C	Air Quality Liaison - San Joaquin COG	1,219,417							
		45,616	45,616	LTF	FSU Transp. Institute	45,616							
		4,000	4,000	LTF	FORTA Electric Vehicles	4,000							
		10,000	10,000	LTF	County Intergovernmental Review	10,000							
		7,622,841	7,622,841	REAP	Fresno Intergovernmental Review	7,622,841							
421 Regional Early Action Plan		11,642,139	302,200	0	REAP	11,642,139	302,200	0	0	11,339,939			
Grant Administration					Total Agency Pass Through	11,642,139	302,200	0	0	11,339,939			
131 Access for All	Total	26,750	26,750	TNC WAV	Access for All	26,750							
154 Regional ATP Update		20,000	20,000	LTF	ATP Update	20,000							
161 Fresno/Madera SR 41		12,300	12,300	REAP	Travel Study	12,300							
166 Transit On Board Survey		21,866	21,866	LTF	On Board Survey	21,866							
187 Sustainable Planning Grant Program		10,000	10,000	LTF	Sustainable Planning Grant Program	10,000							
188 Inland Port Phase III		6,972	6,972	LTF	Inland Port	6,972							
173 Regional VMT Mitigation		4,578	4,578	LTF	Regional VMT Mitigation	4,578							
174 Inland Port Phase IV		40,000	40,000	LTF	Inland Port	40,000							
420 Multi Jurisdictional Housing Element		20,026	20,026	LTF	Inland Port	20,026							
421 Regional Early Action Plan		75,000	75,000	REAP	MIHE	75,000							
422 Regional Early Action Plan 2.0		240,965	240,965	REAP	REAP	240,965							
		68,000	68,000	REAP	REAP 2.0	68,000							
Total Grant Administration	Total	548,087	0	0	Total Grant Administration	548,087	0	0	6,958	60,866	0	20,026	460,317
Total Accounts	Total	43,273,328			Total Accounts	43,273,328							

## Appendix K - Intermodal Planning Group Comments

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

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

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

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

### TRANSPORTATION PLANNING – DISTRICT 6

#### Table of Contents:

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

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

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

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

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

#### Work Element 154 – Regional Active Transportation Plan Update:

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

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

#### Work Element 173 – Regional VMT Mitigation Program Study:

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

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

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

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

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

#### Appendix J – Spreadsheet and Budget:

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

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

#### General Comments

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

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

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

explore opportunities to improve the efficiency of goods movement and its impact on regional transportation systems. Caltrans District 6 appreciates the thorough documentation of the work being done on the various phases of the Inland Port Study and related efforts:

- WE 164 – CA Inland Port Feasibility Study Phase Two
- WE 168 – CA Inland Port Feasibility Study Phase Three
- WE 174 – CA Inland Port Project Planning, Phase 4
- WE 175 – CA Inland Port Regional Infrastructure Accelerators Demo. Program Phase 5

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

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

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

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

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

#### TITLE VI – DISTRICT 6

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

#### NATIVE AMERICAN LIASON – DISTRICT 6

District 6 acknowledges Fresno COG's efforts on promoting a public involvement process by coordinating with the local tribes specifically with the Big Sandy Rancheria Band of Western Mono Indians, Cold Springs Rancheria, and Table Mountain Rancheria. Fresno COG is encouraged to continue to enhance public participation and ensure meaningful tribal input is provided for all future transportation programs affecting Tribal governments.

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

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

#### OFFICE OF REGIONAL PLANNING – HEADQUARTERS

##### General Comments

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

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

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

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

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

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

##### FY 2022-23 SB1 Sustainable Communities Formula

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

##### Work Element 154 – Regional Active Transportation Plan Update:

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

Thank you for the comment. This has been revised.

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

Thank you for the comment. This has been revised.

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

Thank you for the comment. This has been revised.

##### Work Element 167 – Regional Sustainable Infrastructure Planning Program:

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

Thank you for the comment. This has been revised.

Specific Comments

Work Element 111 – Regional Transportation Modeling:

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

Thank you for the comment. This has been revised.

Work Element 112 – Regional Traffic Monitoring

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

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

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

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

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

Work Element 120 – Regional Public Transportation Planning:

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

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

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

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

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

Thank you for the comment. This has been revised

Work Element 163 – Freight Movement and Planning:

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

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

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

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

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

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

Thank you for the comment. This has been revised.

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

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

Thank you for the comment. This has been revised.

Work Element 177 – Fresno County Regional Microtransit Feasibility Study:

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

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

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

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

Work Element 180 – Air Quality Transportation Planning:

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

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

Work Element 311 – Public Information and Participation:

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

Thank you for the comment. This has been revised.

Work Element 820 – Valley Coordination Activities:

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

Thank you for the comment. This has been revised.

OWP Budget Revenue Summary:

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

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

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

DIVISION OF RAIL AND MASS TRANSPORTATION (DRMT) – HEADQUARTERS

## General Comments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for the comment.

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

#### General Comments

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

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

Thank you for the kind comments.

#### Work Element 165 – San Joaquin Valley Household Travel Survey:

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

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



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

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

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

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

## Appendix L - FCOG By Laws

### BY-LAWS FOR THE COUNCIL OF FRESNO COUNTY GOVERNMENTS

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

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

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

THEREFORE, BE IT RESOLVED:

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

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

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

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

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

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

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

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

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

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

15. The Council agenda shall be included in written notice of meeting and forwarded to Council members as specified elsewhere herein. Items of an emergency nature which require immediate action by the Council may be added to the agenda upon concurrence of a majority of the members in good standing and representing no less than 40% of the total population of the member agencies.  
(By-Law Amendment accompanying JPA Amendment No. 5)
16. All administrative work of the Council shall be performed by or under the direction of an Executive Director, or if specifically directed by the Council, the Policy Advisory Committee. The duties of the Executive Director shall be:
- 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 25<sup>th</sup> day of March, 1976, by and between the County of Fresno, a political subdivision of the State of California, and the Cities of Fresno, Clovis, Coalinga, Firebaugh, Fowler, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Huron, Sanger, San Joaquin, and Selma all being municipal corporations of the State of California; WITNESSETH:

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

CHAPTER 1

ORGANIZATION

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

(Amendment No. 3)

1.2 COUNCIL; QUORUM; VOTING:

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

(Amendment No. 8)

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

(Amendment No. 5)

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

(Amendment No. 5)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 4)

## CHAPTER 2

### POWERS AND DUTIES

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

(Amendment No. 4)

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

2.2.1 Land Use

2.2.4 Transportation

2.2.2 Housing

2.2.5 Water Quality Management

2.2.3 Open Space

2.2.6 Air Quality Management

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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



(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 6)

2.10 PARTICIPATION IN SAN JOAQUIN JOINT POWERS AUTHORITY:

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

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

(Amendment No. 7)

2.11 Interregional Public Transportation Services.

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

(Amendment No. 9)

### CHAPTER 3

#### LIMITATIONS

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

### CHAPTER 4

#### ENTRY INTO FORCE, AMENDMENT, WITHDRAWAL, TERMINATION AND DISSOLUTION

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

(Amendment No. 3)

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

(Amendment No. 5)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 5)

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

(Amendment No. 3)

## CHAPTER 5

### FINANCIAL

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

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

## CHAPTER 6

### SERVICES AND PERSONNEL

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

(Amendment No. 3)

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

(Amendment No. 3)

## CHAPTER 7

### AMENDMENT OF PREVIOUS AGREEMENTS

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 5)

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

(Amendment No. 3)

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

Amendment No. 4, dated June 25, 1985

Amendment No. 5, dated April 27, 1989

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

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

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

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

# Appendix N – Tribal Coordination Plan

## Tribal Consultation Plan Fresno Council of Governments January 2019

### Introduction

Fresno Council of Governments (Fresno COG) is the federally designated Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Agency (RTPA) serving Fresno County. Fresno COG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region. Fresno COG routinely consults with Native American tribal governments on activities that may impact their communities.

### Policy for Consultation with Federally Recognized Indian Tribal Governments

The U.S. DOT defines consultation as “when one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.” Some areas of consultation could include: transportation, land use, employment, economic development, housing, community development and environmental issues.

For this document, consultation is the meaningful and timely process of seeking, discussing and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values, and where feasible, seeking agreement.

### Requirement to Consult

#### Consultation with Resource Agencies

Title 23 CFR part 450 requires that MPOs shall consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

#### Native American Tribal Government Consultation and Coordination

Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (November 6, 2000), establishes regular and meaningful consultation and collaboration with tribal officials in developing federal policies with tribal implications to strengthen government-to-government relationships with Indian tribes and to reduce unfunded mandates upon local tribes.

State and federal regulations require Fresno COG to conduct government-to-government consultation regarding its planning and programming activities with tribal governments of federally-recognized Native American tribes. Additionally, Assembly Bill 52 (Gatto, Statutes of 2014) requires that state and local agencies are to analyze the impacts to Native American cultural resources under the California Environmental Quality Act (CEQA). Lead agencies under CEQA must work with tribal governments to avoid or mitigate the impacts to cultural resources.

### Federally Recognized Tribes

Federal recognition is a legal distinction that applies to a tribe’s right to a government-to-government relationship with the federal government and eligibility for federal programs. All California Native American tribes are distinct and independent governmental entities with specific cultural beliefs and traditions and unique connections to areas of California that are their ancestral homelands.

A contact list of both federally and non-federally recognized California Native American tribes is maintained by the Native American Heritage Commission. The three federally recognized tribes in Fresno County are Big Sandy Rancheria of California, Cold Springs Rancheria of Mono Indians of California, and Table Mountain Rancheria of California. Although consultation is not mandated for non-federally recognized tribes, this does not preclude the Fresno Council of Governments from consulting with local non-federally recognized tribes when plans or activities might impact cultural values or the community.

### Agency Organizational Structure

Fresno COG is a consensus builder, developing acceptable programs and solutions to issues that do not respect political boundaries. In 1967, incorporated city and Fresno County elected officials established the agency, formalizing Fresno COG through a joint powers agreement, Fresno COG is a voluntary association of local governments. Fresno COG undertakes comprehensive regional planning with an emphasis on transportation, provides citizens an opportunity to be involved in the planning process and supplies technical service to its members.

Fresno COG's member agencies are represented on its Policy Board by the mayor of each incorporated city, and the chairman of the County Board of Supervisors, or designated representatives. The Policy Board is a governing body that establishes policy and guides work activities. It is assisted in making decisions by the Policy Advisory Committee (PAC), comprising the Chief Administrative Officer of each member agency, or their designated representatives. Staff from member agencies, tribal governments, interest groups and industry stakeholders comprises the Transportation Technical Committee (TTC) which also assists in the decision-making process.

Native American Indians of California and other tribal governments are also invited to participate in the monthly Transportation Technical Committee (TTC) and the Environmental Justice Subcommittee meetings. The TTC reviews staff work conducted pursuant to the Overall Work Program, advises the Policy Board and PAC on transportation issues and makes recommendations to the Policy Board on planning and programming actions. The TTC review is generally focused on the technical merits of various transportation issues coming before the Policy Board. The Environmental Justice Subcommittee under the TTC meets when necessary to review items involving Environmental Justice populations and provide recommendations to the TTC. Additionally, the subcommittee is instrumental in assisting Fresno COG staff in setting definition and thresholds for Environmental Justice Populations for the Environmental Justice Report within Regional Transportation Plan (RTP).

### Consultation

Federal and state law require local agencies to consult with federally recognized tribal governments prior to making transportation decisions, taking actions, or implementing programs that may impact their communities. This activity is separate from, and precedes the public participation process. Protocol should be flexible and dynamic with respect to communication and discussion formats. More than one tribe may have an affiliation with the area of consideration. Individual consultation may be necessary if a combined consultation format is not preferred by the tribal government. Determining the degree and adequacy of consultation will vary depending on a number of factors, including the scope of proposed activities, whether the activity is short-term or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders. Fresno COG intends to consult with Native American tribal governments on activities that may impact their communities.

The Executive Director or his/her designee is the designated Fresno COG official with principal responsibility for the agency's implementation of consultation requirements. At the appropriate time in the planning phase, Fresno COG shall contact the Federal Land Management Agencies and tribal chairs to inquire about established protocols, such as cultural resource contacts, procedures, time limits and restrictions affecting communication. Mutually agreed-upon protocols may result in more effective consultation efforts with federal land management agencies and individual tribes.

Consultation is a process, not a single event, and communication should continue until the project or plan is complete. Consultation requests should include a clear purpose, explaining the request and declaring the importance of participation in the planning process. The request should specify the location of the area of potential effect addressed in the proposal. All aspects of the consultation process should be documented, including how the lead agency reaches a final decision.

### Agency Activities

The agency consults with tribal governments on an ongoing basis, not only on individual projects. Fresno COG strives to keep open communication with tribes to facilitate better relationships and better reflect tribes' viewpoints and needs in regional planning documents and projects.

The Native American tribes in Fresno County receive the following information by telephone, mail, email, or in-person visits: the Fresno County Transportation Guide, the Regional Directory, newsletters, workshop invitations, grant notices, requests to participate in program guidelines development, working groups and scoring committees.

A memorandum of understanding between Fresno COG and the Big Sandy Rancheria that provides for a mutually beneficial protocol for the tribe and Fresno COG to jointly identify, communicate, and coordinate actions of common concern relating to transportation plans and programs serves as one particular success story.

Fresno COG will continue the outreach activities that have been established for the Native American tribes as well as seek new ways to enhance the government-to-government relationship between Fresno COG and the Native American tribal governments. In particular, Fresno COG will make every effort to consult and involve the Native American tribes in developing future plans and programs, including, but not limited to the short and long-range transit plans and the Federal Transportation Improvement Program.

Fresno COG will consult with federal land management agencies and federally recognized Native American tribal governments when preparing planning studies and programs affecting the agency and tribe by:

- Initiating consultation from the Executive Director or his/her designee to the agency and tribal chairperson.
- Offering to meet to discuss federal agency and tribal needs and concerns regarding impacts within their jurisdictions prior to beginning the planning process. If the agency, tribal chairperson and/or their representatives elect not to meet, Fresno COG will send a copy of the draft report for their review.
- Consulting with agency and tribal governments while developing the RTP, addressing agency and tribal concerns regarding impacts within their jurisdiction and again prior to adoption of the RTP.
- Inviting agency and tribal representatives to public meetings.

***Planning Documents requiring consultation***

- **Federal Transportation Improvement Program (FTIP)**  
The FTIP is a financially constrained multimodal transportation planning program developed by the MPO through its member agencies and in cooperation with state and federal agencies.
- **Federal Statewide Transportation Improvement Program (FSTIP)**  
The FSTIP is a statewide multimodal program of transportation projects proposed for federal funding. This includes all projects that are deemed regionally significant and contains MPOs' FTIP documents and a list of rural non-MPO projects.
- **Regional Transportation Improvement Program (RTIP)**  
The Regional Transportation Improvement Program (RTIP) is a document that details the transportation projects including highways, local roads, transit and active transportation that the region will fund with state and federal revenues.
- **Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**  
The RTP is a long-range transportation plan that is developed and updated by Fresno COG every four years. The RTP provides a vision for transportation investments throughout the region; the SCS is a required element that integrates land use and transportation strategies to achieve emissions reduction targets.
- **Overall Work Program (OWP)**  
The OWP identifies transportation-related planning projects and studies (called work elements) undertaken by Fresno COG and describes programs, budgetary and staffing requirements for Fresno COG. The OWP is a requirement for metropolitan transportation planning activities performed with federal funds provided under 23 USC and 49 USC 53.

***Unmet Transit Needs Assessment requiring consultation by Transit Operators***

- Transit operators initiate consultation and invitation to the unmet transit needs hearing from the transit operator or his/her designee to tribal chairperson with copies to the CEO, Administrator and cultural department representatives.
- Offer to meet to discuss the tribe's transit needs and concerns.

***Grant Programs and Funding***

Coordinate with the tribal governments to provide information and technical assistance on grant programs administered by the MPO, or other agencies.

- Initiate consultation from the Executive Director or his/her designee to the tribal chairperson with copies to the Tribal Administrator, and Cultural Department representatives.
- Provide notice of each grant and its application deadlines.
- Invite representatives of the tribe to training or public meetings regarding the grants.
- Coordinate between the tribe and Fresno COG member agencies.
- Consult with and consider the interests of the tribal government.



***Tribal Transportation Program (TTP) – Highway Trust Fund Planning and Programming***

Coordinate among planners and engineers in local agencies and tribes.

- Offer to meet to discuss the tribe’s needs and concerns when contacted by tribal representatives.
- Provide assistance in TTP planning.

Coordinate with federal entities, as requested by the tribe.

Collaborate on funds awarded to the tribe through the Active Transportation Program.

**Native American Tribal Contact Information**

***Federally Recognized Tribes***

Big Sandy Rancheria Tribe  
Tom Zizzo, Tribal Administrator  
P.O. Box 337  
37387 Auberry Mission Rd  
Auberry, CA 93602  
(559) 374-0066 ext. 237 (559) 855-4129  
[TZizzo@bsrnation.com](mailto:TZizzo@bsrnation.com)

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

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

**Non-Federally Recognized Tribes**

There are several non-federally recognized tribes in California that are active in transportation issues. Federal law does not require government-to-government consultation on projects with non-federally recognized tribes; however, California law AB 52 requires consultation on tribal cultural resources under CEQA. In addition, non-federally recognized tribes are generally considered a minority group, and federal executive orders require consultation with minority or disadvantaged groups. In particular, Presidential Executive Order 12898 about Environmental Justice places special emphasis on coordination with these groups.

The full list with contact information can be found at [www.fresnocog.org](http://www.fresnocog.org).