

DRAFT

**Fiscal Year
2026-2027**

2026-27 Overall Work Program





OVERALL WORK PROGRAM

Fiscal Year 2026-2027

DRAFT

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

STIP	State Transportation Improvement Program
STBG	Surface Transportation Block Grant
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TDA	Transportation Development Act
TDM	Transportation Demand Management
TDP	Transit Development Plan
TIP	Transportation Improvement Programs

TMA	Transportation Management Association
TOD	Transit Oriented Development
TPA	Transportation Planning Agency
TPC	Transportation Policy Committee
TSM	Transportation Systems Management
TTC	Transportation Technical Committee
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

Organization and Management

Overview

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

Fresno COG's member agencies are:

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

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

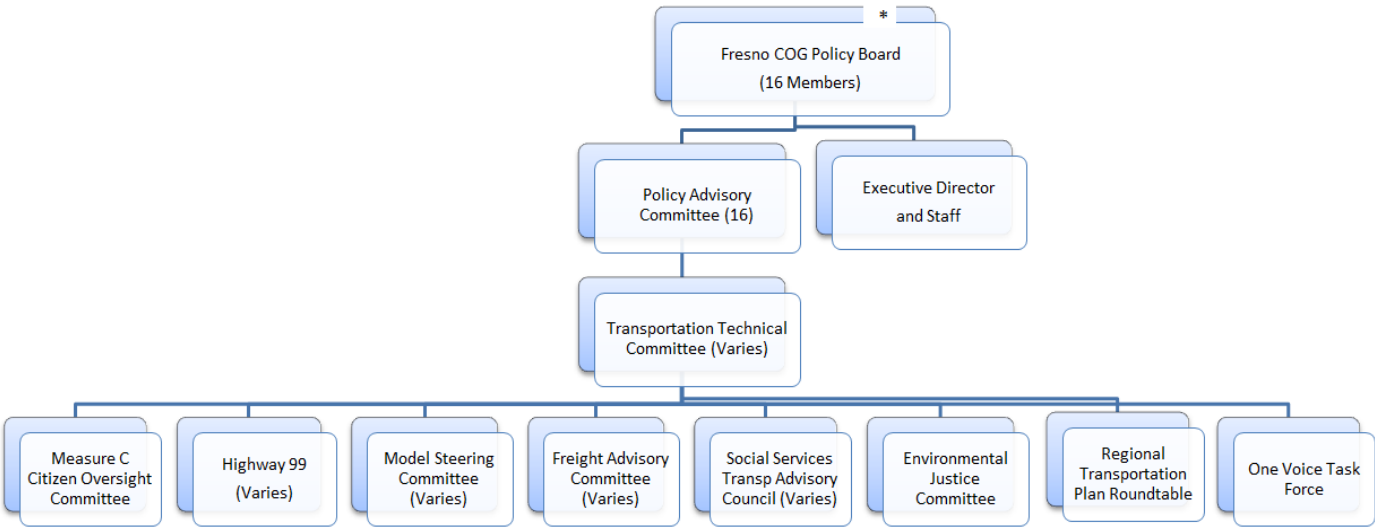
1. Agencies representing **over 40%** of the population must be in favor of an action, and
2. **A majority** of all the members must support the action; that is, nine of the 16 members.

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

Organizational Chart

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

Exhibit 1- Fresno Council of Governments Organization Chart



* Fresno County Regional Transportation Mitigation Fee Agency

Exhibit 2 Fresno Council of Governments Staff Organizational Chart

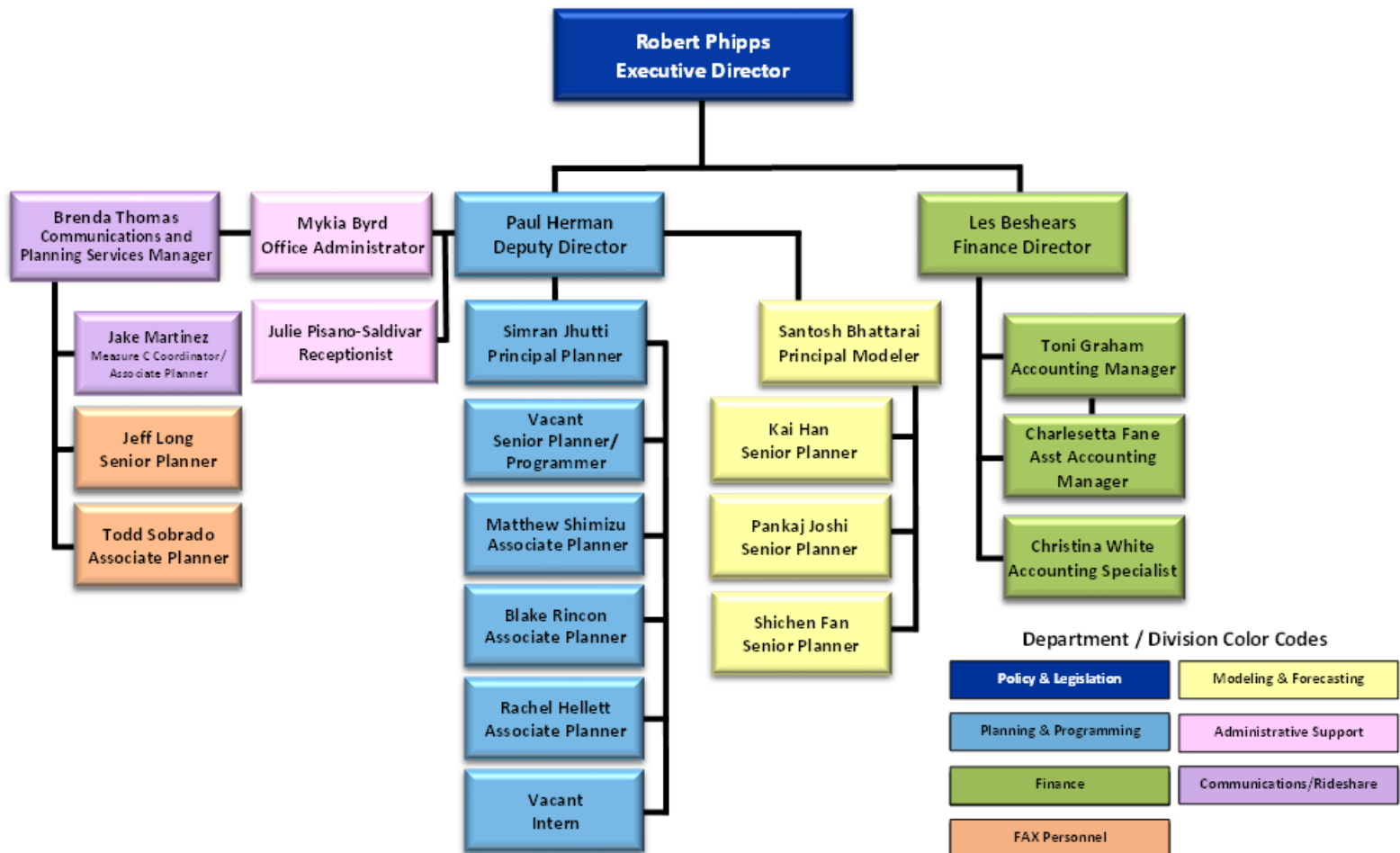
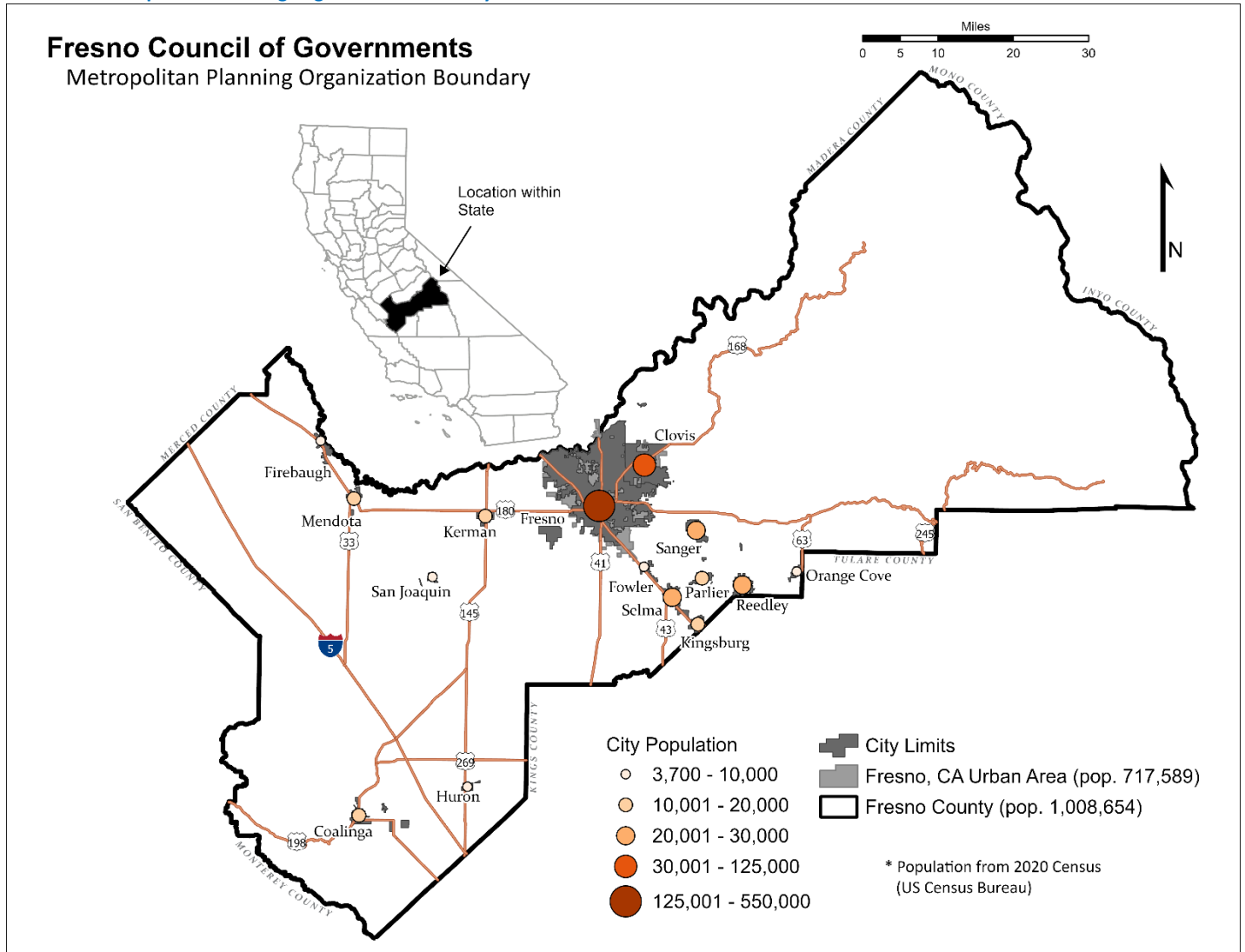


Exhibit 2- Metropolitan Planning Organization Boundary



Cooperative Agreements

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

Member Agency Working Agreements

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

San Joaquin Valley Air Pollution Control District (SJVAPCD)

Fresno COG, along with the other seven metropolitan planning organizations in the San Joaquin Valley, is party to a memorandum of understanding (MOU) with the San Joaquin Valley Air Pollution Control District that was revised and adopted Sept. 9, 2009. The MOU defines a coordinated and cooperative process aimed at ensuring air quality and transportation plans employ maximum efficacy and compatibility, comply with the federal Infrastructure Investment and Jobs (IIJA) 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, along with the Air Pollution Control District and the San Joaquin Regional Rail Commission, have executed a memorandum of understanding in response to requirements for a coordinated, comprehensive, regional transportation planning process contained in the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law. This MOU was originally adopted in 1992 and provides for close coordination of planning activities where interregional issues are involved. Major efforts being coordinated include the Regional Transportation Plan and Sustainable Communities Strategies, the Transportation Improvement Program, the transportation air quality conformity process, transportation control measures, Blueprint implementation efforts, transportation & land use modeling, legislative advocacy, goods movement and regional rail. Additional support activities as agreed upon by the COG Directors are also coordinated. The MOU establishes a strong working relationship among the eight Valley transportation planning agencies and satisfies federal requirements to have a cooperative agreement among agencies located within the federal air quality nonattainment area boundaries. This MOU was revised and adopted on Sept. 21, 2006.

The eight Valley MPOs are also charged with addressing AB 32 and SB 375 requirements regarding climate change and greenhouse gas emissions. Cooperative planning activities have been included in a Valleywide work plan. Those activities involving Fresno COG staff or resources are outlined in the OWP.

Fresno-Madera Area Agency on Aging

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

Transportation Policy Committee

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

Rationale for Defining the Region

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

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

Policymaking 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 and appointments, all items must first be considered by the PAC before submission to the Policy Board.

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

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

The scope of policymaking responsibilities includes the following:

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

Coordination Statement

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

Public Participation

Public participation efforts center around providing information on activities, meetings, plans and reports, and seeking input on Fresno COG's planning activities. Work element 311 highlights the COG's desire and efforts to encourage more public participation during the transportation planning process, consistent with IJJA/BIL. This includes public participation during plan and program development as well as throughout the adoption process. Fresno COG's 2024 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 Subcommittee/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 consequences, such as federal aid programs, are announced to the public through email, websites, social media postings, and press releases when warranted. Official matters requiring public hearings also require legal notices and are followed up with mass emails and posting on Fresno COG's website and social media. Efforts to expand public participation include announcing plan and program development early and often during the planning process, as well as regular progress announcements, e.g. draft availability and public hearing opportunities.

Fresno COG also maintains ongoing consultation and coordination with federally recognized Native American tribes in Fresno County, offering representation on advisory committees. Tribal contacts are routinely apprised of Fresno COG board and committee meetings and community engagement opportunities. This includes the Regional Transportation Plan and other significant planning committee meetings. Additionally, Fresno COG participated in the Central Valley Tribal Transportation Environmental Justice Collaborative Project that sought to increase communication with San Joaquin Valley tribes.

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

Equal Opportunity Statement/Disadvantaged Business Enterprise

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

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

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

Staff

The OWP's work element section identifies the anticipated staffing required to accomplish each work element for Fresno COG, member governments, and consultants. Exhibit 2 on page 7 charts the current organization.

Transportation Improvement Program (TIP)

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

TIP projects are assembled from overall recommendations contained in the adopted Regional Transportation Plan and a process established pursuant to federal guidelines, including activities related to the Civil Rights Act's Title IV. Projects will also be selected,

as appropriate, from the required congestion management system analysis (CMS), the Regional Transportation Plan and the Measure "C" Expenditure Plan. The TIP process is undertaken through a joint committee process to ensure that it represents local agency project needs and that the Policy Board approves the program. Public advisory committee representatives also review documentation to offer input.

Environmental Protection Statement

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

Historic Preservation

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

Social, Economic and Environmental Effects

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

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

Public Transportation Facilities for Elderly and Persons with Disabilities

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

Environmental Justice

The transportation needs of Fresno County environmental justice (EJ) populations have always been an important part of Fresno COG. In spring 2017, staff formed its Environmental Justice Advisory Committee to serve Fresno COG's Transportation Technical Committee (TTC). This group has assisted Fresno COG staff in setting thresholds for EJ populations for the environmental justice report within each Regional Transportation Plan. The group also plays a role when Fresno COG staff, the TTC, the Policy Advisory Committee, or the Fresno COG Policy Board request recommendations on items involving environmental justice populations. Fresno COG staff, with input from Fresno COG's Environmental Justice Task Force, developed the environmental justice report for the Fresno COG 2018 RTP. Staff completed the Fresno COG Title VI Plan update in spring 2019, which the 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 IIJA/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 ensure that such projections are consistent. These projections are used for modeling anticipated travel demand. Fresno COG serves as the Census Data Center for Fresno County, which will help ensure continuity of countywide projections. A professional demographer/planner is on staff to direct this function.

Regional Transportation Plan refinement through special studies

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

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

COMPREHENSIVE PLANNING PROCESS

Planning Area

Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With more than \$7 billion a year in commercial crop production, it is the nation's leading agricultural-producing county. The 2023 population of 1,011,499 places Fresno as the tenth most populous of the 58 California counties. There are 15 incorporated cities in Fresno County, along with three federally recognized Native American tribes. The county contains a 2020 Census-designated Urban Area (UA) with a population greater than 200,000 -- the Fresno, CA Urban Area -- with a 2023 population of 724,547 (with approximately 1,000 residents located in Madera County). 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 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)

Under 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 (not a plan or program and is not state law)

Transportation Development Act Administrative Functions

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

Metropolitan Planning Organization (MPO)

Fresno COG is the federally designated metropolitan planning organization for Fresno County. Under 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 and 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 per 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 the 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, publicly disseminating census reports and announcements, and maintaining Census geography.

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

Funding the Fresno COG Planning Program

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

LOCAL

Member dues - Participating member agencies are annually assessed dues proportionate to their percentage of the 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 an 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 the total county population. Under 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 the remaining balance is reserved for social service transportation purposes (Article 4.5)
- 3) Three percent of the 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 revenue 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 provide services (including but not limited to) management, planning, administration, public involvement, and 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 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 and WE 422 also reflect 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) and the REAP 2 program provided by the State budget process in 2021.

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 Clovis Transit and Fresno Area Express (FAX) for program operation and capital purposes. FAX passes through a portion of these funds to Fresno COG for urban transit planning activities performed on FAX's behalf.
- 4) **FTA section 5310** - Enhanced Mobility of Seniors and Individuals with Disabilities. This program provides funding to local governments, private non-profit organizations, or public transit operators to support transportation services for the special transportation needs of seniors and individuals with disabilities.

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

OTHER FUNDING SOURCES

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

Status of Comprehensive Planning Process

SUMMARY

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

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

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

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

The process considers both long-range and short-range solutions to regional issues. Long-range planning identifies regional needs at least 20 years into the future and initiates actions to address those needs (e.g., reserving needed rights-of-way through planning reservation or plan lining). Short-range plans evolve from the long-range plan and are more specifically oriented toward programming and construction. Financing major public improvements in accordance with short-range planning objectives continues to be a major concern. Fresno COG provides valuable technical assistance in the reauthorization process for Measure C sales tax collected for transportation purposes.

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

MPO Planning Certification Process

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

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

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

- 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 February 2025. On June 27, 2025, Fresno COG received notification of certification valid for four years.

PREVIOUS FINDINGS AND DISPOSITION

In its June 28, 2021, certification transmittal letter to Fresno COG, FHWA noted the following recommendations, corrective actions and requirements:

Review Area	Action	Corrective Action/Recommendation	Response/Progress/Resolution
Performance Based Planning and Programming (23 CFR 450.306)	Recommendation	The Review Team strongly encourages Fresno COG to remain engaged in the process as PM moves forward and to not “wait” in developing its approach to PM	Fresno COG continues to develop its Transportation Performance Measures in accordance with the State and subsequent MPO deadlines
Consultation and Coordination 23 U.S.C. 134(g) & (i) 23 CFR 450.316, 23 CFR 450.324(g)	Recommendation	FHWA will work with Fresno COG to obtain examples of good practice and get the Fresno COG process written and adopted before the next Certification Review.	Fresno COG should continue to improve the documentation of its consultation and coordination process. <u>Response:</u> Fresno COG has refined, reorganized and updated its contact database to improve documentation of its consultation and coordination process in addition to employing Web-based services such as Constant Contact and publicinput.com to track correspondence and outreach.
Nonmotorized Planning/Livability 23 U.S.C. 134(h) 23 U.S.C. 217(g) 23 CFR 450.306 23 CFR 450.3224f)(2)	Recommendation	Fresno COG has done an excellent job in engaging its planning partners in developing a strong nonmotorized element to its planning process. Fresno COG is encouraged to continue enhancing and expanding this planning effort.	Fresno COG meets the requirements for Nonmotorized Planning/ Livability
Unified Planning Work Program 23 CFR 450.308	Recommendation	Fresno COG should clearly document completion dates for the tasks associated with each work element	<u>Response:</u> Many if not most of Fresno COG’s work element tasks recur on a regular, monthly basis. The OWP includes parenthetical references to due dates for each task in the WE narratives and a calendar table of tasks and timelines for each WE.
Metropolitan Transportation Plan 23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324	Corrective Action	Fresno COG needs to ensure that all subsequent Regional Transportation Plans demonstrate fiscal constraint and accurately account for the total revenue	

		anticipated for the metropolitan area.	
Transportation Improvement Program 23 U.S.C. 134(c)(h)& (j) 23 CFR 450.326	Corrective Action	Fresno COG must review its internal procedures, in coordination with Caltrans, and remove sub-allocation of CMAQ and STBG from their project programming and selection procedures.	<u>Response:</u> On Oct. 27, 2022, Fresno COG's Policy Board approved Resolution 2022-41, which adopted new and revised CMAQ and STBG project selection procedures that prohibit suballocation of those funds and revised the program guidelines to reflect a competitive-only scoring process.

The next review is scheduled for February 2029.

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. Reference to 49 CFR Part 18 is included in every federal pass-through grant document that Fresno COG executes with the state.

REGIONAL TRANSPORTATION PLANNING ISSUES

Transportation Reauthorization Issues

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

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

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

Funding

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

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

Travel Demand and Air Quality

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

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

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

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

Livable Communities and Transit-Oriented Development

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

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

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

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

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

Capacity Problems/Corridor Needs

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

Local Maintenance, Rehabilitation, Reconstruction and New Construction

Although Fresno COG's focus has often been FCMA transportation planning, Fresno County and the 13 rural cities also contribute funding toward the transportation planning process. Fresno COG will continue to program work activities that assists in developing rural area street systems. The traffic model has been expanded to incorporate a countywide system and refined to allow analysis within rural cities. Rural mobility and connectivity are of extreme concern due to agriculture being the San Joaquin Valley's economic base. Agriculture depends on moving goods from farm to market. This involves an extensive network of local, regional,

and state roadways that require ongoing maintenance and rehabilitation. An ongoing review and analysis of inconsistencies among the City of Fresno, City of Clovis, and Fresno County circulation elements continues.

Public and Social Service Transportation

State and federal policy both seek improved public transit operations performance and safety. In past years, Fresno COG has annually evaluated individual transit lines and subsystems' performance based on accepted productivity measures. This information comprises the transit productivity evaluation for the Short-Range Transit Plan (SRTTP) 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 the city service area boundaries
4. Maintaining adequate and stable funding for additional transportation improvements
5. Maintaining uniform fares throughout the 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 rail, 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:

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 War (DOW) 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 Department of War's (DOW'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 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 DOW'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. They 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, FLMA's, 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 FMLA's' access and transportation needs before transportation projects are programmed in the TIP and STIP. Each State must consider FMLA's' concerns over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMA's in developing the regional transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

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

Data in Transportation Planning

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

Bipartisan Infrastructure Law Implementation

The Bipartisan Infrastructure Law (BIL) continues all metropolitan planning requirements in effect under the Fixing America's Surface Transportation (FAST) Act, including the metropolitan and statewide transportation planning processes, consultation with other planning officials and requirements for enhanced performance goals, measures, and targets to be identified as part of the transportation improvement and project selection process. The BIL includes the following in the metropolitan planning process:

improving transportation system resiliency and reliability; reducing (or mitigating) surface transportation storm water impacts; and enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)].

Fresno COG integrated new performance goals, state, and regional standards into its continuous, comprehensive, and cooperative planning process and in the Regional Transportation Plan. Fresno COG will continue to establish and implement performance measures as part of the transportation planning and programming process, in cooperation with the State, FHWA, FTA and other MPOs. USDOT has carried forward its federal performance measures into the BIL. Fresno COG works closely with Caltrans, its Policy Board, and local stakeholders on meeting performance targets, as well as other necessary and appropriate program efforts.

Work Element	BIL Implementation
110 Regional Streets & Highways Planning	X
111 Regional Transportation Modeling	X
112 Regional Traffic Monitoring	X
114 Fresno County Intelligent Transportation System Architecture	X
115 Regional Transportation Mitigation Fee Program	X
117 Golden State Corridor Study	
120 Regional Public Transportation Planning	X
121 Federal Transportation Administration Direct Grants	X
122 Fresno County Mobility Hub Feasibility Study	X
131 Access for All	X
141 Pavement Management System	X
149 SB 743 Impact Update	
150 Other Modes - Aviation and Rail, Bicycle and Pedestrian	X
152 High-Speed Rail Planning	X
153 Fresno County Airport Land Use Commission	X
155 Fresno County Regional Rail	X
156 Safe Routes to School	X
157 Fresno Metropolitan Light Rail Feasibility Study	
163 Freight Movement and Planning	X
170 Regional Transportation Plan	X
171 Transportation Performance Management	X
172 Congestion Management Process (CMP)	X
173 Regional VMT Mitigation Program Study	X
175 California Inland Port Regional Infrastructure Accelerators Demo. Program Phase 5	X
178 Fresno-Clovis Metropolitan Area Managed Lane Study	X
179 Complete Streets Planning	X
180 Air Quality Transportation Planning	X
181 Climate Action Plan	X
182 Extreme Heat	X
183 Valley Transport Resiliency Advancement for Neighborhoods' Sustainable Freight Movement (V-TRANSFRM) Study	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 (Fresno RHNA/MJHE)	
421 Regional Early Action Plan Housing	
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
913 SB 125 Formula TIRCP & ZETCP Administration	
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 metropolitan areas' 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 quality of life, and promote consistency among transportation improvements and State and local planned growth and economic development patterns
6. Enhance the transportation system's integration and connectivity across and among modes, people and freight
7. Promote efficient system management and operation
8. Emphasize preserving the existing transportation system

The FAST Act added the following for consideration:

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

Fresno COG, as the regional MPO, intends to continue integrating these principles throughout the transportation planning process. MAP-21 and the FAST Act provide an array of provisions designed to increase innovation and improve efficiency, effectiveness, and accountability in the planning, design, engineering, construction, and financing of transportation projects. The metropolitan planning rules state that the planning process shall be continuous, cooperative, and comprehensive, and provide for consideration

and implementation of projects, strategies, and services that will address the planning factors. The matrix below illustrates how the MAP-21 and FAST Act Planning Factors are addressed across work elements in the OWP.

Metropolitan Planning Factors

FAST ACT Factors	Support Economic Activities	Safety for Users	Security for Users	Accessibility/Mobility for People & Freight	Environment/Energy Cons./Quality of Life	Connectivity of System Between Modes	Efficient System Management and Operation	Preserve Existing System	Improve the resiliency and reliability of the system	Reduce or mitigate storm water impacts of surface	Enhance travel and tourism
110 Regional Streets & Highways Planning	■	■	■	■	■	■	■	■	■		■
111 Regional Transportation Modeling	■	■	■	■	■	■	■	■	■		■
112 Regional Traffic Monitoring	■	■	■	■	■	■	■	■	■		
113 Fresno Co. Zero-Emission Transportation Action Plan (ZETAP)											
114 Fresno Co. Intelligent Transp. System Arch.	■	■	■	■	■	■	■	■	■		
115 Regional Transportation Mitigation Fee Program	■	■	■	■	■	■	■	■			
117 Golden State Corridor Study	■	■	■	■	■	■	■	■			■
120 Regional Public Transportation Planning	■	■	■	■	■	■	■	■			
121 Federal Transit Administration Direct Grants	■	■	■	■	■	■	■	■	■		■
122 Fresno County Mobility Hub Feasibility Study	■	■	■	■	■	■	■	■	■		■
131 Access for All	■	■	■	■	■	■	■				■
141 Pavement Management System	■	■	■	■	■	■	■	■	■		■
149 SB 743 Impact Update	■	■	■	■	■	■	■	■			
150 Other Modes – Aviation, Rail, Bicycle and Ped.	■	■	■	■	■	■	■	■	■		■
152 High-Speed Rail Planning	■	■	■	■	■	■	■				■
153 Fresno Co. Airport Land Use Commission	■	■	■	■	■	■	■				■
155 Fresno County Regional Rail Feasibility Study	■	■	■	■	■	■	■	■	■		■
156 Safe Routes to Schools	■	■	■	■	■	■	■	■	■		■
157 Fresno Metropolitan Light Rail Feasibility Study	■	■	■	■	■	■	■	■	■		■
163 Freight Movement and Planning	■	■	■	■	■	■	■	■	■		
167 Regional Sustainable Infrastructure Planning	■	■	■	■	■	■	■	■	■		■
170 Regional Transportation Plan	■	■	■	■	■	■	■	■	■		■
171 Transportation Performance Mgmt.	■	■	■	■	■	■	■	■	■		■
172 Congestion Management Process (CMP)	■	■	■	■	■	■	■	■			
173 Regional VMT Mitigation Program Study	■	■	■	■	■	■	■	■	■		■
175 California Inland Port Accelerators Project Phase 5	■	■	■	■	■	■	■	■	■		
178 Fresno-Clovis Metro. Area Managed Lane Study	■	■	■	■	■	■	■	■	■		■
179 Complete Streets Planning	■	■	■	■	■	■	■	■	■	■	■
180 Air Quality Transportation Planning	■	■	■	■	■	■	■	■	■		
181 Climate Action Plan	■	■	■	■	■	■	■	■	■	■	■
182 Fresno County Extreme Heat Analysis	■	■	■	■	■	■	■	■	■		■
183 Valley Transport Resiliency Advancement for Neighborhoods' Sustainable Freight Movement (V-TRANSFRM) Study	■	■	■	■	■	■	■	■	■		
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 (Fresno RHNA/MJHE)	■				■						
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	■		■	■	■	■	■	■	■			
913 SB 125 Formula TIRCP & ZETCP Admin.	■			■	■	■	■	■	■	■		■
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)

2026-27 Overall Work Program Planning Priorities

In 2026-27, Fresno COG will continue emphasizing multi-modal solutions to address surface transportation issues within the region. Emphasis areas will include:

- Ongoing work on the 2026 Regional Transportation Plan/Sustainable Communities Strategy, including continued improvements and calibration to Fresno COG's activity-based model
- Public participation surveys/workshops/webinars and other means to support RTP/SCS development
- Tribal outreach and environmental justice committee meetings to ensure participation in regional transportation planning efforts from underserved communities
- Air quality conformity modeling of proposed RTP projects
- Further study of regional vehicle miles traveled (VMT) mitigation structures such as a mitigation bank, to adopt a measure either regionally or on an individual jurisdictional basis
- A regional rail study examining viability for passenger rail from outlying, rural communities into the Fresno-Clovis metropolitan area
- A site-selection study/process for TradePort California, central San Joaquin Valley location, including potential a site in either Tulare, Fresno or Madera County
- A light rail study examining the viability for an urban rail mass transit system in the Fresno-Clovis Metropolitan Area (FCMA) connecting major activity centers to the future high-speed rail station.

REGIONAL TRANSPORTATION PLANNING WORK ELEMENTS

110 Regional Streets and Highways Planning

Objective

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

Discussion

Fresno COG has maintained an extensive program comprised of the 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 (ongoing)
- 2. Special transportation planning studies (ex: Operational Deficiencies and Highway/Local Road Interfaces, etc.) (ongoing)

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 I D E R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
110.01 Study & evaluate possible TOD corridors		■		30	■	■	■	■	■	■	■	■	■	■	■	■
110.02 Special transportation planning studies		■		70	■	■	■	■	■	■	■	■	■	■	■	■

110 Regional Streets and Highways Planning

Budget	Actual	Adopted	Annual	
Account	Cost	Budget	Budget	LOCAL
	2024/25	2025/26	2026/27	FUNDS
Salaries	2,450	6,818	6,818	6,818
Benefits	970	1,965	1,997	1,997
Overhead	2,953	6,713	6,757	6,757
Total Staff Costs	6,373	15,496	15,572	15,572
Direct Costs				
Total Direct Costs		0	0	0
TOTAL	6,373	15,496	15,572	15,572

111 Regional Transportation Modeling

Objective

To maintain a continuing, cooperative, and coordinated regional transportation modeling process responsive to local needs as well as state and federal requirements. To make the Fresno COG's Activity Based Model (ABM) robust and up to date.

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, SB 743 implementation, and VMT Mitigation Plan.

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. This allows 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 travel model to 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 completed the base year update of its travel demand model ABM with the help of consultant, RSG in October 2024. The base year was updated from 2014 to 2019, and some new model enhancements (telecommuting, managed lanes, truck restrictions) were incorporated.

Fresno COG helps coordinate valleywide modeling activities and participates in the San Joaquin Valley (SJV) Model Users Group. Fresno COG also led the Central California Travel Survey (CCTS), collecting household travel diaries that can be used in the ABM's calibration and validation. Similarly, the truck module of the ABM will be updated as a part of the Valley Transport Resiliency Advancement for Neighborhoods Sustainable Freight Movement (V-TRANSFM) Study led by TCAG on behalf of SJV.

The ABM was also updated to base year 2023, specifically for the 2026 RTP/SCS utilizing the CCTS data to incorporate the effects of telecommuting in the transportation modeling for the future years. Fresno COG staff used Future Growth, the land use model developed in-house to test various land use scenarios for SB 375 target setting and SCS development. The REMI economic model was added to the modeling suite to test land-use and transportation strategies against future economic and other environmental assumptions.

In addition, Fresno COG adopted an Integrated Transport and Health Impacts Model (ITHIM) to estimate the health benefits of 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 the increase in biking and walking activities. The ITHIM model was applied in the 2018, 2022, 2026 RTP/SCS process and is an important tool for integrating public health with transportation planning.

Previous work

The Fresno COG ABM development 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.

The base year of the travel demand model ABM was updated from 2014 to 2019 in October 2024 to meet the conformity requirements for the upcoming cycle. During the initial testing of the model, it was found that the transit boarding validation for the base and new scenarios was a little off. The work-from-home and telecommute results for the base year 2019 were also different than existing data sources. Hence, there was a need for recalibration and validation of transit and work-from-home modules so that they meet the California Air Resource Board (CARB) guidelines. Accordingly, the refinements were made in September and October 2024. This also improved the future year forecasts, needed for the 2026 RTP/SCS. Once the recalibration and validation were completed, the sensitivity test scenarios were also rerun. Some new test scenarios related to transit and telecommuting were also added. Calibration and validation of a new transit module to capture the light rail transit and regional rail services that are envisioned for the 2026 SCS. These activities align with the SB 1 Sustainable Communities grant-specific eligible

expenses. The updated ABM was applied in the development of the 2026 RTP/SCS and was used to measure the VMT and GHG reduction from the transportation and land use strategies in the SCS. This update was funded by SB 1 formula planning dollars (FY22-23). During 2020-25, the traffic model was also 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.

However, after the COVID, the travel characteristics changed drastically, triggering the telecommute work pattern. While some of the telecommute jobs were temporary during COVID, there were other jobs that continued to be performed from home. This pattern also brought changes to overall household trips throughout the day. To capture this trend, Fresno COG along with other valley MPOS conducted the CCTS in 2022/23. With the help of CCTS along with other employment and socioeconomic datasets, the base year 2019 was further updated to 2023. This update was focused on 2026 RTP/SCS so that it can capture the base telecommute and forecast the reasonable future.

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. The original guidelines were developed in the Summer of 2020 and were updated in Spring of 2025. 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. The VMT guidelines including all the resources were updated in 2025 and all the jurisdictions except Clovis are adopting the updated guidelines. COG modeling staff has been running the ABM to assist development projects in the analysis of transportation impact using VMT. Along with that, COG also selected a list of preferred consultants to help expedite the traffic/VMT analysis requests when COG is busy with the update of RTP/SCS. All the consultants, private developers along with the cities have been updated with new guidelines through information sessions and workshops. In 2022-2023, the ABM model was applied in the Regional VMT Mitigation Study, which seeks to provide a framework for a regional VMT mitigation program. COG's ABM was applied in the City of Fresno's general Plan EIR update in 2019, and the development of the City's Southeast Specific Plan and South-Central Specific Plan.

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 the 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. ABM also helped to quantify the off-model road pricing strategies and conduct model runs for the Managed Lanes Study. ABM was utilized in the managed lanes study in Spring of 2026 and will continue to be utilized throughout the project duration until June 2026.

For 2026 RTP/SCS development, the ABM model and the land use tool were applied to do the plan over plan analysis of 2022 and 2026 SCS. The estimated VMT, GHG, and other impacts of SCS scenarios/strategies were incorporated in the Technical Methodology of the next round of SCS in 2026. EMFAC 2021 with adjusted emission factors is used for air quality conformity analysis. REMI model is utilized to provide socio-economic backdrop that is used to forecast the regional growth in the future.

The Fresno COG models were key in developing greenhouse gas emission reduction targets in all the previous RTP/SCSs of 2014, 2018, and 2022 for the California Air Resources Board (CARB) as outlined in SB 375. While the VMIP2 model was applied in developing the 2014 and 2018 RTP/SCSs, the newly developed ABM was used in 2022 RTP/SCS.

In 2023, the Cube software licensing was transitioned from valleywide licensing to individual COG licenses as a joint eight-valley COG effort. This effort was continued in 2024 and 2025 in which Fresno COG had 3 licenses for the model operations.

Products

1. Traffic impact (VMT and trips) analysis for development projects for SB743 implementation and as a part of TIS
2. Induced VMT quantification process through integrated land use and transportation modeling
3. Model runs for transportation conformity analyses (as needed)
4. Model and EMFAC runs for SCS submittal with CARB revisions (as needed)
5. Truck Modeling or Big dataset as a part of V-TRANSFRM
6. Maintain and improve the ABM for better accuracy
7. Ground access airport survey
8. VMT Mitigation Program model runs (as needed)
9. Start developing the airport and high-speed rail sub-models within the ABM

Tasks

- 111.01 Conduct and coordinate the traffic impact studies' modeling runs for local developments and local general plan developments. Fresno COG has developed methodologies and processes for evaluating VMT impacts for development projects and will conduct such VMT analysis for projects (ongoing)
- 111.02 Continue to test and refine methodology to quantify long-term induced VMT through integrated land use and transportation modeling (January-July 2027)
- 111.03 Conduct 2025/2026 conformity analysis model runs as needed (ongoing)
- 111.04 Rerun the 2026 SCS scenarios with ABM and EMFAC as a part of the submittal scenarios (July 2026-June 2027)
- 111.05 Update the truck module with big data coming from V-TRANSFRM study as needed (July 2026-June 2027)
- 111.06 Maintain and improve the ABM with new enhancement and upgrades to make ABM more robust and efficient as needed (ongoing)
- 111.07 Conduct the survey for the Airport sub-model (January-June 2027)
- 111.08 Model runs for the establishment of the Regional VMT Mitigation Program (July 2026-June 2027)
- 111.09 Start developing the Airport and High-Speed Rail sub-models that can capture the significant amounts of trips generated by these two establishments/facilities within the ABM (January-June 2027)

111 Regional Transportation Modeling																
Task Description	COG	CO NS LT	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
111.01 Traffic Impact Studies (VMT) Modeling	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
111.02 Test the induced VMT methodology	■		5							■	■	■	■	■	■	
111.03 Model runs for conformity analyses	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
111.04 2026 SCS submittal reruns	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
111.05 Truck Modeling or Big dataset as a part of V-TRANSFRM	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
111.06 Maintain and improve the ABM for better efficiency	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	
111.07 Ground access Airport Survey	■	■	5							■	■	■	■	■	■	
111.08 VMT Mitigation Program model runs (as needed)	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
111.09 Start developing the airport and high-speed rail sub-models within the ABM		■	15							■	■	■	■	■	■	

111 Regional Transportation Modeling

Budget Account	***								
	Actual	Adopted	Annual	FTA	FTA	FHWA	FHWA	FHWA PL	LOCAL
	Cost	Budget	Budget	5303	5303	PL	PL	Grant	FUNDS
	2024/25	2025/26	2026/27	2026/27	2025/26	2026/27	2025/26	2025/26	
Salaries	191,528	216,112	237,346	8,747	31,738	92,662	73,612	30,587	0
Benefits	67,869	77,573	84,881	3,129	11,350	33,138	26,326	10,938	0
Overhead	223,967	224,464	246,986	9,102	33,027	96,426	76,602	31,829	0
Total Staff Costs	483,364	518,149	569,213	20,978	76,115	222,226	176,540	73,354	0
Direct Costs									
Software Support & Maint	275,200	533,089	411,848	13,103		117,302	0	153,851	127,592
Total Direct Costs	275,200	533,089	411,848	13,103	0	117,302	0	153,851	127,592
TOTAL	758,564	1,051,238	981,061	34,081	76,115	339,528	176,540	227,205	127,592
LTF MATCH 11.47%									
TOLL CREDIT MATCH 11.47%				3,909	8,730	38,944	20,249	26,060	

	Total	FHWA PL							LOCAL FUNDS
		FTA 2026/27	FTA 2025/26	FHWA 2026/27	FHWA 2025/26	Grant 2025/26			
Software Support & Maint									
Program Customization/ABM	100,000					100,000			
Modeling	65,728	13,103		39,582		13,043			
Bently - Valley Wide Cube	168,400					40,808			127,592
Eco-Counter Auto Data Transmission	3,000			3,000					
Land Use Model (Data & License)	8,000			8,000					
Arcview GIS Maint	6,720			6,720					
Replica	60,000			60,000					0
Total Software Support & Maint	411,848	13,103	0	117,302	0	153,851			127,592

*** The additional \$800,00 in FY 25/26 PL funds were programmed separately.

112 Regional Traffic Monitoring

Objective

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

Discussion

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

The program establishes a detailed traffic monitoring database that provides 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 the City of Clovis, the City of Fresno and Fresno County to review the traffic monitoring program, add count locations in the City of Clovis and smaller cities, standardize the count data reporting format, and increase 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 counts to support activity-based model development. Bicycle and pedestrian data enhance 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 traffic monitoring program portal 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 comprehensive information on regional traffic data to the Berkeley transportation team and serves in the stakeholder committee for the California roadway data update.

Products

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

Tasks

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

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

112 Regional Traffic Monitoring

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FTA 5303 2026/27	FHWA PL 2026/27
Salaries	6,508	12,904	12,695	12,695	0
Benefits	2,468	4,553	4,604	4,604	0
Overhead	7,750	13,343	13,259	13,259	0
Total Staff Costs	16,726	30,800	30,558	30,558	0
Direct Costs					
Equipment	8,810	100,000	100,000	0	100,000
Agency Pass Thru	237,200	237,200	237,200		237,200
Grant Administration					
Total Direct Costs	246,010	337,200	337,200	0	337,200
TOTAL	262,736	368,000	367,758	30,558	337,200
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				3,505	38,677

	Total	FTA 5303	FHWA PL
Equipment			
Traffic Counting Equipment	100,000	0	100,000
Total Equipment	100,000	0	100,000
Agency Pass Through			
County Traffic Count Program	147,500		147,500
Fresno Traffic Count Program	80,200		80,200
Clovis Traffic Count Program	9,500		9,500
Total Agency Pass Through	237,200	0	237,200

113 Fresno County Zero-Emission Transportation Action Plan (ZETAP)

Objective

Develop a county-wide action plan for the policy development and implementation of zero-emission transportation programs and projects to guide future local, state, and federal financial planning and grant applications. ZETAP will support Fresno COG's future Regional Transportation Plan – Sustainable Communities Strategy development, especially in regards to identifying projects and programs that could reduce the region's greenhouse gas emissions, which Fresno County must achieve a 13% reduction below 2005 levels by 2035.

Discussion

The Fresno County Zero-Emission Transportation Action Plan (ZETAP) will provide a framework for the development of planning strategies and programs for future zero-emission transportation alternatives in our region. Fresno COG is charged with analyzing new technologies that will help reduce air pollution and greenhouse gas (GHG) emissions to meet federal and state regulations.

ZETAP will outline zero-emission transportation strategies and potential programs to meet those air pollution and GHG targets. ZETAP will consider technologies in all transportation modes including automotive, transit, freight and passenger rail, aviation, and micromobility.

Previous work

This is a new work element. No prior year work was completed.

Future Products

1. Community Outreach Plan
2. Community Outreach Summary Memo
3. Zero-Emission Transportation Technologies Evaluation Memo
4. Zero-Emission Transportation Policy Framework Memo
5. Zero-Emission Transportation Modeling Memo
6. Draft Plan and Public Comments
7. Final Report and Presentation

Tasks

- 113.01 Develop Request for Proposals (RFP)
- 113.02 Consultant interviews and scoring
- 113.03 Consultant approval by Policy Board
- 113.04 Project kick-off/Stakeholder Committee meeting
- 113.05 Develop Community Outreach Plan and Summary Memo
- 113.06 Develop Zero-Emission Technologies Evaluation Memo
- 113.07 Develop Zero-Emission Transportation Policy Framework Memo
- 113.08 Develop Zero-Emission Transportation Modeling Memo
- 113.09 Final Plan
- 113.10 Presentation to the TTC, PAC, and Policy Board

113 Fresno County Zero-Emission Transportation Action Plan (ZETAP)															
Task Description	C O G	C O N S U L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
113.01 Develop Request for Proposals (RFP)	■		2								■	■	■		
113.02 Consultant interviews and scoring	■		2											■	
113.03 Consultant approval by Policy Board	■		1												■
113.04 Project kick-off/Stakeholder Committee meeting	■	■	3												
113.05 Develop Community Outreach Plan and Summary Memo	■	■	15												
113.06 Develop Zero-Emission Technologies Evaluation Memo	■	■	15												
113.07 Develop Zero-Emission Transportation Policy Framework	■	■	15												
113.08 Develop Zero-Emission Transportation Modeling Memo	■	■	15												
113.09 Final Plan	■	■	30												
113.10 Presentation to the TTC, PAC, and Policy Board	■	■	2												

113 FRESNO COG ZERO-EMISSION TRANSPORTATION ACTION PLAN (ZETAP)

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	RMRA 2026/27	LOCAL FUNDS
Salaries	0				
Benefits	0				
Overhead	0				
Total Staff Costs	0			0	0
Direct Costs					
Consultants		0	454,665	402,515	52,150
Grant Administration		0	23,930	21,185	2,745
Total Direct Costs	0	0	478,595	423,700	54,895
TOTAL	0	0	478,595	423,700	54,895
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2026/27	LOCAL FUNDS
Consultants			
ZETAP Study	454,665	402,515	52,150
Total Consultants	454,665	402,515	52,150

114 Fresno County Intelligent Transportation System Architecture (Fresno County ITS Architecture)

Objective

Encourage coordinated ITS/TSMO planning and discussion among regional partners to advance interoperability, adherence to data standards, and practitioner education. This work element will develop the Fresno Regional Transportation System Management and Operations (TSMO) plan - updating the Fresno COG 2015 Intelligent Transportation System (ITS) Strategic Deployment Plan, to provide a strategic, operation focused roadmap. In parallel, it will rebuild and update the Fresno Regional ITS Architecture in alignment with the latest national ARC-IT framework to restore a functional, publicly accessible architecture and account for emerging technologies.. This work also includes the continued monitoring of the 511 SJV page on the Valleyrides website for content accuracy & currency.

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:

- 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

Regional ITS architecture illustrates and documents regional integration so that ITS project planning and deployment 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. It is recommended that the Regional Architecture be updated either on an as-needed basis or according to a predetermined cycle, such as the Transportation Improvement Program (TIP) update schedule.

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.

Since the current regional Architecture for the Fresno COG region was last updated in 2015, it has not been maintained as scheduled, and significant advances in technology and data have occurred since that time. The regional ITS Architecture requires a comprehensive update to restore functional, public-facing architecture and consistent with updated operations strategy and current federal guidance. Latest version of the National ITS Architecture (Architecture Reference for Cooperative and Intelligent Transportation, ARC-IT 9.3, maintained by the U.S. Department of Transportation) was released in 2024 with new features to account for emerging technologies. Fresno COG staff and consultants will coordinate with member agencies to update the Fresno regional ITS architecture based on the latest national ARC-IT framework and to develop a maintenance plan aligning with TIP cycle.

In addition to the ITS Architecture update, Fresno COG will develop a Regional Transportation Systems Management and Operations (TSMO) Plan as an update to the 2015 Fresno COG ITS Strategic Deployment Plan. TSMO is a set of strategies that focus

on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. Not only focus on identifying and prioritizing ITS technology deployments, the new TSMO Plan will broaden the scope to include both technology and operations strategies. The TSMO Plan will establish a regional, operations-focused roadmap that integrates policies, interagency coordination, staffing considerations, and performance management with technology investments. This approach reflects national best practices and FHWA guidance, ensures compliance with federal ITS requirements, and positions the Fresno region with a forward-looking strategy that supports safety, efficiency, and system reliability.

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 in and through 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 along with the ITS inventory update. Meetings will include Caltrans, regional transit agencies, staff from local agencies and academia. Fresno COG staff will also seek input and guidance from the Regional ITS partner on the update of Regional ITS Architecture update and the development of Regional TSMO Strategic Plan.

Previous work

- Hosted the Fresno County Regional Architecture website and served as point of contact for questions or concerns regarding the architecture and the ITS Strategic Deployment Plan
- Updated the ITS Strategic Deployment Plan in 2015
- Monitored ITS developments through ITS training, webinars and workshops, and ITS news and research
- Continued to review and update traveler information on the Valleyrides website
- Convened ITS regional stakeholders in 2023, 2024, and 2025 to discuss on ITS user needs and ongoing progress in Fresno County's ITS
- ITS partners updated the ITS related projects' status
- Attended California 511 Coalition Annual Meeting

Products

1. Fresno Regional Strategic TSMO Plan and ITS Architecture update
 - 1.04 Updated Regional ITS architecture based on the ARC-IT 9.3
 - 1.05 Updated regional ITS inventory
 - 1.06 ITS/TSMO local agency deployment guide
 - 1.07 ITS/TSMO strategic initiatives and priorities
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 Develop Regional Strategic TSMO Plan and update ITS Architecture (2027. Dec)
- 114.02 Attend ITS webinars, training, and workshops (as needed)
- 114.03 Maintain the 511 portions of the Valleyrides website (as needed)
- 114.04 Host quarterly meetings with regional ITS partners (2026 Aug, Nov, 2027 Feb, May)

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 Develop Regional Strategic TSMO Plan and update ITS Architecture	■	■	75	■	■	■	■	■	■	■	■	■	■	■	■	
114.02 Attend ITS webinars, training and workshops	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
114.03 Maintain the 511 section Valleyrides’ website	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
114.04 Host quarterly meetings with regional ITS partners	■		10		■			■			■			■		

114 Fresno County Intelligent Transportation System Architecture (Fresno County ITS Architecture)

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FTA 5303 2026/27	FTA 5303 2025/26	FHWA PL 2025/26	PL 2024/25
Salaries	2,263	3,428	10,679	1,808	8,871		
Benefits	618	952	2,980	504	2,476		
Overhead	2,487	3,348	10,470	1,772	8,698		
Total Staff Costs	5,368	7,728	24,129	4,084	20,045	0	0
Direct Costs							
Consultants		485,000	485,000		104,179	71,031	309,790
Grant Administration		20,045	0			0	
Total Direct Costs	0	505,045	485,000	0	104,179	71,031	309,790
TOTAL	5,368	512,773	509,129	4,084	124,224	71,031	309,790
LTF MATCH 11.47%							
TOLL CREDIT MATCH 11.47%				468	14,248	8,147	35,533

	Total	FTA 5303	FTA 5303 25/26	FHWA PL 25/26	FHWA PL 24/25
Consultants					
ITS Plan Update	485,000		104,179	71,031	309,790
Total Consultants	485,000	0	104,179	71,031	309,790

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 tier 1 and 2 lists of urban and rural street and road projects offering 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

- Implemented new RTMF rates by March 2020; Under the revised nexus calculation, the fee increased approximately 36 percent for residential development and an average of 24 percent for commercial development.
- Provided traffic analysis pertaining to infill development that provides direct access from residential and commercial development to and from transit
- Formed an RTMF joint powers agency
- Developed an administrative manual to guide RTMF fee collections and associated issues
- Maintain an RTMF Q&A appendix to the administrative manual that clarifies recurring RTMF questions
- 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

Products

Regional Transportation Mitigation Fee Program

Tasks

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

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

115 Reg. Transportation Mitigation Fee Program

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	7,595	13,633	9,916	9,916
Benefits	2,616	4,780	3,441	3,441
Overhead	8,816	14,074	10,238	10,238
Total Staff Costs	19,027	32,487	23,595	23,595
Direct Costs				
Consultants	0	50,000	50,000	50,000
County Counsel		5,000	5,000	5,000
Program Audits	9,795	10,089	10,392	10,392
Total Direct Costs	9,795	65,089	65,392	65,392
TOTAL	28,822	97,576	88,987	88,987
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
GHD On Call Services	50,000	50,000
Total Consultants	50,000	50,000

117 Golden State Corridor Study

Objective

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

Discussion

The study area along Golden State Boulevard, is a 14.1 mile stretch of old State Route 99 from American Avenue to the City of Kingsburg's Mission Street. The project's multijurisdictional impact includes the cities of Fowler, Selma, Kingsburg, and unincorporated areas. The scope includes community planning, 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 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 of final engineering design plans. Specifications, estimates and bid documents have been completed. Public meetings have elicited feedback from local elected officials and the public. All coordination and agreements with UPRR and the CPUC have been completed. All environmental preconstruction surveys have been conducted. The project has been divided into two phases to comply with the requirements of LPP funding. Phase I is in construction phase. Phase I included all the segment portion of the project. The remaining part is divided between Phase II and Phase III. Phase II includes intersections that do not encroach on the railroad right of way. Phase II is in construction phase. Phase III is under discussion and review with railroad for finalizing designs.

Products

1. Completed bids
2. Construction activity

Tasks

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

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

117 Golden State Corridor Study

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	3,408	3,708	4,175	4,175
Benefits	1,224	1,367	1,533	1,533
Overhead	3,999	3,879	4,376	4,376
Total Staff Costs	8,631	8,954	10,084	10,084
Direct Costs				
Consultants	427,317	500,000	250,000	250,000
Agency Pass Thru	0	200,000	150,000	150,000
Total Direct Costs	427,317	700,000	400,000	400,000
TOTAL	435,948	708,954	410,084	410,084
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Mark Thomas	250,000	250,000
Total Consultants	250,000	250,000
Agency Pass Through		
UPPR Railroad	150,000	150,000
Total Agency Pass Through	150,000	150,000

120 Public Transportation - Urban

Objective

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

Discussion

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

Fresno County Rural Transit Agency (FCRTA) exists as an administrative, planning, and implementation support umbrella to the subsystems represented in the Joint Powers Agreement constituting it. Fresno COG has also designated FCRTA as 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 2024-25, COG staff contracted part-time (80 percent) to the City of Fresno Department of Transportation/FAX and continued to work with the City of Fresno's Development and Resource Management Department to assess transit-friendly development guidelines recommended in the Public Transportation Infrastructure Study (PTIS), Bus Rapid Transit (BRT) Master Plan, Fresno County Long-Range Transit Plan (LRTP), and the Strategic Services Evaluation. Staff also reviews all development proposals to encourage transit-friendly development. Additionally, COG/FAX staff continue to participate in the City of Fresno's General Plan update, High Speed Rail (HSR) station area planning, SB 743 Vehicle Miles Travelled (VMT) Reduction Program, and other area-specific plans. FAX staff also completed a Customer Satisfaction Survey in November 2024, contributed to the preparation of project procurements, and research and developed a formal project management process that is ongoing.

In support of a recent CARB STEP Grant, staff are working with the City's Public Works Department in identifying tasks aimed at enhancing mobility and safety for residents and encouraging transit use through community engagement. We have also begun planning efforts to support a Reconnecting Communities grant to extend service on Route 35, with a direct connection to Roeding Park and the Chaffee Zoo. This project is in partnership with a new pedestrian bridge project by Caltrans.

In its continued support for sustainable transportation, FCRTA has taken major steps toward obtaining electric vehicles for the vehicle fleet including the addition of 25 new electric vehicles which are being prepared for revenue service. FCRTA also completed construction of the new operations and maintenance facility located in the City of Selma. The facility is on 7.5 acres and includes offices for dispatch, maintenance facility, solar charging, wireless charger, battery storage, and solar field technology.

Additionally, staff continued to develop plans for service changes anticipated in FY 2024/25. This included a new cross-town route along Church Ave, adjustments to Routes 22, 35, and 58 and increased frequencies on route 38 in the AM peak service time. Staff completed extensive public outreach to gather input on the proposed changes. Outreach was provided in both English and Spanish. Another aspect of the outreach was to fulfil our federal obligation to complete a Title VI Service Equity Analysis (SEA) for any service change that meets the criteria of a "major service change". The SEA is to ensure that FAX's service changes would not have a discriminatory effect on minority or low-income populations.

Fresno COG has updated 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 was 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 are identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation-coordination objectives articulated and prioritized within the plan.

COG/FAX staff also continue to modify and update the FAX Schedule Guide. The guide is made available for English and Spanish users and is formatted electronically to be conducive to screen readers for the visually impaired. The schedule guide includes services provided by Fresno Area Express and Clovis Transit. FAX is continuing to refine the website for enhanced accessibility.

COG/FAX staff also completed the Fresno County Annual Unmet Transit Needs (UTN) assessment process ensuring that distribution requirements are met for LTF/TDA funds.

COG/FAX staff have developed the scope of work to update its transit design guidelines, with will directly influence FAX's Facilities Standards Document. The procurement is for Transit Design Guidelines and Toolkit and will be advertised for bid in January 2026.

Staff continue to support FAX planning and marketing activities. Public information products are routinely updated and corrected to ensure accurate and timely information. As public transit ridership returns, post COVID-19, messaging and marketing continue to promote actions to keep riders safe and healthy. Ridership return is slowly improving for the agencies; however, they are still below pre-Covid ridership levels. As of FY 2023, FAX ridership was down 22% from pre-Covid. Planning and Community Outreach staff have been responsible for implementing an outreach campaign to communicate with the public the status of bus service, new health rules to ride by, and FAX actions to keep riders and staff safe and healthy. The campaign included printed materials on the buses and at major transit facilities, recorded messages played onboard the vehicles, and extensive social media using Twitter, Instagram, and Facebook.

Consolidated Transportation Service Agencies (CTSAs) were created by Assembly Bill 120 (AB 120) in 1979. CTSAs were created for the purpose of improving coordination and consolidating social service transportation services in each California County. The AB 120 legislation led to the creation of the AB 120 Action Plan by the Council of Fresno County Governments (FCOG) in 1982. This 1982 AB 120 Action Plan created three CTSAs for Fresno County: 1) Clovis Urban Area—City of Clovis sole designee of this CTSA; 2) Fresno Metropolitan Area—City of Fresno/Fresno Area Express (FAX) and Fresno Economic Opportunities Commission (Fresno EOC) co-designee of this CTSA; and 3) Rural Fresno County— Fresno County Rural Transit Agency (FCRTA) and Fresno EOC co-designees of this CTSA.

In 2020, the FCOG re-designated the CTSA's in the following: FCRTA is now the sole designee for Rural Fresno County and administers the funding, activities, and transportation programs of all CTSA service providers in Rural Fresno County and the City of Fresno/FAX is the sole designee for the Fresno Metropolitan Area and administers the funding, activities, and transportation programs of all CTSA service providers within the Fresno Metropolitan Area. On April 03, 2023, FCRTA and FAX issued a Request for Proposals (RFP) which invited proposals from service providers, especially social service transportation providers interested in providing eligible services and activities that support social service transportation within Fresno County.

Fresno EOC submitted this proposal to FCRTA and the City of Fresno/FAX in response to the April 03, 2023, RFP. Fresno EOC has previously partnered with FCRTA and FAX in operating the Consolidated Transportation Service Agency (CTSA) and has been providing social service transportation since 1982. Fresno EOC has made available its relationships with many other social service agencies in providing CTSA services and will continue to do so with this proposal response.

This proposal outlines how Fresno EOC Transit Systems will use its partnerships with eleven other social service agencies or programs to enhance transportation to more individuals using the resources provided by FCRTA and FAX. These contracts include services for low-income school children, low-income adults, elderly adults, and disabled adults. Each of the twelve service agreements serve specific groups in Urban Fresno, Rural Fresno County, or both. The proposed budget includes detailed revenues and expenses accounted for separately for each service in the urban and/or rural areas. Under this proposal, personnel and overhead expenses are shared between the various partnerships and services.

Products

Required Reports

1. Regional Transportation Plan (RTP) Public Transportation Element
2. Short-Range Transit Plan (SRTP) for the Fresno-Clovis Urbanized Area (every two years)
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. Environmental Impact Assessments
7. Transit Asset Management Plan (TAM)
8. Triennial Performance Audit (every three years)
9. Unmet Transit Needs Report and List of Findings

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. Coordinate with the Air District to undertake transportation control measures
4. Conduct fixed-route and paratransit rider satisfaction surveys
5. Coordinate the FAX Public Information and Outreach Program
6. Special rural transit studies to respond to unmet transit needs comments
7. Coordinate and assist in updating the Transit Asset Management Plan
8. Transit Service Evaluation and Monitoring
9. Annual FTA National Transit Database Report (NTD)
10. Annual Transit Productivity Evaluation Report
11. Coordinate Public Transit-Human Services Transportation Plan

Tasks

Required Reports

- 120.01 Update FAX's five-year capital program. (March-May 2027)
 - a. Evaluate FAX's five-year capital program and ensure consistency with RTP and FAX Fleet Plan
 - b. Ensure that proposed programs comply with federal and state legislation (IIJA Act, TDA and AB 2766).
- 120.02 Update the Short-Range Transit Plan for the Fresno-Clovis Urbanized Area and Rural Fresno County. (March-June 2027)
 - 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 2026-January 2027)
 - 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 2027)
 - 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 2026; January-June 2027)
 - a. Special Rural Transit Studies
 - (1) Staff time devoted to consultant contracts in coordination with Fresno COG
 - (2) Review comments submitted at annual "Unmet Transit Needs" public hearings to determine special rural transit studies. Evaluate current and projected data.
 - (3) Evaluate proposals to expand, reduce or modify service as expressed through the citizen participation and environmental justice process; develop service alternatives as warranted; present draft and final recommendation, review with member agency staff and advisory committees and revise as necessary, finalize implementation schedules and financial commitments.
 - (4) Identify follow-up strategies to ensure timely and systematic plan implementation by the rural transit operator.
 - (5) Coordinate and consult with the tribal governments. Document tribal government-to-government relations.
 - b. COG staff to support the Social Services Transportation Advisory Committee
- 120.06 Agricultural Industries Transportation Services (AITS) (monthly)
 - a. Review how to help meet farm workers' transportation needs
- 120.07 Social Service Transportation Planning (monthly)
 - a. Refine the Consolidated Transportation Service Agency's (CTSA's) process in rural Fresno County

- (1) Continue providing transportation planning technical assistance to the Fresno County Rural Transit Agency, designated Consolidated Transportation Service Agency (CTSAs) for rural Fresno County to bring additional social service agencies into CTSA
- (2) Provide evaluation data for annual productivity evaluation process
- (3) Review current operations program and budget and its relationship to other technical studies and documents related to rural transportation service including proposals for service expansion/deletion or modification by operators and interested citizens; prepare the annual fiscal year 2024 productivity evaluation draft and final report; and continue to respond to 2019-21 Triennial Performance Evaluation recommendations; review with Fresno County staff and advisory committees and revise as necessary, conduct public hearings and adopt document
- (4) Review current operations program and budget and its relationship to other technical studies and documents related to rural transportation service including proposals for service expansion/deletion or modification by operators and interested citizens; prepare the annual fiscal year 2025 productivity evaluation draft and final report; and continue to respond to 2019-21 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 2026; January-June, 2027)
- 120.10 Prepare Fresno COG's "Unmet Transit Needs Staff Report" and conduct public hearing (February-June 2027)
- 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 (biennially)
 - 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 transit fixed-route maps and schedules
 - d. Update FAX web site
 - e. Develop and implement FAX branding/marketing campaign
- 120.14 Coordinate long-range transit planning with the FCMA Strategic Service Evaluation recommendations. (monthly)
- 120.15 Regional transit coordination (monthly)
- 120.16 Develop FAX's FTA National Transit Database Report (monthly)
 - a. Conduct NTDB surveys on a continuous basis
 - b. Update NTDB Report
 - c. Coordinate Annual NTDB Audit
- 120.17 Coordinate with the transit agencies on a Transit Asset Management Plan (July 2026-January 2027)

Transit Service Evaluation and Monitoring

- 120.18 Prepare annual Transit Productivity Evaluation Report (November 2026 – February 2027)
 - 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 Public Transportation - Urban																				
Task Description	CO G	FC RT A	F C E O C	FA X	CL OV	C O N S L T	% of Work	JU L	AU G	SE P	OC T	NO V	DE C	JA N	FE B	M AR	AP R	M AY	JU 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	■	■		■			10		■			■		■	■	■	■	■	■	
120.06 ATIS support		■					5	■	■	■	■	■	■	■	■	■	■	■	■	
120.07 Social services transportation planning		■					8	■	■	■	■	■	■	■	■	■	■	■	■	
120.08 Review development proposals				■			10	■	■	■	■	■	■	■	■	■	■	■	■	
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 Coordinate long-range transit planning with FCMA Strategic Service evaluation recommendations.	■	■		■	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
120.15 Regional transit coordination	■	■		■	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
120.16 Develop FAX’s FTA National Transit Database Report				■			2	■	■	■	■	■	■	■	■	■	■	■	■	
120.17 Coordinate with the transit agencies on a Transit Asset Management Plan	■	■		■	■		2	■	■	■	■	■	■	■						
120.18 Prepare annual Transit Productivity Evaluation Report		■		■	■		5					■	■	■	■					

120 Public Transportation - Urban

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FTA 5303 2026/27	FTA 5307	LOCAL FUNDS
Salaries	214,875	224,053	231,679	2,760	183,135	45,784
Benefits	87,392	91,102	88,299	895	69,923	17,481
Overhead	5,499	2,917	2,802	2,802	0	
Total Staff Costs	307,766	318,072	322,780	6,457	253,058	63,265
Direct Costs						
Grant Specific Travel	150	3,000	3,000		2,400	600
Total Direct Costs	150	3,000	3,000	0	2,400	600
TOTAL	307,916	321,072	325,780	6,457	255,458	63,865
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				741		

121 Federal Transit Administration Direct Grants

Objective

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

Discussion

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

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

The FTA grant administration provisions include the following activities:

- Require a locally developed coordinated public transit-human services transportation plan for FTA human service transportation programs, such as Enhanced Mobility of Seniors and Individuals with Disabilities Program
- Use Federal resources available to states and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities
- 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
- Fresno COG staff successfully secured grant funding through four different FTA Section 5310 program awards.

Products

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

Tasks

- 121.01 Notifying eligible local entities of funding availability (July-November 2026)
- 121.02 Oversee and administer FTA Section 5310 funds (ongoing)
- 121.03 Procure FTA Section 5310 vehicles for successful applicants (ongoing)
- 121.04 FTA Section 5310 application and scoring criteria (May-June 2027)
- 121.05 Project selection
- 121.06 Project monitoring (ongoing)
- 121.07 Asset management and property disposition (ongoing)
- 121.08 FTA Section 5339 grant administration (January-June 2026)

121 Federal Transit Administration Direct Grants																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
121.01 Notifying eligible local entities of funding availability	■		1	■	■	■	■	■								
121.02 Oversee and administer 5310 funds	■		25	■	■	■	■	■	■	■	■	■	■	■	■	
121.03 Procure vehicles for successful Section 5310 applicants	■		15	■	■	■	■	■	■	■	■	■	■	■	■	
121.04 5310 application and scoring criteria	■	■	8											■	■	
121.05 Project selection	■	■	10	■						■	■	■	■	■	■	
121.06 Project monitoring	■		34	■	■	■	■	■	■	■	■	■	■	■	■	
121.07 Asset management and property disposition	■		1	■	■	■	■	■	■	■	■	■	■	■	■	
121.08 FTA Section 5339 grant administration	■		6	■	■	■	■	■	■	■	■	■	■	■	■	

121 FTA DIRECT GRANTS

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FTA 5310	FTA 5339(b)	LOCAL FUNDS
Salaries	4,472	7,354	8,783			8,783
Benefits	1,397	2,334	2,773			2,773
Overhead	5,067	7,404	8,858			8,858
Total Staff Costs	10,936	17,092	20,414	0	0	20,414
Direct Costs						
FTA 5339	2,379,820	421,433	323,787		259,030	64,757
FTA 5310	289,140	2,562,071	899,148	697,481	0	201,667
Total Direct Costs	2,668,960	2,983,504	1,222,935	697,481	259,030	266,424
TOTAL	2,679,896	3,000,596	1,243,349	697,481	259,030	286,838
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				106,311	0	

FTA 5310	Total	FTA 5310	Match	Toll Credits
FCRTA 1 electric paratransit vehicle	185,645	185,645		37,129
FCRTA Ford E-Transit 350 + Equip	345,909	345,909		69,182
FCRTA Dial-A-Ride Op.	367,594	165,927	201,667	0
Total	899,148	697,481	201,667	106,311

FTA 5339	Total	FTA 5339(b)	Match
FCRTA Maint Fac. Phase 2	323,787	259,030	64,757
Total	323,787	259,030	64,757

131 Access for All Program

Objective

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

Discussion

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

Previous Work

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

Products

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

Tasks

- 131.01 Administer the AFA provider contract for fiscal year 2025-26 (monthly)
- 131.02 Monitoring, evaluating, and promoting the AFA Program (monthly)
- 131.03 Maintain an AFA webpage that includes information on SB1376 and access provider application process (monthly)
- 131.04 Submit Consolidated Quarterly Reports (Aug. and Nov. 2025, Feb. and May 2026)
- 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 2025)
- 131.06 Solicit for eligible providers of the Access for All program (July – Sept. 2025)

131 Access for All Program																
Task Description	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
131.01 Administer AFA program contract	■		40	■	■	■	■	■	■	■	■	■	■	■	■	■
131.02 Monitor / Evaluate / Promote AFA program	■		30	■	■	■	■	■	■	■	■	■	■	■	■	■
131.03 Maintain a webpage	■		5	■	■	■	■	■	■	■	■	■	■	■	■	■
131.04 Submit Quarterly Reports	■		5		■			■			■			■		
131.05 Submit annual and other reports	■		5													■
131.06 Solicit for eligible providers	■		15	■	■	■										

131 Access for All Program

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	2,567	3,600	1,074	1,074
Benefits	790	1,129	342	342
Overhead	2,898	3,614	1,086	1,086
Total Staff Costs	6,255	8,343	2,502	2,502
Direct Costs				
Agency Pass Thru	91,916	375,483	249,884	249,884
Total Direct Costs	91,916	376,212	249,884	249,884
TOTAL	98,171	384,555	252,386	252,386
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Agency Pass Thru	
FCRTA WAV	249,884
Total	249,884

141 Pavement Management System

Objective

The regional pavement management system updates the entire Fresno region's pavement management system with recent pavement assessments that will help local jurisdictions plan and manage roadway repair and maintenance more efficiently.

Discussion

Under-maintained roadways create safety hazards, affect people's daily lives, and threaten goods and service delivery. Preserving the existing transportation system was a top priority in both the 2018 and 2022 RTP/SCS, which is reflected in the Policy Element and the funding allocation of both documents. A well-maintained roadway system ensures efficient transportation for people and reliable delivery of goods and services, and it reduces serious injuries and fatalities on the transportation system. A well-managed transportation system contributes to the economic vitality of a region which is of considerable importance to Fresno COG because Fresno County ranks as one of the poorest regions in the state. The Fresno Countywide Regional Pavement Management System will contribute to economic vitality and improve safety, which is consistent with the principles of health, safety, and a robust economy from Caltrans' Smart Mobility Framework.

The 2024 RTP Guidelines, Section 6.9 Local Streets and Roads, points out that "Investment in local streets and roads is an investment in access to homes, jobs, and other key destinations, public safety, economic growth, goods movement, and farm to market needs" and "The local system is important in supporting the goals of climate change resilience and mitigation, and building sustainable communities, as local streets and roads serve as the right-of-way for transit, bicycle and pedestrian travel." The draft 2024 RTP Guidelines encourage MPOs to urge all local agencies to utilize pavement management software (PMS), to collect roadway condition data biannually and update systemwide local streets and roads data needs.

The Regional Pavement Management System update will help local governments conduct pavement assessment, calculate PCI, provide cost estimates for different maintenance treatments, train local staff, and provide analysis and systems reports. It will also assist regional planning efforts by updating the pavement status database countywide, providing key data for future funding plans and project prioritization.

Performance-based planning and programming

The updated Pavement Management System will enable local participating agencies to provide a pavement condition index when applying for roadway maintenance project funding, which is a key aspect of performance-based planning and programming. Studies show that reconstruction costs are approximately five times higher than the cost per mile of preventative measures. The PMS predictive model will help Fresno COG and the agencies prioritize maintenance projects and maximize funding allocations to increase or maintain the health of our regional roadway system. This update will also help with RTP project selection, prioritizing and banding future projects accordingly, while it provides a data-driven approach to analyzing the performance of the roadway system's health. It will also help Fresno COG to track pavement condition improvement success in the RTP/SCS and practice performance-based planning during project selection.

As a regional agency, an updated regional pavement management system will help in the renewal process of Measure C, a regional ½ cent sales tax aimed at improving the overall quality of Fresno County's transportation system. The availability of such data will assist in determining the funding allocation towards pavement rehabilitation and maintenance.

Previous Work

In 2019, the multi-jurisdictional pavement system helped nine incorporated cities set up a computerized pavement management program. Before this system, these agencies were unable to provide a pavement condition index (PCI) when applying for funding for roadway maintenance projects, resulting in less favorable project scoring due to lack of scientific roadway management data. Street Saver, software developed and maintained by Metropolitan Transportation Commission (MTC), was purchased for the nine agencies included in the regional program: Firebaugh, Mendota, San Joaquin, Coalinga, Huron, Orange Cove, Selma, Fowler, and Kingsburg. The regional pavement system included all first-year license fees on behalf of the agencies. The local agencies were responsible for maintenance and update of the system after the initial program was completed.

- Consultant Procured. Fresno COG developed & issued RFP for the regional pavement management system update and select a consultant (team)
- Project initiated and Steering Committee formed.
- Collected and created/updated roadway network database (ongoing).
- Conducted pavement condition assessment for some agencies while the task is still ongoing (ongoing).

Products

1. Updated network database with new pavement condition assessment
2. Pavement Management Program Report for each of the nine participating cities
3. Regional PCI Presentation to TTC, PAC, and the Policy Board

Tasks

- 141.01 Collect and create/update the roadway network database. The consultant (team) will collect network databases from participating agencies and create/update such databases if needed (July 2026 – September 2026)
- 141.02 Conduct pavement condition assessment and input in software. The consultant (team) will conduct a pavement condition assessment of the roadway network and store it in the software based on the input from the Steering Committee (July 2026 – October 2026)
- 141.03 Calculate the Pavement Condition Index and produce a system report for nine cities. The consultant (team) will calculate PCI and produce system reports for the participating cities (October 2026 – November 2026)
- 141.04 Provide training for local agency staff. Additionally, engage local agencies in the update of PMS as work progresses, the consultant (team) will provide training to local agency staff on the use of the pavement management system (November 2026)
- 141.05 Presentation to TTC/PAC and Policy Board. The consultant (team) will present the results of the assessment to Fresno COG's Transportation Technical Committee, Policy Advisory Committee, and Policy Board for final acceptance. (December 2026)

141 Regional Pavement Management System Update															
	C O G	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
Task Description															
141.01 Collect and create/update roadway network database	■		25	■	■	■									
141.02 Conduct pavement condition assessment and input in software	■	■	39	■	■	■	■								
141.03 Calculate Pavement Condition Index and produce system report for nine cities		■	25				■	■							
141.04 Provide training for local agency staff		■	6					■							
141.05 Presentations to TTC/PAC and Policy Board	■	■	5						■						

141 Pavement Management System

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FHWA PL 2026/27
Salaries	6,024	6,441	0	0
Benefits	1,910	2,033	0	0
Overhead	6,850	6,477	0	0
Total Staff Costs	14,784	14,951	0	0
Direct Costs				
Consultants	913,826	331,509	100,000	100,000
Total Direct Costs	913,826	331,509	100,000	100,000
TOTAL	928,610	346,460	100,000	100,000
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				11,470

	Total	FHWA 2026/27
Consultants		
NEC - On-Call	100,000	100,000
Total Consultants	100,000	100,000

Objective

- To maintain the updated SB 743 guidelines and resources
- To assist the cities and consultants/developers in implementing the SB 743 related requirements including VMT analysis

Discussion

SB 743, (2013), requires that the existing metric of 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 Governor’s Office of Planning and Research (OPR) recommended vehicle miles traveled (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. SB 743 is a tool to implement SB 375 through projects on the ground. The implementation of SB 743 will encourage development in the infill areas, and discourage greenfield projects, which will result in VMT and GHG emission reduction and contribute to the GHG targets the region will need to meet as mandated by SB 375. The regional guidelines created under this program for SB 743 implementation will help local governments in Fresno County to transition to VMT based metrics in their traffic impact study guideline update. The overall effort of this program is consistent with the RTP/SCS goals of VMT/GHG reduction and will further the goals of the RTP by encouraging more sustainable projects that are closer to existing infrastructure and services.

OPR has also identified potential tools and methodologies for lead agencies in the VMT analysis. An MPO’s regional travel demand model is one of the many tools that could be used in forecasting VMT for projects. Fresno COG has traditionally provided modeling assistance to its member agencies, development communities and consultants when transportation impact analyses are conducted during the environmental process. To help the implementation of SB 743, Fresno COG developed the regional guidelines that provide the VMT thresholds for each jurisdiction within the Fresno County region. Alongside the guidelines, Fresno COG also developed the VMT screening maps and VMT calculator tool that can be used to compute the VMT impacts from the new projects. All SB 743 related resources were developed in 2020 using the Fresno COG’s newly developed travel demand model, known as Activity Based Model (ABM).

However, the model is dynamic and goes through continuous improvements and refinements with time. Similarly, the model inputs can change slightly because of the availability of more up-to-date data from census, state, and cities database. Between 2019/20 and 2024, the model and inputs have gone through multiple refinements. In addition to that, the base year of ABM has been recently updated from 2014 to 2019. The calibration and validation of 2019 base year makes the 2019 scenario more accurate and hence, it is very important to do the model reruns for all SB 743 calculations. Also, the SB 743 guidelines and methodologies throughout the State have been tweaked and refined to better fit the requirements of the member agencies and the region. Fresno COG and the consultants have also realized the need for a change in methodologies for VMT calculation so that the impacts of new developments can be accurately captured. All these reasons necessitated the need for updating the SB 743 related guidelines and resources in 2025. There were few changes in the methodologies in this round of update. Replica’s big data replaced Caltran’s statewide model for interregional trips. The VMT per service population metric, used for service employments, was also added alongside VMT per capita and per employee. Another change from the first round was the exclusion of 15% reduction threshold and using only 13% reduction consistent with the regional SCS target.

This program is funded by SB 1 planning grant (formula). All the project activities align with the following SB 1 Sustainable Communities grant-specific objectives:

- Encourages local and regional multimodal transportation and land use planning that furthers the region’s Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)
- Contributes to the State’s GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines
- Addresses disadvantaged communities’ needs
- Assists in achieving the Caltrans Mission and Grant Program Overarching Objectives of sustainability, preservation, mobility, safety, innovation, economy, health, and social equity

Previous Work

In July 2020, Fresno COG developed the [SB 743 implementation regional guidelines](#) that would help the local jurisdictions implement SB 743. Except the city of Clovis who has developed its own guidelines, all 15 jurisdictions have been following this regional guideline. Fresno COG also developed the VMT screening maps, VMT calculating tool (available on [Fresno COG's website here](#)) along with providing the model run services to determine the VMT impacts from new residential and commercial projects. Fresno COG used the latest available 2019 land-use data alongside the newly developed ABM to establish the VMT thresholds and made 2019 the base year for VMT computation. Fresno COG has been regularly maintaining all these resources and providing technical support to the cities and County along with the developers and their consultants. Between 2020 and 2021, Fresno COG was overloaded with the model run requests for determining the SB 743 related VMT impacts. To reduce this workload, Fresno COG provided the training and handed over the ABM to four traffic consultants known as “preferred consultants”. Fresno COG and the preferred consultants have provided the model runs for more than 50 projects in Fresno County since the implementation of SB 743 in 2020. With the tools and in-house technical capability, Fresno COG’s SB 743 Local Assistance Program in 2020 helped the local governments find the best tool and methodology that works for them during the shift from LOS to VMT.

Following up on the 2020 effort, Fresno COG initiated the update of SB 743 regional guidelines and resources in FY 2024-25. The kick-off meeting was held in September 2024 followed by the engagement with the member agencies and other stakeholders in October 2024. The base year ABM was recalibrated in January 2025 followed by the VMT analysis. The draft VMT thresholds and regional guidelines have been updated by the end of June 2025. The first workshop with the member agencies and consultants was conducted in June 2025. The training was provided to the preferred consultants in August 2025 and the updated model package was handed over in December 2025.

Products

1. Maintain the updated Regional Guidelines resources
2. VMT and traffic analysis for the local projects

Tasks

- 149.01 Maintain the updated Regional Guidelines resources and VMT thresholds for SB 743 implementation
- 149.02 Assist the member agencies and consultants/developer in the SB 743 implementation
- 149.03 On-call with LSA on project analysis and technical questions
- 149.04 Conduct the traffic and VMT analysis for the member agencies’ projects and residential/commercial developments

149 SB 743 Impact Update SB1-F															
Task Description	CO G	OT HE 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
149.01 Maintain the updated Regional Guidelines resources and VMT thresholds for SB 743 implementation	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
149.02 Assist the member agencies and consultants/developer in the SB 743 implementation	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
149.03 On-call with LSA on project analysis and technical questions	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■
149.04 Conduct the traffic and VMT analysis for the member agencies’ projects and residential/commercial developments	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■

149 SB743 Impact Update

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FHWA PL 2025/26	RMRA 2024/25	LOCAL FUNDS
Salaries	8,520	0	3,770	2,899	771	100
Benefits	2,297	0	1,326	1,020	271	35
Overhead	9,340	0	3,906	3,004	799	103
Total Staff Costs	20,157	0	9,002	6,923	1,841	238
Direct Costs						
Consultants	57,393	27,608	25,000	25,000		
Grant Administration		6,079	0			
Total Direct Costs	57,393	33,687	25,000	25,000	0	0
TOTAL	77,550	33,687	34,002	31,923	1,841	238
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				3,662		

	Total	FHWA PL 25/26	RMRA 2024/25	LOCAL FUNDS
Consultants				
Impact Modeling - LSA	25,000	25,000		0
Total Consultants	25,000	25,000	0	0

150 Other Modes – Aviation, Rail, Bicycling, Pedestrian

Objective

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

Discussion

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

Aviation

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

Rail

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

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

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

Bicycling and Pedestrian Facilities

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

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

Complete Streets

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

Previous work

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

Products

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

Tasks

- 150.01 Monitor aviation, rail, bicycling, and pedestrian developments and emerging issues; evaluate and promote connectivity with other transportation modes; and integrate with air quality planning as appropriate (monthly, as needed).
- 150.02 Document issues, provide analysis and staff research on aviation system plans and other aviation matters as appropriate (monthly, as needed).
- 150.03 Monitor and participate in activities of the San Joaquin Valley Rail Committee, including its evolution as the advisory committee to the San Joaquin Joint Powers Authority (July and Oct. 2025, Jan. and Apr. 2026)
- 150.04 Coordinate with Tulare County and other Valley counties on potential strategies to prevent important railroad corridor abandonments, in conjunction with appropriate recommendations from the Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study and the San Joaquin Valley Railroad Business Plans (Reedley to Fresno and Firebaugh to Fresno) (monthly, as needed)
- 150.05 Participate in initiatives analyzing railroad corridors for preservation and alternative transportation uses, other fixed guideway studies and proposals, and new technologies under the Measure C New Technology Program (monthly, as needed)
- 150.06 Monitor new active transportation innovations and technologies (monthly, as needed)
- 150.07 Participate in the technical advisory committees for the San Joaquin Valley Goods Movement Sustainable Implementation Plan and the San Joaquin Valley I-5 Goods Movement Safety Corridor Study to ensure that the advantages and opportunities provided by the Class I freight railroads and the short line freight railroad are represented (monthly)
- 150.08 Monitor and participate in activities of the San Joaquin Joint Powers Agency, the regional governance structure of the Amtrak San Joaquins (monthly)
- 150.09 Continue communicating and coordinating planning activities with Lemoore Naval Air Station (as needed).

150 Other Modes – Aviation, Rail, Bicycling, Pedestrian															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
150.01 Monitor new modal issues	■		37	■	■	■	■	■	■	■	■	■	■	■	■
150.02 Monitor and document aviation issues	■		3	■	■	■	■	■	■	■	■	■	■	■	■
150.03 SJV Rail Committee	■		10	■			■			■			■		
150.04 Rail corridor preservation	■		1	■	■	■	■	■	■	■	■	■	■	■	■
150.05 Railroad corridor preservation and alternative uses	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
150.06 Monitor new active transportation innovations	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
150.07 Goods Movement SIP/I-5 TACs	■		15	■	■	■	■	■	■	■	■	■	■	■	■
150.08 Monitor San Joaquin Joint Powers Agency	■		12	■	■	■	■	■	■	■	■	■	■	■	■
150.09 Lemoore NAS Coordination	■		2	■	■	■	■	■	■	■	■	■	■	■	■

150 Other Modes - Aviation, Rail Bicycling, Pedestrian

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	8,719	22,755	24,116	24,116
Benefits	2,408	6,434	7,006	7,006
Overhead	9,606	22,310	23,855	23,855
Total Staff Costs	20,733	51,499	54,977	54,977
Direct Costs				
Supplies/Printing	250	2,000	2,000	2,000
Total Direct Costs	250	2,000	2,000	2,000
TOTAL	20,983	53,499	56,977	56,977
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

152 High-Speed Rail Planning

Objective

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

Discussion

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

The downtown Fresno high-speed rail passenger station will be located along the Union Pacific corridor centered on the Mariposa Street alignment. The High-Speed Rail Authority is taking the lead on station-area planning, with the passenger station functioning as an intermodal facility with fixed route, paratransit, regional and micro transit, rail (Amtrak), Uber/Lyft and taxi connections serving Fresno Air Terminal and locations throughout Fresno County. The station will also incorporate a variety of charging stations powered by solar sources.

Previous work

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

Products

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

Tasks

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

152 High-Speed Rail Planning															
Task Description	C O G	P A R T N E R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
152.01 HSR plans, programs, & studies	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■
152.02 Staff support committees, public	■		12	■	■	■	■	■	■	■	■	■	■	■	■
152.03 Other HSR matters	■		12	■	■	■	■	■	■	■	■	■	■	■	■
152.04 Attend HSRA meetings	■		52	■	■	■	■	■	■	■	■	■	■	■	■
152.05 Station Area Planning	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■

152 High Speed Rail Planning

	Actual	Adopted	Annual	FTA
Budget	Cost	Budget	Budget	5303
Account	2024/25	2025/26	2026/27	2026/27
Salaries	1,124	4,817	2,895	2,895
Benefits	278	1,301	707	707
Overhead	1,212	4,676	2,761	2,761
Total Staff Costs	2,614	10,794	6,363	6,363
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	2,614	10,794	6,363	6,363
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				730

153 Fresno County Airport Land Use Commission

Objective

The Fresno County Airport Land Use Commission (ALUC) is a statutorily created quasi-legislative, public administrative agency that is responsible for conducting airport land use compatibility planning and preventing the creation of new noise and safety problems in the vicinity of public use airports. 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 a land-use policy plan.

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 that sit within one of the nine Fresno County public use or Naval Air Station Lemoore's airport influence areas. This review process determines plan and project land use consistency with the Fresno County Airport Land Use Compatibility Plan (ALUCP) for noise, safety, airspace protection, other development conditions.

Previous work

- Drafted agenda packets, and conducted ALUC meetings
- 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. ALUC adopted the plan in December 2018 and approved two major amendments in December 2021 and October 2023.
- 2026 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
6. ALUC consistency finding documentation

Tasks

- 153.01 Provide staffing and administrative support throughout the year (monthly)
- 153.02 Provide technical assistance to local agencies and airports for the Airport Land Use Compatibility Plan (monthly)
- 153.03 Draft agenda packets, communicate with ALUC members, conduct ALUC meetings every other month (as needed), and provide meeting follow-up communications (monthly)
- 153.04 Prepare staff reports for the ALUC on matters of land use compatibility or consistency as requested (bi-monthly)
- 153.05 Review environmental documents and potential projects to ensure consistency with airport land use compatibility plans and guidelines from the Caltrans Airport Land Use Planning Handbook, as requested (monthly)
- 153.06 Review proposed revisions to airport master plans, FAR 150 studies, general plans, heliport layout plans and proposed ordinances, as requested (monthly)
- 153.07 Coordinate with Caltrans, airport authorities and local jurisdictions on airport land use policies and implementation (monthly)
- 153.08 ALUCP Amendment No. 3 final document and adoption procedures if needed (December 2026)

153.09 Maintain and update Airport Land Use Commission information on the Fresno COG website (monthly)

153.10 Coordinate plans and share information with Naval Air Station Lemoore (monthly)

153 Fresno County Airport Land Use Commission															
Task Description	C O G	L E G A L	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
153.01 Provide staffing and admin. support	■		18	■	■	■	■	■	■	■	■	■	■	■	■
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	■		20		■		■		■		■		■		■
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	■		4	■	■	■	■	■	■	■	■	■	■	■	■
153.08 ALUCP Amendment #3	■		5	■	■	■	■	■	■						
153.09 Maintain and update ALUC page on Fresno COG website	■		2	■	■	■	■	■	■	■	■	■	■	■	■
153.10 NAS Lemoore Coordination	■		2	■	■	■	■	■	■	■	■	■	■	■	■

153 Fresno County Airport Land Use Commission

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	7,390	9,446	6,826	6,826
Benefits	2,316	3,019	2,238	2,238
Overhead	8,381	9,527	6,947	6,947
Total Staff Costs	18,087	21,992	16,011	16,011
Consultants		10,000	10,000	10,000
County Counsel	794	5,000	5,000	5,000
Total Direct Costs	794	15,000	15,000	15,000
TOTAL	18,881	36,992	31,011	31,011
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

155 Fresno County Regional Rail Feasibility Study SB-1C (FCRR Feasibility Study SB1-C)

Objective

Develop a feasibility study that will analyze the potential for a zero-emission regional rail system in Fresno County, primarily connecting the communities of Fresno, Firebaugh, Kerman, Mendota, Reedley, San Joaquin, Fowler, Selma, Kingsburg, Sanger, and Dinuba (in Tulare County) primarily along the existing and underutilized San Joaquin Valley Railroad. The potential regional rail network that will be studied would have a connection to the future California High-Speed Rail system in downtown Fresno, as well as other regionally significant activity centers including the Fresno County Fairgrounds, and the Chaffee Zoo at Roeding Park. The study will include an analysis of zero-emission vehicle technology, existing rail infrastructure conditions, capital and operational cost estimation, and an implementation and phasing strategy, as well as a robust public engagement plan.

Discussion

Fresno COG was awarded a Caltrans Sustainable Communities Planning Grant in Fiscal Year 2024-25 to conduct a Fresno County Regional Rail Feasibility Study. By identifying feasible regional rail corridors with the greatest potential, this study will provide the transit operators and local governments with the analysis needed to apply for additional funding to implement the regional rail network. This study will feed back into Fresno COG's Regional Transportation Plan-Sustainable Communities Strategy and an urban and rural short-range and long-range transit plans. These plans provide the foundation and justification for successful applications for funding through other grant programs. During the study's development, Fresno COG and its consultants will engage with the community and local stakeholders to receive input on how a regional rail network can support higher-density land use development and more efficient mobility in the county. This project is expected to be completed in September 2026. The grant expires on June 30, 2027. Fresno COG and FCRTA, with the assistance of a consultant team, will be responsible for this project. The stakeholders in the Working Group include 10 local governments in Fresno County, the California High-Speed Rail Authority, community groups, tribal representatives, business representatives, and the public. The stakeholder working group will review and provide input on products developed by the consultant team.

Previous work

Following the planning process established during the San Joaquin Blueprint Study, Fresno COG developed the Public Transportation Infrastructure Study (PTIS) from 2008 to 2011. The study recommended investments and policy recommendations to support improved transit programs and projects. Fresno COG, in coordination with local transit agency partners Fresno County Rural Transit Agency (FCRTA), Fresno Area Express (FAX), and Clovis Transit collaborated on the Regional Long-Range Transit Plan in 2019 which provided a planning path for transit and multimodal investments and services in the Fresno region through the year 2050.

Products

- Meeting notes
- Request for proposals
- Working group roster
- Public outreach plan
- Public outreach summary memo
- Summary memo of regional transit plans, policies, and guidelines
- Summary memo of existing railroad infrastructure conditions
- Zero-emission rail vehicle technology analysis memo
- Preliminary operations plan and ridership demand modeling report
- Regional rail station siting analysis and environmental screening memo
- Preliminary capital and operational cost estimates memo
- Implementation and phasing plan

Future Products

- Draft plan and public comments
- PowerPoint presentation and final report

Previous Tasks

155.01	Project kick-off meeting (August 2024)
155.02	Develop RFP for consultant services (November 2024-December 2024)
155.03	Consultant selection and contract execution (December 2024-January 2025)
155.04	Collaboration and community engagement (February 2025-August 2026)
155.05	Review existing plans, policies, and infrastructure conditions (February 2025-May 2025)
155.06	Zero-emission rail vehicle technology analysis (February 2025-April 2025)
155.07	Preliminary operations plan and ridership demand modeling (May 2025-October 2025)
155.08	Station siting analysis and environmental screening (June 2025-October 2025)
155.09	Develop preliminary capital cost and operational cost estimates (November 2025-January 2026)
155.10	Implementation strategy and phasing plan (February 2026-May 2026)

Tasks

155.11	Develop a draft planning and publish for public review (June 2026-August 2026)
155.12	Presentation and Policy Board acceptance (September 2026)

Ongoing Tasks

155.13	Project oversight (through June 2027)
155.14	Requests for reimbursement (through June 2027)
115.15	Quarterly reporting (through June 2027)

155 Fresno County Regional Rail Feasibility Study				2024/2025								2025/2026												26/27		
Task Description	C O G	C O N S L T	% of Work	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	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	J U L	A U G	S E P
155.01 Project kick-off meeting	■		1%	■																						
155.02 Develop RFP for consultant services	■		1%	■	■																					
155.03 Consultant selection and contract execution	■	■	1%		■	■																				
155.04 Collaboration and community engagement	■	■	22%			■		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
155.05 Review existing plans, policies, and infrastructure conditions	■	■	5%				■	■	■	■																
155.06 Zero-emission rail vehicle analysis		■	12%				■	■	■																	
155.07 Preliminary operations plan and ridership demand modeling	■	■	16%							■	■	■	■	■	■											
155.08 Station siting analysis and environmental screening		■	8%								■	■	■	■	■											
155.09 Develop preliminary capital cost and operational cost estimates		■	11%													■	■	■								
155.10 Implementation strategy and phasing plan	■	■	15%																■	■	■	■				
155.11 Develop the draft plan and publish for public review		■	4%																					■	■	■
155.12 Presentation and Policy Board acceptance	■	■	1%																							■
155.13 Project oversight (through June 2027)	■		1%	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
155.14 Requests for reimbursement (through June 2027)	■		1%	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
155.15 Quarterly reporting (through June 2027)	■		1%	■		■			■				■			■			■			■				■

155 Fresno County Regional Rail Feasibility Study SB-1C (FCRR Feasibility Study SB1-C)

Budget	Actual	Adopted	Annual		
Account	Cost	Budget	Budget	RMRA	LOCAL
	2024/25	2025/26	2026/27	2024/25	FUNDS
Salaries	229	8,064	1,937	1,415	522
Benefits	56	2,242	577	422	155
Overhead	246	7,877	1,927	1,407	520
Total Staff Costs	531	18,183	4,441	3,244	1,197
Direct Costs					
Consultants	913	326,587	72,000	61,715	10,285
Grant Administration		3,785	0		
Total Direct Costs	913	330,372	72,000	61,715	10,285
TOTAL	1,444	348,555	76,441	64,959	11,482
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA	LOCAL
		2024/25	FUNDS
Consultants			14.28%
Regional Rail Study - DB E.C.O.	72,000	61,715	10,285
Total Consultants	72,000	61,715	10,285

156 Safe Routes to School Addendum

Objective

Fresno County proposes a Safe Routes to School Assessment Study that will result in Action Plan, to carefully evaluate the most critical transportation issues students face at 20 selected schools located in or adjacent to unincorporated Fresno County. Fresno County is working toward a goal of zero fatalities, through its Safe Streets for All Action plan that is currently in progress. The proposed safety study around selected County schools is a necessary step to achieve that goal.

The outcome of the action plan would proactively identify and mitigate potential threats and create a safe and secure learning environment for students and staff. The study and resulting action plan support the County's and the State's Vision Zero goal to encourage walking, biking, and alternative modes of transportation to reduce greenhouse gases. Overall, the proposed school safety assessment plan will serve as a vital tool for creating and maintaining a safe and secure transportation environment for students and their families.

Communication and cooperation between the County and community representatives will be the key to successfully executing this study and implementing the resulting action plan. Fresno Council of Governments (COG) and the County will conduct outreach meetings with each affected school district to hear their needs and concerns including feedback on what additional projects may be needed.

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

Discussion

The resulting action plan will allow staff to view Safe Routes to School throughout the County as a whole, prioritize projects, and possibly complete multiple projects at once. The County's Department of Public Health will play an integral part in our public engagement efforts and use their community-based organization network along with their years of experience engaging with the public. They have experience doing Quick-build projects and pop-up demonstrations to engage the community and local leaders.

Previous Work

MPOs in California are either required to follow the state safety targets set by State DOT or set their own regional safety target. In 2018, Fresno COG was the only MPO in California to set its own safety target using evidence-based data (trendline). In 2019, Fresno COG set the safety target based on California Strategic Highway Safety Plan (SHSP). During these processes, Fresno COG analyzed the collision by location, jurisdictions, collision type, and contributing factors, also comparing over the time using the various data sources like FARS, SWITRS, and HPMS. Improper turning, alcohol impaired driving, pedestrian violation, and unsafe speed are the top four contributing factors to fatal crashes and serious injury crashes. Also, the top 10 intersections by injury collision were listed for the rural and urban areas.

Products

- Meeting notes
- Working group roster
- Existing Conditions Report
- Traffic Assessments
- Implementation of Strategies for the Proposed Remediation
- Virtual Public Engagement Platform
- Bicycle and Pedestrian Safety Curriculum, Materials, and Trainers
- Final Report

Tasks

- 156.01 Consultant Procurement. Fresno COG will select a consultant (team) (June-September 2026).
- 156.02 Grant contract between Fresno COG and the consultant executed.
- 156.03 For the Existing Conditions Report, the consultant shall provide multi-modal safety data (motor vehicle, bike and pedestrian) and spatial analysis of road traffic accident hotspots by incident type for the Fresno County Region. Complete a comprehensive analysis of historical collision data in Fresno County, including identifying trends, location characteristics, contributing factors in each of California Strategic Highway Safety Plan (SHSP) Challenge Areas.
- 156.04 Public engagement identify safety education approach envisioned to be multi-faceted to include various components such as virtual platform, public events, traditional media campaign, social media promotion, and should be available in multiple languages.
- 156.05 Convene a safety steering committee - The committee includes but not limited to representatives from local governments, bike/pedestrian, disabled communities, CHP, Caltrans, local law enforcement, emergency services and other stakeholders.
- 156.06 Summarize the work completed, findings and recommendations in a final report that includes an executive summary and a detailed final plan. The final report and supporting materials shall be accessible for public use.
- 156.07 Presentation to TTC/PAC and Policy Board. The consultant (team) will present the results of the assessment to Fresno COG's Transportation Technical Committee, Policy Advisory Committee and Policy Board for final acceptance (May 2027).

156- Safe Route to School			2025/2026										2026/2027											
Task Description	COG	C O N S U L T	% of Work	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	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	
156.01 Project Administration	■		8%				■	■	■	■														
156.02 Consultant Procurement	■	■	4%								■	■	■	■										
156.03 Existing Conditions/ Analysis		■	17%									■	■	■	■	■								
156.04 Public Outreach		■	35%											■	■	■	■	■	■	■	■	■		
156.05 Advisory Committee Meetings		■	25%																■	■	■	■		
156.06 Draft and Final Plan		■	6%																			■	■	
156.07 Board Review/ Approval	■	■	4%																				■	

156 Safe Routes to School Addendum

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FED SS4A	LOCAL FUNDS
Salaries		5,358	5,599	4,479	1,120
Benefits		1,458	1,465	1,172	293
Overhead		5,210	5,415	4,332	1,083
Total Staff Costs	0	12,026	12,479	9,983	2,496
Direct Costs					
Consultants	0	479,000	479,000	383,200	95,800
Agency Pass Thru					
Grant Administration		8,974	869	695	174
Total Direct Costs	0	487,974	479,869	383,895	95,974
TOTAL	0	500,000	492,348	393,878	98,470
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	FED SS4A	LOCAL FUNDS
Consultants			
Safe Routes to School	479,000	383,200	95,800
Total Consultants	479,000	383,200	95,800

157 Fresno Metropolitan Light Rail Feasibility Study

Objective

Develop a feasibility study that will analyze the potential for a light rail system in the Fresno-Clovis Metropolitan Area (FCMA), primarily connecting major activity centers and neighborhoods within the FCMA such as the future California High-Speed Rail Station, Downtown Fresno, colleges, universities and K-12 schools, commercial and retail corridors, offices and industrial districts, and the Fresno Yosemite International Airport. The study will include an analysis of prior studies and the existing transit networks, capital and operational cost estimation, and an implementation and phasing strategy, as well as a robust public engagement plan.

Discussion

Fresno COG was awarded a Caltrans Sustainable Communities Planning Grant in Fiscal Year 2025-26 to conduct a Fresno Metropolitan Light Rail Feasibility Study. By identifying feasible light rail corridors with the greatest potential, this study will provide the transit operators and local governments with the analysis needed to apply for additional funding to implement a light rail network. This study will feed back into Fresno COG's Regional Transportation Plan-Sustainable Communities Strategy as well as urban and rural short-range and long-range transit plans. These plans provide the foundation and justification for successful applications for funding through other grant programs. During the study's development, Fresno COG and its consultants will engage with the community and local stakeholders to receive input on how a light rail network can support higher density land use development and more efficient mobility in the FCMA. This project is expected to be completed in January 2028. The grant expires on June 30, 2028. Fresno COG and Fresno Area Express (FAX), with the assistance of a consultant team, will be responsible for this project. The stakeholders in the Working Group include Caltrans, Fresno COG, City of Fresno, City of Clovis, County of Fresno Public Works, Fresno Unified School District, State Center Community College District (SCCDD), California State University, Fresno, the California High-Speed Rail Authority, Fresno Bicycle Coalition, Fresno Cycling Club, the Transportation for All community groups coalition, business representatives, and the public.

Previous Work

Following the planning process established during the San Joaquin Blueprint Study, Fresno COG developed the Public Transportation Infrastructure Study (PTIS) from 2008 to 2011. The study made recommendations for investments and policy recommendations to support improved transit programs and projects. Fresno COG, in coordination with local transit agency partners Fresno County Rural Transit Agency (FCRTA), Fresno Area Express (FAX), and Clovis Transit collaborated on the Regional Long-Range Transit Plan in 2019 which provided a planning path for transit and multimodal investments and services in the Fresno region through the year 2050.

Products

- Meeting notes
- Request for proposals
- Working group roster
- Public outreach plan
- Public outreach summary memo
- Summary memo of area transit plans, policies, and guidelines
- Summary memo of existing transit routes and ridership

Future Products

- Preliminary operations plan and ridership demand modeling report
- Light rail station siting analysis and environmental screening memo
- Preliminary capital and operational cost estimates memo
- Implementation and phasing plan
- Draft plan and public comments
- PowerPoint presentation and final report

Tasks

- 157.01 Project kick-off meeting (November 2025)

- 157.02 Consultant Procurement (December 2025 - February 2026)
 157.03 Review existing plans, policies, and infrastructure conditions (March 2026 - June 2026)
 157.04 Collaboration and community engagement (March 2026 - November 2027)

Future Tasks

- 157.05 Preliminary operations plan and ridership demand modeling (June 2026 - October 2026)
 157.06 Station siting analysis and environmental screening (July 2026 - December 2026)
 157.07 Develop preliminary capital cost and operational cost estimates (January 2027 – April 2027)
 157.08 Implementation strategy and phasing plan (April 2027 – July 2027)
 157.09 Develop a draft plan and publish for public review (August 2027 - October 2027)
 157.10 Presentation and Policy Board acceptance (November 2027 – January 2028)

Ongoing Tasks

- 157.11 Project oversight (through June 2028)
 157.12 Requests for reimbursement (through June 2028)
 157.13 Quarterly reporting (through June 2028)

157 Fresno Metropolitan Light Rail Feasibility Study				2025/2026								2026/2027												27/28			
Task Description	C O G	C O N S L T	% of Work	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	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	J U L	A U G	S E P	
157.01 Project kick-off meeting	■		1%	■																							
157.02 Consultant Procurement	■	■	1%		■	■	■																				
157.03 Review existing plans, policies, and infrastructure conditions	■	■	12%				■		■	■	■	■															
157.04 Collaboration and community engagement	■	■	15%				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
157.05 Preliminary operations plan and ridership demand modeling	■	■	16%								■	■	■	■	■	■											
157.06 Station siting analysis and environmental screening	■	■	8%									■	■	■	■	■	■										
157.07 Develop preliminary capital cost and operational cost estimates	■	■	15%															■	■	■	■						
157.08 Implementation strategy and phasing plan	■	■	15%																		■	■	■	■			
157.09 Develop the draft plan and publish for public review	■	■	4%																							■	■
157.10 Presentation and Policy Board acceptance	■	■	1%																								
157.11 Project oversight (through June 2028)	■		1%	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
157.12 Requests for reimbursement (through June 2028)	■		1%	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
157.13 Quarterly reporting (through June 2028)	■		1%	■			■			■			■			■			■			■				■	

157 Fresno Metropolitan Light Rail Feasibility Study

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FTA 5304	LOCAL FUNDS
Salaries	0	0	4,524	3,958	566
Benefits	0	0	1,105	967	138
Overhead	0	0	4,314	3,775	539
Total Staff Costs	0	0	9,943	8,700	1,243
Direct Costs					
Consultants	0	760,000	760,000	665,000	95,000
Grant Administration		40,000	30,057	26,300	3,757
Total Direct Costs	0	800,000	790,057	691,300	98,757
TOTAL	0	800,000	800,000	700,000	100,000
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	5304 2025-26	LOCAL FUNDS 12.50%
Consultants			
Fresno Metropolitan Light Rail Feasibility Study	760,000	665,000	95,000
Total	760,000	665,000	95,000

163 Freight Movement and Planning

Objective

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

Discussion

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

Fresno COG will achieve these goals by participating in and monitoring freight planning efforts in the state, as well as engaging in studies and plans as needed. Fresno COG-led studies and plans will follow guidance from the California Freight Mobility Plan 2023, Caltrans Comprehensive Multimodal Corridor Plan Guidelines (updated 2018), National Highway Freight Program, California Transportation Commission's Clean Freight Corridor Efficiency Assessment under SB671, Comprehensive Multimodal Corridor Plan, and California Sustainable Freight Action Plan. Fresno COG will continue to evaluate freight corridors for consistency with the California Freight Mobility Plan and ensuring alignment with Caltrans' truck network and weight restrictions. As part of several ongoing efforts, Fresno COG will assess the inclusion of rail and intermodal connectivity for goods movement.

- Rail freight planning and coordination efforts are addressed in Work Elements 150 and 152
- Freight performance conditions and management are addressed in Work Element 171
- Trade Port California – RIA is referenced in Work Element 175
- Caltrans programs addressing freight and corridor connectivity are addressed in Work Element 220

Previous Work

- California Inland Port Project (TradePort California) Regional Infrastructure Accelerator Phase 5 Summary (2023)
- California Inland Port (TradePort California) Feasibility Study Phase Three (2023)
- California Inland Port Feasibility Study Phase Two (2021)
- Reverse Triangle Study (2020)
- SJV Interstate 5 Corridor Study (2017)
- San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
- State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
- San Joaquin Valley Interregional Goods Movement Plan (2013)

Products

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

Tasks

- 163.01 Coordinate with Caltrans and FHWA on freight planning efforts on the local, regional, or state level (monthly)
- 163.02 Coordinate with the San Joaquin Valley MPOs on a unified freight planning effort (monthly)
- 163.03 Participate in the Freight Advisory Committee, Interregional Goods Movement Technical Working Group, and technical advisory committees for the San Joaquin Valley Goods Movement Sustainable Implementation Plan and the San Joaquin Valley I-5 Goods Movement Safety Corridor Study (monthly)
- 163.04 Act as liaison with both the freight/goods movement industry and business communities as related to Fresno COG and San Joaquin Valley freight planning efforts (monthly)
- 163.05 As needed, participate in statewide coordination process to designate critical urban and rural freight corridors (monthly)
- 163.06 As needed, assist with developing performance measures related to freight traffic (monthly)

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

163 Freight Movement and Planning																
Task Description	C O G	C O N S U L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
163.01 Caltrans Local, State and federal coordination	■		30	■	■	■	■	■	■	■	■	■	■	■	■	
163.02 SJV MPO coordination	■		30	■	■	■	■	■	■	■	■	■	■	■	■	
163.03 Meetings participation	■		20	■	■	■	■	■	■	■	■	■	■	■	■	
163.04 Communications liaison	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
163.05 Coordination for designation of critical corridors	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
163.06 Performance measures assistance	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
163.07 Funding source assistance	■		5	■	■	■	■	■	■	■	■	■	■	■	■	

163 Freight Movement and Planning

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FHWA PL 2026/27
Salaries	2,498	3,789	3,372	3,372
Benefits	760	1,135	957	957
Overhead	2,813	3,763	3,318	3,318
Total Staff Costs	6,071	8,687	7,647	7,647
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	6,071	8,687	7,647	7,647
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				877

Objective

To quantitatively assess the ground access travel behaviors of passengers arriving at/departing from the Fresno Yosemite International Airport (FAT). The survey will also collect stated preference data suitable for estimating a mode choice model for air passengers. The survey will help implement an Activity Sim airport passenger ground access model within Fresno COG's Activity Based Model (ABM).

The data needs to be collected in a format and level of detail suitable for application in the airport component of the region's ABM to better reflect current travel behaviors. The model will explicitly represent all passenger-related ground-access travel to and from the airport made by both residents and visitors, including trips made to/from the airport to serve the passenger, and all ground modes of travel – transit, parking, rental cars, hotel shuttles, taxi, and ride-hail. The model includes five segments, stratified by resident/visitor status business/personal travel purpose and external trips. The model provides the ability to capture travel to the airport and includes enhanced capabilities regarding testing changes to parking locations and/or costs, rental car services, taxi and transportation network company (TNC) pricing and wait times, transit options, and other policies and investments. The model demand is driven by estimates of passenger enplanements (boardings) at the airport.

Another key component of the Airport Access Survey will be an evaluation of the potential market share for a new high-capacity or fixed guideway transit link connecting FAT to downtown Fresno or the surrounding transit network. To achieve this, an additional set of state preference questions will be required as part of the survey. These questions will assess respondents' willingness to use or switch to a hypothetical transportation alternative. The stated preference data will then be used to develop a simulator tool to forecast airport arrival mode market share at various project service levels.

Discussion

Fresno is the biggest city of the San Joaquin Valley (SJV) with the busiest airport in the region. Not only do the people within the Fresno County utilize the FAT, people from and around Madera, Merced, Hanford, Lemoore, Visalia, etc. also benefit from this airport. With likely High-Speed Rail service in the region, airport utilization from other cities and counties will only go up. This airport also serves visitors to three national parks in the region, Yosemite, Sequoia, and Kings Canyon. FAT offers passenger flights to multiple major airline hubs in the United States as well as international service to Mexico. Apart from passenger service, the airport is home to several military, law enforcement, firefighting, and medical air units due to its central location within the State. People use different transportation modes to and from the airport which adds the trips and Vehicle Miles Traveled (VMT) within the region. To measure and quantify these trips, it needs to be modeled separately within the Fresno COG's ABM. This model is called the airport access model. For the calibration as well as validation of this model, the ground data needs to be collected through the airport passenger survey.

The primary objective of an airport ground access survey is to gather data on the transportation methods utilized by passengers and other individuals traveling to and from an airport. The survey will collect information regarding the respondent's most recent ground access journey to arrive at/depart from FAT (i.e., revealed preference data or RP). Respondents are typically requested to provide details about their ground access trip, including the main purpose of leaving FAT, mode of travel to the airport, ground access departure/arrival times, usage of parking facilities, and basic sociodemographic information. To evaluate the potential market share for a new high-capacity or fixed guideway transit link connecting FAT to downtown Fresno or the existing transit network, an additional set of stated preference questions will be asked. These questions will assess respondents' willingness to use or switch to a hypothetical alternative. The stated preference data will be used to develop a simulator tool to forecast airport arrival mode market share at various project service levels. The airport access model developed from this project will also help develop the inter-regional rail model which is likely to serve the parts of San Joaquin Valley by 2035, operated by California High Speed Rail (CAHSR).

This program is funded by SB 1 planning grant (formula). The grant starts in FY 2025-26 with funds expiring June 30, 2028. All the project activities align with the following SB 1 Sustainable Communities grant-specific objectives:

- Encourages local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)
- Contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2024 RTP Guidelines
- Addresses disadvantaged communities' needs

- Assists in achieving the Caltrans Mission and Grant Program Overarching Objectives of sustainability, preservation, mobility, safety, innovation, economy, health, and social equity

Previous Work

No work on the airport passenger survey has been done before in the region. Although the bigger airports in the State like LA, San Diego, Bay area have this survey and airport access model available, this will be done for the first time in Fresno County as well as the San Joaquin Valley.

Product

Travel data from passengers and individuals traveling to and from an airport.

Future Product

Stated preference data for estimating a mode choice model for air passengers

Tasks

- 164.01 Develop RFP (October– November 2026)
- 164.02 Consultants Interviews and Scoring (January 2027)
- 164.03 Consultant approval by Policy Board (February 2027)
- 164.04 Project kick-off/Stakeholder Committee meeting (March 2027)
- 164.05 Survey Methodology and Instrument Design (March – April 2027)
- 164.06 Sample Design (May 2027)
- 164.07 Data collection and Coding (May -June 2027)

Future Tasks

- 164.08 Data cleaning and processing (July – August 2027)
- 164.09 Produce final report (October 2027)
- 164.10 Presentation to the TTC/PAC and Board (November 2027)
- 164.11 Project management (monthly)

164 Airport Passenger Survey SB1-F				2026/2027										2027/2028											
Task Description	C O G	C O N S I D E R	% of Work	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	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 Develop RFP	■		10%	■	■																				
164.02 Consultants Interviews and Scoring	■		5%				■																		
164.03 Consultant approval by Policy Board	■		2%					■																	
164.04 Project kick-off/Stakeholder Committee meeting	■	■	8%						■																
164.05 Survey Methodology and Instrument	■	■	5%						■	■															
164.06 Sample Design		■	10%								■														
164.07 Data collection and Coding		■	20%								■	■													
164.08 Data cleaning and processing		■	10%										■	■											
164.09 Produce final report	■	■	10%													■									
164.10 Presentation to the TTC/PAC and Board	■	■	10%														■								
164.11 Project management	■		10%	■	■	■	■	■	■	■	■	■	■	■	■	■	■								

164 Airport Access Survey SB1-F

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	RMRA 2025/26	LOCAL FUNDS
Salaries	0	0	9,426	8,345	1,081
Benefits	0	0	2,867	2,538	329
Overhead	0	0	9,423	8,342	1,081
Total Staff Costs	0	0	21,716	19,225	2,491
Direct Costs					
Consultants		441,608	441,608	390,956	50,652
Grant Administration		23,243	1,527	1,352	175
Total Direct Costs	0	464,851	443,135	392,308	50,827
TOTAL	0	464,851	464,851	411,533	53,318
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2025/26	LOCAL FUNDS 11.47%
Consultants			
Airport Access Survey	441,608	390,956	50,652
Total Consultants	441,608	390,956	50,652

170 Regional Transportation Plan

Objective

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

The RTP is a fiscally constrained document 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 the Sustainable Communities Strategy (SCS), that if implemented, demonstrates that the region will achieve greenhouse gas emissions reduction targets set by the State. If an SCS is not feasible, then an alternative planning scenario (APS) would be included in the plan. The RTP also addresses transportation performance management required under 23 U.S.C. 150(c).

Fresno COG will ensure that RTP projects do not negatively impact Caltrans facilities and propose mitigations if necessary and recommend stronger integration of California Climate Action Plan for Transportation Infrastructure (CAPTI). Fresno COG will also confirm RTP consistency with Caltrans Smart Mobility framework, aligns with State Highway System (SHS) planning and reviews equity considerations, including disadvantaged communities' access to transportation.

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. Metropolitan Planning Organizations (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 performance 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, including workshops, online surveys, focus groups, scientific surveys, pop-up events, and community meetings that 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 state mandates such SB 375 and SB 743. The federal and state mandates and best practices are documented in the 2017 and 2023 Draft Regional Transportation Plan Guidelines for MPOs.

Fresno COG is in the process of implementing the 2022 RTP/SCS and will kick off the 2026 RTP/SCS in the summer of 2024. Fresno COG is working under a strict timeline to assure the RTP obtains FHWA/FTA approval by December 16, 2026. Early activities before the official launch include the public participation plan update and scientific surveys. The 2026 RTP/SCS features: refined futures in combination with new, more distinct scenarios, GHG reduction targets of 6 percent and 13 percent for 2020 and 2035 respectively unless changed by ARB, applying Fresno COG's newly updated ABM, and implementing SB 743 in the EIR. The approval of the 2022 RTP/SCS was received from the California Air Resources Board in July 2024. Fresno COG's 2026 RTP/SCS will be developed in accordance with the new guidelines.

Previous work

The 2026 RTP/SCS officially launched with the RTP Roundtable kick-off meeting held in June 2024. Fresno COG launched an extensive and robust outreach in Fall 2024. Staff reached more than 14,000 residents and collected more than 1,000 comments regarding potential transportation improvements in the Fresno County region. Fresno COG subsequently conducted an additional round of outreach in Spring 2025 to survey the public about SCS performance indicators. COG staff also completed the following: RTP project mapping tool; updated demographic forecast; statistically valid survey to gauge the public's values and priorities; public participation plan update; call for projects completion receiving proposed projects from local partners for the 2026 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 SCS technical

methodology. The 2022 RTP/SCS was adopted by the Fresno COG Policy Board in July 2022. The conformity analysis for the 2022 RTP/SCS was approved by FHWA and FTA in December 2022. ARB requested additional VMT/GHG reduction strategies to be included in the 2022 SCS. The new reduction strategies were included in an update to ARB in July 2023, with final approval received in July 2024.

The demographic and employment projection has been updated with the latest state DOF forecast at the county level, updated vital statistics, and the latest base population data from the 2020 census. The updated 2023-2060 projection was approved for use in 2026 RTP modeling and planning.

Products

1. RTP Community Outreach consultant and mini-grant reporting
2. RTP outreach materials
3. RTP Roundtable meeting agendas and materials
4. RTP refined scenarios options and preferred scenario
5. RTP project submittal
6. Revenue projections
7. Request for proposals for the 2026 RTP/SCS Program Environmental Impact Report (PEIR)
8. Notice of Preparation for the 2026 RTP/SCS PEIR
9. Public hearing notices and comments received
10. RTP Transportation Plan draft and final documents

Tasks

- 170.01 Finalize Draft RTP/SCS/PEIR (July 2026)
- 170.02 RTP/Conformity Public Hearing and Public Review (July 2026)
- 170.03 TTC/PAC/Board Adoption of RTP/SCS/PEIR (August 2026)
- 170.04 RTP transmitted to Caltrans for Approval (September 2026)

170 Regional Transportation Plan																
Task Description	C O G	CO NS LT	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
170.01 Finalize Draft RTP/SCS/PEIR	■	■	70	■												
170.02 RTP/Conformity Public Hearing and Public Review	■	■	20	■												
170.03 TTC/PAC/Board Adoption of RTP/SCS/PEIR	■		5		■											
170.04 RTP transmitted to Caltrans for Approval	■		5			■										

170 Regional Transportation Plan

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FTA 5303 2026/27	FTA 5303 2025/26	FHWA PL 2026/27	FHWA PL 2025/26
Salaries	320,694	420,972	370,392	55,018	13,622	230,050	71,702
Benefits	93,911	119,070	112,424	16,699	4,135	69,827	21,763
Overhead	357,984	412,755	370,078	54,971	13,611	229,855	71,641
Total Staff Costs	772,589	952,797	852,894	126,688	31,368	529,732	165,106
Direct Costs							
Consultants	86,640	504,542	241,737			96,737	145,000
Supplies/Printing		5,000	5,000				5,000
Workshops	400	10,000	10,000				10,000
Promotion/Outreach	120,902	40,000	40,000				40,000
Total Direct Costs	207,942	559,542	296,737	0	0	96,737	200,000
TOTAL	980,531	1,512,339	1,149,631	126,688	31,368	626,469	365,106
LTF MATCH 11.47%							
TOLL CREDIT MATCH 11.47%				14,531	3,598	71,856	41,878

	Total	FTA 5303 26/27	FTA 5303 25/26	FHWA PL 26/27	FHWA PL 25/26
Consultants					
LSA - RTP EIR	125,000				125,000
RTP Attorney	66,737			66,737	
LSA - On Call	50,000		0	30,000	20,000
Total Consultants	241,737	0	0	96,737	145,000

171 Transportation Performance Management

Objective

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

Discussion

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

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

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

Previous work

Fresno COG's 2026 safety performance targets were adopted in February 2026, supporting the statewide targets for each of the five safety performance measures: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non-motorized fatalities and serious injuries. The targets were the continuation of 2024 and 2025 targets setting methodology based on NHTSA's requirements. It was presented to the TTC/PAC before the policy board in the month of February 2026.

While PM2 sets the 4 years targets for six PM2 performance measures related to pavement and bridges, PM3 consists of setting two-year and four-year targets for six PM3 performance measures related to transportation system performance. Fresno COG supported the statewide targets for all these measures in the second cycle (2022-2025). The second cycle of PM2 and PM3 engagement with MPOs started in 2022 and continued to 2023. Fresno COG supported the statewide targets for both PM2 and PM3 measures. The PM2 targets are set based on the Caltrans 10-year Transportation Asset Management Plan (TAMP). Caltrans updates this plan every four years in which it measures the existing conditions of Pavement and Bridge for each MPO region from the HPMS and NBI data submitted to FHWA. And Caltrans establishes the 4 year and 10 years targets based on funding assumptions factored with the standard annual rate of deterioration of the pavement and bridge infrastructures in their TAMP tool. Caltrans also sets its statewide targets based on the weighted average of these infrastructure percentages for each MPO and the State's percentage (for state facilities). MPO can either agree with the State calculated targets or set its own targets which will be reflected on Statewide targets. In the last cycle 2022-2025, Fresno COG agreed with Caltrans set targets. Caltrans and Fresno COG also worked on the 2026 TAMP establishing the third cycle (2026-2029) of 4 years (PM2) and 10 years targets in 2025. Inventory and conditions were based on the latest 2023 HPMS and NBI data submitted to FHWA. PM3 target setting process consists of submitting the baseline performance of the State to FHWA. The baseline 2022 data was used to measure the State's performance on system reliability. MPOs have the same option like PM2 where it can either support the statewide target or set its own targets. Based on coordination between State and MPOs, Fresno COG decided to support the statewide targets by programming the projects through RTP and FTIP. The statewide targets were less aggressive and more achievable which made Fresno COG decide to support the state targets.

The mid-cycle performance reporting for PM2 and PM3 were also completed in 2024. The PM3 4-year targets for Percent of Reliable Person-Miles Traveled on the Interstate (statewide) and Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS (statewide) were changed to low risk target which would result in no change over 4 years based on its 2023 performance which was lower than expected. It means that rather than aiming to achieve 1% increase in those measures in four years period,

Caltrans proposed keeping it same as baseline 2022. It was also seen that the State did not meet the targets set for the 2-year reporting period for which FHWA Transportation Performance Management Form required us to report back on why we did not meet our targets in the form of a detailed response. In addition, Fresno COG also updated the transit asset management (TAM) and the public transit agency safety targets as a part of the 2026 RTP and 2027 FTIP (Federal Transportation Improvement Program). Before this, it was updated during the 2025 FTIP.

In addition to these target setting processes, Fresno COG also continued representing the Regional Transportation Planning Agencies (RTPAs) for the update of the 2020-2024 Strategic Highway Safety Plan (SHSP) by attending monthly safety steering committee as well as executive leadership meetings along with attending various safety workshops throughout the year. The committee helped complete the 2020-24 cycle implementation plan and worked on 2025-29 SHSP development in the FY 2025/26.

Products

1. 2027 PM1 Safety performance targets
2. Database of past and existing safety performance conditions.
3. 2026-29 PM3 Targets
4. 2025-29 SHSP Plan Update

Tasks

- 171.01 Update safety performance database and establish 2027 PM1 safety performance targets (October 2026-February 2027)
- 171.02 Organize safety committee to discuss safety targets, facts, and improvements (October 2026-December 2026)
- 171.03 Establish the 2026-29 PM3 system performance targets for Fresno COG (July 2026-December 2026)
- 171.04 Participate in the SHSP monthly steering committee as well as executive leadership meetings and working groups (monthly)

171 Transportation Performance Management															
Task Description	C O G	C O N S I D E R A T I O N	% of Work	JU L	A U G	S E P	O C T	N O V	D E C	JAN	FEB	MAR	APR	MAY	JUN
171.01 Update safety performance database and establish 2027 PM1 safety performance targets	■		20				■	■	■	■	■				
171.02 Organize safety committee to discuss safety targets, facts, and improvements	■		20				■	■	■						
171.03 Establish 2026-29 PM3 system performance targets for Fresno COG	■		20	■	■	■	■	■	■						
171.04 Participate in the SHSP monthly steering committee, executive leadership meetings, and working groups	■		40	■	■	■	■	■	■	■	■	■	■	■	■

171 Transportation Performance Management

	Actual	Adopted	Annual	FTA
Budget	Cost	Budget	Budget	5303
Account	2024/25	2025/26	2026/27	2026/27
Salaries	11,527	13,751	18,002	18,002
Benefits	3,484	4,137	5,413	5,413
Overhead	12,961	13,671	17,948	17,948
Total Staff Costs	27,972	31,559	41,363	41,363
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	27,972	31,559	41,363	41,363
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				4,744

172 Congestion Management Program (CMP)

Objective

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

Discussion

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

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

Previous work

Working in partnership with FHWA, Fresno COG identified and developed a scope of work for the 2017 CMP update. The steering committee redefined the CMP network, limited it to the major freeways in the urban area, and established three performance measures for monitoring, e.g.: travel time index, planning time index, and delay. Staff developed a congestion monitoring dashboard for the Fresno region that provides live-speed information on a website for the major Fresno/Clovis Metro Area freeways and analyzes historical performance based on performance measures. In 2018, the state developed a similar statewide dashboard that covers the Fresno Region's CMP networks.

Fresno COG identified an approach to integrate the CMP into the TIP planning process. Speed and crash data are mapped and combined into a CMP score which is used during the Surface Transportation Block Grant (STBG) project scoring process. The last CMP mapping update was completed in 2024/2025 STBG cycle.

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 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 expanded the traffic count collection program as part of the CMP program and receives traffic count data from its member agencies for over 750 count locations throughout the county.

Fresno COG implements CMP strategies such as rideshare, vanpool, public transit, bike/pedestrian infrastructure, ITS, and land use strategies through COG's other programs. Fresno COG staff also developed an interactive map of Fresno County Travel Time Index and Travel Time Reliability by NPMRDS & REPLICA 2023 speed data.

Products

1. Congestion monitoring dashboard in conjunction with statewide PeMS to provide regional perspectives of congestion levels, temporal distribution, and hot spots.
2. 2025/2026 Bike/ped counts from member agencies to meet local active transportation planning needs and facilitate COG ABM enhancements.
3. Traffic counts for 2025/2026, in conjunction with bike/ped counts, to provide the base year validation data for COG ABM traffic model trip assignments.
4. Interactive map of congestion and travel time reliability based on 2025 speed and travel time data from National Performance Management Research Data Set (NPMRDS). The tool will be used to demonstrate the location and severity of the congestion

on Fresno area’s highway network for local planning staff and the public. And it will support the future RTP and TIP project evaluation scoring related to congestion relief and travel time reliability improvement.

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 2027)
- 172.04 Continue to collect traffic counts on the regional transportation system (monthly)
- 172.05 Analysis NPMRDS data and develop interactive congestion and travel time reliability map (January – February 2027)

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	■		8	■	■	■	■	■	■	■	■	■	■	■	■
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	■	■	■	■	■	■	■	■	■	■	■	■
172.05 Develop interactive congestion map	■		2							■	■				

172 Congestion Management Program (CMP)

	Actual	Adopted	Annual	FTA
Budget	Cost	Budget	Budget	5303
Account	2024/25	2025/26	2026/27	2026/27
Salaries	6,971	7,090	6,538	6,538
Benefits	2,669	2,659	2,581	2,581
Overhead	8,323	7,451	6,989	6,989
Total Staff Costs	17,963	17,200	16,108	16,108
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	17,963	17,200	16,108	16,108
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				1,848

173 Regional VMT Mitigation Program Implementation Plan SB1-F (Regional VMT Mitigation PIP SB1-F)

Objective

To complete a regional VMT mitigation program implementation plan for Fresno County and to develop the VMT modeling estimation and evaluation process for that regional program.

Discussion

SB 743 (2013) is a tool to implement SB 375 through projects on the ground. SB 743 encourages development in the infill areas and discourages 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. Since July 1, 2020, when SB 743 took effect, many jurisdictions in Fresno County have taken action to approve policies regarding SB 743 implementation. Fresno COG developed the [SB 743 Implementation Regional Guidelines in 2020](#), with updates in 2025, which provides tools for local governments to implement SB 743 should they decide to endorse the recommendations in the Guidelines. Fresno COG has received many requests to conduct VMT analysis based on the procedures recommended in the Regional Guidelines and has run the 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.

It is believed that a regional-level VMT mitigation program will be most effective in providing the pathways for VMT reduction. In 2023, Fresno COG finalized the [Regional VMT Mitigation Program Feasibility Study](#) that explored options such as VMT mitigation bank, VMT mitigation exchange, regional VMT impact fees, etc., and identified pros and cons for the various techniques. The study outlined a framework for the potential implementation of such a regional VMT mitigation program. As a follow-up to the feasibility study, staff are recommending a Regional VMT Mitigation Program Implementation Plan which seeks to establish a regional VMT mitigation program in Fresno County.

The overall efforts of this project 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. When clarity is provided to developers and stakeholders regarding VMT mitigation, a path for projects to move forward is made possible. The plan seeks to develop and establish a VMT mitigation program to provide certainty for developers and project sponsors on their CEQA mitigation plans during the environmental clearance process of their projects.

This project will culminate in a Regional VMT Mitigation Program Implementation Plan that provides for the establishment of a regional program in the Fresno County region. A stakeholder committee will be formed to help guide the implementation plan. The plan will develop an initial project list of VMT reducing projects within Fresno County. The VMT reducing projects will identify the congestion reduction and travel time reliability enhancing projects. As the Fresno COG travel demand model comprises modules that can test the managed lanes (HOV, toll, and bus lanes only) and truck restriction scenarios, this project will support the Caltrans’ goal of not adding the capacity projects and focusing the transportation demand management by estimating the transportation measures like VMT reduction and LOS. It will also develop a robust modeling process framework and tools for VMT estimation and evaluation of projects.

This program is funded by SB 1 planning grant (formula). The grant starts in FY 2024-25 with funds expiring Feb. 28, 2027. All the project activities align with the following SB 1 Sustainable Communities grant-specific objectives:

- Encourages local and regional multimodal transportation and land use planning that furthers the region’s Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)
- Contributes to the State’s GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines
- Addresses disadvantaged communities’ needs
- Assists in achieving the Caltrans Mission and Grant Program Overarching Objectives of sustainability, preservation, mobility, safety, innovation, economy, health, and social equity

Previous Work

Fresno COG has developed SB 743 Implementation Regional Guidelines, which has been endorsed by all jurisdictions except city of Clovis in Fresno County. The Regional Guidelines include a VMT baseline for each member jurisdiction; thresholds for different projects; an on-line VMT screening map; and a modeling procedure to calculate per capita VMT using COG's ABM model. The SB 743 guidelines was updated in FY 2024/25, following the update of COG's ABM model.

In 2023, Fresno COG completed the Regional VMT Mitigation Program Feasibility Study that explored and identified pros and cons for the various techniques. The study outlined a framework for potential implementation of such a regional VMT mitigation program.

Products

1. Regional VMT Mitigation Program Stakeholder Meeting Notes
2. Regional VMT Mitigation Program Modeling Estimation and Evaluation Process Framework and Tools
3. Regional VMT Mitigation Program Policy and Jurisdiction Framework
4. Regional VMT Mitigation Program Initial Project List
5. Regional VMT Mitigation Program Implementation Plan

Tasks

- 173.01 Develop RFP (January – February 2026)
- 173.02 Consultants Interviews and Scoring (March 2026)
- 173.03 Consultant approval by Policy Board (April 2026)
- 173.04 Project kick-off/Stakeholder Committee meeting (May 2026)
- 173.05 Develop VMT Mitigation Program Modeling Estimation and Evaluation Process Framework and Tools (June – July 2026)
- 173.06 Develop VMT Mitigation Program Policy and Jurisdictional Framework (August – September 2026)
- 173.07 Develop VMT Mitigation Program Initial Project List **including VMT as well as congestion reducing transportation and transit projects** (October – November 2026)
- 173.08 Final Plan (December 2026)
- 173.09 Presentation to the TTC, PAC and Policy Board (January 2027)
- 173.10 Project management (ongoing, monthly)

173 Regional VMT Mitigation Program Implementation Plan				2025/2026						2026/2027											
Task Description	COG	CONSULT	% of Work	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
173.01 Develop RFP	■		10%	■	■																
173.02 Consultants Interviews and Scoring	■		5%			■															
173.03 Consultant approval by Policy Board	■		5%				■														
173.04 Project kick-off/Stakeholder Committee meeting	■	■	5%					■													
173.05 Develop VMT Mitigation Program Modeling Estimation and Evaluation Process Framework and Tools	■	■	20%						■	■											
173.06 Develop VMT Mitigation Program Policy and Jurisdictional Framework	■	■	15%								■	■									
173.07 Develop VMT Mitigation Program Initial Project List		■	20%										■	■							
173.08 Final Plan	■	■	10%												■						
173.09 Presentation to the TTC, PAC and Policy Board	■	■	5%													■					
173.10 Project management	■		5%	■	■	■	■	■	■	■	■	■	■	■	■	■					

173 Regional VMT Mitigation Program Implementation Plan SB1-F (Regional VMT Mitigation PIP SB1-F)

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	RMRA 2024/25	LOCAL FUNDS
Salaries	4,138	10,020	11,885	10,522	1,363
Benefits	1,151	2,920	3,310	2,930	380
Overhead	4,567	9,890	11,647	10,311	1,336
Total Staff Costs	9,856	22,830	26,842	23,763	3,079
Direct Costs					
Consultants		314,000	314,000	277,984	36,016
Grant Administration		20,671	1,952	1,728	224
Total Direct Costs	0	334,671	315,952	279,712	36,240
TOTAL	9,856	357,501	342,794	303,475	39,319
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2024/25	LOCAL FUNDS
Consultants			
VMT Mitigation	314,000	277,984	36,016
Total Consultants	314,000	277,984	36,016

Objective

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

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

Background and Discussion

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

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

By shifting most of the cargo truck traffic off 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 in greenhouse gas emissions along with increased safety and decreased road congestion. After conducting four feasibility studies, the project team found that to initially attract private sector investment, it may be optimal to conduct preliminary environmental on select sites.

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, Oakland, 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 Area 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), Governor's Office of Business and Economic Development (Go-Biz), and Governor's Office of Planning and Research (OPR).

Project's objectives

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

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

- Freight planning efforts are addressed in work element 163
- Freight performance conditions and management are addressed in work element 171
- Caltrans programs addressing freight and corridor connectivity are addressed in work element 220

California Inland Port Feasibility Study Phase Two and California Inland Port Feasibility Study Phase Three were completed in 2021/22 and 2023/24 OWP, respectively.

Previous Work Completed

Other freight planning efforts completed by Fresno COG include:

- California Inland Port Project Regional Infrastructure Accelerator Phase 5 Summary (2023)
- California Inland Port Feasibility Study Phase Three (2023)
- California Inland Port Feasibility Study Phase Two (2021)
- Reverse Triangle Study (2020)
- SJV Interstate 5 Corridor Study (2017)
- San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
- State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
- Finalized Site Suitability Matrix
- Update preliminary business model

Products

1. Project Kick-off Meeting Minutes
2. DBE reports
3. Monthly Invoices – ongoing through June 2025

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. (Ongoing)
- 175.04** Industry & Railroad Coordination – 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. (Ongoing)
- 175.05** Public engagement – Open communication with public and community stakeholders to meaningful engage with concerns and comments on the plan development, project website updates, noticing, and workshops (February 2025-September 2026)
- 175.06** Request for project sites and selection –Soliciting to all counties within project area. Comprise Site Selection Committee with both private and public sector stakeholders (April 2026-September 2026)
- 175.07** Project site readiness analysis – Conduct traffic analysis and environmental assessment (February 2026-July 2026)
- 175.08** Plan development -Development of plan with all deliverables, public and private sector comment incorporation (Ongoing)

175 TradePort California RIA															
Task Description	C O G	C O N S I D E R A T I O N	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
175.01 Project Administration	■		6	■	■	■	■	■	■	■	■	■	■	■	■
175.02 Finalization of site suitability matrix		■	1	■											
175.03 Update preliminary business model		■	5	■											
175.04 Industry & Railroad Coordination		■	8	■	■	■	■	■	■	■	■	■	■	■	■
175.05 Public engagement		■	6	■	■	■	■	■	■	■	■	■	■	■	■
175.06 Request for project sites and selection		■	6	■	■	■	■	■	■	■	■	■	■	■	■
175.07 Project site readiness analysis		■	50	■	■	■	■	■	■	■	■	■	■	■	■
175.08 Plan development		■	18	■	■	■	■	■	■	■	■	■	■	■	■

175TradePort California - RIA

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	Fed RIA
Salaries	14,249	18,445	0	0
Benefits	3,855	5,045	0	0
Overhead	15,630	17,953	0	0
Total Staff Costs	33,734	41,443	0	0
Direct Costs				
Consultants	295,281	1,510,643	400,000	400,000
Grant Administration		6,911	6,911	6,911
Total Direct Costs	295,281	1,517,554	406,911	406,911
TOTAL	329,015	1,558,997	406,911	406,911
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	Fed
Consultants		
Trade Port Phase	400,000	400,000
Total Consultants	400,000	400,000

179 Complete Streets Planning

Objective

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

Discussion

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

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

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

Through the efforts of this work element, Fresno COG will establish a regional complete streets policy within two years that will be implemented by local agencies and Fresno COG through various plans and programs. A Safe Routes to Schools Subcommittee will be convened to tackle the safe routes to school issue that is at the top of community concerns.

Previous work

In 2023-24, Fresno COG staff met with school districts in Fresno County to discuss a Safe Routes to Schools/Active Transportation Plan Planning Process. Fresno COG collected an inventory of Safe Routes to Schools needs from school districts to include in the ATP Update. Fresno COG staff also met with member agencies' staff to review the inventory. A Safe Routes to Schools Subcommittee was appointed to facilitate Safe Routes to Schools.

Products

1. Complete street training materials provided to local agency staff
2. Safe Routes to Schools Subcommittee recommendation
3. Safe Routes to Schools Inventory of Needs

Tasks

- 179.01 Collect crash data for pedestrian/cyclist-related accidents. July- August 2026
- 179.02 Map school routes and conduct sidewalk inventory of the routes. August 2026
- 179.03 Establish Complete Streets Committee. September 2026
- 179.04 Develop complete streets policy and provide training to local agency staff. October 2026-January 2027
- 179.05 Safe Routes to Schools Task Force discusses issues and makes policy and funding recommendations (meeting as needed) October 2026 – January 2027

179 Complete Street															
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
179.01 Collect crash data for pedestrian/cyclists related accidents	■		5	■	■										
179.02 Map school routes and conduct sidewalk inventory of the routes	■		23		■										
179.03 Establish Complete Street Committee	■		1			■									
179.04 Develop complete street policy and provide training to local agency staff	■		50				■	■	■	■					
179.05 Task Force discuss issues and make policy and funding recommendations	■		21				■	■	■	■					

179 Complete Streets Planning

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FHWA CS 2.5% 2025/26	FHWA CS 2.5% 2026/27
Salaries	19,121	20,522	20,671	7,846	12,825
Benefits	5,448	5,857	6,018	2,284	3,734
Overhead	21,213	20,161	20,457	7,764	12,693
Total Staff Costs	45,782	46,540	47,146	17,894	29,252
Direct Costs					
Grant Administration	0	5,712	23,967		23,967
Total Direct Costs	0	5,712	23,967	0	23,967
TOTAL	45,782	52,252	71,113	17,894	53,219
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

180 Air Quality Transportation Planning

Objective

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

Discussion

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

Regional Transportation Plan Conformity

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

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

County	NAAQS	Area Name	Nonattainment in Year	Redesignation to Maintenance	Classification	Whole or Part County
Fresno County	1-Hour Ozone (1979)-NAAQS revoked	San Joaquin Valley, CA	92 93 94 95 96 97 98 99 00 01 02 03 04	//	Extreme	Whole
Fresno County	8-Hour Ozone (1997)-NAAQS revoked	San Joaquin Valley, CA	04 05 06 07 08 09 10 11 12 13 14	//	Extreme	Whole
Fresno County	8-Hour Ozone (2008)	San Joaquin Valley, CA	12 13 14 15 16 17 18 19 20 21 22 23 24	//	Extreme	Whole
Fresno County	8-Hour Ozone (2015)	San Joaquin Valley, CA	18 19 20 21 22 23 24	//	Extreme	Whole
Fresno County	Carbon Monoxide (1971)	Fresno, CA	92 93 94 95 96 97	06/01/1998	Moderate > 12.7ppm	Part
Fresno County	PM-10 (1987)	San Joaquin Valley Air Basin, CA	92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07	12/12/2008	Serious	Whole
Fresno County	PM-2.5 (1997)	San Joaquin Valley, CA	05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	//	Serious	Whole
Fresno County	PM-2.5 (2006)	San Joaquin Valley, CA	09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	//	Serious	Whole
Fresno County	PM-2.5 (2012)	San Joaquin Valley, CA	15 16 17 18 19 20 21 22 23 24	//	Serious	Whole

Previous work

- Updates/presentations/information to member agencies on revisions, amendments, and guidance developed from federal and California clean air legislation
- Emissions travel forecasts
- Provided updated travel factors to the SJVAPCD
- Provided SED/TAZ information for the 2012 PM2.5 standard SIP
- Annual CMAQ Improvement Program Report for fiscal year 2024-25
- Project-Level Conformity determinations (hot-spot assessments) for various member agencies
- Attended Statewide Conformity Working Group meetings
- Attended California Federal Programming Group meetings
- Attended San Joaquin Valley Interagency Consultation Group meetings
- Attended San Joaquin Valley Air Pollution Control District Meetings

- Attended California Air Resources Board Meetings
- Participate as a steering committee member of the South-Central Fresno AB617 community

Products

1. New motor vehicle emission budgets in support of State Implementation Plans (SIPs), new national ambient air quality standards, and updates to EMFAC (EMissions FACTor-ARB's mobile source model) as part of new transportation air quality determinations
2. San Joaquin Valley COG Directors Association-Interagency Consultation Group (IAC) meeting materials for addressing pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues
3. Annual CMAQ Improvement Program Report
4. Project-Level Conformity determinations (hot-spot assessments)
5. Conformity analysis including model runs for each regionally significant FTIP amendment, and RTP
6. Implementation of federal air quality regulations as part of Fresno COG planning processes and programming
7. Interregional IAC meetings and Statewide Air Quality Conformity Working Group meeting materials
8. Valley air quality workshops
9. Programming of new CMAQ projects through Fresno COG member agencies
10. Board approval documentation of new CMAQ Guidelines
11. Presentation updates to Fresno COG Transportation Technical Committee (TTC) Policy Advisory Committee (PAC) and Policy Board regarding air quality regulatory actions and Fresno COG planning processes
12. Documents, plans, presentations, meeting notes resulting from the AB617 process
13. Public remarks at SJVAPCD or CARB meetings
14. Congestion Mitigation and Air Quality Improvement Program (CMAQ) 2026-27 call for projects: Process involves receiving and reviewing all applications, scoring committee documentation, and approval of recommended projects lists through Fresno COG's TTC, PAC, and Board

Tasks

- 180.01 Monitor state and federal guidance related to air quality transportation planning requirements (monthly)
- 180.02 Provide technical support and assistance on applicable transportation planning issues to the San Joaquin Valley Air Pollution Control District (SJVAPCD) (ongoing monthly as needed)
- 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 (ongoing monthly as needed)
- 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 monthly as needed)
- 180.05 Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board (ongoing monthly as needed)
- 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 (ongoing 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 (ongoing monthly as needed)
- 180.09 Assist local agencies with emissions calculations and offer general support for projects funded through the CMAQ program (ongoing 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 (ongoing as needed)
- 180.12 Participate in local, regional, and statewide AB617 air quality planning efforts (ongoing)

180 Air Quality Transportation Planning																
Task Description	C O G	P A R T N E R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
180.01 Monitor state/federal guidance	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
180.02 Tech assist to SJVAPCD	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■	
180.03 Interagency Consultation Group	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
180.04 Conformity determinations	■	■	24	■	■	■	■	■	■	■	■	■	■	■	■	
180.05 Submit travel forecasts	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
180.06 TCMs/RACM/BACM	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
180.07 Truck movement studies	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	
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	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	

180 Air Quality Transportation Planning

	Actual	Adopted	Annual	FTA	FHWA
Budget	Cost	Budget	Budget	5303	PL
Account	2024/25	2025/26	2026/27	2026/27	2026/27
Salaries	27,861	46,972	40,352	21,581	18,771
Benefits	10,715	17,441	14,965	8,003	6,962
Overhead	33,307	49,232	42,400	22,676	19,724
Total Staff Costs	71,883	113,645	97,717	52,260	45,457
Direct Costs					
Agency Pass Thru	45,833	73,196	73,196		73,196
Total Direct Costs	45,833	73,196	73,196	0	73,196
TOTAL	117,716	186,841	170,913	52,260	118,653
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				5,994	13,609

	Total	FTA 5303	FHWA PL
Agency Pass Through			
Air Quality Liason - San Joaquin COG	73,196	0	73,196
Total Consultants	73,196	0	73,196

181 Climate Action Plan

Objective

To create a regional climate action plan that conduct GHG inventory in the region and lay out a course of action to reduce the GHG emissions from all sectors, which will position the region for the second phase of the Climate Pollution Reduction Grant with \$4.6 billion of implementation funding.

Discussion

As part of the Inflation Reduction Act (IRA), EPA was appropriated with \$5 billion to reduction GHG emission nationwide. EPA created the Climate Pollution Reduction Grant (CPRG) program for IRA funding with a planning phase and an implementation phase. Among the entities eligible for the planning phase, Fresno Metropolitan Statistical Area (MSA), which consists of the entire Fresno County, is one of the 67 most populous MSAs nationwide that are eligible for \$1 million planning grant each. The planning grant is non-competitive and is available if entities submit applications as required by EPA's (CPRG) program guidelines. As the lead agency for the Fresno region, Fresno COG, in partnership with the San Joaquin Valley Air Pollution Control District and the City of Fresno, submitted an application package to EPA in May 2023 that included a workplan, budget and timeline.

The CPRG requires three main deliverables: a Priority Climate Action Plan (PCAP), a Comprehensive Climate Action Plan (CCAP), and a status report. The PCAP, which was due on March 1, 2024, was required to have a GHG inventory of the region, a list of GHG reduction measures, and a benefit analysis for the low-income and disadvantaged communities. The CCAP, due in summer/fall of 2025, will include a comprehensive GHG inventory, projection by sectors and reduction targets. It will also include an inclusive list of GHG reduction measures, a benefit analysis for the entire region as well as for the low-income/disadvantaged communities. It will also provide funding as well as workforce development impact analysis as part of the comprehensive plan. The third deliverable, the Status Report, is due in summer/fall of 2027. It is expected to provide updates to most of the components in the CCAP. All three phases of the project require extensive public outreach that involves coordination with the local governments, sector leaders, and the public. The project puts significant efforts in the outreach to the low-income/disadvantaged communities as climate change has a disproportionate impact on such communities.

The development of a Regional Climate Action Plan is a pre-requisite for eligibility for EPA's \$4.6 billion CPRG implementation grant. The NOFO for the implementation grant will be published in the summer/fall of 2023. Agencies can refer to the GHG reduction measures in the PCAP when applying for the implementation grant. Although Climate Action Plan is optional in California, more and more local governments have included such an element in the local general plans. The Fresno County Regional Climate Action Plan can serve as a starting point for local agencies' climate action planning efforts and will help local governments develop staff capacity in this area.

Previous work

Priority Climate Action Plan
Comprehensive Climate Action Plan Analysis

Products

1. Status Report

Tasks

- 181.01 Begin procurement for Status Report (March 2026)
- 181.02 Perform regional implementation analysis outcomes by GHG reduction measures (May-August 2026)
- 181.03 Conduct public outreach which includes stakeholder meetings, eblasts on social media to gather public input, and other engagement activities (ongoing, monthly)
- 181.04 Funding analysis (September 2026)
- 181.05 Conduct workforce development impact assessment in Status Report (October-November 2026)
- 181.06 Project Administration (ongoing, monthly)

181 Climate Action Plan				202/2027											
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
181.01 Develop Status Report		■	30	■	■	■	■	■	■	■	■	■	■	■	■
181.02 Perform analysis for GHG reduction measures status		■	15	■	■										
181.03 Public outreach		■	10	■	■	■	■	■	■	■	■	■	■	■	■
181.04 Funding Analysis		■	10			■									
181.05 Status report workforce development impact assessment		■	20				■	■							
181.06 Project Administration	■		15	■	■	■	■	■	■	■	■	■	■	■	■

181 Climate Action Plan

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	0 EPA ASAP
Salaries	8,812	10,058	5,634	5,634
Benefits	2,411	2,681	1,482	1,482
Overhead	9,690	9,736	5,455	5,455
Total Staff Costs	20,913	22,475	12,571	12,571
Direct Costs				
Consultants	194,922	570,113	315,101	315,101
Grant Administration	0	13,657	1,086	1,086
Total Direct Costs	194,922	583,770	316,187	316,187
TOTAL	215,835	606,245	328,758	328,758
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	EPA ASAP
Consultants		
Climate Action Plan	315,101	315,101
Total Consultants	315,101	315,101

182 Fresno County Extreme Heat Analysis SHA-CAPG

Objective

Develop an Extreme Heat Plan for Fresno County. The plan will include an extreme heat vulnerability analysis, which will provide valuable data for future adaptation and mitigation responses to extreme heat induced by climate change. The plan will also identify native and drought-tolerant tree canopy and vegetative cover improvement projects in communities most vulnerable to extreme heat based on the extreme heat vulnerability analysis and bike and pedestrian traffic analysis. This plan will inform general plans, other long-range plans, and the design and retrofit of future and present infrastructure. The parties involved in this project will be Fresno COG, the 16 local governments in Fresno County, community organizations, and the general public.

Discussion

Fresno COG was awarded a Caltrans Climate Adaptation Planning Grant in Fiscal Year 2024-25 to conduct a Fresno County Extreme Heat Analysis. The study will conduct an extreme heat vulnerability analysis that includes transit-dependency, zero-vehicle households, and projected temperature rise, as indicators for vulnerability to determine which areas in Fresno County are most vulnerable to extreme heat. Location analysis will be conducted using data from the vulnerability analysis and traffic analysis to develop a list of vulnerable corridors. Drought-tolerant tree canopy and vegetative cover improvement projects will be identified for the most vulnerable corridors.

Extreme heat could lead to long-term health problems from heat-related illnesses, such as heat stroke, heart attacks, and heart failure, as well as respiratory illnesses attributed to poor air quality exacerbated by extreme heat. Transit-dependent populations could suffer from heat-related illnesses when walking to or waiting at the bus stop. Populations that rely on walking and bicycling could also be disproportionately impacted by heat-related illnesses when commuting to and from grocery stores, appointments, and school. Identifying tree canopy and vegetative cover projects for vulnerable communities will have far-reaching co-benefits on public health, air quality, stormwater runoff, and mode-shift, once the projects are implemented helping COG and the region reach GHG, VMT, and air quality goals.

Senate Bill 379 and the General Plan Guidelines direct local jurisdictions to address climate adaptation and resiliency in the safety elements of their general plans. The proposed project will provide valuable information that jurisdictions can incorporate into their safety and conservation elements about the transportation network. The plan will also inform policies and projects to be included in future climate adaptation plans and Regional Transportation Plan-Sustainable Communities Strategy, which supports RTP Guidelines recommendations for MPOs to address climate adaptation within their plans. This project starts in FY 2024-25 with funds expiring June 30, 2027.

Fresno COG, with the assistance of a consultant team, will be responsible for this project. The stakeholders in the Working Group include all the 16 local governments in Fresno County, community groups, tribal representatives, business representatives, and the public.

Previous Work

The Fresno County Regional Transportation Network Vulnerability Assessment (TNVA) analyzed the impacts of different climate hazards on the region's transportation network assets and identified strategies mitigation of the impacts. Extreme heat was identified as one of the major climate hazards for the region and it is projected that there will be a high increase in events and intensity. In outreach for the TNVA, 70% of all respondents and 79% of low-income respondents listed "tree plantings along roadways and sidewalks" most frequently as the transportation improvement most important for addressing extreme weather and climate change. This project will identify which communities and corridors in the county are most vulnerable to extreme heat and identify tree canopy and vegetative cover projects that can mitigate extreme heat, and recommendations to implement and maintain such projects.

Products

- Meeting notes
- Request for proposals
- Working group roster
- Public outreach plan

- Public outreach summary memo
- Climate adaptation plans, policies, and guidelines related to extreme heat summary
- Extreme heat vulnerability analysis memo
- Pedestrian and bicyclist traffic analysis and location analysis summary memo
- Project profiles for five projects
- Project fact sheets for five projects
- Draft tree canopy and vegetative cover projects list
- Planning level costs for identified shade improvement projects
- Draft plan and public comments
- Final plan with incorporated public comments
- Guidebook with top five project templates
- PowerPoint presentation and final report

Tasks

- 182.01 Project kick-off meeting
- 182.02 Develop RFP for consultant services
- 182.03 Consultant selection and contract execution
- 182.04 Collaboration and community engagement
- 182.05 Review existing plans, guidelines & policies
- 182.06 Conduct extreme heat analysis
- 182.07 Conduct pedestrian and bicyclist traffic analysis and location analysis (July-September 2025)
- 182.08 Develop a draft list of tree canopy and vegetative cover projects (October-November 2025)
- 182.09 Develop planning level costs for identified shade improvement projects (December 2025-January 2026)
- 182.10 Select five projects in the most vulnerable areas and develop project profiles (January-March 2026)
- 182.11 Develop and publish the draft plan for public review, which may be circulated via email for review and comments in lieu of a formal meeting (April-June 2026)
- 182.12 Presentation and Policy Board acceptance (July 2026)
- 182.13 Project oversight (through June 2027)
- 182.14 Requests for reimbursement (through June 2027)
- 182.15 Quarterly reporting (through June 2027)

182 Fresno County Extreme Heat Analysis				2024/2025								2025/2026												26/ 27	
Task Description	C O G	C O N S L T	% of Work	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	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	JUL	
182.01 Project kick-off meeting	■		1%	■																					
182.02 Develop RFP for consultant services	■		1%	■	■																				
182.03 Consultant selection and contract execution	■	■	1%			■	■																		
182.04 Collaboration and community engagement	■	■	24%					■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
182.05 Review existing plans, guidelines & policies	■	■	3%					■	■																
182.06 Conduct extreme heat analysis		■	12%						■	■	■														
182.07 Conduct pedestrian and bicyclist traffic analysis and location analysis	■	■	14%									■	■	■											
182.08 Develop draft list of tree canopy and vegetative cover projects		■	8%												■	■									
182.09 Develop planning level cost for the identified shade improvement projects		■	11%														■	■							
182.10 Select five projects in the most vulnerable areas and develop project profiles	■	■	15%															■	■	■					
182.11 Develop and publish the draft plan for public review, which may be circulated via email for review and comments in lieu of a formal meeting		■	6%																		■	■	■		
182.12 Presentation and Policy Board acceptance	■	■	1%																						■

183 Valley Transport Resiliency Advancement for Neighborhoods' Sustainable Freight Movement (V-TRANSFRM) Study

Objective

To assess the climate change vulnerabilities of the SJV corridor and resiliency connectors, identifying parallel routes in the corridor that would be viable in the event of damage, and to leverage and advance critical transportation infrastructure projects that implement adaptive climate measures.

Discussion

The San Joaquin Valley is a vital hub for agricultural production and distribution, supporting the nation's food supply. The Valley corridor faces multifaceted challenges exacerbated by climate change, threatening the region's sustainability and economic vitality. As a critical transportation backbone supporting freight movement and serving as a lifeline for economic activity, this corridor is vulnerable to climate-related disruptions. These vulnerabilities amplify risks to public safety, infrastructure integrity, and economic stability. The corridor connects Northern and Southern California population goods movement centers and passes through three of the largest agricultural producing counties in the nation. Half of all truck traffic in the San Joaquin Valley is passing through while the other half is originating in or destined for valley facilities. In 2019 at the southern gateways to the valley, the I-5 Tejon pass, and SR 58 Tehachapi Pass saw a combined 24,500 trucks per day – one of the highest volume truck bottlenecks in the state. That is nearly 20% higher than the I-110/710 to the Ports of LA/LB which have 20,00 trucks per day. The Tehachapi Pass also includes the shared BNSF/UP singletrack bottleneck that handles an estimated 35-50 trains per day, compared to the I-110/710 Alameda Corridor that handles 38 trains per day.

Tulare County Association of Governments (TCAG) was awarded a grant under the 2024-25 Caltrans Sustainable Transportation Planning Grant Program- Climate Adaptation Category to be the lead on an eight-county regional study (MPOs for Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and sub-grantees). The San Joaquin Valley (SJV) is the freight backbone through one of the most productive agricultural, yet most economically disadvantaged regions in the nation; State Route 99, Interstate 5, their many connecting corridors, and the parallel Union Pacific (UP)/Burlington Northern Santa Fe (BNSF) make up the central segment of the nationally significant West U.S. north-south freight corridor. The study will focus on three main components: 1) Vulnerability/Risk/Resiliency Assessment; 2) Adaptation actions/Co-Benefit Analysis; and 3) Expedite Implementation. Partners and collaborators will include local disadvantaged communities, freight corridor stakeholders, and agencies including Caltrans Districts 6, 9 & 10, and the 8-San Joaquin Valley MPOs to ensure that the adaptation measures are effective. The goal is to expedite implementation of climate adaptation actions that reduce impacts of increasing extreme weather events, enhancing freight transportation resilience, and realizing the co-benefits for all communities in this economically disadvantaged corridor.

Using the best available scientific data, tools and maps to identify climate change related vulnerabilities, the assessment report will review existing conditions and identify candidate projects and address potential connection resiliency routes/corridors. The study helps prevent the critical transportation infrastructure within the San Joaquin Valley corridor being exposed to intensifying climate risks. Otherwise, vulnerability could lead to more frequent disruptions, compromising the reliability and safety of freight movement and transportation. This project aims to prevent the disadvantaged communities in the San Joaquin Valley at risk for major disruptions to their transportation system from future extreme weather events. It also means major disruptions to freight and goods movement for the state and nation from future extreme weather events. This study helps stop the continued delay on needed transportation resiliency projects, climate adaptation mitigation and realizing the co-benefits for the communities along this corridor.

Public Safety Concerns: Climate-related disruptions to transportation infrastructure pose immediate risks to public safety. Roads and bridges susceptible to damage from extreme weather events could lead to accidents and ill-equipped detours. Ultimately, this study strengthens the San Joaquin Valley's ability to adapt to climate change effectively. It not only supports the infrastructure and economic stability but also enhances the public safety and the region's capacity for long-term sustainable growth and development. "Taking steps now to adapt to climate change will protect public health and safety, infrastructure, and the California economy into the future."

Previous Work

No work on the valley wide freight movement study has been done in the past.

Products

1. Final report

2. Freight travel data for the Valley

Tasks

- 183.01 Review the consultant's work and supervise, as needed (July 2025 – February 2027)
- 183.02 Vulnerability/Resilience Assessment (July 2025 -February 2027)
- 183.03 Adaptation Mitigation/Co-Benefit Analysis (July 2025 - November 2026)
- 183.04 Expedite Implementation (July 2025 – November 2026)
- 183.05 Detailed Community Engagement (DCE) (July 2025 – December 2026)
- 183.06 Advisory Committee Meetings (July 2025 – January 2027)
- 183.07 Draft Final and Final Study (October 2026 – January 2027)
- 183.08 Presentation to the TTC/PAC and Board (February 2027)

183 Valley Transport Resiliency Advancement for Neighborhoods' Sustainable Freight Movement (V-TRANSFRM) Study				2025/2026												2026/2027											
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	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
183.01 Review the consultant's work and supervise, as needed	■		15	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
183.02 Vulnerability/Resilience Assessment	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
183.03 Adaptation Mitigation/Co-Benefit Analysis	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■							
183.04 Expedite Implementation	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■							
183.05 Detailed Community Engagement (DCE)	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■						
183.06 Advisory Committee Meetings	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■						
183.07 Draft Final and Final Study	■	■	25																■	■	■	■					
183.08 Presentation to the TTC/PAC and Board	■		10																				■				

183 Valley Transport Resiliency Advancement for Neighborhoods' Sustainable Freight Movement

(V-TRANSFORM) Study

Budget	Actual	Adopted	Annual	
Account	Cost	Budget	Budget	LOCAL
	2024/25	2025/26	2026/27	FUNDS
Salaries	0		5,065	5,065
Benefits	0		1,838	1,838
Overhead	0		5,291	5,291
Total Staff Costs	0	0	12,194	12,194
Direct Costs				
Grant Administration		90,994	68,884	68,884
Total Direct Costs	0	90,994	68,884	68,884
TOTAL	0	90,994	81,078	81,078
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

TRANSPORTATION PROGRAM DEVELOPMENT

210 Measure C Reauthorization Implementation

Objective

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

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

Discussion

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

Previous work

- 2021-22 and 2024-25 renewal efforts
- Executive Committee agendas and minutes
- Technical Advisory Committee and Steering Committee PowerPoints, documents, minutes and agendas
- Renewal Measure policies
- Draft expenditure plan and implementation guidelines

Products

1. Strategic Implementation Plan
2. Public transportation infrastructure study
3. Senior Scrip, Measure C Carpool Incentive, Commuter and Agricultural Worker Vanpool Program, and the Regional Transportation Mitigation Fee Program implementation plans and strategies
4. Measure C Regional Transportation Plan update
5. Measure C Regional Transportation Short-Term Program
6. Updates to the Measure C Strategic Implementation Plan
7. Update to the Regional Transportation Program component of Measure C Expenditure Plan
8. Programming updates to the Measure C expenditure program in the Federal Transportation Improvement Program (FTIP)
9. Staff support for the Measure C Citizen Oversight Committee
10. List of recommended projects to award screened by the New Technology Multidisciplinary Advisory Group and approved by the Fresno COG Policy Board to FCTA Board
11. New Technology reserve fund projects
12. TOD program cycle 12 projects & call for projects for cycle 13

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 C3 renewal effort and steering committee throughout the fiscal year (monthly)
- 210.09 Issue call for projects for TOD program cycle 12 & project scoring/recommendation (January - June 2025)

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

210 Measure "C" Reauthorization Implementation

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	149,543	187,921	201,138	201,138
Benefits	49,233	62,445	67,212	67,212
Overhead	171,626	191,355	205,691	205,691
Total Staff Costs	370,402	441,721	474,041	474,041
Direct Costs				
Consultants	353,562	1,750,000	100,000	100,000
Agency Pass Thru	1,025,538	1,368,342	100,000	100,000
Total Direct Costs	1,388,513	3,118,342	200,000	200,000
TOTAL	1,758,915	3,560,063	674,041	674,041
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Legal - Best Best & Krieger	100,000	100,000
Total Consultants	100,000	100,000
Agency Pass Thru		
FSU Transportation Institute	100,000	100,000
Total Agency Pass Thru	100,000	100,000

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 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. Nomination forms used to recruit new 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 2025-May 2026)
- 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. (July 2025-December 2025)
- 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 2025)
- 211.04 Recruit new members to fill available positions due to term expiration or resignation, as needed (monthly)
- 211.05 Communicate with Citizen Oversight Committee members regarding committee business via phone and email (monthly)
- 211.06 Work as liaison between local agencies and Citizen Oversight Committee members (monthly)
- 211.07 Update the Fresno COG website with current meeting and committee information, as needed (monthly)
- 211.08 Communicate with FCTA regarding issues and concerns of the committee, and supply the committee with FCTA information and reports (ongoing, as needed)

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

211 Measure "C" Citizen Oversight Committee

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	3,149	4,880	5,121	5,121
Benefits	974	1,563	1,641	1,641
Overhead	3,560	4,924	5,183	5,183
Total Staff Costs	7,683	11,367	11,945	11,945
Direct Costs				
Other Misc Expense	681	1,000	2,000	2,000
Total Direct Costs	681	1,000	2,000	2,000
TOTAL	8,364	12,367	13,945	13,945
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

212 Measure C Carpool Incentive and Commuter Vanpool Subsidy Programs

Objective

The objective of this work element is to encourage carpooling and commuter vanpooling in Fresno County.

Discussion

The 2006 Measure C Extension Expenditure Plan funds the carpool incentive and vanpool subsidy programs. Fresno County Transportation Authority (FCTA), charged Fresno COG with administration, oversight and implementation of the Measure C carpool and vanpool programs. The commuter vanpool program provides an equal opportunity for both public and private industry applicants, 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 earn carpooling points that they may redeem for a variety of items and experiences by registering for the Measure C Carpool Incentive Program online at www.valleyrides.com and submitting carpool logs through the program's system. Awards are provided pending submission and approval of required online information. Participants also qualify for the annual grand prize giveaway.

Previous work

Fresno COG has operated the Measure C Carpool Incentive Program since 2009, awarding participants up to \$4,000 in prizes per month and hosting a grand prize giveaway annually. In 2019, staff launched a new Valleyrides.com rideshare platform to host the Measure C Carpool Program, providing ride-matching functions for car, van, and bike pools, merging it with the sjv511.org commuter information website. In 2022, staff launched the new "Point Program" reward system for commuters who submit ride logs into the Carpool Incentive Program's online database. Fresno COG staff also contracted with Southwest Strategies for extensive marketing and advertising of the Measure C programs, and to rebrand the programs and update the Valleyrides homepage. Fresno COG annually provides subsidies and reimbursements to more than 60 commuter vanpools serving Fresno County residents.

Products

1. Measure C Carpool/Vanpool) incentive program rules, regulations, and forms
2. Measure C Carpool incentive awards reporting
3. Measure C Carpool commuter log reports
4. Valleyrides website, rideshare registrations, ride match, and outreach portal
5. Social media posts, brochures, flyers, tabling materials, advertisements, follow-up analysis reports
6. Summary analysis report of marketing and advertising efforts from Southwest Strategies
7. Measure C Commuter Vanpool subsidy monthly requests for reimbursement
8. Measure C Commuter Vanpool applications

Tasks

- 212.01 Evaluate previous fiscal year's programs and events for needed updates to incentive systems (monthly as needed)
- 212.02 Publicize the programs via website, email, social media, community events, presentations, e-newsletters, media, and other cost-effective means available (monthly)
- 212.03 Evaluate Southwest Strategies contracted work from the previous fiscal year (September 2026)
- 212.04 Assist employers who wish to start or promote rideshare programs within their companies throughout the year (monthly)
- 212.05 Maintain program webpages as needed (monthly)
- 212.06 Receive and evaluate vanpool applications (monthly)
- 212.07 Field calls from the public, answer emails, and assist with walk-in traffic continuously (monthly)
- 212.08 Notify recipients and sign agreements/forms with vanpool providers, as received. (monthly)
- 212.09 Coordinate all aspects of the Measure C Carpool Incentive awards including validating winners' information, dispersing awards, and documentation (daily/monthly)
- 212.10 Receive and process monthly vanpool invoices and mail out subsidies and reimbursements (monthly)
- 212.11 Submit Measure C funding claim forms to the Fresno County Transportation Authority (monthly)
- 212.12 Year-end reports (July 2026)

212 Measure C Carpool Incentive and Commuter Vanpool Subsidy Programs																
Task Description	C O G	F C T A	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
212.01 Evaluate programs	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
212.02 Publicize programs	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
212.03 Evaluate Southwest Strategies	■		5	■												
212.04 Employer assistance	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
212.05 Maintain websites	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
212.06 Vanpool applications	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■	
212.07 Calls, emails walk-in traffic	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■	
212.08 Notify/sign providers	■	■	8	■	■									■	■	
212.09 Carpool incentive prizes	■	■	14	■	■	■	■	■	■	■	■	■	■	■	■	
212.10 Monthly vanpool invoices	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
212.11 Claim forms to FCTA	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■	
212.12 Annual Reporting	■		2	■												

212 Measure "C" Carpool Incentive and Commuter Vanpool Subsidy Programs

Budget	Actual	Adopted	Annual	
Account	Cost	Budget	Budget	LOCAL
	2024/25	2025/26	2026/27	FUNDS
Salaries	22,640	18,222	19,035	19,035
Benefits	6,942	5,692	5,972	5,972
Overhead	25,541	18,277	19,168	19,168
Total Staff Costs	55,123	42,191	44,175	44,175
Direct Costs				
Supplies/Printing	2,224	10,000	10,000	10,000
Software Support & Maint		40,000	40,000	40,000
Promotion/Outreach	56,298	80,000	100,000	100,000
Prizes & Awards	86,514	80,000	125,000	125,000
Commuter Van Pool Subsidy	219,178	350,000	600,000	600,000
Grant Specific Travel	99	1,000	1,000	1,000
Total Direct Costs	364,313	561,000	876,000	876,000
TOTAL	419,436	603,191	920,175	920,175
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

214 Measure C Senior Scrip Program

Objective

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

Discussion

Measure C funds the Senior Scrip Program by allowing participants to purchase up to \$200 worth of paper or electronic scrip for \$50 per month. Seniors receive either form of Scrip at a 25% cost and Measure C subsidizes the remaining 75% value to provide transportation for Fresno County resident seniors of all income levels. The scrip is used as a form of legal tender to pay for taxi fares with approved Taxi providers in Fresno County and Lyft or Uber fares provided through GoGoGrandparent. The program is evaluated yearly to determine if it meets the 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 guidelines for the Senior Scrip Program in February 2008 allowing seniors to register for the program and purchase up to \$100 in hard copy scrip books each month for a maximum of \$25. Staff added an online purchase option in 2019 that allows credit card electronic scrip purchases to be used on Lyft and Uber rides through a partner company. This allowed Senior Scrip program users to access both electronic scrip (e-scrip) for Lyft and Uber and hard copy scrip (paper scrip) for taxis. In 2023, Fresno COG staff contracted with Southwest Strategies for extensive marketing and advertising of the Measure C programs.

Products

1. Senior Scrip program database management system
2. Outreach program materials and webpage
3. Analysis report on Southwest Strategies marketing and advertising efforts
4. Agreements with GoGo Grandparent, taxi companies and Fresno Economic Opportunity Commission to provide transportation services, and with local agencies for the sale of scrip to seniors
5. Annual reports

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 site updated (monthly)
- 214.04 Field calls from the public, assist walk-in traffic, and answer emails (monthly)
- 214.05 Address complaints received from participants regarding taxi companies/transportation providers using Fresno COG rules/consequences, and complaint procedures, along with the City's established rules and fines (monthly, as needed)
- 214.06 Receive and evaluate all applications for Senior Scrip Program and proxy designation forms (monthly)
- 214.07 Monitor scrip usage and replenish stock as needed (monthly, as needed)
- 214.08 Receive and process mail orders, invoices, reimbursements, and sales. Review transportation provider claims for accuracy and reimbursement (monthly)
- 214.09 Maintain partnership with various local vendors to act as currency distributors, collecting applications, and preparing quarterly vendor invoice statements (quarterly, as needed)
- 214.10 Complete annual reporting (July 2026)
- 214.11 Maintain partnership with various Senior Scrip providers: Taxi companies, GoGo Grandparent on behalf of Uber and Lyft and other independent providers; renew contracts, process, and pay invoices and accompanying collected scrip (monthly)
- 214.12 Evaluate Southwest Strategies contracted work from previous fiscal (September 2026)

214 Measure C 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	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
214.02 Publicize program	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
214.03 Post on websites	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
214.04 Answer calls and emails	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
214.05 Participant complaints	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
214.06 Review applications	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
214.07 Swipe usage/stock	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■
214.08 Process orders /reimbursement	■	■	35	■	■	■	■	■	■	■	■	■	■	■	■
214.09 Partnership with vendors	■	■	8			■			■			■			■
214.10 Annual reports	■	■	2	■											
214.11 Partnership with providers	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
214.12 Contract Evaluation	■	■	2	■											

214 Measure "C" Senior Scrip Program

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	39,803	35,895	49,556	49,556
Benefits	12,159	11,135	15,519	15,519
Overhead	44,863	35,945	49,880	49,880
Total Staff Costs	96,825	82,975	114,955	114,955
Direct Costs				
Supplies/Printing	2,224	40,000	40,000	40,000
Software Support & Maint	10,671	15,000	25,000	25,000
Promotion/Outreach	56,793	80,000	100,000	100,000
Taxi Scrip	675,707	700,000	750,000	750,000
Grant Specific Travel	192	1,000	1,000	1,000
Other Misc Expense	4,900	5,000	5,000	5,000
Total Direct Costs	750,487	841,000	921,000	921,000
TOTAL	847,312	923,975	1,035,955	1,035,955
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

215 Measure C Agricultural Worker Vanpool Program

Objective

To administer the Measure C Agricultural Worker Vanpool Program.

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. Fresno COG refers to the program as the Agricultural Worker Vanpool Program because workers in other agricultural related fields are also eligible to participate in the program. It 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 agricultural worker 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 was conducted from 2018-2020 in partnership with multiple non-profit organizations to increase active awareness and participation. General outreach continues.

Products

1. Vanpool subsidy program applications for agricultural worker reimbursement
2. Valleyrides website ag worker subsidy webpages
3. Valleyrides website's Spanish translation for rideshare registration, ride-match, outreach portal
4. Outreach materials and webpage
5. Annual usage report
6. Claim Forms
7. Vanpool company agreements
8. Southwest Strategies marketing materials and invoice

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 (monthly)
- 215.03 Maintain multilingual website information (monthly, as needed)
- 215.04 Receive, evaluate, document, and process all applications (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 Annual reports of the program accomplishments (July 2026)
- 215.09 Field calls and answer emails regarding the program (monthly)
- 215.10 Evaluate Southwest Strategies contracted work from previous fiscal year (September 2026)

215 Measure C Agricultural Worker Vanpool Program															
Task Description	C O G	C O N S L T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
215.01 Reporting procedures	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
215.02 Publicize the program	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
215.03 Post on websites	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
215.04 Vanpool applications	■	■	29	■	■	■	■	■	■	■	■	■	■	■	■
215.05 Notify/sign providers	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
215.06 Process monthly invoices	■	■	27	■	■	■	■	■	■	■	■	■	■	■	■
215.07 Claim forms to FCTA	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
215.08 Generate reports	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
215.09 Answer calls and emails	■	■	7	■											
215.10 Contract Evaluation	■		2			■									

215 Measure "C" Agricultural Worker Vanpool Program

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	2,727	3,677	3,032	3,032
Benefits	845	1,165	959	959
Overhead	3,084	3,701	3,060	3,060
Total Staff Costs	6,656	8,543	7,051	7,051
Direct Costs				
Supplies/Printing	2,224	2,000	2,000	2,000
Software Support & Maint	0	5,000	5,000	5,000
Promotion/Outreach	22,442	30,000	30,000	30,000
Farm Worker Van Pool Subsidy	185,087	385,000	300,000	300,000
Grant Specific Travel	4	0	0	0
Total Direct Costs	209,757	422,000	337,000	337,000
TOTAL	216,413	430,543	344,051	344,051
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

220 Transportation Program Development

Objective

To identify short-range transportation improvements 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 include commitments of funding and additional years are included for informational purposes only. The federal TIP is a fiscally constrained document. It 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 also conform to the longer-range Regional Transportation Plan (RTP) and must incorporate appropriate projects from the congestion management process (CMP). All transportation modes are included in the federal TIP. Fresno COG ensures alignment of Federal TIP, State TIP, and Regional TIP processes with federal and state requirements, emphasizing air quality conformity and fiscal constraint adherence to meet compliance standards.

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) submitted for inclusion 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 December 15th 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 Fresno COG's Regional Transportation Plan and Sustainable Communities Strategy. Fresno COG will also review whether local projects integrate Caltrans' Complete Streets policies for multimodal accessibility and assess if the program supports statewide congestion management and air quality goals.

Fresno COG will continue to work on strengthening agency coordination by refining project prioritization criteria and enhancing the FresnoTrak system to improve deadline management and funding obligation tracking. In addition, Fresno COG will provide a detailed breakdown of 'Local Funds' and 'State Funds' allocation within the 'Software Support & Maintain' category to ensure transparency and accountability in funding distribution. Fresno COG will ensure regional projects coordinate with Caltrans District 6 priorities and ensure TIP projects meet SB 743 vehicle miles traveled (VMT) reduction target by incorporating Caltrans performance –based planning metrics.

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, CRP, 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, ST, and CMAQ programs
- Issued 2025-26 cycle of the regional, competitive Surface Transportation Block Grant Program
- Staff served on the evaluation team for the STBG scoring committee
- Issued 2025-26 cycle of the regional, competitive Congestion Mitigation and Air Quality Control Program
- Staff served on the evaluation team for the CMAQ scoring committee
- 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/CRP/STBG

Products

1. Federal Transportation Improvement Program (four years of programming every two years) cycle approved in December 2026
2. Federal Transportation Improvement Program amendments (various throughout the year)
3. Expedited project selection procedures (EPSP) used to advance or delay eligible project components and post-programming adjustments for cost overruns
4. Air quality conformity determination for Fresno County
5. STBG/CMAQ/ATP program updates including publishing funding amounts and assisting with project liaison
6. Policies and procedures for monitoring and reprogramming surplus STBG and CMAQ funds
7. Local obligation plans for STBG, CMAQ, and other federal-administered funding programs and submittal of regional funding obligation report to Caltrans to ensure OA project delivery. March 2026
8. Annual federal funding obligation listing submittal. December 2026.
9. Consistent ITS architecture maintenance from all eight Valley regional transportation planning agencies
10. FTIP document compliance certifications
11. Tribal government outreach materials and correspondence
12. Meeting materials for RTPA group meetings, CTC meetings and statewide working group participation

Tasks

- 220.01 Prepare, analyze and approve FTIP amendments and administrative modifications; transmit to state and federal agencies for approval. (semi-monthly, as needed)
- 220.02 Prepare, analyze and submit the annual federal funding obligation listing. (December 2026)
- 220.03 Maintain the programming project tracking system (FresnoTrak) (monthly); upgrade the FresnoTrak to new generation Project Tracker platform (July 2028)
- 220.04 Attend and participate in all Caltrans and FHWA-administered workshops and help develop performance-based planning and programming metrics (monthly)
- 220.05 Participate in the California Federal Programming Group (CFPG) and related subgroups (monthly)
- 220.06 Work with San Joaquin Valley MPOs to provide for ITS architecture maintenance (monthly)
- 220.07 Prepare and document project information suitable to making necessary air quality conformity findings (monthly)
- 220.08 Track and provide for the implementation of new project proposals from member agencies and other eligible public agencies (March 2026-March 2027)

- 220.09 Establish project priorities using locally adopted criteria; revise project selection procedures as necessary for all regional competitive programs; Different program cycles vary (monthly)
- 220.10 Track any funding augmentation as related to programming and delivery of projects by coordinating and communicating with Caltrans Office of Project Management Oversight (monthly)
- 220.11 Coordinate, consult and collaborate with all member agencies to ensure project delivery for all projects (monthly)
- 220.12 Hold biannual OA meetings with all member agencies and complete annual obligation plan submittal to Caltrans (September 2026; February 2027)
- 220.13 OA quarterly reports with delivery to policy board
- 220.14 Review, track, and amend Caltrans proposed programs including but not limited to ITIP, HSIP, and SHOPP (bi-annually, as needed)
- 220.15 Prepare FTIP document compliance certifications (monthly)
- 220.16 Coordinate, consult and collaborate with all tribal governments (monthly)
- 220.17 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)
- 220.18 Represent Fresno COG at California Transportation Commission meetings (semi-monthly).

220 Transportation Program Development																
Task Description	C O G	T R I B E S	% of WORK	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
220.01 Process TIP amendments	■		12	■		■		■		■		■		■		
220.02 Annual obligation listing	■		2						■							
220.03 Maintain programming tracking system	■		14	■	■	■	■	■	■	■	■	■	■	■	■	
220.04 Performance-based planning and programming metrics	■		4	■	■	■	■	■	■	■	■	■	■	■	■	
220.05 Participate in CFPG and subgroups	■		4	■	■	■	■	■	■	■	■	■	■	■	■	
220.06 Valley coordination & ITS architecture maintenance	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
220.07 Air quality conformity	■		5							■	■	■	■			
220.08 Provide support for new project applications	■		5	■	■	■	■	■	■	■	■	■				
220.09 Establish priority/project selection	■		12	■	■	■	■	■	■	■	■	■	■	■	■	
220.10 Solicit new projects	■		3	■	■	■	■	■	■	■	■	■	■	■	■	
220.11 Support member agencies to ensure project delivery	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
220.12 OA meetings and obligation plan	■		5				■	■			■	■	■			
220.13 OA quarterly report	■		4	■			■			■			■			
220.14 Review and track Caltrans proposed programs	■		6	■	■	■	■	■	■	■	■	■	■	■	■	
220.15 FTIP compliance certifications	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
220.16 Coordinate with tribal government	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	
220.17 Participate in state working groups/monitor programs	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
220.18 Participate in CTC Meetings	■		3		■		■		■	■		■		■	■	

220 Transportation Program Development

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FHWA PL 2026/27	FHWA PL 2025/26	State PPM	LOCAL FUNDS
Salaries	114,892	147,051	168,746	0	0	168,746	
Benefits	35,301	44,186	51,555	0	0	51,555	
Overhead	129,682	146,162	168,861	0	0	168,861	
Total Staff Costs	279,875	337,399	389,162	0	0	389,162	0
Direct Costs							
Software Support & Maint	70,558	73,381	176,316	72,904	93,574	9,838	
Grant Specific Travel	0	3,000	3,000		0	0	3,000
Total Direct Costs	70,558	76,381	179,316	72,904	93,574	9,838	3,000
TOTAL	350,433	413,780	568,478	72,904	93,574	399,000	3,000
LTF MATCH 11.47%							
TOLL CREDIT MATCH 11.47%				8,362	10,733		

	Total	FHWA PL 26/27	FHWA PL 25/26	State PPM	LOCAL FUNDS
Software Support & Maint					
Fresno Track - Echointeractive	176,316	72,904	93,574	9,838	0
Total Software Support & Maint	176,316	72,904	93,574	9,838	0

SERVICES AND GENERAL COORDINATION ACTIVITIES

310 Intergovernmental Coordination

Objective

Fresno COG shall promote coordination, cooperation and communication among local agencies, Fresno COG, tribal governments, federal and state agencies on planning matters. It will enable various partners, including Native-American tribes, to participate in the regional planning process, provide information to the public on activities, meetings, planning documents and reports and seek advice on COG's planning activities.

Fresno COG will also allow local agencies and the public to review and comment on federal grant proposals through the local clearinghouse process and coordinate Caltrans Sustainable Transportation Planning Grant program applications, if needed, from member agencies and other organizations that qualify for the grant programs but require Fresno COG to be the lead applicant.

Discussion

Fresno COG helps coordinate various governmental agencies at the local, tribal, state, and federal levels 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 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 members 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. Planning certification report
2. Required products, e.g., OWPs; RTPs; RTIPs, MJHEs, & FTIPs
3. Native American tribal and government-to-government coordination
4. Monthly legislative reports and bill and policy analysis to local agencies
5. Sustainable Transportation Planning Grant applications
6. Areawide Clearinghouse reports

Tasks

- 310.01 Carry out Fresno COG's process of dissemination, coordination and involvement, evaluation, and review and comment on federally assisted program and projects (monthly)
- 310.02 Participate in environmental document review processes, as appropriate, when applicable to the regional planning process (monthly, as needed)
- 310.03 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)
- 310.04 Execute agreements with other single purpose planning organizations to ensure complete and coordinated review.
- 310.05 Act as liaison with various federal, state, tribal, and local agencies (monthly)
- 310.06 Participate with and communicate with other regional agencies on planning matters (monthly)
- 310.07 Carry out committee activities/tasks, including coordinating, participating, and reviewing regional planning process (as needed)
- 310.08 Encourage public representation within the Fresno COG committee structure (monthly)
- 310.09 Fulfill delegated clearinghouse responsibilities (monthly, as needed)
- 310.10 Provide that all regional planning conforms with the provisions of the NEPA-404 MOU (monthly, as needed)
- 310.11 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)
- 310.12 Provide staffing for the Association for the Beautification of Highway 99 (as needed)
- 310.13 Continue to consult with local agencies through FresnoTrak regarding federally aided projects in the FTIP and RTP (monthly)
- 310.14 Provide staff support for the San Joaquin Valley technical assistance team as part of the Affordable Housing Sustainable Communities grant program (monthly, as needed)
- 310.15 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 COG process	■		11	■	■	■	■	■	■	■	■	■	■	■	■	
310.02 Review environmental documents	■		4	■	■	■	■	■	■	■	■	■	■	■	■	
310.03 Review state plans	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
310.04 Execute review agreements	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
310.05 Liaison with government agencies	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■	
310.06 Coordinate with regional agencies	■		11	■	■	■	■	■	■	■	■	■	■	■	■	
310.07 Staff COG committees	■		13	■	■	■	■	■	■	■	■	■	■	■	■	
310.08 Encourage public participation on committees	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
310.09 Local Clearinghouse review	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
310.10 Conform with NEPA 404 MOU	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
310.11 Consult with Native American tribes	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
310.12 Staff for SR 99 Committee	■		4	■	■	■	■	■	■	■	■	■	■	■	■	
310.13 FresnoTrak coordination	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
310.14 AHSC technical assistance	■		8	■	■	■	■	■	■	■	■	■	■	■	■	
310.15 Grants management program	■		5	■	■	■	■	■	■	■	■	■	■	■	■	

310 Intergovernmental Coordination

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	19,460	39,722	41,625	41,625
Benefits	5,191	10,983	11,547	11,547
Overhead	21,285	38,754	40,756	40,756
Total Staff Costs	45,936	89,459	93,928	93,928
Direct Costs				
Agency Pass Thru	55,616	59,616	59,616	59,616
Total Direct Costs	55,616	59,616	59,616	59,616
TOTAL	101,552	149,075	153,544	153,544
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

311 Public Information and Participation

Objective

To provide the public with information on projects, meetings, plans and reports, and seek input from the public on Fresno COG's planning activities. This work element highlights the COG's desire to encourage public participation in the transportation planning process, consistent with federal requirements, including public participation in plans and programs as well as throughout the adoption process. Fresno COG's 2024 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 2024 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 websites also provide information, links, 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 contains links to other governmental, transportation and air quality-related sites. In 2018 and again in 2024 the fresnocog.org website was updated. In September 2019, Fresno COG's commuter website, Valleyrides.com, launched with improved carpool and vanpool matching and incentive software that was updated in 2024. In 2020, Fresno COG launched a Regional Transportation Plan (RTP) Update website, PlanFresno.com, which is dedicated to RTP development and plan documents exclusively for RTPs. Also, in 2020 Fresno COG began using PublicInput's online platform to build a community "hub" that houses information regarding current projects welcoming public participation. The platform allows Fresno COG to create a dedicated website for projects, integrating public comments and input into a database of reportable information.

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

Fresno COG also 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.

Previous work

- 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 updates and maintenance completed in 2024 — www.valleyrides.com, www.fresnocog.org and www.planfresno.com, - Fresno COG's Community Engagement Hub, [Fresno COG Agenda Reader](#)
- Posts and maintenance of Fresno COG's social media sites: [Facebook](#), [YouTube](#), [LinkedIn](#) and [Instagram](#).
- Designed, and published hard copy and online Fresno COG annual meeting calendars
- Began conducting 2026 RTP/SCS public outreach, including: RTP Roundtable formation, online survey portal and website, mini-grant applications released to community organizations to assist reaching disadvantaged communities, consultant hired to assist staff with outreach activities, and another to conduct a scientific survey of the community we serve
- The first phase of RTP outreach was conducted using a survey to obtain Fresno County residents' transportation needs
- Fresno County Unmet Transit Needs comment gathering through surveys, dedicated email accounts, voicemail and social media, and public virtual and in-person meetings (February – April of each year)
- E-newsletters, notifications, and reminders via Constant Contact email software

- Maintained databases and email listings of contacts
- Graphic design and editing support to staff members for a variety of projects, plans and projects
- Published public notices and conducted public hearings and meetings for FTIP, RTP, air quality conformity, Measure C, active transportation plans and programs, CycleTracks and other plans and projects as needed
- Maintained an active media listing, provided press releases to the media, answered inquiries regarding various issues.
- Documented public participation process, with amendments as necessary
- Regional Directory – updated annually
- Fresno COG’s brochure update in English and Spanish (2023)
- Annual calendar publication
- Fresno County Transportation Guide updated and published in hard copy and online in English and Spanish (2024). Almost 15,000 copies were dispersed throughout the community
- Documented outreach efforts and meetings with traditionally underrepresented and underserved populations
- Fresno COG website Agenda Builder update completed in 2024 For the 2022 ballot measure, staff provided Measure C reauthorization plan development staff support to the Fresno County Transportation Authority and the Measure C3 Executive and Technical Committees. Created the Measure C Renewal Community Outreach Plan, coordinated public outreach tasks with the Fresno County Transportation Authority, hosted several virtual and in-person community workshops
- For the 2026 Measure C renewal ballot measure COG staff provided planning, support, initial public outreach on social media, websites, etc., oversaw the committee selecting polling and public outreach consultants and served as staff lead to the outreach consultant
- Conducted outreach for the REAP 2.0 process
- Conducted outreach for the Priority Climate Action Planning process
- Provides community outreach support for many Fresno COG plans and programs
- Worked with consultants on the Comprehensive Climate Action Plan, the Fresno County Mobility Hub Study, the Climate Resiliency Plan and TradePort California projects
- Updated Fresno COG’s database of contacts and the tribal government contact listing
- SCS scenario public outreach in Fall 2025
- Newly redesigned Fresno COG logo, folders, stationery, identification cards, nametags, business cards, and office signage in 2024

Products

1. Coming Up at Fresno COG e-newsletters
2. Topical Constant Contact emails
3. News releases
4. Public hearing notifications posted and published
5. Public hearings and/or workshop materials
6. PowerPoint presentations regarding Fresno COG's programs/projects
7. Annual calendar of events, printed and electronic
8. Fresno COG Regional Directory
9. Fresno COG websites: fresnocog.org, planfresno.com, valleyrides.com and agenda builder
10. Fresno COG office stationary/envelopes/business cards/staff IDs
11. Documents, surveys, outreach, and notices in multiple languages—online and hard copy
12. Updated tribal government database
13. Updated email and mailing databases
14. Community outreach workshop materials
15. Unmet Transit Needs outreach and workshop materials; comment reporting
16. Social media accounts and outreach materials for various projects as requested by staff, via organic posts and purchased ads
17. Unmet Transit Needs survey results
18. RTP outreach consultant contract and billing invoices/summaries
19. RTP Transportation Plan final document
20. SCS preferred scenario public outreach materials and community input reporting
21. Fresno COG’s Community Engagement Online Hub with dedicated project websites and accompanying surveys and data

Tasks

- 311.01 Maintain and carry out the adopted public participation process of the COG (Monthly)

- 311.02 Communicate with community and member agencies via the Coming Up at Fresno COG e-newsletter and additional topical e-news communications (Monthly as needed)
- 311.03 Prepare news releases and maintain a 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 2026)
- 311.09 Respond to public comment (Monthly, as needed)
- 311.10 Revise and publish online Fresno COG Regional Directory (January-June 2027)
- 311.11 Maintain Fresno COG's websites, social media accounts, and databases (Monthly)
- 311.12 Update and reorder Fresno COG brochures, folders, stationery, identification cards, 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, the Environmental Justice Subcommittee, and Measure C Citizen Oversight Committee (Monthly, as needed)
- 311.15 Conduct outreach efforts and provide informational materials in languages other than English (Monthly, as needed)
- 311.16 Annual update of the database listings for tribal governments and unacknowledged tribal communities with a specific outreach strategy for reaching and working with tribal governments (July-October 2026)
- 311.17 Annual update of Fresno COG's email/ mailing databases of environmental justice contacts, community-based organizations, and neighborhood associations (March - June 2027)
- 311.18 Conduct RTP community outreach and reporting throughout the plan update process (January – December 2025)
- 311.19 Design and layout the RTP draft and final documents (July – August 2026)

311 Public Information and Participation																
Task Description	C O G	P A R T N E R	% Of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
311.01 Conduct public process	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
311.02 E-news communication	■		2	■	■	■	■	■	■	■	■	■	■	■	■	
311.03 Media relations	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■	
311.04 Public hearings/meetings	■		6	■	■	■	■	■	■	■	■	■	■	■	■	
311.05 Presentations	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
311.06 Graphic design	■		6	■	■	■	■	■	■	■	■	■	■	■	■	
311.07 Outreach on plans/programs/activities	■	■	11	■	■	■	■	■	■	■	■	■	■	■	■	
311.08 Publish annual calendar	■		2						■	■						
311.09 Respond to public comments	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
311.10 Regional Directory	■		4							■	■	■	■	■	■	
311.11 Maintain Fresno COG websites/databases	■		10	■	■	■	■	■	■	■	■	■	■	■	■	
311.12 Fresno COG printed materials	■		4	■	■	■	■	■	■	■	■	■	■	■	■	
311.13 News conferences/interviews	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■	
311.14 SSTAC/EJ Subcommittee/COC	■		4			■		■		■	■	■	■	■	■	
311.15 Outreach and materials translation and provision	■		5	■	■	■	■	■	■	■	■	■	■	■	■	
311.16 Annual database updates	■		2	■	■	■	■									
311.17 Annual update	■		2	■	■	■	■									
311.18 RTP Transportation Community Outreach	■		8	■	■	■	■	■	■	■	■	■	■	■	■	
311.19 RTP draft and final documents	■		9							■	■	■				

311 Public Information and Participation

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FTA 5303 2026/27	FHWA PL 2026/27
Salaries	81,083	93,891	125,140	26,770	98,370
Benefits	25,759	30,063	40,602	8,686	31,916
Overhead	92,251	94,738	127,041	27,177	99,864
Total Staff Costs	199,093	218,692	292,783	62,633	230,150
Direct Costs					
Supplies/Printing	18,939	45,000	45,000		45,000
Software Support & Maint	34,442	50,000	50,000		50,000
Workshops		10,000	10,000		10,000
Promotion/Outreach	10,745	25,000	25,000		25,000
Translation/Interpretation Services	1,920	40,000	40,000		40,000
Total Direct Costs	66,046	170,000	170,000	0	170,000
TOTAL	265,139	388,692	462,783	62,633	400,150
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				7,184	45,897

313 Environmental Justice Activities

Objective

To ensure that Fresno County's low-income and minority populations are 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 do the following:

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

- Forwarded all funding opportunities to tribal agencies.
- Continued to provide technical data support for grant applications as needed.
- Met with tribes to develop projects for federal and state mobility and housing grant applications
- Coordinated with tribes on ongoing transportation projects
- Conducted Environmental Justice and Title VI analysis for 2022, 2026 RTP
- Provided data and map of environmental justice area, and disadvantaged communities to support Regional ATP update.
- Submitted Title VI Program to Caltrans
- Updated definition of disadvantaged communities/EJ areas to be used in 2026 RTP and Environment Justice analysis
- Updated performance measures/indicators to be used in 2026 RTP Environment Justice analysis
- Updated and published 2025 Fresno COG Title VI Plan
- Updated tribal consultation listing

Products

1. Grant application assistance to tribes for transportation-related funding (as needed)
2. Update Regional Transportation Plan (RTP) EJ Analysis Chapter (Aug 2026)
3. EJ Subcommittee meetings for RTP EJ Analysis (Aug 2026)

Tasks

- 313.01 Monitor, document and continue implementing environmental justice, Title VI, DBE rules and regulations and Tribal Consultation Plan. (ongoing, monthly)
- 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)
- 313.05 Maintain the Environmental Justice Subcommittee to review processes and documents and provide advisory comments as needed. FCOG will complete 2026 RTP/SCS EJ Analysis Chapter and discuss the EJ analysis result with EJ Subcommittee.

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

313 Environmental Justice Activities

	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FTA 5303 2026/27
Budget Account				
Salaries	10,494	12,416	12,919	12,919
Benefits	3,055	3,474	3,623	3,623
Overhead	11,698	12,145	12,679	12,679
Total Staff Costs	25,247	28,035	29,221	29,221
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	25,247	28,035	29,221	29,221
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				3,352

320 Technical Assistance

Objective

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

Discussion

Fresno COG staff provide 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, consultants 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
- Traffic count studies in support of the general plans and specific project application
- Prepared pollution reduction calculations for member agency CMAQ applications
- Provide the safety related support for Replica application, to County
- Provide support for SB743 related resources to City of Fresno
- 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)
- Demographic and transportation statistics data for member agencies

Products

1. Special 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 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	30,021	45,043	40,621	40,621
Benefits	8,904	13,487	12,354	12,354
Overhead	33,608	44,734	40,605	40,605
Total Staff Costs	72,533	103,264	93,580	93,580
Direct Costs				
Consultants	129,242	170,000	170,000	170,000
Total Direct Costs	129,242	170,000	170,000	170,000
TOTAL	201,775	273,264	263,580	263,580
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Circuit Planner/Engineer	170,000	170,000
Total Consultants	170,000	170,000

Objective

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

Discussion

As part of the Affiliate State Census Data Center for Fresno County, Fresno COG responds to requests for Census information from member agencies and the public. Staff also coordinate with the Bureau of the Census to disseminate Census reports, and 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

- Fulfilled data requests from governmental agencies, businesses, academic institutions, and the public in support of transportation-related work and demographic data needs
- Maintained socioeconomic data to support traffic modeling and future growth allocation
- An updated demographics page on the Fresno COG website that provides access to the most up-to-date data from the U.S. Census, State Department of Finance, and other sources
- Interactive web maps of ACS data, to allow comparison of each census tract in Fresno County with County average
- Developed city profile report for member agencies with the latest Census and ACS data
- Various maps, data tables, and other support materials for Fresno COG-prepared reports and plans Attended California State Data Center (SDC) Annual Meeting and Census Bureau Webinars
- Updated base year socioeconomic and land use data for transportation model (ABM) update
- Updated vital statistics and employment data analysis for demographic and employment forecast update
- Interactive Dashboard for 2026 RTP projects with map of project location, project information, by RTP/SCS scenarios
- Interactive dashboard for sharing transportation project suggestions collected from public during 2026 RTP public outreach
- Interactive map for displaying Environmental Justice areas in Fresno region
- ArcGIS hub for collecting and sharing FCOG's digital maps, dashboard and datasets

Products

1. Socioeconomic information for Fresno COG-prepared reports and plans
2. Special census reports in response to member agencies and public requests for transportation data
3. Affiliate State Census Data Center Annual Report(April 2027)
4. Updated demographic information and interactive maps for the COG website as available, most notably from the latest ACS
5. Demographic and socioeconomic information in support of land use and travel demand model update
6. Demographic, land use statistics, and GIS products in support of planning activities by FCOG
7. Interactive dashboards for TIP/RTP project progress tracking

Tasks

- 350.01 Provide products and services in fulfillment of the responsibilities of the Fresno Regional Data Center; disseminate Census 2020 and other special census reports; collect, analyze, and disseminate demographic and socioeconomic data to member agencies and the public to support transportation planning and research (monthly, as needed)
- 350.02 Develop and maintain socioeconomic and demographic data critical to traffic modeling; provide support for reports and modeling projects (monthly, as needed)
- 350.03 Develop the summary of demographic data requests provided to member agencies and public, data products such as maps, reports using Census dataset. Submit the Affiliate State Census Data Center Annual Report to California State Census Data Center (April 2027)

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	■		45	■	■	■	■	■	■	■	■	■	■	■	■
350.02 Support transportation reports and model	■		50	■	■	■	■	■	■	■	■	■	■	■	■
350.03 Develop Affiliate State Census Data Center Annual Report	■		5									■	■		

350 Fresno Regional Data Center

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FTA 5303 2026/27	FHWA PL 2026/27	FHWA PL 2025/26
Salaries	32,900	35,036	42,727	5,974	17,071	19,682
Benefits	9,751	10,473	12,575	1,759	5,024	5,792
Overhead	36,825	34,783	42,389	5,927	16,936	19,526
Total Staff Costs	79,476	80,292	97,691	13,660	39,031	45,000
Direct Costs						
Total Direct Costs		0	0	0	0	0
TOTAL	79,476	80,292	97,691	13,660	39,031	45,000
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				1,567	4,477	5,162

360 One Voice and Valley Voice Advocacy

Objective

This work element provides local agencies with information on federal and state legislation, regulations, guidelines, and policies that affect Fresno COG and our member agencies. The One Voice advocacy effort unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek annual federal and state funds and advocate for projects and legislative priorities of regional significance. Valley Voice brings together elected officials from each of the eight San Joaquin Valley counties and the Regional Transportation Planning Agencies to advocate for infrastructure projects and legislative priorities that will benefit the San Joaquin Valley.

Discussion

One Voice

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 is known as Fresno COG's One Voice. The trip was not held from 2020 through 2023 due to the pandemic. But trip plans resumed for a 2024 Washington D.C. trip.

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 20 annual (2003-2026) One Voice advocacy trips to Washington D.C., seven annual (2006-2012) One Voice advocacy trips to Sacramento and coordinated with other Valley COGs for Valley Voice advocacy trips to Sacramento (2008-2022) and Washington D.C. (2009-2022, except in 2012). Owing to the COVID pandemic, Valley Voice trips in 2020 and 2021 occurred virtually.

Fresno COG created its first legislative platform in 2008 that outlined the COG's priority legislative and policy issues for advocacy during that year. It is updated annually.

Products

1. One Voice community advocacy trip materials
2. Valley Voice trip materials
3. Appropriations requests and other funding applications following a Washington D.C. visit
4. Administrative and regulatory relief requests prior to and following a 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. Fresno COG and SJV legislative platform

Tasks

- 360.01 Maintain 2025 and develop the 2026 Fresno COG legislative platform (December 2025 - January 2026)
- 360.02 Regional priorities selection for Fresno COG One Voice to Washington D.C. (October 2026 - February 2027)
- 360.03 Meeting logistics, sponsorships, and materials for Fresno COG One Voice to Washington D.C. (January - April 2027)
- 360.04 Travel and trip implementation for Fresno COG's One Voice to Washington D.C. if needed (March - May 2027)
- 360.05 Washington D.C. trip follow-up if needed (May - June 2027)
- 360.06 Legislative platform for Valley COGs' Valley Voice to Sacramento (December 2026-January 2027)
- 360.07 Delegate briefings for Valley COGs' Valley Voice to Sacramento (January-February 2027)
- 360.08 Meeting logistics and materials development Valley Voice to Sacramento (February-March 2027)
- 360.09 Travel associated Valley Voice to Sacramento (March 2027)
- 360.10 Develop legislative platform and projects Valley Voice to Washington D.C. (July-September 2026)
- 360.11 Delegate briefings for Valley Voice to Washington D.C. (October 2026-January 2027)
- 360.12 Meeting logistics and materials development for Valley Voice to Washington D.C. (January-April 2027)
- 360.13 Travel associated with Valley COGs' Valley Voice to Washington D.C. (May 2027)
- 360.14 Monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies (monthly)

360 One Voice and Valley Voice Advocacy																
Task Description	C O G	C O N S I D E R A T I O N	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
360.1 Develop legislative platform	■		7					■	■							
360.2 Call for regional priorities One Voice D.C.	■		5					■	■	■						
360.3 Logistics and materials for Washington D.C	■	■	17								■	■				
360.4 Travel and meet with delegation, Washington D.C.	■	■	5									■	■			
360.5 Washington D.C. One Voice trip follow up	■	■	7											■	■	
360.6 Establish legislative priorities for Valley Voice Sacramento	■	■	10						■	■						
360.7 Delegate briefings for Valley Voice Sacramento	■	■	5							■	■					
360.8 Logistics and materials for Valley Voice Sacramento	■	■	10								■	■				
360.9 Valley COGs travel to Sacramento	■	■	5									■				
360.10 Identify legislative requests for Valley COGs Washington D.C.	■	■	5	■	■	■										
360.11 Delegate briefings for Valley COGs for Washington D.C.	■	■	4				■	■	■	■		■				
360.12 Develop meeting materials for “Valley Voice” to Washington D.C.	■	■	8							■	■	■	■			
360.13 Travel for Valley Voice to Washington D.C.	■	■	5											■		
360.14 Monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies.	■		7	■	■	■	■	■	■	■	■	■	■	■	■	

360 One Voice and Valley Voice Advocacy

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	13,879	23,008	24,956	24,956
Benefits	4,655	8,431	9,153	9,153
Overhead	11,415	9,607	10,918	10,918
Total Staff Costs	29,949	41,046	45,027	45,027
Direct Costs				
Consultants	16,313	40,000	192,705	192,705
Supplies/Printing	2,023	4,113	4,113	4,113
Grant Specific Travel	37,379	24,509	38,000	38,000
Other Misc Expense	230	3,802	3,802	3,802
Total Direct Costs	55,945	72,424	238,620	238,620
TOTAL	85,894	113,470	283,647	283,647
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Covino Smith & Simon	15,000	15,000
MCAG (VV DC)	5,250	5,250
VRPA (Advocacy)	40,155	40,155
Khoury	132,300	132,300
Total Consultants	192,705	192,705

REGIONAL COORDINATION OF TRANSPORTATION, LAND USE AND HOUSING

420 Fresno Regional Housing Needs Allocation Plan/Multi-Jurisdictional Housing Element (Fresno RHNA/MJHE) Coordination

Objective

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

Discussion

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

Cities and counties are required to prepare and adopt a general plan that addresses the 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 developing a sixth-cycle multi-jurisdictional housing element.

Previous work

Fresno COG adopted the sixth cycle Fresno Regional Housing Needs Allocation Plan in November 2022. The Multi-Jurisdictional Housing Element (MJHE) is underway and is expected to be completed in November 2024.

Products

- Environmental Documents for the Multi-jurisdictional Housing Element
- Adoption of the Housing Element for each jurisdiction
- Final Sixth Cycle Multi-Jurisdictional Housing Element

Tasks

- 420.01 Review and accept Environmental Documentation for all jurisdictions participating in Multi-jurisdictional Housing Element (April-September 2024)
- 420.02 Review completed and adopted housing elements for each jurisdiction participating in the Multi-Jurisdictional Housing Element. (April-September 2024)
- 420.03 Review and accept Final Sixth Cycle Multi-Jurisdictional Housing Element (August-November 2024)

420 Regional Coordination of Transportation, Land Use and Housing (Fresno RHNA/MJHE)															
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
420.01 Environmental documentation	■	■	35	■	■	■									
420.02 Review adopted housing elements	■	■	35	■	■	■									
420.03 Final Sixth Cycle Multi-Jurisdictional Housing Element	■	■	30		■	■	■	■							

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

(Fresno RHNA/MJHE)

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	1,060	2,305	1,452	1,452
Benefits	292	640	435	435
Overhead	1,167	2,251	1,446	1,446
Total Staff Costs	2,519	5,196	3,333	3,333
Direct Costs				
Consultants	563,839	150,000	0	0
Total Direct Costs	563,839	0	0	0
TOTAL	566,358	5,196	3,333	3,333
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

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

Objective

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

Discussion

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

REAP 2.0 is a \$600 million state and federal investment to advance regional plans by funding activities that accelerate infill housing and reductions in per capita VMT, increase housing supply, and affirmatively further fair housing (AFFH). REAP 2.0 seeks to facilitate the implementation of adopted regional and local plans to achieve these goals. The program is administered by California HCD in partnership with the Governor's office of planning and research, the strategic growth council, and the California Air Resources Board (CARB). 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. 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.

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 received \$13.6 million in funding for projects in the region that meet REAP 2.0 objectives. However, due to budget cuts from the Governor's office, there is a possibility that REAP 2.0 funding will be reduced from \$13 million to \$6.5 million. Projects will be awarded based on these two funding scenarios.

As part of the selection process, Fresno COG worked with Southwest Strategies Consultants to develop an application & scoring rubric as well as provide outreach to stakeholders. Fresno COG issued a call for projects and received eight applications. A scoring committee consisting of representatives from various agencies was responsible for reviewing and scoring the projects in January 2024.

Products

1. Final member agency contracts
2. Meeting agendas and minutes
3. Required reports
4. Full application and advance application

Tasks

- 422.01 Finalize contracts with member agencies receiving REAP 2.0 funds (July – October 2026)
- 422.02 Required reporting to administering agencies California HCD, Governor's office of planning and research, Strategic Growth Council, and the California Air Resources Board (ongoing as needed)
- 422.03 Meetings with local agencies and administering agencies regarding funding, project status, etc. (as needed, monthly)
- 422.04 Program management (ongoing as needed)

422 Regional Early Action Planning 2.0 (REAP 2.0) Grant Program															
Task Description	C O G	C O N S L N T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
422.01 Finalize contracts	■		10	■	■	■	■								
422.02 Reporting to administering agencies	■		15	■	■	■	■	■	■	■	■	■	■	■	■
422.03 Agency meetings	■		25	■	■	■	■	■	■	■	■	■	■	■	■
422.04 Program management	■		50	■	■	■	■	■	■	■	■	■	■	■	■

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

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	3,849	2,785	2,672	2,672
Benefits	1,278	830	842	842
Overhead	4,426	2,763	2,693	2,693
Total Staff Costs	9,553	6,378	6,207	6,207
Direct Costs				
Consultants	327,717	12,663,924	581,079	581,079
County Counsel	828			
Grant Administration	0	29,331	104,812	104,812
Total Direct Costs	328,545	12,693,255	685,891	685,891
TOTAL	338,098	12,699,633	692,098	692,098
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

820 Valley Coordination Activities

Objective

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

Previous work

The San Joaquin Valley MPOs coordinated in multiple activities and documents, 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 2023-24.

Executive Directors’ Committee

The executive directors committee met monthly in 2023-24 to discuss issues, programs, and projects of common concern and potentially, common action. They include federal and state air quality-related requirements, pending legislation, coordinated transportation planning efforts, the California high-speed rail project, grant programs and others.

San Joaquin Valley Goods Movement

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

Regional Transportation Plans

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

State Route 99 Coordination

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

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. Fresno COG attended the conference each year.

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 are accomplished on a consistent and timely basis. San Joaquin COG is the lead agency for the group on air quality and is responsible for administering the 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 and WE 422.

Shared Mobility Services for Meeting Transit Needs in the Rural San Joaquin Valley

A University of California, Davis analysis of existing public transportation conditions in the rural SJV and development of concept programs laid the groundwork for the creation of three rural transportation pilot programs: [Miocar](#), an electric carsharing program with vehicle hubs at affordable housing complexes in Tulare and Kern counties; [VOGO](#), a volunteer ridesharing service; and [Vamos](#), a Mobility-as-a-Service app that facilitates trip planning and ticket purchasing across the valley's many transit services.

Products

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

Tasks

- 820.01 Coordinate Regional Policy Council and Executive Directors' Committee meetings, including tracking minutes and other relevant records (monthly)
- 820.02 Track legislation, advocacy (monthly)
- 820.03 Participate in meetings of the California Partnership for the San Joaquin Valley and work on grant-funded projects (quarterly)
- 820.04 Participate in the San Joaquin Valley Policy Conference with Valley MPOs and Regional Policy Council (January-April 2025)
- 820.05 Continue to work with Valley MPOs to ensure Valley's recognition in Federal Bipartisan Infrastructure Law (monthly)
- 820.06 Work with Caltrans and other MPOs on plans, projects, and other needs associated with SR 99 (monthly)
- 820.07 Participate in meetings related to high-speed rail and intercity rail, as associated with Valleywide efforts (monthly)
- 820.08 Investigate alternative methods of coordination of Valleywide activities (monthly)
- 820.09 Ensure a coordinated and comprehensive approach to transportation and air quality planning with the San Joaquin Valley Air Pollution Control District (monthly)
- 820.10 Manage the Valleywide corporate licensing for the modeling software; continue to work with valley MPOs on model improvement, including land use and transportation models (monthly)

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

820 Valley Coordination Activities

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FTA 5303 2026/27	LOCAL FUNDS
Salaries	6,819	10,160	15,276		15,276
Benefits	2,298	2,876	4,418		4,418
Overhead	7,872	9,964	15,095		15,095
Total Staff Costs	16,989	23,000	34,789	0	34,789
Direct Costs					
Consultants	137,104	195,000	166,445	34,081	132,364
Workshops		5,000	5,000		5,000
Promotion/Outreach	300	5,000	5,000		5,000
Other Misc Expense	942				
Total Direct Costs	138,346	205,000	176,445	34,081	142,364
TOTAL	155,335	228,000	211,234	34,081	177,153
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				3,909	

	Total	FTA 5303	LOCAL FUNDS
Consultants			
Valley MPO Coordinator	145,245	34,081	111,164
Valley MPO Coordinator (miscellaneous)	20,000		20,000
Attorney	1,200		1,200
	166,445	34,081	132,364

ADMINISTRATION ACTIVITIES

910 Fresno COG Administration

Objective

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

Discussion

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

Previous work

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

Products

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

Tasks

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

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

910 Fresno COG Administration

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	104,858	75,790	84,318	84,318
Benefits	31,961	24,589	27,035	27,035
Overhead	118,135	76,713	85,364	85,364
Total Staff Costs	254,954	177,092	196,717	196,717
Direct Costs				
Software Support & Maint		10,000	10,000	10,000
Grant Specific Travel		5,000	5,000	5,000
Membership/Dues	19,312	21,000	7,500	7,500
Board Renumeration	19,553	22,000	25,000	25,000
Temporary Help	1,739	4,000	4,000	4,000
Other Misc Expense	710	5,000	5,000	5,000
Equipment	3,546	50,000	25,000	25,000
Total Direct Costs	44,860	117,000	81,500	81,500
TOTAL	299,814	294,092	278,217	278,217
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Membership Dues		
CALCOG	7,500	7,500
Total Membership Dues	7,500	7,500
Equipment		
Computers	15,000	15,000
Office Equipment	10,000	10,000
Sequoia Room Upgrade	0	0
Total Equipment	25,000	25,000

911 Overall Work Program & Budget Development

Objective

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

Discussion

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

The OWP is prepared in cooperation with the State and transit operators as specified in 23 CFR 450.308(c). Fresno COG's advisory committees – including the Technical Transportation Committee, Policy Advisory Committee, and Social Services Technical Advisory Committee – represent transit operators, Caltrans, and community-based organizations, among Fresno COG's member jurisdictions. In conjunction with Fresno COG's Policy Board, these committees and the public are invited to recommend plans or studies they would like to see included in the OWP.

Previous Work Completed

- FHWA approved the final FY 2025-26 OWP in June 2025
- Formal and administrative amendments
- OWP development meetings
- Programing of FY 2025-26 grants
- Federal Certification completed in February 2025

Products

2026/27 Fresno COG Overall Work Program and budget

Tasks

- 911.01 Review federal and state OWP guidelines (November-December 2026)
- 911.02 Conduct public outreach pursuant to Fresno COG Public Participation Plan (January 2027-February 2027)
- 911.03 Identify local project needs (December 2026-February 2027)
- 911.04 Adopt OWP following local agency, federal, and state review (May 2027)
- 911.05 Process OWP amendments (monthly as necessary)
- 911.06 Monitor fiscal resources and maintain sufficient reserves to ensure stable services on a year-to-year basis (monthly)
- 911.07 Construct OWP around ongoing revenue sources, with carryover funding and discretionary grants for one-time projects only (monthly)

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

911 Overall Work Program & Budget Development

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	FTA 5303 2026/27	FHWA PL 2026/27
Salaries	24,882	30,397	28,300	14,150	14,150
Benefits	8,557	10,889	10,163	5,081	5,082
Overhead	28,871	31,554	29,482	14,741	14,741
Total Staff Costs	62,310	72,840	67,945	33,972	33,973
Direct Costs					
Total Direct Costs	0	0	0	0	0
TOTAL	62,310	72,840	67,945	33,972	33,973
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				3,897	3,897

912 Local Transportation Funds Administration

Objective

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

Discussion

Fresno COG, as the Regional Transportation Planning Agency, is responsible for administering the Local Transportation Fund (LTF), and State Transit Assistance Fund (STA) in Fresno County. These funds, based on a portion of the state sales tax, are generally available to local agencies for bicycle and pedestrian facilities, public transportation, social service transportation, and street and road 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 assist in claim preparation, monitors related legislative activity, and monitor expenditures via audits.

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

Products

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

Tasks

- 912.01 Fulfill RTPA responsibilities, including apportionment, unmet transit need hearings and findings, and audits (monthly)
912.02 Monitor related legislative activity (monthly)
912.03 Assist in claim preparation with local agencies (monthly)
912.04 Review claims for conformance with TDA law, the Regional Transportation Plan, and short-range transit plans (monthly)
912.05 Maintain appropriate financial activity records (monthly)
912.06 Conduct Social Service Transportation Advisory Council meetings/public hearing (re: WE 120) (May 2025)
912.07 Update unmet transit needs staff report and conduct public hearing (re: WE 120) (May 2025)
912.08 Contract for appropriate fiscal and triennial performance audits (monthly)
912.09 Allocate PTMISEA, CTAF and LCTOP (monthly)

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

912 Local Transportation Funds Administration

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	52,131	21,992	19,431	19,431
Benefits	18,228	7,652	6,751	6,751
Overhead	60,748	22,657	20,069	20,069
Total Staff Costs	131,107	52,301	46,251	46,251
Direct Costs				
County Counsel	28,822	29,000	31,000	31,000
Program Audits	153,046	189,229	202,039	202,039
County Auditor Controller	6,232	11,000	12,000	12,000
Total Direct Costs	188,100	229,229	245,039	245,039
TOTAL	319,207	281,530	291,290	291,290
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

913 SB 125 Formula TIRCP & ZETCP Administration

Objective

To administer the SB 125 Formula-Based Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP) in Fresno County.

Discussion

Fresno COG, as the Regional Transportation Planning Agency, is responsible for administering the SB 125 Formula-Based Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP) in Fresno County. TIRCP was created by Senate Bill 862 in 2014 to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Senate Bill 125 amended the Budget of 2023 to appropriate \$4 billion of General Fund to the TIRCP over the next two fiscal years and establishes the Zero-Emission Transit Capital Program (ZETCP) with \$1 billion in GGRF and PTA funding over the next four fiscal years. ZETCP will provide funds for zero-emission transit equipment, transit facility and network improvement projects such as those that support replacing aging vehicle fleets with zero-emission vehicles (ZEVs) and associated fueling or charging infrastructure or facility modifications.

A maximum of 1% of total multi-year SB 125 formula funds are allocated to Fresno COG for administration of SB 125 funding across both TIRCP and ZETCP, and for planning expenses related to preparing and implementing the initial short-term financial plan, annual updates to the short-term financial plan, and the long-term financial plan. Fresno COG's total TIRCP and ZETCP SB 125 allocation is \$119,707,058 of which \$1,197,071 will be set aside for administration of the program by Fresno COG over a five-year period.

Products

1. Regionally representative transit operator data, fleet management plans, revenue collection plans, existing service plans and schedules
2. Allocation Package Detailed Project Description
3. Records of TIRCP, and ZETCP apportionments, claim approvals, and allocations.
4. Annual Progress Reports

Tasks

- 912.01 Provide regionally representative transit operator data, fleet management plans, revenue collection and service plans (July 2026)
- 912.02 Allocation Package Detailed Project Description (June 2027)
- 912.03 Maintain appropriate financial activity records (monthly)
- 912.04 Annual Progress Report (December 2026)

913 SB 125 Formula TIRCP & ZETCP Administration															
Task Description	CO G	C O N S L I D E N T	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
912.01 Provide regionally representative transit operator data	■		5	■											
912.02 Allocation Package Detailed Project Description	■		50												■
912.03 Maintain appropriate financial activity records	■		5	■	■	■	■	■	■	■	■	■	■	■	■
912.04 Annual Progress Report	■		40						■						

913 SB125 Formula TIRCP and ZETCP Administration

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	1,124	9,468	10,214	10,214
Benefits	278	3,166	3,483	3,483
Overhead	1,212	9,656	10,499	10,499
Total Staff Costs	2,614	22,290	24,196	24,196
Direct Costs				
Grant Administration		528,514	504,018	504,018
Total Direct Costs	0	528,514	504,018	504,018
TOTAL	2,614	550,804	528,214	528,214
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

920 Fresno County Rural Transit Agency (FCRTA) Administration

Objective

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

Discussion

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

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 for funding operations and capital
2. Organized files and correspondence
3. Contractual agreements between FCRTA, rural incorporated cities, nonprofit corporations, other municipalities
4. Annual Budget and Program
5. National Transit Database Report, State Auditors Controllers Report, FCRTA portion of Transit Productivity Evaluation, Triennial Performance Audit
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 implementation of the updated Regional Transportation Plan and Rural Short-Range Transit Plan for the Rural Area of Fresno County; Measure C Expenditure Plan (March-September)
- 920.05 Prepare and administer grants in conjunction with transit service implementation (monthly)
- 920.06 Prepare, Adopt, and amend the Annual Budget (February-June)
- 920.07 Negotiate and execute service agreements with rural cities, non-profit corporations, private transit providers, and other municipalities (April-June)
- 920.08 Act as a 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 (monthly)
- 920.13 Respond to the Americans with Disabilities Act, FTA Drug and Alcohol Substance Abuse, FTA Safety and 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-January)

- 920.18 Prepare National Transit Database Report (monthly)
 920.19 Prepare State Auditors Controllers Report (December-January)
 920.20 Cooperate with and coordinate with agencies and organizations that are alternative energy advocates such as CARB, Electrify America, and SJV Clean Cities Coalition (monthly)
 920.21 Attend meetings as required and attend relevant transit industry conferences such as CalACT and CTA (Monthly).
 920.22 Maintain and update FCRTA Website (monthly)

920 Fresno County Rural Transit Agency FCRTA 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 Fresno County Rural Transit Agency (FCRTA) Administration

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	LOCAL FUNDS
Salaries	553,072	780,581	577,696	577,696
Benefits	168,181	260,209	219,033	219,033
Overhead	0	0	0	0
Total Staff Costs	721,253	1,040,790	796,729	796,729
Direct Costs				
Other Misc Expense	0	20,796	23,870	23,870
Total Direct Costs	0	20,796	23,870	23,870
TOTAL	721,253	1,061,586	820,599	820,599
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

930 Fresno County Transportation Authority (FCTA) 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

To provide personnel services to the Authority.

930 Fresno County Transportation Authority (FCTA) Administration				
	Actual	Adopted	Annual	
Budget	Cost	Budget	Budget	LOCAL
Account	2024/25	2025/26	2026/27	FUNDS
Salaries	1,193	1,263	1,557	1,557
Benefits	417	461	569	569
Overhead	1,390	1,318	1,630	1,630
Total Staff Costs	3,000	3,042	3,756	3,756
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	3,000	3,042	3,756	3,756
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

940 Freeway Service Patrol

Objective

To conduct the Freeway Service Patrol program in cooperation with Caltrans and the California Highway Patrol, removing minor traffic incidents rapidly, thereby reducing congestion, secondary accidents and vehicle emissions.

Discussion

The Fresno County Freeway Service Patrol (FSP) provides free assistance, including flat tire repair, radiator refills, and leaky hose repair, providing one gallon of fuel and removing stalled vehicles from the freeway morning and evening, during peak-hours. 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 2023-24 freeway service patrol
- Applications for federal transportation funds to provide the additional local match required for the earlier expanded FSP program
- Requests for proposals for towing services for 2018-19 through 2022-23

Products

- FSP tow contract
- 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 2026-27. (April-June 2027)
- 940.02 Participate with Caltrans and the CHP in monitoring, evaluating, and promoting the FSP (ongoing monthly)
- 940.03 Administer the FSP tow contract for fiscal year 2025-26 (ongoing 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 2026)

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	■	■	10										■	■	■
940.02 Monitor/Eval/Promote FSP	■	■	45	■	■	■	■	■	■	■	■	■	■	■	■
940.03 Administer FSP Contract	■		40	■	■	■	■	■	■	■	■	■	■	■	■
940.04 Statewide Motorist Aid Committee	■		5				■								

940 Freeway Service Patrol

Budget Account	Actual Cost 2024/25	Adopted Budget 2025/26	Annual Budget 2026/27	State FSP	LOCAL FUNDS
Salaries	4,040	2,104	3,117	2,494	623
Benefits	1,435	666	982	786	196
Overhead	4,727	2,117	3,142	0	3,142
Total Staff Costs	10,202	4,887	7,241	3,280	3,961
Direct Costs					
Supplies/Printing	3,742	8,500	8,500	6,800	1,700
Software Support & Maint	0	5,760	5,760	4,608	1,152
Freeway Service Patrol	733,050	731,250	731,250	585,000	146,250
Equipment	1,742	8,500	8,500	6,800	1,700
Total Direct Costs	738,534	754,010	754,010	603,208	150,802
TOTAL	748,736	758,897	761,251	606,488	154,763
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

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

Appendices

Appendix A- FHWA and FTA Metropolitan Transportation Planning Process Certification

FY 2025/2026 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 certifies that the transportation planning process is being carried out in accordance with the following elements including:

- UPDATE
WITH NEW
MB
- 1) 23 U.S.C. 134, 49 U.S.C. 5302
 - 2) In nonattainment areas of the Clean Air Act, as amended
 - 3) Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.)
 - 4) 49 U.S.C. 5302(b)(2)(A) regarding the involvement of the public
 - 5) Section 110 of the Clean Air Act regarding the involvement of disadvantaged communities
 - 6) 23 CFR part 23 regarding the involvement of disadvantaged communities
 - 7) The provisions of the Americans with Disabilities Act (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37
 - 8) The Older Americans Resources Survey (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs receiving Federal financial assistance;
 - 9) Section 324 of title 42 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

Robert Phipps, Executive Director

Title

Date

4/24/25

Caltrans District Approval Signature

Shane Gunn Acting Deputy District Director, Planning

Title

Date

05/14/2025

Appendix B-FTA Certifications and Assurances

Certifications and Assurances

Fiscal Year 2025

FEDERAL FISCAL YEAR 2025 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 (here) ✓.

The Applicant certifies to the applicable provisions of all categories (here) ✓.

Category

- 01 Certification
- 02 Public Transit
- 03 Tax Liability and
- 04 Private Sector Partnership
- 05 Transit Asset Management
- 06 Rolling Stock Buy A and Bus Testing
- 07 Urbanized Area Formula Grants Program
- 08 Formula Grants for Rural Areas
- 09 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program
- 10 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs
- 11 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

**UPDATE
WITH NEW
MB**

Certifications and Assurances

Fiscal Year 2025

- 12 State of Good Repair Grants
- 13 Infrastructure Finance Programs
- 14 Alcohol and Controlled Substances Testing
- 15 Rail Safety Training and Oversight
- 16 Demand Responsive Service
- 17 Interest and Financing Costs
- 18 Cybersecurity Certification for Rail Rolling Stock and Operations
- 19 Tribal Transit Programs
- 20 Emergency Relief Program

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Fresno Council of Governments

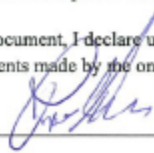
BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications 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 seek in the future, of 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

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

Signature



Date:

5-29-25

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

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

Signature  Date: 5-29-25

Name Bryan Rome Attorney for Applicant

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

Appendix C-Debarment and Suspension Certification

Fiscal Year 2025/2026 California Department of Transportation Debarment and Suspension Certification

As required by U.S. DOT regulations on governmentwide Debarment and Suspension

(Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, or declared for debarment, declared ineligible, or voluntarily excluded from transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of a crime, or for commission of fraud or a crime attempting to obtain, or performing a contract under a public transaction, or for commission of embezzlement, or falsification of records, making false statements;
 - c) Are not presently criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (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.

March 2025

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2025/2026**

SIGNATURE PAGE

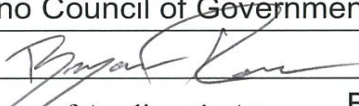
In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature  Date 4/24/25
Printed Name Robert Phipps

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 (Name of Applicant)
Signature  Date 4/24/2025
Printed Name of Applicant's Attorney Bryan Rome

March 2025

Appendix D - Planning Funds - Eligible Uses

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

Regional planning studies and activities:

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

Regional planning consensus efforts:

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

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

Regional planning documents, consistent with federal and state requirements:

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

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

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

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

Definitions:

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

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

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

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

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

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

Indirect Cost Rate Calculation –

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

Examples:

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

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

Areas of Particular Importance:

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

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

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

CFR Part 225.55:

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

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

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

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

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

Attachment A1

Fresno Council of Governments 2026/27 Budget

	Direct Costs	Indirect Costs	Ineligible Costs	Other Program Costs	Total Budget
Salaries	1,721,954 ▼	658,143 ▼	14,248 ▼	806,615 ▼	3,200,960 ▼
Fringe Benefits	551,499 ▼	307,203 ▼	5,617 ▼	306,437 ▼	1,170,756 ▼
Total	2,273,453	965,346	19,865	1,113,052	4,371,716
	A4a	A3a	A3b	A3c	A4e
Indirect Costs					
Telephone		12,000			12,000
Insurance		8,000			8,000
Postage		4,400			4,400
Printing Supplies		10,000			10,000
Office Supplies		32,000			32,000
Publ. & Subscript.		5,100			5,100
Advertising & Legal Notice		22,000			22,000
Computer Supplies		40,000			40,000
Office Lease		285,730			285,730
Bldg. Operating Expense		121,700			121,700
Copier Lease		27,000			27,000
Repair & Maint.		82,500			82,500
Travel Expenses		59,670			59,670
Audit		41,524			41,524
Total Indirect		751,624		0	751,624
		A5a			
Depreciation		20,750			20,750
		A6e			
Subtotal Indirect Costs		1,737,720			
		A1a			
Other Direct Costs				12,750,524 ▼	12,750,524
				A5b	
ICAP Carry Forward		4,894			4,894
		A6b			
Total Budget	2,273,453	1,742,614	19,865	13,863,576	17,899,508
	A1b				A5d

Attachment A2

Fresno Council of Governments
Cost Carry Forward Provision

Fiscal Year	2023/24	2024/25	2025/26		2026/27
Approved Rate	66.58%	86.34%	76.43%	Proposed Rate	76.65%
Indirect Calculation					
Prior year Carry Forward	80,334	284,437	61,275	Prior year Carry Forward	4,894
Indirect Costs Per Single Audit	1,208,108	1,341,867	A6c	Estimated Indirect Costs	1,737,720
					A1a
Total Indirect Costs	1,288,442	1,626,304		Total Indirect Costs	1,742,614
		A6a			
Recovered Costs (Direct Salaries +Benefits) (* Approved Rate)	1,227,167	1,621,410		Estimated Direct Salaries + Benefits	2,273,453
					A1b
Future Year Carry Forward	61,275	4,894			
	A6c	A6b			
Direct Salaries + Benefits (Per Single Audit)	1,843,146	1,877,936			
		A6d			

Attachment A3

Fresno Council of Governments 2026/27 Indirect Cost Plan

Adjustment for Ineligible Activities

Executive Director

Salary	226,025
Benefits	89,106
Total Salary & Benefits	315,131

Annual Hours	1,745
--------------	-------

Salary Rate	129.53
Benefit Rate	51.06

Ineligible Activities	
One Voice Advocacy	110
Other Activities	
Total Ineligible Hrs.	110

Ineligible Salaries	14,248
Ineligible Benefits	5,617
Ineligible Costs	19,865

	Professional Staff	FCRTA Staff	FAX Staff	Ineligible Activities	Support Staff	Total Staff
Salaries & Benefits	2,273,453	796,729	316,323		985,211	4,371,716
	A4a	A4b	A4c		A4d	A4e
Executive Director adj.				19,865	(19,865)	0
Executive Assistant adj.				0	0	0
Subtotal	0	0	0	19,865	(19,865)	0
Adj Salaries & Benefits	2,273,453	796,729	316,323	19,865	965,346	4,371,716
				A3b	A3a	
FCRTA Staff		796,729				
FAX Staff		316,323				
Total Other Program Costs		1,113,052				
		A3c				

Appendix F- Key Federal Contract and Procurement Requirements

Per 49 Code of Federal Regulations, Part 18.36:

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

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

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

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

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

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

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

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

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

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

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

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: ALL CALTRANS STAFF

Date: December 6, 2021

From: TOKS OMISHAKIN
Director

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

Purpose

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

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

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

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

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



TOKS OMISHAKIN
DIRECTOR

12.1.21

Date

author/typist

DOTS2 # (if DOTS assignment)

Cross-reference DOTS2 # (if any)

Appendix H - Certification of Restriction on Lobbying

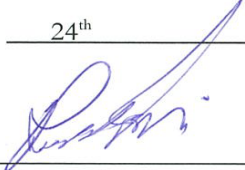
CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, Robert Phipps, 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, or an employee of Congress, or an employee of a Member of Congress in connection with any Federal contract, the making or awarding of any Federal contract, the entering into of any cooperative agreement, the extension, renewal, amendment or modification of any Federal contract.
2. If any 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, or an employee of a Member of Congress in connection with any Federal contract, the undersigned shall file a Disclosure Form to Report Lobbying, "in accordance with the requirements of the Federal Acquisition Regulation."
3. The undersigned certifies that all subrecipients shall be included in the award documents for all contracts, subgrants, and contracts under grants, loans, and contracts, 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 24th day of April, 2025.

By: 
Robert Phipps, Executive Director
Fresno Council of Governments

Appendix I - Resolution of Approval

BEFORE THE FRESNO COUNCIL OF GOVERNMENTS RESOLUTION NO. 2025-09

In the Matter of:

OVERALL WORK PROGRAM
AND LINE ITEM BUDGET

RESOLUTION ADOPTING
THE OVERALL WORK PROGRAM AND
LINE ITEM BUDGET FOR
FISCAL YEAR 2025-26

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 Department of Transportation and Federal Transit Administration; and

WHEREAS, Fresno COG staff has sought input from member agencies and the public with respect to proposed work to be performed to satisfy Federal and State requirements, in addition to

WHEREAS, the Overall Work Program includes regulations including equal opportunity and fair employment practices and Disadvantaged Business Enterprise (DBE) goals;

WHEREAS, the proposed Overall Work

WHEREAS, the Overall Work Program is subject to approval by the Fresno COG Policy Board during the 2025-26 fiscal year; and

WHEREAS, the Fresno COG has prepared a

WHEREAS, the Overall Work Program has been

NOW, THEREFORE, BE IT RESOLVED, that the Fresno Council of Governments is committed to satisfy all Federal and State requirements for 2025-26 including statements of

BE IT FURTHER RESOLVED that the Fresno COG Executive Director is authorized to execute and submit certifications, assurances, applications, and agreements for funding to State, Federal, and local agencies identified as proposed sources of funding by the FY 2025-26 Overall Work Program; and execute and submit agreements to 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, 2025.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 24th day of April, 2025.

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

NOES: None.

ABSTAIN: None

ABSENT: Sanger, San Joaquin

ATTEST:

Signed:

Alma Beltran, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 24th day of April, 2025.

Signed:

Robert Phipps, Executive Director

Appendix J- Spreadsheet & Budget

TOTAL REVENUES INCLUDING CARRYOVER

	Actual Cost 2024/25	Total Adopted Budget 2025/26	Total Proposed Budget 2026/27	Total Budget Increase (Decrease)	Percent Change
FEDERAL	33%	27%	40%		
FTA 5303 Apportionment 2026-27		0	491,529	491,529	0%
FTA 5303 Apportionment 2025-26		491,222	231,707	(259,515)	-53%
FTA 5303 Apportionment 2024-25	551,926	86,753	0	(86,753)	-100%
FTA 5303 Apportionment 2023-24		5,668	0	(5,668)	-100%
FTA 5304	264,597	1,094,015	700,000	(394,015)	-36%
FTA 5339(b)	1,903,856	337,146	259,030	(78,116)	-23%
FTA 5307	236,719	251,472	255,458	3,986	2%
FTA 5310	245,819	2,120,159	697,481	(1,422,678)	-67%
FHWA/PL Apportionment 2026-27		0	2,075,555	2,075,555	0%
FHWA/PL Apportionment 2025-26		2,726,401	1,010,379	(1,716,022)	-63%
FHWA/PL Apportionment 2024-25	2,512,312	653,406	309,790	(343,616)	-53%
FHWA/PL Apportionment 2023-24		3,000	0	(3,000)	-100%
FHWA CS 2.5% 2026-27		0	53,219	53,219	0%
FHWA CS 2.5% 2025-26		49,395	17,894	(31,501)	-64%
FHWA CS 2.5% 2024-25	45,783	2,857	0	(2,857)	-100%
FHWA RIA Grant	329,015	1,558,997	406,911	(1,152,086)	-74%
FHWA SS4A	0	400,000	393,878	(6,122)	-2%
EPA	215,835	606,245	328,758	(277,487)	-46%
FEDERAL SUBTOTAL	6,305,862	10,386,736	7,231,589	(3,155,147)	-30%
STATE	30%	43%	18%		
STATE STIP PLANNING	428,613	399,000	399,000	0	0%
STATE FSP	595,207	605,424	606,488	1,064	0%
STATE TNC WAV	98,170	384,555	252,386	(132,169)	-34%
STATE HIGHWAY ACCT 2024-25	490,114	162,992	38,466	(124,526)	-76%
STATE RMRA 2024-25 Comp.		298,762	64,959	(233,803)	-78%
STATE RMRA 2026-27		0	423,700	423,700	0%
STATE RMRA 2025-26		411,533	411,533	0	0%
STATE RMRA 2024-25	168,023	346,319	305,316	(41,003)	-12%

STATE RMRA 2023-24		183,167	0	(183,167)	-100%
STATE REAP	3,957,769	13,902,504	692,098	(13,210,406)	-95%
STATE SUBTOTAL	5,737,896	16,694,256	3,193,946	(13,500,310)	-81%

LOCAL	38%	30%	42%		
LOCAL RESERVE DRAW		648,247	0	(648,247)	-100%
LTF ADMIN.	196,846	180,628	183,047	2,419	1%
LTF PLANNING	1,642,372	1,642,825	1,670,687	27,862	2%
MEMBER DUES	40,000	40,000	40,000	0	0%
OUTSIDE SERVICES	6,015	15,000	15,000	0	0%
INTEREST EARNINGS	602,482	150,000	150,000	0	0%
TRANS AUTH ADMIN	3,000	3,042	3,756	714	23%
TRANS AUTH PLANNING	3,334,571	6,239,093	3,285,102	(2,953,991)	-47%
FCRTA ADMIN.	721,264	1,061,586	820,599	(240,987)	-23%
VALLEY COGS	193,656	240,864	406,557	165,693	69%
FAX FTA MATCH	120	600	600	0	0%
In Kind/ Cash Match	488,282	526,199	266,424	(259,775)	-49%
MISC OTHER	89,282	663,380	632,201	(31,179)	-5%
LOCAL SUBTOTAL	7,317,890	11,411,464	7,473,973	(3,937,491)	-35%
TOTAL REVENUES	19,361,648	38,492,456	17,899,508	(20,592,948)	-53%

TOTAL EXPENSES

	Actual Cost 2024/25	Total Adopted Budget 2025/26	Total Proposed Budget 2026/27	Total Budget Increase (Decrease)	Percent Change
<i>SALARIES</i>	15%	9%	18%		
Salaries - COFCG	2,000,479	2,340,692	2,394,346	53,654	2%
Salaries - FCRTA	556,028	780,581	577,696	(202,885)	-26%
Salaries - FAX	211,426	221,160	228,918	7,758	4%
Total Salaries	2,767,933	3,342,433	3,200,960	(141,473)	-4%
<i>BENEFITS</i>	5%	3%	7%		
Vehicle Allowance/Parking Permits	45,876	47,581	39,456	(8,125)	-17%
Retirement	407,514	497,348	480,144	(17,204)	-3%
Health Insurance	381,789	507,132	521,670	14,538	3%
Dental/Optical	30,404	36,363	35,109	(1,254)	-3%
Life, Disability, & Unemployment Ins.	26,707	30,594	32,824	2,230	7%
Workers Comp	12,517	15,859	15,139	(720)	-5%
FICA/Medicare	41,026	48,465	46,414	(2,051)	-4%
BENEFITS SUBTOTAL	945,833	1,183,342	1,170,756	(12,586)	-1%
<i>INDIRECT OVERHEAD</i>	3%	2%	4%		
Telephone	8,608	12,000	12,000	0	0%
Insurance	5,672	8,000	8,000	0	0%
Postage	3,034	4,000	4,400	400	10%
Printing Supplies	20,737	35,000	10,000	(25,000)	-71%
Office Supplies	22,212	32,000	32,000	0	0%
Publ. & Subscript.	3,366	5,100	5,100	0	0%
Advertising & Legal Notice	9,103	22,000	22,000	0	0%
Computer Supplies	21,035	40,000	40,000	0	0%
Office Lease	231,558	268,000	285,730	17,730	7%
Bldg. Operating Expense	74,783	87,350	121,700	34,350	39%
Copier Lease/Service Contracts	13,233	18,000	27,000	9,000	50%
Repair & Maint.	22,878	22,000	82,500	60,500	275%
Travel Expenses	27,692	58,500	59,670	1,170	2%
Single Audit	43,850	40,314	41,524	1,210	3%
INDIRECT OVERHEAD SUBTOTAL	507,761	652,264	751,624	99,360	15%
ICAP - Cost Carry Fwd & Depreciation	300,293	92,596	25,644	(66,952)	-72%
Total Salaries Benefits & Overhead	4,521,820	5,270,635	5,148,984	(121,651)	-2%

<i>OTHER DIRECT COSTS</i>	76%	86%	71%		
Consultants	5,001,413	23,174,519	5,650,190	(17,524,329)	-76%
Supplies/Printing	31,627	116,613	116,613	0	0%
Software Support/Maint	390,871	732,230	723,924	(8,306)	-1%
Workshops	2,900	25,000	25,000	0	0%
Promotion/Outreach	270,606	260,000	300,000	40,000	15%
Prizes & Awards	86,514	80,000	125,000	45,000	56%
Commuter Van Pool Subsidy	219,178	350,000	600,000	250,000	71%
Taxi Scrip	675,707	700,000	750,000	50,000	7%
Farm Worker Van Pool Subsidy	185,087	385,000	300,000	(85,000)	-22%
Grant Specific Travel	37,978	37,509	51,000	13,491	36%
FTA 5339	2,379,820	421,433	323,787	(97,646)	-23%
FTA 5310	289,140	2,562,071	899,148	(1,662,923)	-65%
Translation/Interpretation Services	1,920	40,000	40,000	0	0%
County Counsel	34,078	39,000	41,000	2,000	5%
Program Audits	162,841	199,318	212,431	13,113	7%
County Auditor Controller	6,232	11,000	12,000	1,000	9%
Membership/Dues	19,312	21,000	7,500	(13,500)	-64%
Board Renumeration	19,553	22,000	25,000	3,000	14%
Temporary Help	1,739	4,000	4,000	0	0%
Other Misc Expense	7,463	35,598	39,672	4,074	11%
Freeway Service Patrol	733,050	731,250	731,250	0	0%
Equipment	14,097	158,500	133,500	(25,000)	-16%
Agency Pass Trough	3,982,280	2,313,837	869,896	(1,443,941)	-62%
Grant Administration	0	801,943	769,613	(32,330)	-4%
OTHER DIRECT SUBTOTAL	14,553,406	33,221,821	12,750,524	(20,471,297)	-62%
TOTAL EXPENSES	19,075,226	38,492,456	17,899,508	-20,592,948	-53%

FY 2026-27 OWP Spreadsheet

Expenditure by PROGRAM

			Programs & Services	Agency Total
	Work Element Description	COG		
110	REGIONAL STREETS AND HIGHWAYS PLANNING	15,572	0	15,572
111	REGIONAL TRANSPORTATION MODELING	569,213	411,848	981,061
112	REGIONAL TRAFFIC MONITORING	30,558	337,200	367,758
113	FRESNO COG ZERO-EMISSION TRANSPORTATION ACTION PLAN (ZETAP)	0	478,595	478,595
114	FRESNO COUNTY ITS ARCHITECTURE	24,129	485,000	509,129
115	REGIONAL TRANSPORTATION MITIGATION FEE PROGRAM	23,595	65,392	88,987
117	GOLDEN STATE CORRIDOR STUDY	10,084	400,000	410,084
120	PUBLIC TRANSPORTATION - URBAN	322,780	3,000	325,780
121	FEDERAL TRANSIT ADMINISTRATION DIRECT GRANTS	20,414	1,222,935	1,243,349
131	ACCESS FOR ALL PROGRAM	2,502	249,884	252,386
141	PAVEMENT MANAGEMENT SYSTEM	0	100,000	100,000
149	SB743 IMPACT UPDATE	9,002	25,000	34,002
150	OTHER MODES - AVIATION, RAIL, BICYCLING, PEDESTRIAN	54,977	2,000	56,977
152	HIGH SPEED RAIL PLANNING	6,363	0	6,363
153	FRESNO COUNTY AIRPORT LAND USE COMMISSION	16,011	15,000	31,011
155	FCRR FEASIBILITY STUDY SB1-C	4,441	72,000	76,441
156	SAFE ROUTES TO SCHOOL ADDENDUM	12,479	479,869	492,348
157	FRESNO METROPOLITAN LIGHT RAIL FEASIBILITY STUDY	9,943	790,057	800,000
163	FREIGHT MOVEMENT AND PLANNING	7,647	0	7,647
164	AIRPORT ACCESS SURVEY SB1-F	21,716	443,135	464,851
170	REGIONAL TRANSPORTATION PLAN	852,894	296,737	1,149,631
171	TRANSPORTATION PERFORMANCE MANAGEMENT	41,363	0	41,363
172	CONGESTION MANAGEMENT PROGRAM (CMP)	16,108	0	16,108
173	REGIONAL VMT MITIGATION PIP SB1-F	26,842	315,952	342,794
175	TRADEPORT CALIFORNIA - RIA	0	406,911	406,911
179	COMPLETE STREETS PLANNING	47,146	23,967	71,113
180	AIR QUALITY TRANSPORTATION PLANNING	97,717	73,196	170,913
181	CLIMATE ACTION PLAN	12,571	316,187	328,758
182	FRESNO COUNTY EXTREME HEAT ANALYSIS SHA-CAPG	0	43,450	43,450
183	V-TRANSFORM STUDY	12,194	68,884	81,078
210	MEASURE "C" REAUTHORIZATION IMPLEMENTATION	474,041	200,000	674,041
211	MEASURE "C" CITIZEN OVERSIGHT COMMITTEE	11,945	2,000	13,945
212	MEASURE "C" CARPOOL INCENTIVE & VANPOOL SUBSIDY	44,175	876,000	920,175
214	MEASURE "C" SENIOR SCRIP PROGRAM	114,955	921,000	1,035,955
215	MEASURE "C" AGRICULTURAL WORKER VANPOOL PROGRAM	7,051	337,000	344,051
220	TRANSPORTATION PROGRAM DEVELOPMENT	389,162	179,316	568,478
310	INTERGOVERNMENTAL COORDINATION	93,928	59,616	153,544
311	PUBLIC INFORMATION AND PARTICIPATION	292,783	170,000	462,783
313	ENVIRONMENTAL JUSTICE ACTIVITIES	29,221	0	29,221
320	TECHNICAL ASSISTANCE	93,580	170,000	263,580
350	FRESNO REGIONAL DATA CENTER	97,691	0	97,691
360	ONE VOICE AND VALLEY VOICE ADVOCACY	45,027	238,620	283,647
420	FRESNO REGIONAL HOUSING NEEDS ALLOCATION PLAN/MJHE	3,333	0	3,333
422	REGIONAL EARLY ACTION PLANNING GRANTS OF 2021 (REAP 2.0)	6,207	685,891	692,098

820	VALLEY COORDINATION ACTIVITIES	34,789	176,445	211,234
910	FRESNO COG ADMINISTRATION	196,717	81,500	278,217
911	OVERALL WORK PROGRAM & BUDGET DEVELOPMENT	67,945	0	67,945
912	LOCAL TRANSPORTATION FUNDS ADMINISTRATION	46,251	245,039	291,290
913	SB 125 FORMULA TIRCP & ZETCP ADMINISTRATION	24,196	504,018	528,214
920	FCRTA ADMINISTRATION	796,729	23,870	820,599
930	FCTA ADMINISTRATION	3,756	0	3,756
940	FREEWAY SERVICE PATROL	7,241	754,010	761,251
TOTAL EXPENDITURES		5,148,984	12,750,524	17,899,508

FY 2026-27 OWP Spreadsheet

Expenditure by Agency

PY Calculation						Agency
	Work Element Description	COFCG	County	Fresno	Clovis	Total
110	REGIONAL STREETS AND HIGHWAYS PLANNING	0.07	0.00	0.00	0.00	0.07
111	REGIONAL TRANSPORTATION MODELING	2.65	0.00	0.00	0.00	2.65
112	REGIONAL TRAFFIC MONITORING	0.14	0.98	0.53	0.06	1.71
113	FRESNO COG ZETAP	0.00	0.00	0.00	0.00	0.00
114	FRESNO COUNTY ITS ARCHITECTURE	0.11	0.00	0.00	0.00	0.11
117	GOLDEN STATE CORRIDOR STUDY	0.05	0.00	0.00	0.00	0.05
120	PUBLIC TRANSPORTATION - URBAN	1.50	0.00	0.00	0.00	1.50
121	FEDERAL TRANSIT ADMINISTRATION DIRECT GRANTS	0.10	0.00	0.00	0.00	0.10
131	ACCESS FOR ALL PROGRAM	0.01	0.00	0.00	0.00	0.01
141	PAVEMENT MANAGEMENT SYSTEM	0.00	0.00	0.00	0.00	0.00
149	SB 743 Impact Update	0.04	0.00	0.00	0.00	0.04
150	OTHER MODES - AVIATION, RAIL, BICYCLING, PEDESTRIAN	0.26	0.00	0.00	0.00	0.26
152	HIGH SPEED RAIL PLANNING	0.03	0.00	0.00	0.00	0.03
153	FRESNO COUNTY AIRPORT LAND USE COMMISSION	0.07	0.00	0.00	0.00	0.07
155	FCRR FEASIBILITY STUDY SB1-C	0.02	0.00	0.00	0.00	0.02
156	SAFE ROUTES TO SCHOOL ADDENDUM	0.06	0.00	0.00	0.00	0.06
157	FRESNO METROPOLITAN LIGHT RAIL FEASIBILITY STUDY	0.05	0.00	0.00	0.00	0.05
163	FREIGHT MOVEMENT AND PLANNING	0.04	0.00	0.00	0.00	0.04
164	AIRPORT ACCESS SURVEY SB1-F	0.10	0.00	0.00	0.00	0.10
170	REGIONAL TRANSPORTATION PLAN	3.98	0.00	0.00	0.00	3.98
171	TRANSPORTATION PERFORMANCE MANAGEMENT	0.19	0.00	0.00	0.00	0.19
172	CONGESTION MANAGEMENT PROGRAM (CMP)	0.08	0.00	0.00	0.00	0.08
173	REGIONAL VMT MITIGATION PIP SB1-F	0.13	0.00	0.00	0.00	0.13
175	TRADEPORT CALIFORNIA - RIA	0.00	0.00	0.00	0.00	0.00
179	COMPLETE STREETS PLANNING	0.22	0.00	0.00	0.00	0.22
180	AIR QUALITY TRANSPORTATION PLANNING	0.46	0.00	0.00	0.00	0.46
181	CLIMATE ACTION PLAN	0.06	0.00	0.00	0.00	0.06
183	V-TRANSFRM STUDY	0.06	0.00	0.00	0.00	0.06
210	MEASURE "C" REAUTHORIZATION IMPLEMENTATION	2.21	0.00	0.00	0.00	2.21
211	MEASURE "C" CITIZEN OVERSIGHT COMMITTEE	0.06	0.00	0.00	0.00	0.06
212	MEASURE "C" CARPOOL INCENTIVE & VANPOOL SUBSIDY	0.21	0.00	0.00	0.00	0.21
214	MEASURE "C" SENIOR SCRIP PROGRAM	0.54	0.00	0.00	0.00	0.54
215	MEASURE "C" AGRICULTURAL WORKER VANPOOL PROGRAM	0.03	0.00	0.00	0.00	0.03
220	TRANSPORTATION PROGRAM DEVELOPMENT	1.81	0.00	0.00	0.00	1.81
310	INTERGOVERNMENTAL COORDINATION	0.44	0.30	0.03	0.07	0.84
311	PUBLIC INFORMATION AND PARTICIPATION	1.36	0.00	0.00	0.00	1.36
313	ENVIRONMENTAL JUSTICE ACTIVITIES	0.14	0.00	0.00	0.00	0.14
320	TECHNICAL ASSISTANCE	0.44	0.00	0.00	0.00	0.44
350	FRESNO REGIONAL DATA CENTER	0.46	0.00	0.00	0.00	0.46
360	ONE VOICE AND VALLEY VOICE ADVOCACY	0.21	0.00	0.00	0.00	0.21
420	FRESNO REGIONAL HOUSING NEEDS ALLOCATION PLAN/MJHE REGIONAL EARLY ACTION PLANNING GRANTS OF 2021 (REAP	0.02	0.00	0.00	0.00	0.02
422	2.0)	0.03	0.00	0.00	0.00	0.03
820	VALLEY COORDINATION ACTIVITIES	0.16	0.00	0.00	0.00	0.16
910	FRESNO COG ADMINISTRATION	0.92	0.00	0.00	0.00	0.92
911	OVERALL WORK PROGRAM & BUDGET DEVELOPMENT	0.32	0.00	0.00	0.00	0.32
912	LOCAL TRANSPORTATION FUNDS ADMINISTRATION	0.22	0.00	0.00	0.00	0.22
913	TIRCIP - ZETCP ADMIN	0.11	0.00	0.00	0.00	0.11
920	FCRTA ADMINISTRATION	3.71	0.00	0.00	0.00	3.71

930	FCTA ADMINISTRATION	0.02	0.00	0.00	0.00	0.02
940	FREEWAY SERVICE PATROL	0.03	0.00	0.00	0.00	0.03
	<i>TOTAL EXPENDITURES</i>	23.97	1.28	0.56	0.13	25.94

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*** The additional \$800,000 in FY 25/26 PL funds were programmed separately.

*** The additional \$800,000 in FY 25/26 PL funds were programmed separately.

FY 2026-27 OWP Spreadsheet

Expenditure by Agency

PY Calculation						Agency
	Work Element Description	COFCG	County	Fresno	Clovis	Total
110	REGIONAL STREETS AND HIGHWAYS PLANNING	0.07	0.00	0.00	0.00	0.07
111	REGIONAL TRANSPORTATION MODELING	2.65	0.00	0.00	0.00	2.65
112	REGIONAL TRAFFIC MONITORING	0.14	0.98	0.53	0.06	1.71
113	FRESNO COG ZETAP	0.00	0.00	0.00	0.00	0.00
114	FRESNO COUNTY ITS ARCHITECTURE	0.11	0.00	0.00	0.00	0.11
117	GOLDEN STATE CORRIDOR STUDY	0.05	0.00	0.00	0.00	0.05
120	PUBLIC TRANSPORTATION - URBAN	1.50	0.00	0.00	0.00	1.50
121	FEDERAL TRANSIT ADMINISTRATION DIRECT GRANTS	0.10	0.00	0.00	0.00	0.10
131	ACCESS FOR ALL PROGRAM	0.01	0.00	0.00	0.00	0.01
141	PAVEMENT MANAGEMENT SYSTEM	0.00	0.00	0.00	0.00	0.00
149	SB 743 Impact Update	0.04	0.00	0.00	0.00	0.04
150	OTHER MODES - AVIATION, RAIL, BICYCLING, PEDESTRIAN	0.26	0.00	0.00	0.00	0.26
152	HIGH SPEED RAIL PLANNING	0.03	0.00	0.00	0.00	0.03
153	FRESNO COUNTY AIRPORT LAND USE COMMISSION	0.07	0.00	0.00	0.00	0.07
155	FCRR FEASIBILITY STUDY SB1-C	0.02	0.00	0.00	0.00	0.02
156	SAFE ROUTES TO SCHOOL ADDENDUM	0.06	0.00	0.00	0.00	0.06
157	FRESNO METROPOLITAN LIGHT RAIL FEASIBILITY STUDY	0.05	0.00	0.00	0.00	0.05
163	FREIGHT MOVEMENT AND PLANNING	0.04	0.00	0.00	0.00	0.04
164	AIRPORT ACCESS SURVEY SB1-F	0.10	0.00	0.00	0.00	0.10
170	REGIONAL TRANSPORTATION PLAN	3.98	0.00	0.00	0.00	3.98
171	TRANSPORTATION PERFORMANCE MANAGEMENT	0.19	0.00	0.00	0.00	0.19
172	CONGESTION MANAGEMENT PROGRAM (CMP)	0.08	0.00	0.00	0.00	0.08
173	REGIONAL VMT MITIGATION PIP SB1-F	0.13	0.00	0.00	0.00	0.13
175	TRADEPORT CALIFORNIA - RIA	0.00	0.00	0.00	0.00	0.00
179	COMPLETE STREETS PLANNING	0.22	0.00	0.00	0.00	0.22
180	AIR QUALITY TRANSPORTATION PLANNING	0.46	0.00	0.00	0.00	0.46
181	CLIMATE ACTION PLAN	0.06	0.00	0.00	0.00	0.06
183	V-TRANSFRM STUDY	0.06	0.00	0.00	0.00	0.06
210	MEASURE "C" REAUTHORIZATION IMPLEMENTATION	2.21	0.00	0.00	0.00	2.21
211	MEASURE "C" CITIZEN OVERSIGHT COMMITTEE	0.06	0.00	0.00	0.00	0.06
212	MEASURE "C" CARPOOL INCENTIVE & VANPOOL SUBSIDY	0.21	0.00	0.00	0.00	0.21
214	MEASURE "C" SENIOR SCRIP PROGRAM	0.54	0.00	0.00	0.00	0.54
215	MEASURE "C" AGRICULTURAL WORKER VANPOOL PROGRAM	0.03	0.00	0.00	0.00	0.03
220	TRANSPORTATION PROGRAM DEVELOPMENT	1.81	0.00	0.00	0.00	1.81
310	INTERGOVERNMENTAL COORDINATION	0.44	0.30	0.03	0.07	0.84
311	PUBLIC INFORMATION AND PARTICIPATION	1.36	0.00	0.00	0.00	1.36
313	ENVIRONMENTAL JUSTICE ACTIVITIES	0.14	0.00	0.00	0.00	0.14
320	TECHNICAL ASSISTANCE	0.44	0.00	0.00	0.00	0.44
350	FRESNO REGIONAL DATA CENTER	0.46	0.00	0.00	0.00	0.46
360	ONE VOICE AND VALLEY VOICE ADVOCACY	0.21	0.00	0.00	0.00	0.21
420	FRESNO REGIONAL HOUSING NEEDS ALLOCATION PLAN/MJHE REGIONAL EARLY ACTION PLANNING GRANTS OF 2021 (REAP	0.02	0.00	0.00	0.00	0.02
422	2.0)	0.03	0.00	0.00	0.00	0.03
820	VALLEY COORDINATION ACTIVITIES	0.16	0.00	0.00	0.00	0.16
910	FRESNO COG ADMINISTRATION	0.92	0.00	0.00	0.00	0.92
911	OVERALL WORK PROGRAM & BUDGET DEVELOPMENT	0.32	0.00	0.00	0.00	0.32
912	LOCAL TRANSPORTATION FUNDS ADMINISTRATION	0.22	0.00	0.00	0.00	0.22
913	TIRCIP - ZETCP ADMIN	0.11	0.00	0.00	0.00	0.11
920	FCRTA ADMINISTRATION	3.71	0.00	0.00	0.00	3.71

930	FCTA ADMINISTRATION	0.02	0.00	0.00	0.00	0.02
940	FREEWAY SERVICE PATROL	0.03	0.00	0.00	0.00	0.03
	<i>TOTAL EXPENDITURES</i>	23.97	1.28	0.56	0.13	25.94

Consolidated Planning Grant

Work Element Description	FTA/MPO		FTA/MPO		FHWA		FHWA		PPM		COFCG		Revenue		TOLL
	5303	Toll	5303	Toll	PL	CARRY OVER	Toll	PL	Toll	Credits	LTF	Other	Total	Credits	
CARRY OVER	Credits	Credits	Credits	Credits	Credits	Credits	Credits	Credits	Credits	Credits	Credits	Credits	Credits	Credits	
111 REGIONAL TRANSPORTATION MODELING	76,115	8,730	34,081	3,909	403,745	46,309	339,528	38,944	0	127,592	981,061	97,892			
112 REGIONAL TRAFFIC MONITORING		0	30,558	3,505	0	0	337,200	38,677	0		367,758	42,182			
114 FRESNO COUNTY ITS ARCHITECTURE	124,224	14,248	4,084	468	380,821	43,680	0	0	0		509,129	58,396			
120 PUBLIC TRANSPORTATION - URBAN	0	0	6,457	741	0	0	0	0	0		325,780	741			
141 PAVEMENT MANAGEMENT SYSTEM	0	0	0	0	0	0	100,000	11,470	0		100,000	11,470			
149 SB743 IMPACT UPDATE	0	0	0	0	31,923	3,662	0	0	0		351,246	3,662			
152 HIGH SPEED RAIL PLANNING	0	0	6,363	730	0	0	0	0	0		6,363	730			
163 FREIGHT MOVEMENT AND PLANNING	0	0	0	0	0	0	7,647	877	0		7,647	877			
170 REGIONAL TRANSPORTATION PLAN	31,368	3,598	126,688	14,531	365,106	41,878	626,469	71,856	0		1,149,631	131,863			
171 TRANSPORTATION PERFORMANCE MANAGEMENT	0	0	41,363	4,744	0	0	0	0	0		41,363	4,744			
172 CONGESTION MANAGEMENT PROGRAM (CMP)	0	0	16,108	1,848	0	0	0	0	0		16,108	1,848			
180 AIR QUALITY TRANSPORTATION PLANNING	0	0	52,260	5,994	0	0	118,653	13,609	0		170,913	19,603			
220 TRANSPORTATION PROGRAM DEVELOPMENT	0	0	0	0	93,574	10,733	72,904	8,362	399,000	3,000	568,478	19,095			
311 PUBLIC INFORMATION AND PARTICIPATION	0	0	62,633	7,184	0	0	400,150	45,897	0		462,783	53,081			
313 ENVIRONMENTAL JUSTICE ACTIVITIES	0	0	29,221	3,352	0	0	0	0	0		29,221	3,352			
350 FRESNO REGIONAL DATA CENTER	0	0	13,660	1,567	45,000	5,162	39,031	4,477	0		97,691	11,206			
820 VALLEY COORDINATION ACTIVITIES	0	0	34,081	3,909	0	0	0	0	0		211,234	3,909			
911 OVERALL WORK PROGRAM & BUDGET DEVELOPMENT	0	0	33,972	3,897	0	0	33,973	3,897	0		67,945	7,794			
TOTAL EXPENDITURES	231,707	26,576	491,529	56,379	1,320,169	151,424	2,075,555	238,066	399,000	173,719	772,672	472,445			

[illegible]

Fresno Council of Governments

2026/27 Member Dues Schedule*

MEMBER	CENSUS	PERCENT	Current DUES SCHEDULE
	POPULATION 01/01/25		
Clovis	129,121	12.45%	4,980
Coalinga	17,608	1.70%	679
Firebaugh	8,714	0.84%	336
Fowler	7,667	0.74%	296
Fresno City	557,032	53.71%	21,487
Huron	6,932	0.67%	267
Kerman	17,535	1.69%	676
Kingsburg	13,285	1.28%	512
Mendota	12,710	1.23%	490
Orange Cove	9,717	0.94%	375
Parlier	14,649	1.41%	565
Reedley	26,603	2.57%	1,026
Sanger	27,037	2.61%	1,043
San Joaquin	3,654	0.35%	141
Selma	24,585	2.37%	948
Fresno Co.	160,204	15.45%	6,179
TOTALS	1,037,053	100%	40,000
			40,000

* Updated for DOF population estimates in May.

MPO	Project Title	Project Description	Final Work Products/Deliverables	Grant Amount	Local Match Amount	Work Element Number	Fiscal Year of Funds
FCOG	SB 743 Impact Update SB1-F	AB 743 Impact Analysis	Updated AB 743 Analysis	\$ 29,823	\$ 3,864	149	2024-25
FCOG	Airport Access Survey SB1-F	To quantitatively assess the ground access travel behaviors of passengers arriving at/departing from the Fresno Yosemite International Airport (FAT).	The survey will help implement an ActivitySim airport passenger ground access model within Fresno	\$ 411,533	\$ 53,318	164	2025-26
FCOG	Regional VMT Mitigation PIP SB1-F	To do a phase 2 study to define how a regional VMT mitigation fee program would be structured.	A regional VMT mitigation study to provide a framework for program implementation.	\$ 316,496	\$ 41,005	173	2024-25
FCOG	FCMA Managed Lane Study SB1-F	To determine if managed lanes is feasible and identify locations	Managed Lane Study	\$ 183,167	\$ 23,731	178	2023-24
				\$ 941,019			

Appendix K - Intermodal Planning Group Comments

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

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

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

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

TRANSPORTATION PLANNING – DISTRICT 6

Table of Contents:

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

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

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

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

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

Work Element 154 – Regional Active Transportation Plan Update:

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

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

Work Element 173 – Regional VMT Mitigation Program Study:

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

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

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

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

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

Appendix J – Spreadsheet and Budget:

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

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

General Comments

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

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

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

explore opportunities to improve the efficiency of goods movement and its impact on regional transportation systems. Caltrans District 6 appreciates the thorough documentation of the work being done on the various phases of the Inland Port Study and related efforts:

WE 164 – CA Inland Port Feasibility Study Phase Two
WE 168 – CA Inland Port Feasibility Study Phase Three
WE 174 – CA Inland Port Project Planning, Phase 4
WE 175 – CA Inland Port Regional Infrastructure Accelerators Demo. Program Phase 5

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

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

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

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

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

TITLE VI – DISTRICT 6

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

NATIVE AMERICAN LIASON – DISTRICT 6

District 6 acknowledges Fresno COG's efforts on promoting a public involvement process by coordinating with the local tribes specifically with the Big Sandy Rancheria Band of Western Mono Indians, Cold Springs Rancheria, and Table Mountain Rancheria. Fresno COG is encouraged to continue to enhance public participation and ensure meaningful tribal input is provided for all future transportation programs affecting Tribal governments.

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

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

OFFICE OF REGIONAL PLANNING – HEADQUARTERS

General Comments

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

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

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

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

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

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

FY 2022-23 SB1 Sustainable Communities Formula

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

Work Element 154 – Regional Active Transportation Plan Update:

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

Thank you for the comment. This has been revised.

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

Thank you for the comment. This has been revised.

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

Thank you for the comment. This has been revised.

Work Element 167 – Regional Sustainable Infrastructure Planning Program:

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

Thank you for the comment. This has been revised.

Specific Comments

Work Element 111 – Regional Transportation Modeling:

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

Thank you for the comment. This has been revised.

Work Element 112 – Regional Traffic Monitoring

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

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

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

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

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

Work Element 120 – Regional Public Transportation Planning:

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

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

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

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

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

Thank you for the comment. This has been revised

Work Element 163 – Freight Movement and Planning:

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

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

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

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

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

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

Thank you for the comment. This has been revised.

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

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

Thank you for the comment. This has been revised.

Work Element 177 – Fresno County Regional Microtransit Feasibility Study:

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

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

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

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

Work Element 180 – Air Quality Transportation Planning:

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

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

Work Element 311 – Public Information and Participation:

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

Thank you for the comment. This has been revised.

Work Element 820 – Valley Coordination Activities:

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

Thank you for the comment. This has been revised.

OWP Budget Revenue Summary:

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

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

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

DIVISION OF RAIL AND MASS TRANSPORTATION (DRMT) – HEADQUARTERS

General Comments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for the comment.

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

General Comments

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

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

Thank you for the kind comments.

Work Element 165 – San Joaquin Valley Household Travel Survey:

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

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

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

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

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

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

Appendix L - FCOG By Laws

BY-LAWS FOR THE COUNCIL OF FRESNO COUNTY GOVERNMENTS

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

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

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

THEREFORE, BE IT RESOLVED:

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

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

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

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

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

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

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

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

Business may be conducted when there are at least five (5) members present to perform the duties of the Policy Advisory Committee. Any motion or action of the Policy Advisory Committee in order to be deemed carried or approved must receive an affirmative vote from a majority of the members present.
14. The Council agenda shall be established by the Executive Director. Subjects for inclusion on the agenda of the Council shall be directed to the Executive Director sufficiently in advance of the Council meeting so as to be reviewed by the Policy Advisory Committee.
 - a. Agenda subjects proposed by the Council shall be referred to the Policy Advisory Committee for its review and recommendation.
 - b. Agenda subjects proposed by persons or organizations not members of the Council shall be placed on the agenda following review and recommendation by the Policy Advisory Committee.
 - c. All subjects on the Council's agenda shall be accompanied by a report from the Policy Advisory Committee, which report shall include the Policy Advisory Committee's voting on the subject.
 - d. The Council Chairman may establish time limits or any other control measure he deems appropriate for presentation or comment.

15. The Council agenda shall be included in written notice of meeting and forwarded to Council members as specified elsewhere herein. Items of an emergency nature which require immediate action by the Council may be added to the agenda upon concurrence of a majority of the members in good standing and representing no less than 40% of the total population of the member agencies.

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

16. All administrative work of the Council shall be performed by or under the direction of an Executive Director; or if specifically directed by the Council, the Policy Advisory Committee. The duties of the Executive Director shall be:
- a. To serve as Secretary to the Council and Policy Advisory Committee.
 - b. To serve as Secretary to such committees as the Council may establish.
 - c. To keep a good and sufficient record of the proceedings and business of the Council.
 - d. To keep a record and ascertain the qualifications of each duly authorized representative.
 - e. To maintain files for all reports, correspondence and other business of the Council, the Policy Advisory Committee and other committees as may be established.
 - f. To coordinate the work program and budget of the Council.
 - g. To assist member agencies in making application for Federal funds.
 - h. To maintain a record of all financial transactions.
 - i. To transmit to his successor all books, records and files of the Council of Fresno County Governments in his possession.
 - j. To perform such other duties as may be assigned.

17. Membership costs, as specified in the Joint Powers Agreement, shall be due and payable at the start of the Council of Fresno County Governments' fiscal year. The Executive Director shall provide each member agency written notice of its cost due not later than thirty (30) days prior to the due date. If the costs to be shared are not paid within sixty (60) days of the date they are due and payable, the member agency shall immediately be sent written notice by first class mail, advising amount due and consequences of non-payment. If payment is not made within ninety (90) days of the date due and payable, the member agency shall immediately be sent written notice that it is no longer a member in good standing, as specified in the Joint Powers Agreement, and no longer carries voting privileges in the conduct of the business of the Council of Fresno County Governments.

Good standing shall be restored to a member agency immediately after payment of delinquent costs is received.

18. A proposed annual Overall work Program (OWP) for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in January of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary OWP by March 1 of each year.

A proposed annual budget for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in February of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary budget by April 1 of each year. The budget shall be a financial plan to undertake the work program of the Council. The Council shall review and *adopted** the budget and OWP at or before the May meeting.

19. The Fresno County Counsel's Office shall provide all legal services to the Council of Fresno County Governments, the Council and any committees as specified in the Joint Powers Agreement, except the Council may retain independent legal counsel when it deems appropriate.

20. The Council shall be responsible for making all amendments to these By-Laws.
- a. Proposed amendments may be originated by the Council of any duly authorized representative to the Council.
 - b. Proposed amendments may not be finally acted upon unless all of the members have been given written notice thereof at a prior meeting or by mail at least 15 days prior to the date of the meeting at which final action is to be taken.

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

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

**Typographical error contained in original document.*

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

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

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

Appendix M – Joint Powers Agreement

FRESNO COUNCIL OF GOVERNMENTS

JOINT POWERS AGREEMENT

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

CHAPTER 1

ORGANIZATION

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

(Amendment No. 3)

1.2 COUNCIL; QUORUM; VOTING:

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

(Amendment No. 8)

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

(Amendment No. 5)

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

(Amendment No. 5)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 4)

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

(Amendment No. 4)

CHAPTER 2

POWERS AND DUTIES

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

(Amendment No. 4)

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

2.2.1 Land Use

2.2.4 Transportation

2.2.2 Housing

2.2.5 Water Quality Management

2.2.3 Open Space

2.2.6 Air Quality Management

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 6)

2.10 PARTICIPATION IN SAN JOAQUIN JOINT POWERS AUTHORITY:

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

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

(Amendment No. 7)

2.11 Interregional Public Transportation Services.

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

(Amendment No. 9)

CHAPTER 3

LIMITATIONS

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

CHAPTER 4

ENTRY INTO FORCE, AMENDMENT, WITHDRAWAL, TERMINATION AND DISSOLUTION

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

(Amendment No. 3)

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

(Amendment No. 5)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 5)

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

(Amendment No. 3)

CHAPTER 5

FINANCIAL

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

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

CHAPTER 6

SERVICES AND PERSONNEL

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

(Amendment No. 3)

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

(Amendment No. 3)

CHAPTER 7

AMENDMENT OF PREVIOUS AGREEMENTS

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

(Amendment No. 3)

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

(Amendment No. 4)

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

(Amendment No. 5)

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

(Amendment No. 3)

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

Amendment No. 4, dated June 25, 1985

Amendment No. 5, dated April 27, 1989

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

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

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

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

Appendix N – Tribal Coordination Plan

Tribal Consultation Plan Fresno Council of Governments January 2019

Introduction

Fresno Council of Governments (Fresno COG) is the federally designated Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Agency (RTPA) serving Fresno County. Fresno COG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region. Fresno COG routinely consults with Native American tribal governments on activities that may impact their communities.

Policy for Consultation with Federally Recognized Indian Tribal Governments

The U.S. DOT defines consultation as “when one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.” Some areas of consultation could include: transportation, land use, employment, economic development, housing, community development and environmental issues.

For this document, consultation is the meaningful and timely process of seeking, discussing and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values, and where feasible, seeking agreement.

Requirement to Consult

Consultation with Resource Agencies

Title 23 CFR part 450 requires that MPOs shall consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

Native American Tribal Government Consultation and Coordination

Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (November 6, 2000), establishes regular and meaningful consultation and collaboration with tribal officials in developing federal policies with tribal implications to strengthen government-to-government relationships with Indian tribes and to reduce unfunded mandates upon local tribes.

State and federal regulations require Fresno COG to conduct government-to-government consultation regarding its planning and programming activities with tribal governments of federally-recognized Native American tribes. Additionally, Assembly Bill 52 (Gatto, Statutes of 2014) requires that state and local agencies are to analyze the impacts to Native American cultural resources under the California Environmental Quality Act (CEQA). Lead agencies under CEQA must work with tribal governments to avoid or mitigate the impacts to cultural resources.

Federally Recognized Tribes

Federal recognition is a legal distinction that applies to a tribe’s right to a government-to-government relationship with the federal government and eligibility for federal programs. All California Native American tribes are distinct and independent governmental entities with specific cultural beliefs and traditions and unique connections to areas of California that are their ancestral homelands.

A contact list of both federally and non-federally recognized California Native American tribes is maintained by the Native American Heritage Commission. The three federally recognized tribes in Fresno County are Big Sandy Rancheria of California, Cold Springs Rancheria of Mono Indians of California, and Table Mountain Rancheria of California. Although consultation is not mandated for non-federally recognized tribes, this does not preclude the Fresno Council of Governments from consulting with local non-federally recognized tribes when plans or activities might impact cultural values or the community.

Agency Organizational Structure

Fresno COG is a consensus builder, developing acceptable programs and solutions to issues that do not respect political boundaries. In 1967, incorporated city and Fresno County elected officials established the agency, formalizing Fresno COG through a joint powers agreement, Fresno COG is a voluntary association of local governments. Fresno COG undertakes comprehensive regional planning with an emphasis on transportation, provides citizens an opportunity to be involved in the planning process and supplies technical service to its members.

Fresno COG's member agencies are represented on its Policy Board by the mayor of each incorporated city, and the chairman of the County Board of Supervisors, or designated representatives. The Policy Board is a governing body that establishes policy and guides work activities. It is assisted in making decisions by the Policy Advisory Committee (PAC), comprising the Chief Administrative Officer of each member agency, or their designated representatives. Staff from member agencies, tribal governments, interest groups and industry stakeholders comprises the Transportation Technical Committee (TTC) which also assists in the decision-making process.

Native American Indians of California and other tribal governments are also invited to participate in the monthly Transportation Technical Committee (TTC) and the Environmental Justice Subcommittee meetings. The TTC reviews staff work conducted pursuant to the Overall Work Program, advises the Policy Board and PAC on transportation issues and makes recommendations to the Policy Board on planning and programming actions. The TTC review is generally focused on the technical merits of various transportation issues coming before the Policy Board. The Environmental Justice Subcommittee under the TTC meets when necessary to review items involving Environmental Justice populations and provide recommendations to the TTC. Additionally, the subcommittee is instrumental in assisting Fresno COG staff in setting definition and thresholds for Environmental Justice Populations for the Environmental Justice Report within Regional Transportation Plan (RTP).

Consultation

Federal and state law require local agencies to consult with federally recognized tribal governments prior to making transportation decisions, taking actions, or implementing programs that may impact their communities. This activity is separate from, and precedes the public participation process. Protocol should be flexible and dynamic with respect to communication and discussion formats. More than one tribe may have an affiliation with the area of consideration. Individual consultation may be necessary if a combined consultation format is not preferred by the tribal government. Determining the degree and adequacy of consultation will vary depending on a number of factors, including the scope of proposed activities, whether the activity is short-term or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders. Fresno COG intends to consult with Native American tribal governments on activities that may impact their communities.

The Executive Director or his/her designee is the designated Fresno COG official with principal responsibility for the agency's implementation of consultation requirements. At the appropriate time in the planning phase, Fresno COG shall contact the Federal Land Management Agencies and tribal chairs to inquire about established protocols, such as cultural resource contacts, procedures, time limits and restrictions affecting communication. Mutually agreed-upon protocols may result in more effective consultation efforts with federal land management agencies and individual tribes.

Consultation is a process, not a single event, and communication should continue until the project or plan is complete. Consultation requests should include a clear purpose, explaining the request and declaring the importance of participation in the planning process. The request should specify the location of the area of potential effect addressed in the proposal. All aspects of the consultation process should be documented, including how the lead agency reaches a final decision.

Agency Activities

The agency consults with tribal governments on an ongoing basis, not only on individual projects. Fresno COG strives to keep open communication with tribes to facilitate better relationships and better reflect tribes' viewpoints and needs in regional planning documents and projects.

The Native American tribes in Fresno County receive the following information by telephone, mail, email, or in-person visits: the Fresno County Transportation Guide, the Regional Directory, newsletters, workshop invitations, grant notices, requests to participate in program guidelines development, working groups and scoring committees.

A memorandum of understanding between Fresno COG and the Big Sandy Rancheria that provides for a mutually beneficial protocol for the tribe and Fresno COG to jointly identify, communicate, and coordinate actions of common concern relating to transportation plans and programs serves as one particular success story.

Fresno COG will continue the outreach activities that have been established for the Native American tribes as well as seek new ways to enhance the government-to-government relationship between Fresno COG and the Native American tribal governments. In particular, Fresno COG will make every effort to consult and involve the Native American tribes in developing future plans and programs, including, but not limited to the short and long-range transit plans and the Federal Transportation Improvement Program.

Fresno COG will consult with federal land management agencies and federally recognized Native American tribal governments when preparing planning studies and programs affecting the agency and tribe by:

- Initiating consultation from the Executive Director or his/her designee to the agency and tribal chairperson.
- Offering to meet to discuss federal agency and tribal needs and concerns regarding impacts within their jurisdictions prior to beginning the planning process. If the agency, tribal chairperson and/or their representatives elect not to meet, Fresno COG will send a copy of the draft report for their review.
- Consulting with agency and tribal governments while developing the RTP, addressing agency and tribal concerns regarding impacts within their jurisdiction and again prior to adoption of the RTP.
- Inviting agency and tribal representatives to public meetings.

Planning Documents requiring consultation

- **Federal Transportation Improvement Program (FTIP)**
The FTIP is a financially constrained multimodal transportation planning program developed by the MPO through its member agencies and in cooperation with state and federal agencies.
- **Federal Statewide Transportation Improvement Program (FSTIP)**
The FSTIP is a statewide multimodal program of transportation projects proposed for federal funding. This includes all projects that are deemed regionally significant and contains MPOs' FTIP documents and a list of rural non-MPO projects.
- **Regional Transportation Improvement Program (RTIP)**
The Regional Transportation Improvement Program (RTIP) is a document that details the transportation projects including highways, local roads, transit and active transportation that the region will fund with state and federal revenues.
- **Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**
The RTP is a long-range transportation plan that is developed and updated by Fresno COG every four years. The RTP provides a vision for transportation investments throughout the region; the SCS is a required element that integrates land use and transportation strategies to achieve emissions reduction targets.
- **Overall Work Program (OWP)**
The OWP identifies transportation-related planning projects and studies (called work elements) undertaken by Fresno COG and describes programs, budgetary and staffing requirements for Fresno COG. The OWP is a requirement for metropolitan transportation planning activities performed with federal funds provided under 23 USC and 49 USC 53.

Unmet Transit Needs Assessment requiring consultation by Transit Operators

- Transit operators initiate consultation and invitation to the unmet transit needs hearing from the transit operator or his/her designee to tribal chairperson with copies to the CEO, Administrator and cultural department representatives.
- Offer to meet to discuss the tribe's transit needs and concerns.

Grant Programs and Funding

Coordinate with the tribal governments to provide information and technical assistance on grant programs administered by the MPO, or other agencies.

- Initiate consultation from the Executive Director or his/her designee to the tribal chairperson with copies to the Tribal Administrator, and Cultural Department representatives.
- Provide notice of each grant and its application deadlines.
- Invite representatives of the tribe to training or public meetings regarding the grants.
- Coordinate between the tribe and Fresno COG member agencies.
- Consult with and consider the interests of the tribal government.

Tribal Transportation Program (TTP) – Highway Trust Fund Planning and Programming

Coordinate among planners and engineers in local agencies and tribes.

- Offer to meet to discuss the tribe's needs and concerns when contacted by tribal representatives.
- Provide assistance in TTP planning.

Coordinate with federal entities, as requested by the tribe.

Collaborate on funds awarded to the tribe through the Active Transportation Program.

Native American Tribal Contact Information

Federally Recognized Tribes

Big Sandy Rancheria Tribe
Tom Zizzo, Tribal Administrator
P.O. Box 337
37387 Auberry Mission Rd
Auberry, CA 93602
(559) 374-0066 ext. 237 (559) 855-4129
TZizzo@bsrnation.com

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

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

Non-Federally Recognized Tribes

There are several non-federally recognized tribes in California that are active in transportation issues. Federal law does not require government-to-government consultation on projects with non-federally recognized tribes; however, California law AB 52 requires consultation on tribal cultural resources under CEQA. In addition, non-federally recognized tribes are generally considered a minority group, and federal executive orders require consultation with minority or disadvantaged groups. In particular, Presidential Executive Order 12898 about Environmental Justice places special emphasis on coordination with these groups.

The full list with contact information can be found at www.fresnocog.org.