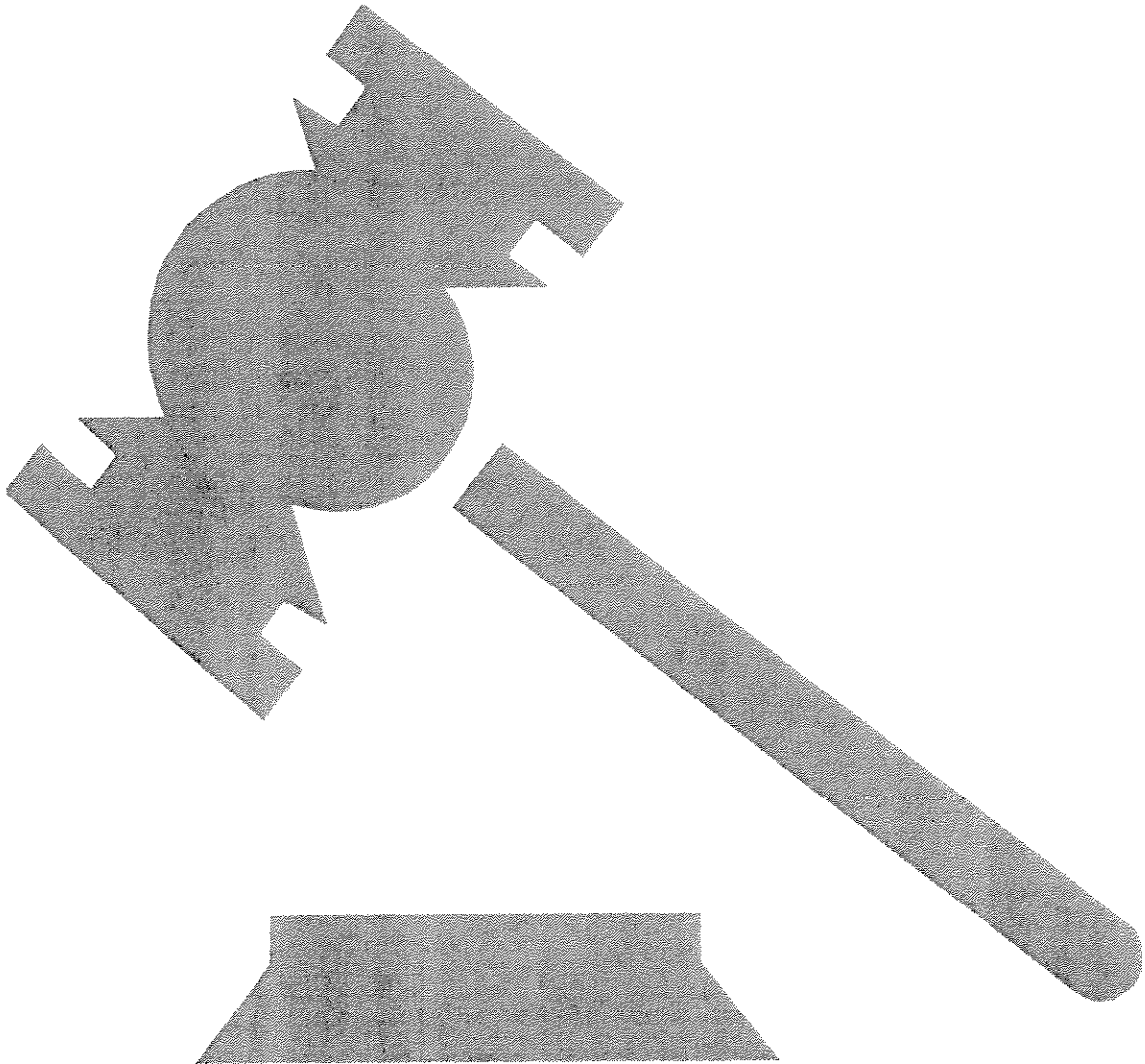




***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEMS VI. A***

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-12

In the Matter of:)
)
Disadvantaged Business)
Enterprise Goals)
_____)

RESOLUTION ADOPTING THE
COG DISADVANTAGED
BUSINESS ENTERPRISE GOALS

WHEREAS, the Council of Fresno County Governments (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 Act of 1964, as amended, pursuant to the joint regulations-Code of Federal Regulations, Title 26, Part 450; Title 49, Part 613); and

WHEREAS, the COG is a recipient of Federal financial assistance; and

WHEREAS, the COG, as a condition of grant award, is required to adopt a goal for disadvantaged enterprise (DBE) participation in COG awarded contracts where federal financial assistance is provided pursuant to Code of Federal Regulations, Title 49, Part 26, as amended; and

NOW, THEREFORE, BE IT RESOLVED, that the COG adopts a goal of a minimum of 13% for DBE participation in federally assisted contract awards for the fiscal year 2007-08.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 31st day of May, 2007.

AYES:

NOES:

ABSTAIN:

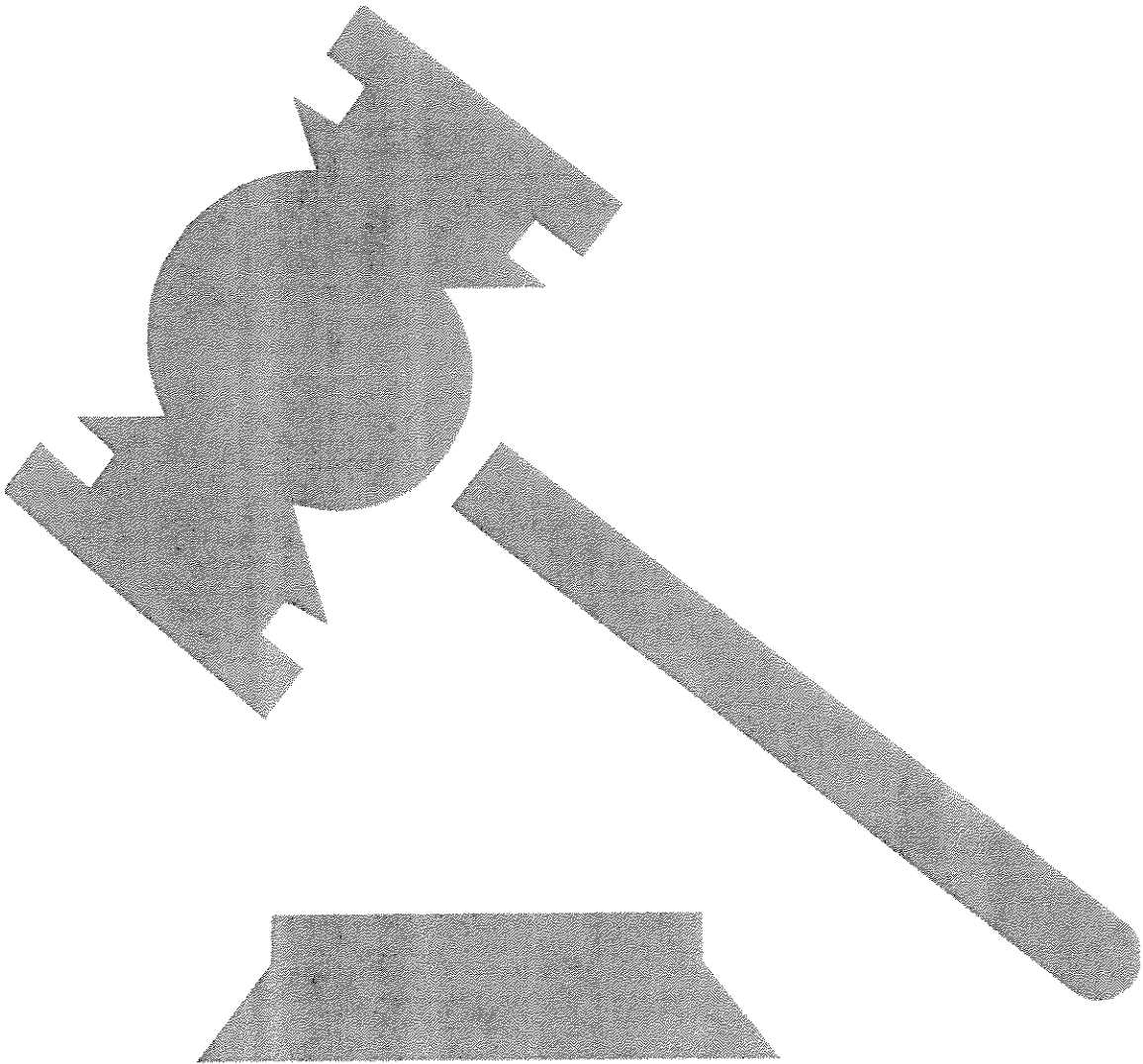
ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 31st day of May, 2007.

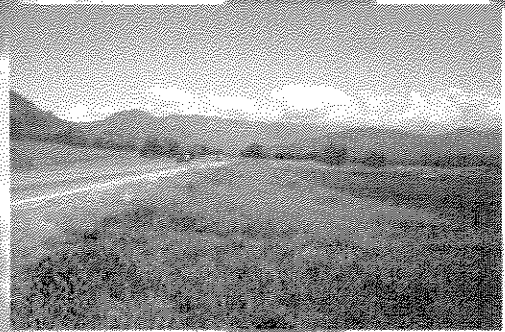
Signed: _____
Barbara Goodwin, Executive Director



***ADMINISTRATIVE
ACTION/DISCUSSION ITEMS
AGENDA ITEMS VI. B***

2007 - 2008

Overall Work Program



Council of
Fresno
County Governments

Clovis
Coalinga
Firebaugh
Fowler
Fresno
Huron
Kerman
Kingsburg

Mendota
Orange Cove
Parlier
Reedley
San Joaquin
Sanger
Selma
Fresno County

Final
May 2007

.....

OVERALL WORK PROGRAM 2007-2008

COUNCIL OF FRESNO COUNTY GOVERNMENTS
2035 TULARE STREET, SUITE 201
FRESNO, CALIFORNIA 93721-2111
PHONE (559) 233-4148 FAX (559) 233-9645
INTERNET ADDRESS <http://www.fresnocog.org/>

Member Agencies:

Cities of

Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg,
Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma

County of Fresno

State of California Department of Transportation

Final
To be adopted May 31, 2007

Acronyms

AB	Assembly Bill	LTF	Local Transportation Fund
ADA	Americans With Disabilities Act	Measure C	Local 1/2% Trans Sales Tax
AVO	Average Vehicle Occupancy	MINUTP	Traffic Simulation Model
AQMP	Air Quality Maintenance Plan	MOU	Memorandum Of Understanding
CALTRANS	California Department of Transportation	MPO	Metropolitan Planning Organization
CASP	California Aviation System Plan	NEPA	National Environmental Protection Act
CEQA	California Environmental Quality Act	OPB	Operations Program and Budget
CIP	Capital Improvement Plan	OWP	Overall Work Program
CMA	Congestion Management Agency	PAC	Policy Advisory Committee
CMP	Congestion Management Program	PCDTIM	Direct Travel Impact Model (PC Version)
Fresno COG (or COFCG)	Council of Fresno County Governments	PDT	Project Development Team
COG	Council of Governments	PM-10	Particulate Matter (less than 10 microns)
CO SIP	Carbon Monoxide State Implementation Plan	RTIP	Regional Transportation Improvement Program
CTC	California Transportation Commission	RTP	Regional Transportation Plan
CTSA	Consolidated Transportation Services Agencies	RTPA	Regional Transportation Planning Agency
DBE	Disadvantaged Business Enterprises	SB	Senate Bill
DOA	Division of Aeronautics	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users
EIR	Environmental Impact Report	SIP	State Implementation Plan
EIS	Environmental Impact Statement	SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
EPA	Environmental Protection Agency	SMSA	Standard Metropolitan Statistical Area
FAA	Federal Aviation Administration	SSTAC	Social Service Transportation Advisory Council
FACTS	Fresno Area Cooperative Transportation Study	STA	State Transit Assistance
FAT	Fresno Air Terminal	TCI	Transit Capital Improvement
FAX	Fresno Area Express	TCM	Transportation Control Measures
FCMA	Fresno-Clovis Metropolitan Area	TDA	Transportation Development Act
FCTA	Fresno County Transit Authority	TEA 21	Transportation Equity Act for the 21st Century
FCRTA	Fresno County Rural Transit Agency	TIP	Transportation Improvement Program
FHWA	Federal Highway Administration	TSME	Transportation Systems Management Element
FTA	Federal Transit Administration	TTC	Transportation Technical Committee
GIS	Geographic Information System	VMT	Vehicle Miles Traveled
HPMS	Highway Performance Monitoring System	VOR	Vehicle Occupancy Rate
IPG	Intermodal Planning Group	WE	Work Element
IPR	Initial Project Reports		
ISTEA	Intermodal Surface Transportation Efficiency Act		

Table of Contents

General Information

Organization and Management	i
Comprehensive Planning Process	xi
Regional Transportation Planning Issues	xvii
Planning Emphasis Areas	xxvii

Work Element Descriptions

Regional Transportation Planning

110 Regional Streets and Highways Planning	1
111 Regional Transportation Modeling	5
112 Regional Traffic Monitoring	9
113 Regional Transportation Planning Studies	11
114 Fresno-Madera County Freeway Interchange Deficiency Study	13
120 Regional Public Transportation Planning - FCMA	15
121 Public Transit-Human Services Transportation (JARC)	21
122 Public Transit-Human Services Transportation (New Freedom)	25
130 Regional Public Transportation Planning - Rural	29
150 Other Modes – Aviation and Rail	31
151 Bicycle and Pedestrian	35
170 Regional Transportation Plan	37
172 Congestion Management Planning	41
180 Air Quality Transportation Planning	45

Transportation Program Development

210 Measure "C" Reauthorization Implementation	49
220 Transportation Program Development	51

Services and General Coordination Activities

310 Intergovernmental Coordination	55
311 Public Information and Participation	61
312 COG View Internet Home Page	65
313 Environmental Justice Activities	67
320 Technical Assistance to Members	71
330 Outside Technical Assistance	73
340 Transportation Demand Management Program	75
350 Fresno Regional Data Center	79

Regional Coordination of Transportation, Land Use & Housing

410 San Joaquin Valley Regional Blueprint Planning	81
411 Farmland Conservation Model Program	85
420 Fresno Regional Housing Needs Plan	87

Valleywide Coordinated Activities

810 Valley RTPA Coordination	89
811 San Joaquin Valley Goods Movement Study	93
Air Quality (see WE180)	
Valley Blueprint (see WE410)	

Administrative Activities

910 COG Administration	95
911 Overall Work Program & Budget Development	97
912 Local Transportation Funds Administration	99
920 Fresno County Rural Transit Agency Administration	101
930 Fresno County Transportation Authority Administration	103
940 Freeway Service Patrol	105
950 Abandoned Vehicle Abatement Program	107
960 Fresno Yosemite Village Revitalization Implementation Plan	109

Appendices

Appendix A	FHWA Metropolitan Planning Process Certification
Appendix B	FTA Certifications and Assurances
Appendix C	Caltrans Debarment and Suspension Certification
Appendix D	Planning Funds – Eligible Uses
Appendix E	Tribal Governments Requirements for Transportation Planning and Programming
Appendix F	Spreadsheet & Budget
Appendix G	Certification of Restrictions on Lobbying
Appendix H	Resolution of Approval
Appendix I	Intermodal Planning Group Comments
Appendix J	Joint Powers Agreement
Appendix K	Fresno COG By laws

General Information

Organization and Management



Institutional Arrangements

OVERVIEW

The Council of Fresno County Governments (Fresno COG) is a voluntary association of local governments, one of 25 in California and over 500 nationwide. Formed in 1969, it includes the County of Fresno and 15 incorporated cities as member agencies. Its role is to foster intergovernmental coordination, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen input in the planning process, and to provide technical services to its member governments. In all of these areas Fresno COG serves as a consensus builder to develop an acceptable approach on how to handle problems which do not respect boundaries. The major function of Fresno COG is the activity generated by its responsibility as a designated transportation planning agency, in compliance with federal and state requirements.

Work on each of the program elements and on the preparation of plans involves participation of member agency staff where possible.

ORGANIZATIONAL CHART

The adopted organizational structure is shown in Exhibit I. Members of the Policy Board and the Budget Committee are elected officials. The Transportation Policy Committee is the Policy Board augmented by one representative from Caltrans. Administrative staff of the cities and the county are represented on the Policy Advisory Committee. The remaining committees are composed of technical staff and citizens of the region.

COOPERATIVE AGREEMENTS

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

- **Member Agency Working Agreements**

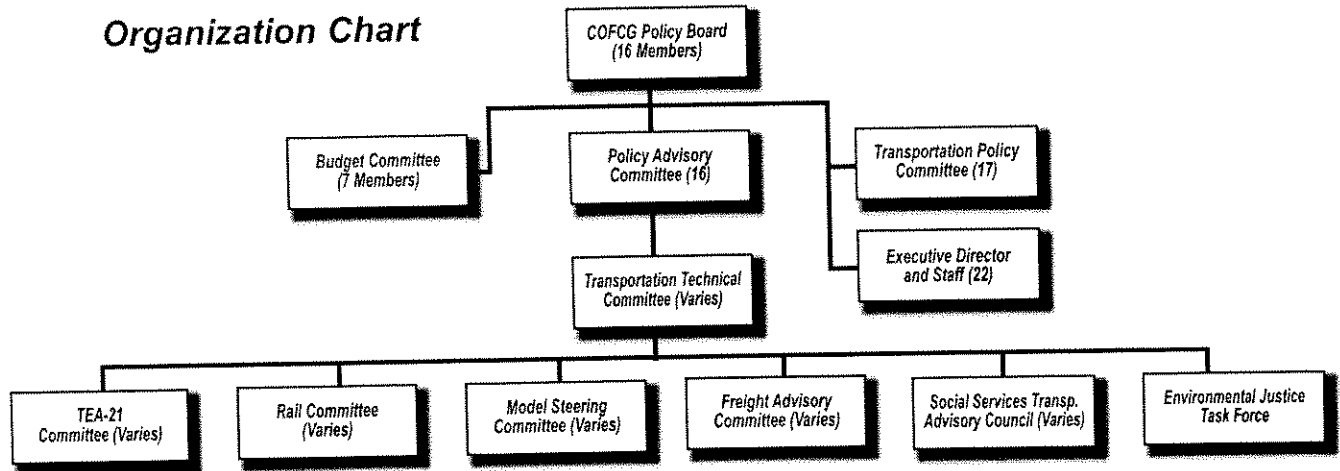
Fresno COG and member governments which elect to carry out portions of the Overall Work Program (OWP) execute agreements which indicate procedures and processes for carrying out work elements. These agreements address the scope of services, transfer of data, personnel liaison and working relationships,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

- **San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD)**

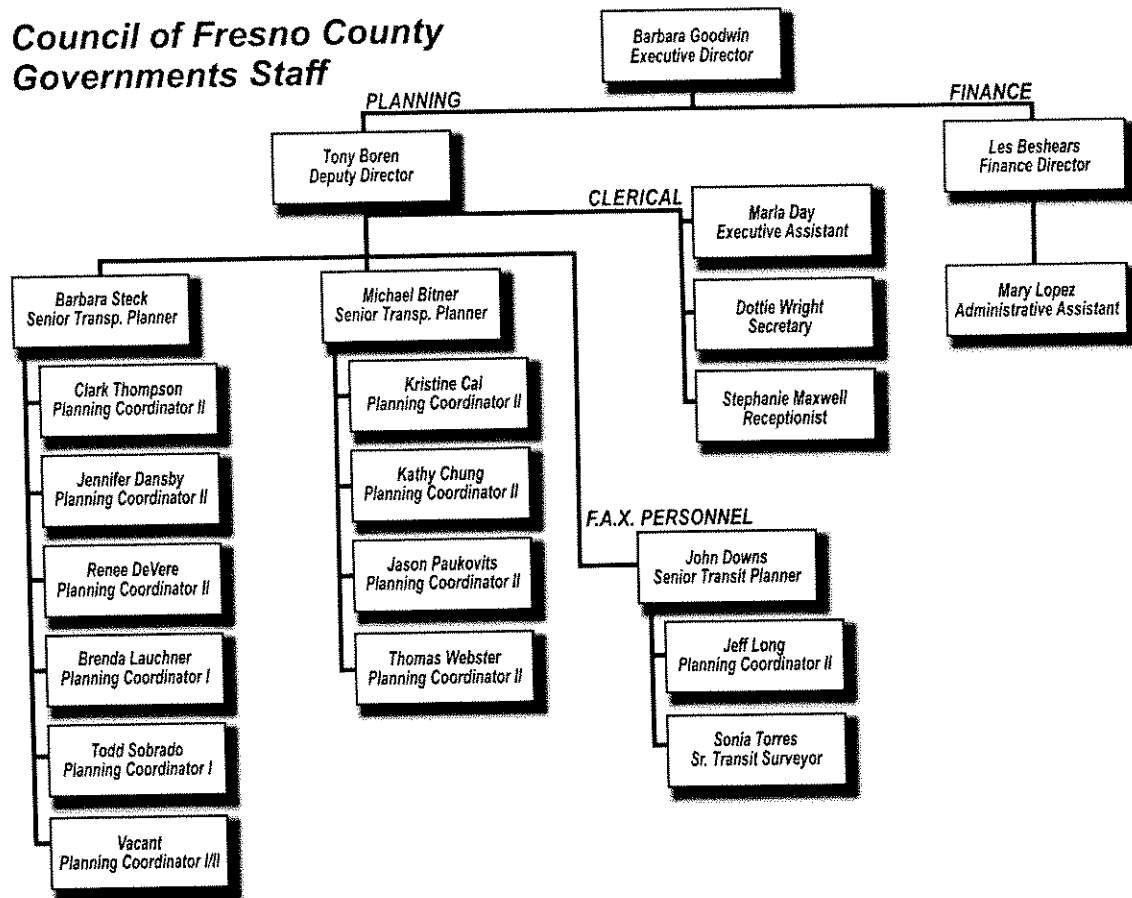
Fresno COG, along with the other seven regional transportation planning agencies in the San Joaquin Valley is party to a Memorandum of Understanding (MOU) with the San Joaquin Valley Unified Air Pollution Control District. The MOU defines a coordinated and cooperative process aimed at maximum effectiveness and compatibility of air quality and transportation plans, compliance with the provisions of TEA 21 and the conformity provisions of the Clean Air Act, and at ensuring the most effective use of existing resources and avoiding duplication of effort.

Exhibit 1 2007-2008 Overall Work Program Proposed

Organization Chart



Council of Fresno County Governments Staff



Also the MOU specifically provides for participation in development of transportation control measures required pursuant to the 1990 Clean Air Act Amendments. The COGs have provided the staff and analytical support necessary to develop emission inventories, emission budgets, and transportation control measures for the District to include in its nonattainment area plans and the State Implementation Plan for the San Joaquin Valley (SIP). The scope of required activities for the cooperative planning have been included in a valleywide work plan, and those activities applicable to the Fresno COG are included in the OWP.

- **Eight County Memorandum of Understanding**

The eight counties of the San Joaquin Valley encompass 27,280 square miles, and are home to approximately 3.5 million residents. While large in size, the valley is not a heavily urbanized area like Los Angeles or the Bay Area but consists of a variety of urbanized centers with a great deal of rural territory in between. These urbanized centers have unique commute shed characteristics which can best be served by localized planning, while the broader regional issues can be more than adequately coordinated through the existing MOU's that are in place. It is our opinion that the multiple MPO approach is the most suitable for large suburban/rural areas such as the San Joaquin Valley.

The eight San Joaquin Valley transportation planning agencies have executed a Memorandum of Understanding in response to requirements for a coordinated, comprehensive regional transportation planning process contained in the Transportation Equity Act for the 21st Century (TEA 21). Specifically this MOU provides for the close coordination of planning activities where interregional issues are involved. Areas currently being coordinated are the Regional Transportation Plan, the Transportation Improvement Program, air quality conformity process, transportation control measures, congestion management planning, and transportation modeling. The MOU establishes a strong working relationship between the eight existing transportation planning agencies and satisfies federal requirements to have a cooperative agreement between agencies located within the nonattainment area boundaries. The designated nonattainment area for ozone and PM-10 is the San Joaquin Valley Air Basin.

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

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

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

- **Transportation Policy Committee**

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



Rationale for Defining the Region

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

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



Policy Making Process

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

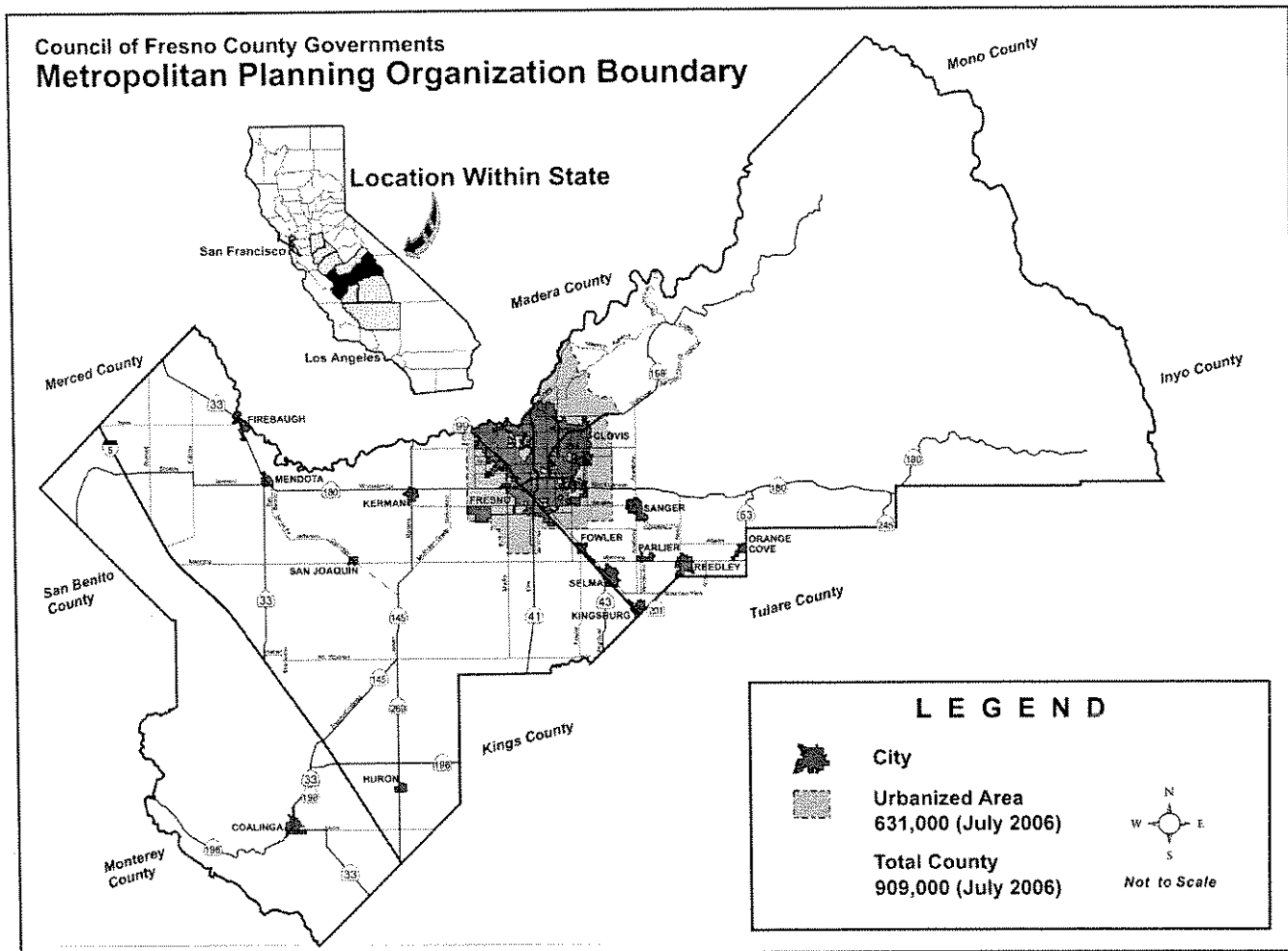
The Board is assisted in making decisions by the Policy Advisory Committee (PAC), composed of the Chief Administrative Officer of each member agency or their designated representatives. With the exception of urgency matters, all items must first be considered by the PAC before submission to the Policy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

The Board and PAC are assisted in the decision making process by staff of the member agencies, citizen and interest group input, and various technical advisory committees including: the Transportation Technical Committee; Model Steering Committee; Social Services Transportation Advisory Council, SAFETEA-LU Sub-Committee; Rail Committee and the Freight Advisory Committee.

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

EXHIBIT 2

METROPOLITAN PLANNING ORGANIZATION BOUNDARY



The scope of policy making responsibilities include the following:

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



Coordination Statement

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



Citizen Involvement

Efforts toward citizen involvement have centered on public information, education, and citizen participation in an advisory and decision making process. Past efforts have included the dissemination of information pamphlets and annual reports, speeches before civic and other groups, and public hearings on areawide plans. From time to time, citizen workshops and conferences are held jointly and coordinated with other public and quasi-public agencies. In 2003-04 FRESNO COG completed efforts to address Title VI and Environmental Justice issues. These efforts resulted in a complete revision to Fresno COG's adopted Public Involvement Procedures. The specific steps being implemented are discussed more completely in the Public Involvement work element.

Currently, citizens are represented on the following committees: Transportation Technical Committee; Model Steering Committee; Social Service Transportation Advisory Council; Freight Advisory Committee; and, the Rail Committee. Reports from these committees ensure that all committee member viewpoints are reviewed by the Policy Advisory Committee and the Policy Board. Citizens are encouraged to participate in whatever capacity may be appropriate to their cause. All Transportation Technical Committee meetings, Policy Advisory Committee meetings and Board meetings are open public meetings. The Social Services Transportation Advisory Council holds an annual public hearing on unmet transit needs within the county. Matters of important public consequence, such as federal-aid programs, are announced to the general public through press releases to all newspapers within the County. Official matters requiring public hearings, also require legal notices and are followed up with press releases. Efforts to expand citizen involvement include announcing plan and program development as well as regular progress announcements, i.e. draft availability and public hearing opportunities.

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

A widely circulated Fresno COG newsletter has been established to present transportation related information on a quarterly basis.



Equal Opportunity Statement/Disadvantaged Business Enterprise

The Council of Fresno County Governments is an equal employment opportunity employer. Fresno COG has by resolution adopted a "Policy Relating to Equal Employment Opportunity" and has also adopted a statement of policy outlining an Affirmative Action Program for Equal Employment Opportunity. This policy provides that Fresno COG will aggressively seek out, hire, develop, and promote qualified members of protected groups

(defined as racial minorities, women, physically or mentally disabled, disabled veterans, veterans of the Viet Nam era, and persons ages 40 and over).

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

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

Staff

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

Transportation Improvement Program (TIP)

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

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

Environmental Protection Statement

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



Historic Preservation

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



Social, Economic and Environmental Effects

The analysis of social and environmental effects of the Regional Transportation Plan were documented in the 1974 Environmental Impact Report, prepared for the 1994 Regional Transportation Plan, and confirmed in the Environmental Initial Study performed for the 1996 1998, 2001 and 2004 Regional Transportation Plan updates.. A comprehensive program level Environmental Impact Report is being prepared in conjunction with the 2007 Regional Transportation Plan.

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



Public Transportation Facilities for Elderly and Handicapped

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



Energy Conservation

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



Consideration of Existing Private Mass Transportation Services

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



Other Technical Activities

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

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

Five of the six management systems originally suggested by ISTEA have become an optional part of the planning process pursuant to the National Highway System Designation Act of 1995. The six management systems include: (1) Bridge, (2) Pavement, (3) Highway Safety, (4) Public Transportation,, and (5) Intermodal and (6) Congestion Management. The overall objective of these systems is to improve performance of the transportation systems through preservation, operations, and capacity enhancements. Caltrans policy is to maintain the Bridge, Pavement, Intermodal Transportation Management System and Highway Safety management systems as in the past. Caltrans will rely on periodic input from local agencies (also as in the past) for this effort. Congestion Management System activities are still mandated by federal regulation in transportation management areas (which includes Fresno), and COG has established procedures to comply with these regulations as described in Work Element 172.

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

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

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

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

- **Analysis of Future Transportation Needs and Alternative Transportation Improvements.**

During the past several years the focus has been on developing improved capabilities for evaluating future travel demands. The Fresno COG has converted to the TP+ Traffic Simulation Model to provide alternative travel demand forecasts based upon alternative growth and development functions. COG works with local agencies to assign projected travel to streets and roads and transit networks. From these assignments, proposals for alternative transportation facilities improvement may be developed. The information may also be used to evaluate the effects of improvements on air quality and energy

consumption. During 2002-03 the Fresno COG traffic simulation model was modified to provide mode-split analysis. For 2004, model data has been updated to reflect the 2000 census. Fresno COG is also updating the new model to reflect the latest land use plans of member agencies.

The requirement for separate major investment studies (MIS) has been eliminated under TEA 21, but the activities required under MIS regulations redefined the criteria used in most corridor and subarea studies and still provide the basis for meaningful transportation planning by Fresno COG as required under SAFETEA-LU. These studies will be initiated in a cooperative manner to (1) analyze the range and mix of modal opportunities suitable to area needs, (2) identify design concept, and (3) identify the financing mechanisms. This work will occur prior to projects being listed within a Transportation Improvement Program. The studies will be used either as input to an environmental report, or serve as a draft environmental report.

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

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

Comprehensive Planning Process



Planning Area

Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With over \$4.7 billion a year in commercial crop production it is the nation's leading agricultural-producing county. The January 2005 population of 884,000 places Fresno as the tenth most populous of the 58 California counties. There are fifteen incorporated cities, three federally recognized Native American Tribes and the county contains a federally-recognized urbanized area - the Fresno Clovis Metropolitan Area - with a January 2005 population of about 610,000. The county is composed of four distinct geographic areas; the coastal range on the west, the San Joaquin Valley in the central portions, the Sierra Nevada foothills to the east of the valley, and the Sierra Nevada Mountains along the eastern boundary. Fresno County contains portions of the Sierra and Sequoia National Forests, a portion of Kings Canyon National Park and provides a major access to Sequoia National Park and Yosemite National Park.



Planning Designations and Responsibilities

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

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

REGIONAL TRANSPORTATION PLANNING AGENCY (RTPA)

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

Plans & Programs

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

Transportation Development Act Administrative Functions

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

METROPOLITAN PLANNING ORGANIZATION (MPO)

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

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

AREAWIDE PLANNING ORGANIZATION

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

TRANSPORTATION MANAGEMENT AREA

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

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

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

LOCAL CLEARINGHOUSE

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

CENSUS DATA CENTER

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

In 1996-97 Fresno COG developed and implemented an internet "home-page" which allows direct access to census, housing and economic information. Other information items have been maintained on-line as well, including our regional directory, agendas, minutes, and other appropriate items.



Funding the Fresno COG Planning Program

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

LOCAL

Member Dues - Participating member agencies are annually assessed dues proportionate to their percentage of total county population. Since 1973 total dues revenue have been set at \$40,000. However, in 2006, the COG Policy Board chose to utilize the services of a lobbyist to represent Fresno COG in Sacramento. In order to fund the lobbyist position, Fresno COG members increased their local dues to \$68,000 per year.

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

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

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

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

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

STATE

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

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

FEDERAL

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

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

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

- 1) **FTA Section 5303** - made directly available to the agency to support urban transit planning activities.
- 2) **FTA Section 5313b** - made available to the state for discretionary use in funding rural transportation planning activities.
- 3) **FTA Section 5307** - made available to Fresno Area Express for program operation and capital purposes. Fresno Transit passes-through a portion of these funds to Fresno COG for urban transit planning activities performed for Fresno Area Express.
- 4) **FTA Section 5316** - Jobs Access Reverse Commute (JARC). JARC provides funding for local programs, offering access to Jobs and reverse commute transportation services for low income individuals.
- 5) **FTA Section 5317** - New Freedom. This program provides funding for projects that can provide new public transportation services and alternatives for disabled persons beyond the requirements of the 1990 ADA act.

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

OTHER FUNDING SOURCES

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



Status of Comprehensive Planning Process

SUMMARY

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

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

- Open Space
- Seismic
- Water and Sewer
- Technical Assistance to Members

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

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

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

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

MPO PLANNING CERTIFICATION PROCESS

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

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(l)
- 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
- Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat.107) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26)
- The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38)

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

- MPO Designation Letter
- Regional Transportation Plan (Current)
- Regional Transportation Improvement Program (Current)
- Unified Planning Work Program/OWP (Current)
- Air Quality/RTP/TIP Conformity Report (Current)
- Certification on Lobbying Restrictions (Current)

- o DBE Goals, consistent with filed Title VI Assurances (Current)

Because the Urbanized Area is a Transportation Management Area, the Fresno COG is subject to a joint review by FHWA and FTA every four years to determine if the planning process meets certification requirements. The most recent joint review was conducted in December 2004.

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



Regional Transportation Planning Issues



SAFETEA-LU Issues

The intent of the Intermodal Surface Transportation Efficiency Act (1991) was to provide state and local governments more flexibility in determining their transportation solutions. The reality of implementation has been more complex. There was an underlying premise that providing a sound basis for states and localities to implement good planning and programming processes would lessen the need for federal government oversight at the project and design stage. ISTEA emphasized fiscal restraint and budget discipline in spending transportation taxes, and called for better management practices at the state and local levels. Unfortunately the Department of Transportation's planning regulations, published late October, 1993, along with the Environmental Protection Agency regulations compounded the existing requirements for financing, project oversight and project design, making it harder, not easier, to get projects built. In addition, annual federal obligations did not match the original appropriation levels promised in ISTEA which contributes to the financial difficulties experienced in California and at the local level. The reauthorization of ISTEA was realized in 1998 with approval of the Transportation Equity Act for the 21st Century (TEA 21). TEA 21 carried forward the structure established under ISTEA essentially unchanged and increased funding levels. The new Surface Transportation Act known as the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law by President Bush on August 5, 2005.

Fresno COG staff is currently working with FHWA and Caltrans on developing a FY 07/08 OWP that will follow the administrative guidance set forth in the new legislation. At the time that the draft OWP was developed, the final SAFETEA-LU rule and specific guidance were not available. On February 14, 2007, the final rule was issued with an effective date of March 16, 2007. Fresno COG staff will use the final rule for development of the final OWP and continue to work with FHWA and Caltrans on the implementation of SAFETEA-LU.



Funding

The key problem facing all transportation modes is still the lack of available funding, both for capacity enhancement and ongoing operations and maintenance. Although the voters of California approved \$19.9 billion in Bond funding with the passage of Proposition 1B. The state still faces many serious funding issues. As recently as five years ago, the state had a transportation improvement program that was funded almost exclusively from user fees protected by the California Constitution (gasoline and diesel excise taxes and weight fees). Today, the state's transportation program is dependent entirely on motor fuel sales taxes-lacking constitutional protection and subject to the vagaries of the annual budget process. Over the last several years transportation funds have been taken to close the General Fund deficit, and some projects in the State Transportation Improvement Program and the Traffic Congestion Relief Program had to be kept on schedule in the past by means of borrowing, either through the advancement of local funds or through the Commission's issuance of bonds against future federal transportation apportionments.

In 2000, with the passage of Prop 42, California increased the portion of statewide sales tax revenue dedicated to transportation improvements to more accurately reflect revenue generated from fuel sales. A ballot measure in 2002 that made the increased transportation support permanent was successful but recent state budget crises jeopardized the increased funding because of provisions in the measure that allowed for suspension during times of financial emergency. In order to address this issue, California voters passed Proposition 1A in November 2006, Proposition 1A established additional safeguards to protect diversion of Proposition 42 funding to the General Fund by the Legislature.

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

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

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



Travel Demand and Air Quality

Modifying travel demand is an increasingly important issue for the future, both in terms of congestion management and air quality. Current financial, energy, and environmental resources are overburdened, and the seriousness of this region's air quality problems may lead to implementation of more stringent measures to reduce future vehicle travel. Public transit will continue to play a major role in any proposed transportation systems management activities which are undertaken. This makes it critically important that the state and federal governments continue at least their present level of resource allocation to support local transit and intercity rail programs.

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

The San Joaquin Valley Air Basin is classified and designated as a serious ozone nonattainment area according to EPA. The basin has been designated nonattainment and classified serious for 8-hour ozone with an attainment date of 2013, and the nonattainment designation for PM 2.5 is effective April 5, 2005. The Fresno-Clovis Metropolitan Area has been reclassified and designated by EPA as an attainment (maintenance) area for carbon monoxide. In 2006, EPA finalized the attainment for PM-10 (particulate matter) based on 3 years of clean data, but remains officially designated non-attainment until a maintenance SIP is prepared and EPA approves it.

As a result of the federal designations, conformity determinations must demonstrate conformity for ozone, CO, PM10, and PM2.5. The most recent conformity determination was made by US DOT in October 2006.

Consistent with federal direction for a coordinated basin-wide approach to dealing with these pollutants, the valley transportation planning agencies have entered into Memorandums of Understandings (MOUs) as discussed in the "Organization and Management" chapter. A conformity document is currently being developed and approved by the eight Valley MPOs. The Federal Highway Administration and the Federal Transit Administration are expected to approve this most recent conformity document by July 1, 2007.

Fresno COG is an active participant in planning programs undertaken pursuant to the MOUs. Specifically Fresno COG has assumed leadership roles in development of transportation control measures for district use in the Ozone SIP submittal. Also, staff participated in coordinating valley traffic modeling activities relative to air quality requirements and provided assistance in the consistent application of EMFAC 2002 within valley transportation planning agencies.

Valley transportation planning agencies are also committed to strategic planning for traffic and air quality modeling activities to support continuing plan and program development.

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



Livable Communities and Transit Oriented Development

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

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

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

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



Capacity Problems / Corridor Needs

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

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

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



Local Maintenance, Rehabilitation, Reconstruction and New Construction

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



Public and Social Service Transportation

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

Closer coordination and cooperation between both public and social service transportation must occur to avoid possible duplication. Efficiency, overall economy, and quality are to be pursued through the consolidated approach.

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

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

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



Aviation

Future efforts still focus on seeking a "hub" designation for the Fresno-Yosemite International Airport, increased allocations to all airport operators, and increased allocation to smaller public-use operators which do not have other reasonably available resources for airport improvements.

The airport and the compatibility of the surrounding land uses is a continuing issue. Local agencies must maintain their diligence in the areas surrounding the airports so as not to create conflicts with incompatible uses because of high noise levels and potential safety hazards.

The Fresno COG contributed to a major update of the California Aviation System Plan, and the Central California portion of the State Plan over the past several years.



Rail

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

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



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

Purposes

In its role as the Regional Transportation Planning Agency for Fresno County, Fresno COG is legislatively responsible for preparing an Expenditure Plan for revenues generated by Measure C Fresno County's 1/2 cent sales tax for transportation purposes. The original Measure C was passed in 1986 and had a twenty year life span that terminates on June 30, 2007. Fortunately, the voters of Fresno County chose to reauthorize Measure C in November 2006. The Measure went to the ballot with an Expenditure Plan that identified \$1.7 billion in multi-modal projects and programs that were to be implemented. The Plan had the unanimous support of Fresno COG, Fresno County Transportation Authority, the county of Fresno and all fifteen cities.

The next step in the process is the development of a Strategic Implementation Plan which will identify the timing, priorities and financial strategies necessary to deliver the \$1.7 billion program in a timely manner.



Management Systems

Five of the six management systems previously required by ISTEA became an optional part of the planning process pursuant to National Highway System Designation Act of 1995. The five optional systems are: (1) Bridge, (2) Pavement, (3) Public Transportation, (4) Highway Safety, and (5) Intermodal. Congestion Management System requirements remain in effect under SAFETEA-LU and COG's approach to satisfying these regulations is discussed in Work Element 172. COG and Caltrans effort in these areas is discussed in the "Organization and Management - Other Technical Activities" section.



Metropolitan Planning Factors

The OWP will address the federally required SAFETEA-LU Planning Factors as noted in the final rule, and the four Statewide Transportation Planning Emphasis Areas as requested by FHWA.

SAFETEA-LU Planning Factors include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;

- 3. Increase the security of the transportation system for motorized and non-motorized users;
- 4. Increase accessibility and mobility of people and freight;
- 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7. Promote efficient system management and operation; and
- 8. Emphasize the preservation of the existing transportation system.

State Emphasis Areas:

- 1. Financial Planning
- 2. Project Monitoring
- 3. Regional Congestion Partnerships
- 4. SAFETEA-LU Implementation

Attachment A
COUNCIL OF FRESNO COUNTY GOVERNMENTS
OTHER PLANNING ACTIVITIES WITHIN THE REGION
FY 2007 - 2008

Informational Element Matrix

The following is a list of planning activities for which Caltrans is responsible for within the MPO metropolitan planning area.

Activity Description	MPO Work Element Number	Funding Type	Product(s)	Work Performed By	Due Date	FSTIP Prgmng.
Caltrans work elements for OWP, progress reports, reimbursement and monitoring	N/A	Federal/ STATE	OWP Management	Caltrans	On-going	No
IGR/local development reviews	N/A	STATE	Recommended mitigation for development impacts on State facilities	Caltrans	On-going	No
Update Various System Planning documents	N/A	STATE	Various System Planning Documents	Caltrans	On-going	No
Valley-wide GIS	N/A	STATE	Coordinate Integration of Valley-wide GIS into Caltrans GIS	Caltrans	On-going	No
California Transportation Plan (CTP) SAFETEA-LU Update	N/A	STATE	CTP 2030 SAFETEA-LU Addendum and website, providing links to plans, data and GIS resources to facilitate consultation and comparison with resource agencies during the transportation planning process	Caltrans	October 2007	No
Update District 6 Bicycle Map	N/A	STATE	Current State Highway Bicycle Map	Caltrans	In Progress	No
District 6 Bicycle Tour Map	N/A	STATE	Bicycle Tour Guide of Selected State Highway Corridors	Caltrans	In Progress	No
Route 99 Corridor Enhancement Master Plan	N/A	STATE	Advisory Team activities, reviewing projects for compliance with Master Plan and Caltrans' current standards & practices	Caltrans-Districts 6 & 10 Kern, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin	On-going	No

Activity Description	MPO Work Element Number	Funding Type	Product(s)	Work Performed By	Due Date	FSTIP Prgmng.
Tribal Coordination	N/A	STATE	Coordinating projects that impact the State Route, Big Sandy Rancheria, Cold Springs Rancheria, and Table Mountain Rancheria	Caltrans	On-going	No
San Joaquin Valley Goods Movement Study III - Truck Model	N/A	Federal SPR/ STATE	Truck Model Study for Districts 6 and 10	Caltrans/8 SJV MPOs Consultant	July 2008	No
California Partnership for the San Joaquin Valley Strategic Action Proposal	N/A	STATE	Implementation of Transportation Work Group recommendations in Strategic Action Proposal related to Highway 99	Caltrans, CTC, SJV MPOs Local governments, Highway 99 Task Force	In Progress	No
¹ SR 41 Corridor Modeling Applications	N/A	STATE	Utilize modeling tools developed in the San Joaquin Valley Growth to develop a multimodal operations and capital improvement plan for the SR 41 corridor in the Fresno Metropolitan Area and Southeast Madera County	Caltrans Consultant Interested local agencies	February 2007	No
² Hwy 33 and Downtown Firebaugh Linkage Study	N/A	State Highway Account-Env Justice Grant	Design charrette to develop vision and plan to make downtown more pedestrian friendly	City of Firebaugh, Local Government Commission, Walkable Communities, Inc.	February 2007	No
³ San Joaquin Corridor Strategic Business Plan	N/A	Federal SPR/ STATE	Business Plan, which includes looking at potential connection of San Joaquin Route to Los Angeles, via Tehachapi Rail Corridor	Caltrans Consultant	July 2007	No

NOTE¹: The SR 41 Modeling Applications will be completed in March 2007. The modeling tools developed in the San Joaquin Valley Growth Response Study to assess alternative land use scenarios which promotes transit use along the SR 41 corridor in the Fresno Metropolitan Area and across the San Joaquin River into Madera County.

NOTE²: The City of Firebaugh completed the Highway 33 and Downtown Linkage Study in February 2007.

NOTE³: The Division of Rail has indicated that they are attempting to complete the Plan by July 2007. They are working with the BNSF, who is studying improvements including increasing capacity through the Tehachapis. BNSF study is looking at modeling efforts and will come up with a list of improvements which they will be requesting state funding for. BNSF anticipates to be completed with their Study in May 2007.

SAFETEA-LU Planning Factors

<i>SAFETEA-LU Factors</i>	Support Economic Activities	Safety for Users	Security for Users	Accessibility/Mobility for People & Freight	Environment/Energy Cons./Quality of Life	Connectivity of System Between Modes	Efficient System Management and Operation	Preserve Existing System
Work Element								
110 Streets & Highways	■	■	■	■	■	■	■	■
111 Modeling	■	■	■	■	■	■	■	■
112 Traffic Monitoring	■	■	■	■	■	■	■	■
113 Regional Transportation Plng Studies	■	■	■	■	■	■	■	■
114 Freeway Interchange Asses. Study	■	■	■	■	■	■	■	■
120 Regional Public Transp. Plng - FCMA	■	■	■	■	■	■	■	■
121 Public Transit-Human Services - JARC	■	■	■	■	■	■		
122 Public Transit Human Services - New Freedom	■	■	■	■	■	■		
130 Rural Transit	■	■	■	■	■	■	■	■
150 Other Modes - Aviation and Rail	■	■	■	■	■	■	■	■
151 Bicycle and Pedestrian		■	■		■	■	■	■
170 RTP	■	■	■	■	■	■	■	■
172 Congestion Management	■	■	■	■	■	■	■	■
180 Air Quality	■	■	■	■	■	■	■	■
210 Meas. C Reauthorization Impl.	■	■	■	■	■	■	■	■
220 Transportation Program Development	■	■	■	■	■	■	■	■
310 Intergovernmental Coordination	■	■	■	■	■	■	■	■
311 Public Participation	■	■	■	■	■	■	■	■
312 COG View Internet Home Page	■	■	■	■	■	■	■	■
313 Environmental Justice	■	■	■	■		■		
320 Member Assistance	■	■	■	■	■	■	■	■
330 Outside Assistance	■	■	■	■	■	■	■	■
340 Transportation Demand Management	■	■	■	■	■	■	■	■
350 Data Center	■			■		■		
410 SJ Valley Regional Blueprint Plng.	■	■	■	■	■	■	■	■
411 Farmland Conservation Model Program	■							
420 Fresno Regional Housing Needs Plan	■				■			
810 Valley RTPA Coordination	■	■	■	■	■	■	■	■
811 SJ Valley Goods Movement Study	■	■	■	■	■	■	■	
910 COG Administration								
911 OWP/Budget								
912 TDA	■	■	■	■	■	■	■	■
920 FCRTA Administration								
930 FCTA Administration								
940 Freeway Service Patrol		■		■	■		■	■



FTA/FHWA Planning Emphasis Areas

Final 2007/08 California Planning Emphasis Areas (PEAs)

1. Financial Planning

Financial planning continues to be a high priority and are included as a carryover PEA for the 2007 OWP submittal. The FHWA California division office has identified areas for increased emphasis or improvement related to this issue. These included:

1. properly reflecting advance construction projects and their conversion to federal-aid funding in the FTIPs and FSTIP;
2. assuring that project cost estimates are updated to reflect the latest available information; and,
3. reflecting the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system, including portions of the system owned and operated by local governments, in financial plans.

Since then, the FHWA Resource Center has issued a draft report on how to better estimate revenues entitled Revenue Sources and Forecasting, which provides a template for MPOs to use when determining the amount of annual revenues that should be assumed in the programming process. This is the first of three components of the Resource Center's new fiscal constraint templates, which will also include cost estimating and ongoing operations and maintenance.

FHWA expects that cost estimates will be updated throughout the life of each project. At a minimum, once a project reaches each of the nine steps in the project development process (see Attachment 1) the financial information should be adjusted. These steps are: OWP; RTP; TIP; STIP; NEPA completion; final design; ROW authorization; PS&E approval; construction award; and operations/maintenance. At each of these nine steps, project financial information should be compared to current Program and Plan project estimates, and any significant differences should be amended through the planning and programming processes.

2. Project Monitoring

Project monitoring is another carryover Planning Emphasis Area (PEA). Effective project monitoring is critical to the planning process and to project delivery. We will focus on project monitoring activities by the metropolitan planning organizations that will:

1. support efforts by FHWA and Caltrans to reduce inactive obligations for federal-aid projects;
2. lead to the development of annual listings of obligated projects in accordance with SAFETEA-LU;
3. assure that project cost estimates are updated to reflect the latest available information.

3. Regional Congestion Partnerships

The Regional Congestion Partnership requirement applies only to California MPOs that represent the nation's 75 largest metropolitan areas: Bakersfield, Fresno, Los Angeles, Sacramento, San Diego, and the San Francisco Bay area. The establishment of Regional Congestion Partnerships is a component of the broader FHWA Regional Transportation Operations Collaboration and Coordination (RTOCC) initiative to improve the link between the regional planning process and the ongoing management and operations of the regional transportation system. FHWA will be evaluating the progress of the regions in establishing congestion partnerships. We will also be looking at the success of those partnerships in achieving the goals of the RTOCC program: solving operational problems, enhancing system performance, and improving communications among the involved agencies.

4. SAFETEA-LU Implementation

The implementation deadline for the new Federal transportation authorization bill, The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), is July 1, 2007. Agencies should be analyzing their planning and programming processes and documents as in order to identify critical gaps between the current practices and the new SAFETEA-LU requirements. These gaps should be identified and any shortcomings addressed prior to the implementation date in order to prevent any delays in the delivery of the transportation program after that date. These “gap analyses” should be based upon the Notice of Proposed Rulemaking for the revised Statewide and Metropolitan Planning Regulations (71 FR 33509) and the SAFETEA-LU legislation itself, available on the FHWA website (<http://www.fhwa.dot.gov/safetealulindex.htm>).

PLANNING EMPHASIS AREAS

Planning Emphasis Areas	CONSIDERATION OF SAFETY AND SECURITY IN THE PLANNING PROCESSES	PARTICIPATION OF TRANSIT OPERATOR IN METROPOLITAN & STATEWIDE PLANNING	COORDINATION OF NON-EMERGENCY HUMAN SERVICE TRANSPORTATION	PLANNING FOR TRANSIT SYSTEMS MANAGEMENT/OPERATIONS TO INCREASE RIDERSHIP	SUPPORT TRANSIT CAPITAL INVESTMENT DECISIONS THROUGH EFFECTIVE SYSTEMS PLANNING	PROJECT MONITORING	HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS)	FINANCIAL PLANNING/FISCAL CONSTRAINT
Work Element								
110 Strts/Hghwys	■	■	■	■	■		■	■
111 Modeling	■	■	■	■	■		■	■
112 Monitoring	■	■	■	■	■	■	■	
113 Regional Transp. Ping. Studies	■	■		■	■			
114 Frwy. Asses. Study	■							
120 Regional PublicTrans. Ping - FCMA	■	■	■	■	■			
121 Public Transit-Human Svs. Trans.-JARC	■	■	■	■	■			
122 Public Transit-Human Svs. Trans - New Freedom	■	■	■	■	■			
130 Rural Transit	■	■	■	■	■			
150 Other Modes - Aviation & Rail	■							
151 Bicycle and Pedestrian	■							
170 RTP	■	■	■	■	■			■
172 Cong. Mngmnt.	■	■		■				
180 Air Quality		■	■	■				
210 Measure "C" Reauth. Impl.	■	■	■	■		■		■
220 Prg. Develop.	■	■	■			■		■
310 Intergov'tl Coord.	■	■	■	■		■		
311 Public Particip.	■	■	■	■				
312 WWW Home Page	■	■	■	■	■		■	
313 Environmental Justice	■	■	■	■	■			
320 Member Assist.	■							
330 Outside Assist.	■							
340 Transp. Demand	■	■						
350 Data Center		■	■	■	■			
410 SJ Valley Reg. Blueprint Ping.		■	■	■			■	
411 Farmland Conservation Model Prgm.								
420 Fresno Regional Housing Needs Plan								
810 Valley RTPA	■		■	■		■		
811 SJ Valley Goods Mvmt. Study	■						■	
910 Administration								■
911 OWP/Budget								■
912 TDA								
920 FCRTA	■		■	■				
930 FCTA								
940 Frwy Serv. Patrol								

Work Element Descriptions

110 Regional Streets and Highways Planning

OBJECTIVE

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

DISCUSSION

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

In concert with our modeling activities (WE 111) our transportation planning function has been used to deliver a variety of planning analyses, studies and reports. In particular these joint activities served to define the magnitude of future traffic problems in the Fresno-Clovis Metropolitan Area and aided in confirming the need for major transportation solutions to handle the area's growing needs. This information was instrumental to the success of Measure "C" (1986) which together with State and Federal transportation aid ultimately provided for approximately \$1.2 billion in highway improvements over its 20 year life. Additionally, this information proved useful in the renewal of Measure "C" in 2006.

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; working with member agencies on methods of preserving rights-of-way, including plan-lines within local general plans; identifying routes with high through-truck or high recreational usage which have an impact on local circulation; identifying and addressing the unique needs of the non-metropolitan areas and their additional need for connectivity with the metropolitan area; analyzing existing and potential revenue sources; goods movement analysis; and integrating streets and highway projects with their intermodal partners (rail, air, bus, park & ride, etc.). Fresno COG is well aware of the requirements for financial constraint in all transportation plans. Financial analysis and financial planning will be incorporated into all studies.

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

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

The studies evaluate the effectiveness and cost-effectiveness of alternative investments or strategies, keeping local, State and national goals and objectives in mind. The studies should consider both the direct and indirect costs of reasonable alternatives and such factors as mobility improvements; social, economic, and environmental

effects; safety; operating efficiencies; land use and economic development; financing; long term operational/maintenance costs; and energy consumption. At a minimum the studies will be used either as input to an environmental impact statement/environmental assessment; or the participating agencies may elect to prepare the study as a draft environmental impact statement/environmental assessment. In order to streamline the process, integration of environmental considerations into the transportation planning process is always a primary consideration. Specifically, coordination with resource and permit agencies and the use of environmental inventories to identify sensitive areas are components of well-planned project. In addition, the transportation planning process can assist in identifying key safety and security projects and can help prioritize the use of funds for specific problem areas.

Another planning activity previously mandated by federal transportation legislation and now optional is the analysis of transportation management systems. These systems categorized by bridge, highway safety, and pavement management system activities are being handled by Caltrans with occasional requests for information from the COG. These requests will be dealt with in other elements and, as such, management system activities will not be maintained as separate items in this or any other work element. Currently the only exception to this is the congestion management system that is located in Work Element 172 Congestion Management Planning.

PREVIOUS WORK COMPLETED

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

Ongoing activities include helping member agencies with efforts to preserve rights-of-way, identifying potential funding sources, participating on project development teams for environmental studies, traffic planning aid, and a variety of other related activities.

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

NEW/ONGOING WORK ACTIVITIES

Fresno COG continues to participate in the San Joaquin River Crossing study involving Madera and Fresno counties. The Madera County Resource Management Agency is leading the planning efforts for the study. The study will address the potential for identifying an east-west river crossing between Fresno and Madera counties.

Continuation of the Fresno-Madera County Freeway Deficiency Study - Phase II. The study will continue to be a multi-jurisdictional transportation planning study that will use the findings from the Phase I report. The purpose of the Study is to determine, based on projected population growth and build out of existing general plans, if a regional transportation impact fee will be required from future development in Fresno County in order to keep the metropolitan transportation system functioning properly. The study is funded by the Caltrans Partnership Planning Grant Program. Work Element 114 of the OWP provides detailed information on the study.

In addition, Fresno COG will again participate in the San Joaquin Valley (SJV) Goods Movement Study project, which is the third phase of goods movement related studies in the valley. The proposed project will provide improvements to the 8-county (Kern, Fresno, Tulare, Kings, Madera, San Joaquin, Stanislaus, and Merced) SJV truck model and integration with local models. Work Element 811 of the OWP provides detailed information on the study.

STREETS AND HIGHWAYS PLANNING PRODUCTS

1. Fresno Clovis Metropolitan Area Circulation Element
2. Fresno County Circulation Element
3. FCMA Transportation Corridor Studies
4. Special transportation planning studies as required (ex: Operational Deficiencies and Highway/Local Road Interfaces, etc.)
5. Special traffic planning studies as required
6. Transportation analysis of local general, community, and specific plans as required
7. Participate in the Golden State Corridor Study
8. Fresno-Madera County Freeway Deficiency Study - Phase I
9. San Joaquin Valley Goods Movement Study, Phases I, II, and III.

STREETS AND HIGHWAYS PLANNING TASKS

- | | |
|--------|--|
| 110.01 | Update FCMA Circulation Element to include link specific analysis of street classification inconsistencies between various agencies, an evaluation of system capacity relative to existing and proposed land use, and estimated costs of implementation. |
| 110.02 | Update Fresno County Circulation Element with particular attention to street classification inconsistencies between the County system and rural city systems. |
| 110.03 | Develop FCMA Transportation Corridor Study to identify candidate corridors for reasonable implementation of various travel demand management strategies and related application of TSM strategies. |
| 110.04 | Perform special transportation planning studies as required. |
| 110.05 | Perform analysis of transportation issues related to local general, community, and specific plans. |
| 110.06 | Work with Caltrans, Tribal Governments, COG member agencies & Madera County transportation agencies in development of the Fresno-Madera County Freeway Interchange Deficiency planning study (Phase II) in Fresno/Madera Counties. |
| 110.07 | Review and comment upon Caltrans Regional Street and Highway Programs as requested. |
| 110.08 | Participation in Golden State Corridor Study |
| 110.09 | Participation in San Joaquin River Crossing Study |
| 110.10 | Participation in the San Joaquin Valley Goods Movement Study, Phase III |
| 110.11 | Coordinate, consult and collaborate with all Tribal Governments |
| 110.12 | ASSHTO CCP |
| 110.13 | Night Visibility Studies |

110 Regional Streets and Highways Planning																	110		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
Streets & Highways Planning																			
110.01 Update FCMA Circ Element	■	■	■		■		10				■	■	■						
110.02 Update County Circ Element	■	■					10				■	■	■						
110.03 Develop urban corridors study	■	■	■		■	■	13	■	■	■	■	■	■	■	■	■	■	■	■
110.04 Perform special studies	■						13	■	■	■	■	■	■	■	■	■	■	■	■
110.05 Analyze impacts - local plans	■	■	■		■	■	11	■	■	■	■	■	■	■	■	■	■	■	■
110.06 Ope Study	■	■	■	■	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
110.07 Comment on Programs	■	■	■	■	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
110.08 Golden State Corridor Study						■	7			■	■	■	■	■	■	■	■	■	■
110.09 Madera-Fresno Trans Study	■	■	■	■	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■
110.10 SJV Goods Movement Study	■	■				■	7	■	■	■	■	■	■	■	■	■	■	■	■
110.11 Coordinate with Tribal Govt	■						1	■	■	■	■	■	■	■	■	■	■	■	■
110.12 ASSHTO CCP					■		1	■	■	■	■	■	■	■	■	■	■	■	■
110.13 Night Visibility Studies		■					1	■	■	■	■	■	■	■	■	■	■	■	■

110 REGIONAL STREETS & ROADS

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	0
FTA Section 5307	
FTA 5305	
FHWA PL	254,602
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	32,985
OTHER	
Total	287,587

Expenditures	\$\$\$\$	-py-
Fresno COG	226,367	2.74
County	43,000	0.60
Fresno	5,000	0.10
Clovis	2,000	0.02
FCEOC		
Contracts	11,220	
Total	287,587	3.46

111 Regional Transportation Modeling

OBJECTIVE

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

DISCUSSION

Fresno COG has maintained an extensive program of streets and highways planning since 1970. This program involves a broad range of transportation monitoring, modeling and planning activities that have been developed and implemented during that time. Of continuing concern are the added federal requirements that relate to the use of the traffic model for air quality analysis. It is important to keep in mind that they should not overshadow or erode the primary purpose of the model - projection of future traffic flow.

In 2003-2004 Fresno COG completed development of a new mode split, peak period countywide traffic model. The new model was developed in TP+ \Viper software which provides new modeling and graphics capabilities. The mode split model is calibrated to a base year 1998 and provides traffic projections for any future year to 2030. Projections for 2008, 2010, 2013, 2015, 2020 and 2030 have been completed in response to air quality conformity requirements. In addition a new method of maintaining model networks was developed. This method known as the Master Network has increased the accuracy of the networks while reducing the time needed to maintain them. The COG also recently disaggregated approximately 100 traffic analysis zones into 300 new zones.

Fresno COG has recently completed the Fresno County land use update and model revalidation project. This project updated the Fresno County population and land use data to reflect 2003 conditions. The project used Census 2000 data, building permits from all the jurisdictions in Fresno County, updated 2001 Travel Survey data and the 2000 Census Transportation Planning Package. The update included re-calibration/validation of the model to the year 2003 and re-alignment of the traffic analysis zones' boundaries to the street centerlines in GIS format.

The new updated mode split peak period model has become the primary basis for ongoing transportation and air quality planning activities in Fresno County. The updated model provides a 2003 base year and is capable of making traffic projections for every year out to the year 2030 and beyond.

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

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

PREVIOUS WORK COMPLETED

Fresno COG, through maintenance of its traffic model, provides a visible and accepted service to member agencies, Caltrans and the public. The model is used on a continuing basis to analyze major regional transportation systems, transportation corridors, and specific regional scale land use development proposals such as the East-West Corridor study, The Herndon Avenue study, the Save Mart Center, the Windham Hotel, the "Tower" at Convention Center Court, the new Federal Courthouse, the Armenian Village project, the Francher Creek project, the Freeway Deficiency Study and numerous other developments. It is also being used in Environmental Justice analysis for the programs & plans carried out at Fresno COG. Modeling information played an important role in the initial development of Measure "C" and has been used extensively in the development of environmental documents and preliminary design for delivery of Measure "C" projects. The model was also used extensively in the development of the City of Fresno's General Plan Circulation Element. The COG model also played a major role in developing the "Measure C Extension" program which was passed by the voters in November 2006.

The successful implementation of the EMFAC emissions model represents a significant milestone in the COG's ability to respond to a wide variety of air quality requirements, most importantly supporting emissions inventory requirements and emission budget analysis for the SIP and transportation program conformity determination process.

In addition, COG's participation in a regional goods movement study has resulted in creation of a San Joaquin Valley Goods Movement truck model which is available for future studies. Currently in development is an updated Valley Wide Truck Model which will provide additional capabilities including a future analysis year. Fresno COG is managing this Valley Wide project.

TRANSPORTATION MODELING PRODUCTS

1. Current social economic database containing latest projections and area distributions derived from Fresno County and cities of Fresno and Clovis planning assumptions (Years 1998 through 2030).
2. Modeling tools adequate to support ongoing land use/transportation planning activities.
3. Reports, studies and analyses documenting findings derived through the use of transportation modeling tools.
4. Minutes and other documentation related to the activities of the Fresno COG Model Steering Committee.
5. New Countywide mode split peak period and daily traffic model calibrated to 2003 base year using TP+/Viper software.
6. Updated future year traffic models: 2007, through 2030.
7. Model documentation.
8. Numerous Transportation Conformity Findings for Fresno County.
9. San Joaquin Valley Truck Model

TRANSPORTATION MODELING TASKS

- 111.01 Maintain social economic database to include incorporation of new planning assumptions and projections based upon revised agency land use plans and assumptions and monitored area growth. This task is to be closely coordinated with modeling activity in WE 180 - Air Quality Transportation Planning. A reservation of \$10,000 for consultant support in database development activities, acquisition of additional commercially available database materials, and other data as needed to refine current model is included in this task.
- 111.03 Provide transportation modeling support for special studies related to transportation systems management strategies and related air quality analysis, major investment analysis, limited transit

service evaluations, and guide combine ways analysis as necessary to address special transportation planning issues.

- 111.04 Maintain future year Fresno County Traffic Forecast Model including population and employment projections based upon adopted agency plans. At a minimum, projections are required for the 20 year planning horizon and intermediate planning years consistent with air quality planning requirements.
- 111.05 Provide traffic modeling data as basis for EMFAC air quality model runs in support of air quality planning activities, and conformity determinations.
- 111.06 Provide continuing staff support to the Fresno COG Model Steering Committee with quarterly or as required, meetings to review model assumptions and analyze modeling output.
- 111.07 Participate in activities related to coordination of traffic modeling activities on a valley wide basis to include interaction with other valley transportation planning agencies, the SJVAPCD, and state and federal agencies as appropriate.
- 111.08 Participate in the Valley Wide Blue Print modeling effort.
- 111.09 Maintain on- call modeling services contract to provide assistance in creating specialized script files, trouble shooting modeling problems and providing staff with specialized training in dealing with the latest air quality regulations. This contract provides the following benefits:
 - Assist COG staff with development of new and refined script when needed especially for air quality and conformity purposes.
 - Research and develop new scripts and processes that will help staff use the model more effectively
 - Troubleshoot major and minor problems.
 - Assist in the professional development of the COG modeling and demographic staff.
 - Assure that staff is aware of the latest land use techniques and data.
 - Keep staff informed on the latest modeling techniques and software.
- 111.10 Provide technical assistance in the on-going Environmental Justice efforts.

111 Regional Transportation Modeling																		111	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
Transportation Modeling																			
111.01 Maintain socioeconomic data	■	■	■		■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
111.03 Support planning process	■						25	■	■	■	■	■	■	■	■	■	■	■	■
111.04 Maintain future year models	■	■	■		■		11	■	■	■	■	■	■	■	■	■	■	■	■
111.05 Provide input to EMFAC	■						10	■	■	■	■	■	■	■	■	■	■	■	■
111.06 Staff Model Steering Com.	■	■	■		■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.07 Participate Valley Wide	■						10	■	■	■	■	■	■	■	■	■	■	■	■
111.08 Blue Print Modeling	■						25	■	■	■	■	■	■	■	■	■	■	■	■
111.09 On call modeling services	■						2	■	■	■	■	■	■	■	■	■	■	■	■
111.10 Environmental Justice	■						2	■	■										

111 REGIONAL TRANSPORTATION MODELING

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	0
FTA Section 5307	
FTA 5305	
FHWA PL	271,127
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	35,126
OTHER	
Total	306,253

Expenditures	\$\$\$\$	-py-
Fresno COG	222,513	2.70
County	2,500	.04
Fresno	0	.00
Clovis	3,000	.04
FCEOC	0	.00
Contracts	78,240	
Total	306,253	2.78

OBJECTIVE

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

DISCUSSION

The traffic monitoring program provides for staff and equipment resources necessary to maintain a continuing effort. Actual traffic monitoring activities are undertaken by the Cities of Clovis and Fresno and Fresno County utilizing pass through funding. COG staff is responsible for coordinating the work activities and for production of the annual Traffic Monitoring Report. The regional count program was designed per a consultant study which identified the specific count locations and count frequency. Additional count locations have been added in support of the Highway Performance Monitoring program.

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

PREVIOUS WORK COMPLETED

Traffic monitoring provides current and consistent data on county-wide traffic conditions. This information is used by member agencies for day-to-day operations, by COG in maintenance of a calibrated traffic model, and as a basis for information forwarded to federal and state agencies for maintenance of the Highway Performance Monitoring System. Also the published Annual Traffic Monitoring Report has proven to be one of the most visible and used COG documents.

TRAFFIC MONITORING PRODUCTS

1. Annual Report - Fresno Regional Traffic Monitoring Program.
2. Computer database containing historical traffic monitoring information
3. HPMS Annual Report and supporting database
4. HPMS Universe Report and supporting database

TRAFFIC MONITORING TASKS

- 112.01 Maintain regional traffic monitoring program.
- 112.02 Perform corridor monitoring, bicycle, and vehicle occupancy counts as necessary.
- 112.03 Prepare Annual Report of regional traffic counts.
- 112.04 Update HPMS database and submit required HPMS information to Caltrans annually.
- 112.05 Count program review and update

112 Regional Traffic Monitoring																		112	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
112.01 Maintain monitoring program	■	■	■		■		35	■	■	■	■	■	■	■	■	■	■	■	■
112.02 Perform special counts	■	■	■				5	■	■	■	■							■	■
112.03 Prepare Annual Counts Report	■						20							■	■	■			
112.04 Update hpms	■	■	■		■		20									■	■	■	
112.05 Review Monitoring Program	■	■	■		■	■	20	■	■	■	■	■	■	■	■	■	■	■	■

112 REGIONAL TRAFFIC MONITORING

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	291,911
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	37,819
OTHER	
Total	329,730

Expenditures	\$\$\$\$	-py-
Fresno COG	71,000	0.06
County	103,000	1.44
Fresno	53,230	1.06
Clovis	7,500	.09
FCEOC	0	.00
Contracts	95,000	
Total	329,730	2.65

113 Regional Transportation Planning Studies

113

OBJECTIVE

The Regional Transportation Planning Studies work element is intended to provide resources to conduct focused transportation studies for the Fresno County region.

DISCUSSION

As the Fresno County region continues to urbanize, mobility for both people and goods will become a growing concern. The need to identify and analyze issues relating to transportation, land use, air quality and community livability will continue to increase. In order to understand the impacts that current and future population growth will have on our transportation options it is necessary to periodically assess the operational and infrastructure issues that exist within and between metropolitan and rural areas, and interconnections to and through regions. In addition to identifying and documenting the transportation projects and services that will be required to meet regional mobility needs, these studies also need to investigate methods to reduce vehicle travel and expand transportation choice.

PREVIOUS WORK COMPLETED

1. New work element.

PRODUCTS

1. Multimodal Transportation Studies
2. Corridor Preservation Feasibility Studies
3. Metropolitan Mobility Analysis,
4. Life Cycle Cost Analysis

TASKS

113.01

113 Regional Transportation Planning Studies																		113	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	JU N
Multimodal Transportation Studies	■	■	■	■	■	■	TBD	■	■	■	■	■	■	■	■	■	■	■	■
Corridor Preservation Feasibility Studies	■	■	■	■	■	■	TBD	■	■	■	■	■	■	■	■	■	■	■	■
Metropolitan Mobility Analysis,	■	■	■	■	■	■	TBD	■	■	■	■	■	■	■	■	■	■	■	■
Life Cycle Cost Analysis	■	■	■	■	■	■	TDB	■	■	■	■	■	■	■	■	■	■	■	■

113 REGIONAL TRANSPORTATION PLANNING STUDIES

Revenues	\$\$\$\$
FTA MPO 5303	50,180
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	392,469
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
FSP	
STATE PARTNERSHIP	
SPR	
LTF	57,351
OTHER	
Total	500,000

Expenditures	\$\$\$\$	-py-
Fresno COG		
County		
Fresno		
Clovis		
FCEOC		
Contracts	500,000	
Total	500,000	0

114 Fresno-Madera County Freeway Interchange Deficiency Study

114

OBJECTIVE

Through a Caltrans Partnership Planning Grant, the Council of Fresno County Governments and the Madera County Transportation Commission have joined the cities of Fresno, Clovis, Madera, and the counties of Fresno and Madera in an assessment of the current freeway systems and interchanges within Fresno and Madera counties. The purpose of the Fresno-Madera County Freeway Interchange Deficiency Study is to determine based on projected population growth and build out of existing general plans, if a regional transportation impact fee will be required from future development in Fresno County in order to keep the metropolitan transportation system functioning properly.

DISCUSSION

The metropolitan freeway systems within the Fresno-Clovis-Madera metropolitan area include State Highways 41, 168, 180, and 99. These systems serve two counties and three primary cities in the region as well as providing connections to neighboring communities. These freeways also provide access to important regional tourist destinations such as Yosemite and Kings Canyon National Parks and to Sequoia National Forest. In Fresno and Madera counties the current population is 997,904 and is expected to increase to 1,683,649 by the year 2020. It is projected that vehicular traffic in the assessment area will increase at a rate equal to or greater than population growth.

The evaluation will examine the existing regional freeway and interchange systems as they relate to current and proposed land uses and population and economic growth projections through the year 2025. The study will identify likely deficiencies and anticipate necessary improvements of the freeway/interchange systems resulting from the build-out of land use plans. Strategies needed for the designing and eventual upgrading of these transportation facilities will be identified in this assessment, as will costs of the improvements. Finally, methods to finance these improvements with impact fees and other tools will be explored.

Phase II of this study provides a more detailed analysis that could be used as the basis for establishing impact fees for new development in accordance with the Mitigation Fee Act (Assembly Bill 1600) and CEQA. It is envisioned that this nexus study could facilitate the development of regional (Fresno and Madera Counties), metro or local only impact fees for improvements to the regional transportation system. At a minimum, the state freeway interchanges studied as part of the phase I study will be considered. It is understood that the results will be available for each governing jurisdiction's consideration.

This study expands upon both previous and current regional transportation studies in examining the relationships between projected population growth, economic development, land use allocations, trip generation, and freeway interchange capacity demand. The information gathered from this assessment will also be necessary for any further regional transportation analysis and will be especially needed for future multi-jurisdictional efforts. This evaluation will provide a foundation for establishing appropriate economic growth and necessary infrastructure improvements. Due to the historically low household income, high unemployment rate, population increase of the elderly, high influx of minority groups, and limited economic development opportunities in the region, it is most important to determine effective and appropriate infrastructure investment strategies. A Project Development Team consisting of affected regional stakeholders is guiding the study with the actual technical analysis to be completed by the consultant..

WORK TO BE COMPLETED

The Fresno-Madera Freeway Interchange Deficiency Study Phase II contract was awarded in November 2006.. The initial Kick-Off meeting was held in January 2007.

PRODUCTS

1. A detailed analysis of deficient freeway interchanges and related facilities
2. Development of mitigation fee program for improvements to the regional transportation system

TASKS

- 114.01 Completion of data collection, review existing data and documentation.
 114.02 Evaluate current facilities
 114.03 Identify deficiencies and needs
 114.04 write draft report
 114.05 Public review and comment
 114.06 Public meetings.
 114.07 Completion and approval of final report.

114 Fresno-Madera County Freeway Interchange Deficiency Study																			114
Task Description	C O G	C N Y	F R E S	F A X	C L O V I S	O T H E R	% of work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
114.01 Data collection/review	■	■	■		■	■	20		■	■									
114.02 Evaluate current facilities/land use						■	20			■	■	■							
114.03 Identify deficiencies/needs						■	20					■	■	■					
114.04 Write draft report						■	5								■				
114.05 Public review and comment	■	■	■		■	■	15									■	■		
114.06 Public meetings	■	■	■		■	■	10									■	■		
114.07 Approve final report	■	■	■	■	■	■	10											■	■

114 FRESNO-MADERA COUNTY FREEWAY INTERCHANGE DEFICIENCY STUDY

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG		
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	300,000	
STATE SPR				
PARTNER PLANNING	240,000			
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	28,800			
OTHER	31,200			
Total	300,000	Total	300,000	0

OBJECTIVE

To carry on the continuing urban area public transportation planning process to satisfy the requirements of the Federal Transit Administration under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 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).

DISCUSSION

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

PREVIOUS WORK COMPLETED

COG/FAX personnel continue to work with the City of Fresno Development Department to implement transit friendly development guidelines recommended in the Long-Range Transit Master Plan, and to review development proposals to encourage transit friendly development. Staff continues to educate large employers and community groups though site visits and assistance with transit training. FAX/COG Staff continue to prepare a quarterly passenger newsletter using a database developed through passenger surveys contained in the FAX Schedule Guide. Public information products are routinely updated and corrected to ensure accurate and timely dispersion of information. FAX/COG staff continue to meet with passengers at the Manchester Transit Center on the last Friday of each month. The meeting is an opportunity for staff to talk with passengers, and for passengers to ask questions of FAX/COG staff. The meetings, called FAX Meet & Greet, run from 8:00 AM to Noon and FAX passengers are served coffee and cookies. Staff has participated in nearly 30 outreach programs within the metropolitan area this year including the Fresno Center for New Americans, the Senior Care Resource Fair, the Fresno City Collage Disability Awareness Day, and the Kaiser Permanente Earth Day Celebration. At all of these programs, FAX/COG staff provides information and education about public transit services in Fresno County.

Fresno COG has received numerous comments regarding the need for better coordination between public transportation agencies in Fresno County. Additionally, the growing importance of air quality in our region has led many private citizens and public policymakers to consider transit's role in addressing air quality issues. Improved coordination between Fresno County transit agencies has the potential to lead to more efficient transit operation, a larger market share for transit, and reduced vehicle emissions. The study was initiated in January 2006 and final recommendations are expected by March 2007. The purpose of the study is to evaluate potential transit coordination opportunities through the creation of a countywide agency such as a JPA, or transit district. The scope of the study includes parts of the neighboring counties of Madera and Kings. The study will also evaluate coordination opportunities with public school systems.

In the interest of improved coordination, FAX/COG staff has already included Clovis Transit route and schedule information in the FAX Schedule Guide. The schedule guide includes a color foldout map that

illustrates all FAX and Clovis fixed-route service. Calling the regional transit phone number, 621-RIDE, allows passengers to obtain route and service information for either FAX or Clovis services. The Metro Pass program that allows FAX and Clovis Transit passengers to use the same pass, was established early in FY04 and has been continued. Staff is in the process of developing a request for proposals (RFP) for a regional farebox system which will support regional fare policy coordination.

A contract for updating the FAX Long-range Transit Master Plan was awarded to Kimley-Horn & Associates in December 2006. The update will include a detailed evaluation, including ridership forecasting, for a proposed Bus Rapid Transit system on the Ventura Boulevard corridor between Downtown Fresno and the Fancher Creek development near Clovis Avenue. The \$334,000 planning effort is being funded as part of a settlement agreement between the developers of the Fancher Creek project and an air quality advocacy group called the Medical Advocates for Healthy Air.

Other service improvements include 15-minute service frequencies on Routes 38 and 34 which bring the total to four fixed routes. Adjustments to Routes 9 and 12 were also completed.

PRODUCTS

Required Reports

1. Regional Transportation Plan (RTP) Public Transportation Element.
2. Short-Range Transit Plan (SRTP) for the Fresno-Clovis Urbanized Area.
3. FAX Fleet Plan
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. Management System Data, Reports and Strategies as required.

Technical Process and Studies

8. Evaluation of Contracted Demand-Response Service.
9. Bus Stop/Shelter Information Program and Inventory Update.
10. Financial Capacity Analysis Program Update.
11. Coordinate Review of Development Proposals with other City Departments.
12. Conduct the Fresno COG "Social Service Transportation Advisory Council" Meetings (PUC 99238.5).
13. Fresno COG "Unmet Transit Needs Staff Report" Update.
14. Coordinate with the Air District to facilitate implementation of Transportation Control Measures.
15. Conduct fixed-route rider satisfaction surveys.
16. Coordinate the FAX Public Information and Outreach Program.
17. Update FAX Long-Range Transit Master Plan (Consultant - Funded through an agreement between the City of Fresno, the Medical Advocates for Healthy Air, and the Fancher Creek Development Group)
18. Coordinate Transit Coordination/Consolidations Study (Consultant)

Transit Service Evaluation and Monitoring

19. Annual FTA NTDB Report.
20. FAX Monthly Productivity Report.
21. Annual Transit Productivity Evaluation Report.
22. Maintain Busgraph Program.

TASKS

Required Reports

- 120.01 Update FAX's five-year capital program.

- a. Evaluate FAX's five-year capital program and ensure consistency with RTP and FAX Fleet Plan.
- b. Ensure that proposed programs are in compliance with Federal and State legislation (SAFETEA-LU, TDA and AB 2766).
- 120.02 Update the Short Range Transit Plan for the Fresno-Clovis Urbanized Area.
 - a. Coordinate with other involved 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 FAX's Fleet Plan.
 - a. Monitor the Federal and State emissions standards for transit vehicles.
 - b. Refine fleet planning strategy consistent with CARB and EPA emissions requirements.
 - c. Maintain fleet inventory in compliance with FTA spare bus ratio standards.
- 120.04 Update FAX's Americans with Disabilities Act Paratransit Service Program.
 - a. Review progress for implementing ADA tasks.
 - b. Coordinate with contracted paratransit service provider to ensure compliance with contract and federal legislation.
- 120.05 Update the CTSA Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area FCMA).
 - a. Coordinate with contracted paratransit service provider to secure required documentation.
 - b. Continue to refine the CTSA process in the FCMA.
 - c. Continue to seek ways to better coordinate social service transportation.
- 120.06 Undertake environmental assessments as appropriate, as well as alternative analysis if indicated.
 - a. Undertake preliminary assessment of environmental effects of urban public transportation planning reports.
 - b. Prepare alternative analysis and/or environmental impact reports and conduct public hearings, as required.
- 120.07 Maintain Management Information and passenger information Systems.
 - a. Update AVL GPS fixed-route schedule database.
 - b. Update APS Database
 - c. Update passenger announcement database.

Technical Process and Studies

- 120.08 Monitor and evaluate the effectiveness of contracted demand-response service.
 - a. Monitor for compliance with ADA regulations.
 - b. Evaluate cost-effectiveness of contracted service.
 - c. Survey riders for customer satisfaction.
- 120.09 Update the Bus Stop/Shelter Information Program and Inventory Plan.
 - a. Continue to monitor FAX bus stop/shelter amenities.
 - b. Maintain updated record of ADA accessible bus stops.
- 120.10 Update Financial Capacity Analysis Program.
 - a. Examine five-year history of capital and operating costs and revenue for past five years.
 - b. Project operating and nonoperating revenue for transit capital, operating and maintenance costs for five years.
- 120.11 Update Cost Allocation Plan.
 - a. Evaluate cost impact of service modifications.
- 120.12 Coordinate review of Development Proposals.
 - a. Evaluate development proposals for compliance with appropriate regulations and opportunities for transit improvements.
 - b. Identify necessary transit amenities as a condition of proposed development proposals, where appropriate.
- 120.13 Conduct the Fresno COG "Social Service Transportation Advisory Council" meetings.
- 120.14 Prepare the Fresno COG "Unmet Transit Needs Staff Report" and conduct public hearing.
- 120.15 Coordinate air quality planning efforts with the COG as related to transit.

- a. Coordinate with COG and the air district in implementing TCMs relating to public transit.
- b. Coordinate with COG and the air district in formulating trip reduction strategy.
- 120.16 Conduct fixed-route and paratransit passenger satisfaction surveys.
 - a. Develop service enhancement and training programs based on previous passenger satisfaction survey results.
 - b. Follow-up surveys evaluate the effectiveness of service enhancements and driver training.
- 120.17 Implement the FAX public information and community outreach program.
 - a. Coordinate the Community Outreach Program for public information, education, and promotion of public transit.
 - b. Coordinate the Outreach Program for large employers.
 - c. Prepare and publish the FAX quarterly passenger newsletter.
 - d. Prepare and update passenger information brochures.
 - d. Prepare and publish FAX fixed-route maps and schedules
 - e. Update FAX web site
 - f. Develop and implement FAX Branding Campaign
- 120.18 Coordinate update of long-range transit plan.
 - a. Update the FAX Long-Range Transit Master Plan.
- 120.19 Manage Transit Coordination/Consolidation Study
 - a. Staff Study Oversight Committee
 - b. Conduct the Study

Transit Service Evaluation and Monitoring

- 120.20 Develop FAX's FTA NTDB Report.
 - a. Conduct NTDB surveys on a continuous basis.
 - b. Review and analyze data for input into Busgraph Program.
 - c. Update NTDB Report.
 - d. Coordinate Annual NTDB Audit.
- 120.21 Conduct FAX's annual service evaluation.
 - a. Prepare service recommendations for implementing future service modifications coordinated with FAX's Service Evaluation Committee.
 - b. Coordinate public hearings, as appropriate, for service modifications.
 - c. Implement recommendations of FAX Customer Satisfaction Survey.
 - d. Implement Transit Master Plan recommendations.
 - e. Conduct employer outreach - work with major employers to develop commuter service strategies.
- 120.22 Prepare Monthly FAX Productivity Report.
- 120.23 Prepare annual Transit Productivity Evaluation Report.
 - a. Coordinate with other social service transportation providers to evaluate service within the county.
 - b. Present report to Social Services Transportation Advisory Council for review and comment.
- 120.24 Maintain Busgraph Program.
 - a. Modify database to reflect service changes.
 - b. Modify AVL GPS database to maintain its reporting integrity.
 - c. Modify APC and Busgraph Database to coordinate data.
- 120.25 Participate in the TDA required triennial performance audit.
- 120.26 Update AB-120 Action Plan

120 Regional Public Transportation Planning – FCMA																			120
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
120.01 Update 5-Yr. Capital Program	■			■			1										■	■	
120.02 Update SRTP				■	■		2									■	■	■	■
120.03 Update FAX Fleet Plan				■			1							■	■				
120.04 Update FAX Access Plan				■			1						■	■					
120.05 Update CTSA OPB (FCMA)	■					■	1										■	■	■
120.06 Undertake EA/MIS analysis	■			■			2	■			■			■			■		
120.07 Management Inf System	■			■			10	■			■			■			■		
120.08 Eval. demand- resp. serv.				■			2	■	■	■	■	■	■	■	■	■	■	■	■
120.09 Update Shelter Inventory				■			1	■			■				■		■		
120.10 Update Financial Cap. Analysis				■			1							■	■				
120.11 Update Cost Allocation Plan				■			1	■	■										
120.12 Review Devel. Proposals				■			2	■	■	■	■	■	■	■	■	■	■	■	■
120.13 Staff SSTAC	■						3			■		■		■	■	■	■	■	
120.14 Update Unmet Needs Report	■						2							■	■	■	■	■	
120.15 Coordinate with Air District				■			1	■	■	■	■	■	■	■	■	■	■	■	■
120.16 Passenger satisfaction surveys				■			3										■	■	■
120.17 Community Outreach Program				■			10	■			■			■			■		
120.18 Update Long-Range Plan	■			■			15	■	■	■	■	■	■	■	■	■	■	■	■
120.19 Transit/School Coord Study							8	■	■	■	■	■	■						
120.20 Develop NTDB Report				■			5	■	■	■	■	■	■	■	■	■	■	■	■
120.21 Conduct Service Evaluation	■			■			20	■	■	■	■	■	■	■	■	■	■	■	■
120.22 Prepare FAX Productivity Rpt.				■			1	■	■	■	■	■	■	■	■	■	■	■	■
120.23 Prepare Annl. Productivity Rpt.	■	■		■	■		2		■	■	■								
120.24 Maintain Busgraph				■			2	■			■			■			■		
120.25 Part. in Triennial Audit				■			1	■	■	■	■	■	■						
120.26 Update Action Plan (AB-120)	■						1										■	■	■

120 REGIONAL PUBLIC TRANSPORTATION PLANNING - FCMA

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303	41,610	Fresno COG	274,453	3.32
FTA 5316/5317		County	2,000	.03
FTA Section 5307	405,538	Fresno	134,970	2.70
FTA 5305		Clovis	0	.00
FHWA PL		FCEOC	35,000	.63
STIP/PPM		Contracts	407,500	
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUE PRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	58,281			
OTHER	348,494			
Total	853,923	Total	853,923	6.68

121 Public Transit-Human Services Transportation - Job Access and Reverse Commute Program (JARC)

121

OBJECTIVE

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

DISCUSSION

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This new legislation included human services transportation coordination provisions which aim to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation possible with available resources.

The human services transportation coordination provisions include the following activities:

- Requires the establishment of a locally developed, Coordinated Public Transit-Human Services Transportation Plan for all FTA human service transportation programs: Section 5310 Elderly individuals and Individuals with Disabilities Program, Section 5316 Jobs Access and Reverse Commute Program and Section 5317 New Freedom Program.
- Requires the plan to be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.
- Planning requirements become effective in FY 2007 as a condition of Federal assistance. JARC planning requirements existed previously and accordingly, are effective immediately.

The human services transportation coordination provisions encourage the coordination of federal funding by permitting funding from other non-DOT programs to be used to meet matching funds requirements for transportation services under Sections 5310, 5316, and 5317 programs.

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

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

PREVIOUS WORK COMPLETED

Coordinated Human Services Transportation Planning Provisions of SAFETEA-LU

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

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

SAFETEA-LU requires that representatives of public, private, and non-profit transportation providers, human services providers, and the public all participate to develop a plan. The FRESNO COG has undertaken the task of creating the Coordinated Plan and administering the Section 5310, 5316, and 5317 programs for Fresno County.

Fresno COG staff has reviewed several coordinated plans completed by other agencies and is in the process of formulating a coordinated plan for Fresno County to present to the Social Services Transportation Advisory Council (SSTAC).

Social Service Transportation Improvement Act

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

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

Social Services Transportation Advisory Council (SSTAC)

The FRESNO COG Policy Board established its Social Service Transportation Advisory Council (SSTAC) on May 26, 1988, to aid in its review of transit issues with emphasis on the annual identification of transit needs within Fresno County. These transit needs include the needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The Fresno COG's establishment of this Advisory Council is consistent with State law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body.

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

PRODUCTS

1. Coordinated Public Transit-Human Services Transportation Advisory Council
2. Coordinated Public Transit-Human Services Transportation Plan
3. Competitive Selection Process for 5310, 5316 and 5317 Grants

TASKS

- 121.01 Create the Coordinated Public Transit Human Services Transportation Advisory Council
- a. Determine the required make up of the Coordinated Public Transit-Human Services Transportation Advisory Council
 - b. Expand SSTAC membership as necessary
- 121.02 Develop the Coordinated Public Transit-Human Services Transportation Plan
- a. Establish public participation process
 - b. Define plan objectives
 - c. Assess transit needs and resources
 - d. Prepare draft plan for public review
 - e. Adopt plan
- 121.03 Develop Competitive Selection Process for 5310, 5316 and 5317 Grants
- a. Review FTA final guidance
 - b. Develop strategies for evaluation and oversight
 - c. Establish management and administration processes
 - d. Develop competitive selection process
 - e. Prepare draft competitive selection process for public review
 - f. Adopt competitive selection process

121 Public Transit-Human Services Transportation - JARC																		121	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
121.01 Create the Coordinated Public Transit Human Services Transportation Advisory Council	■						15	■	■										
121.02 Develop the Coordinated Public Transit-Human Services Transportation Plan	■					■	55	■	■	■	■	■							
121.03 Develop Competitive Selection Process for 5310, 5316 and 5317 Grants	■					■	30					■	■	■	■	■			

121 PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION - JARC

Revenues	\$\$\$
FTA MPO 5303	
FTA 5316/5317	484,614
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUE PRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	
Total	484,614

Expenditures	\$\$\$\$	-py-
Fresno COG		
County		
Fresno		
Clovis		
FCEOC		
Contracts	484,614	
Total	484,614	0

122 Public Transit-Human Services Transportation (New Freedom)

122

OBJECTIVE

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

DISCUSSION

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This new legislation included human services transportation coordination provisions which aim to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation possible with available resources.

The Human Services Transportation Coordination provisions encourage the coordination of federal funding by permitting funding from other non-DOT programs to be used to meet matching funds requirements for transportation services under the Section 5317 program.

The purpose of the New Freedom grant program is to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). Funds are available to support the capital and operating costs of new public transportation service targeted toward people with disabilities or public transportation alternatives that go beyond those required by the ADA.

PREVIOUS WORK COMPLETED

Coordinated Human Services Transportation Planning Provisions of SAFETEA-LU

SAFETEA-LU requires the establishment of a "locally developed, coordinated public transit-human services transportation plan" (hereinafter, a "coordinated plan") for the New Freedom program (Section 5317).

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

SAFETEA-LU requires that representatives of public, private, and non-profit transportation providers, human services providers, and the public all participate to develop a plan. Fresno COG has undertaken the task of creating the Coordinated Plan and administering the Section 5317 program for Fresno County.

Fresno COG staff has reviewed several coordinated plans completed by other agencies and is in the process of formulating a coordinated plan for Fresno County to present to the Social Services Transportation Advisory Council (SSTAC).

Social Service Transportation Improvement Act

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

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

Social Services Transportation Advisory Council (SSTAC)

The FRESNO COG Policy Board established its Social Service Transportation Advisory Council (SSTAC) on May 26, 1988, to aid in its review of transit issues with emphasis on the annual identification of transit needs within Fresno County. These transit needs include the needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The Fresno COG's establishment of this Advisory Council is consistent with State law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body.

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

PRODUCTS

1. Competitive Selection Process for 5317 Grants

TASKS

122.01 Develop Competitive Selection Process for 5317 Grants

- a. Review FTA final guidance
- b. Develop strategies for evaluation and oversight
- c. Establish management and administration processes
- d. Develop competitive selection process
- e. Prepare draft competitive selection process for public review
- f. Adopt competitive selection process

122 Public Transit-Human Services Transportation (New Freedom)																		122	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
122.01 Develop Competitive Selection Process for 5317 Grants	■					■	100					■	■	■	■	■			

122 PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION (NEW FREEDOM)

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	166,469
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUE PRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	166,469
Total	332,938

Expenditures	\$\$\$\$	-py-
Fresno COG		
County		
Fresno		
Clovis		
FCEOC		
Contracts	332,938	
Total	332,938	0

130 Regional Public Transportation Planning - Rural

OBJECTIVE

To carry on the continuing rural public transportation planning process, to satisfy the requirements of the: Alquist-Ingalls Act (AB-402, 1977); 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

Planning to meet the transportation needs of the residents of rural Fresno County has been a major continuing program by Fresno COG. Fresno County Rural Transit Agency (FCRTA) exists as an administrative, planning, and implementation support umbrella to the subsystems represented in the Joint Powers Agreement constituting the FCRTA. Biannually, a comprehensive document entitled "Short Range Transit Plan for the Rural Fresno County Area" is prepared. The document not only presents the current operating status of transit services in rural Fresno County, but provides short range guidance for future delivery and services as the basis for FCRTA budget preparation. Fresno COG has also designated a Rural Consolidated Transportation Service Agency pursuant to its updated AB 120 Action Plan. The Fresno County Economic Opportunities Commission and the FCRTA are co-designated to address social service transportation services. The annual edition of the Operations Program and Budget summarizes their specific activities. Fresno COG is well aware of the requirements for financial constraint in all transportation plans. Financial analysis and financial planning will be incorporated all studies.

PREVIOUS WORK COMPLETED

The latest edition of the Short Range Transit Plan for the Rural Fresno County Area 2007-2012 is scheduled for adoption by Fresno COG on June 28, 2007.

The latest edition of the Rural Consolidated Transportation Service Agency' Operations Program and Budget is scheduled for adoption by Fresno COG on June 28, 2007.

PRODUCTS

1. Special Rural Transit Studies to respond to unmet transit needs comments.
2. Rural Consolidated Transportation Service Agency Operations Program and Budget: 2007-2008.
3. Social Services Transportation Advisory Council Committee Member Roster, Meeting Agenda Packages, Executive Minutes, and Recommendations to the Fresno COG Policy Board as per SB 498 and PUC 99238.

TASKS

130.01 Rural Public Transportation Planning

a. Special Rural Transit Studies.

- (1) No staff time is devoted to consultant contracts.
- (2) Review comments submitted at annual "Unmet Transit Needs" Public Hearings to determine special rural transit studies. Evaluate current and projected data.
- (3) Evaluate proposals for expansion, deletion, or modification expressed through the citizen participation and environmental justice process; develop service alternatives as warranted; present draft and final recommendation, review with Member Agency

staff and advisory committees and revise as necessary, finalize implementation schedules and financial commitments

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

- b. COG staff to support the Social Service Transportation Advisor Council (SSTAC) activities (PUC 9923B).

130.02 Social Service Transportation Planning.

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

- (1) Continue providing transportation planning technical assistance to the Fresno County Economic Opportunities Commission and the Fresno County Rural Transit Agency designated Consolidated Transportation Service Agency (CTSA's) for rural Fresno County.
- (2) Provide evaluation data for annual Productivity Evaluation Process.
- (3) Review current Operations Program and Budget and its relationship to other technical studies and documents related to rural transportation service including proposals for service expansion/deletion or modification by operators and interested citizens, prepare FY 2007/08 draft and final report, incorporate transit productivity and Triennial Performance Evaluation recommendations, review with Fresno County staff and advisory committees and revise as necessary, conduct Public Hearings and adopt document.

130.03 Undertake Environmental Impact Analysis, as appropriate.

- a. Conduct re-assessment of environmental effects on rural public transportation planning reports.
- b. Prepare environmental impact reports, as required.
- c. Hold public hearings.

130.04 Agricultural Industries Transportation Services (AITS)

- a. Review how helping to meet transportation needs of farm workers in the county who travel to neighboring counties for work.

130 Regional Public Transportation Planning – Rural																			130
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
130.01 Rural Public Trans Planning																			
a Special Rural Transit Studies	■	■					60		■			■		■	■	■	■	■	■
b Support SSTAC	■					■	5		■			■		■	■	■	■	■	■
130.02 Social Service Trns Ping																			
a Refine CTSA	■	■				■	30	■	■	■	■	■	■	■	■	■	■	■	■
130.03 Prepare environmental analysis	■						5											■	■
130.04 Agricultural Industries Trans. Svs.																			

130 PUBLIC TRANSPORTATION - RURAL

Revenues	\$\$\$\$
FTA MPO 5303	25,232
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUE PRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	3,268
OTHER	
Total	28,500

Expenditures	\$\$\$\$	-py-
Fresno COG	10,000	0.12
County	3,500	0.05
Fresno		
Clovis		
FCEOC	15,000	0.27
Contracts		
Total	28,500	0.44

OBJECTIVE

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

DISCUSSION

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

This work element also includes staffing for the Fresno COG Rail Committee. This committee, which reports to the COG Policy Board, provides a forum to identify, discuss and make recommendations on local issues related to high-speed rail, rail consolidation, Amtrak service in the San Joaquin Valley, rail corridor studies, rail abandonments, rail goods movement and other rail matters. Other committees of importance are the San Joaquin Valley Rail Committee and the California High-Speed Rail Authority.

An ongoing rail issue in Fresno County is the preservation and acquisition of appropriate railroad corridors that have been abandoned or may be abandoned for alternative transportation uses, both short-term and long-term. The Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study was adopted by the COG Policy Board on January 30, 1997. Fresno COG will continue to monitor and implement, as appropriate, recommendations of that Study during this fiscal year. With the successful acquisition of the Clovis Branchline/Pinedale Spurline Railroad Corridor, the Fresno COG will continue to assist the cities of Fresno and Clovis in identifying and securing funding for the ongoing development of the corridor. The COG will also continue to assist the City of Reedley in identifying and securing funding for the ongoing development of the old Santa Fe Railroad Corridor through the community. Staff will continue to monitor, participate in and report on the activities of the California High-Speed Rail Authority and the San Joaquin Valley Rail Committee. If funding is available for project level environmental analysis and design, significant staff time for this transportation mode is anticipated, including guiding the efforts of a team to identify and propose a site appropriate for a high-speed rail maintenance facility in the Fresno area.

Another issue is the ongoing effort to consolidate all Burlington Northern Santa Fe mainline rail traffic onto the Union Pacific mainline corridor from approximately Calwa to the San Joaquin River. The Fresno Rail Consolidation Report was approved by the COG Policy Board on March 28, 2002. The Report provided useful information for discussions and decisions related to the extension of the Measure C Program in Fresno County and other plans and programs affecting rail consolidation. The study evaluated environmental considerations, particularly with regard to identifying sensitive areas, along with planning and design considerations and cost estimates. There was extensive coordination with Madera County during development of the study, including presentation of the study findings. The successful extension of Measure C includes \$102.5 million for rail consolidation. Considerable staff and COG Rail Committee time will be devoted to this project during the year.

The COG will continue to monitor and evaluate the implications and repercussions of the dramatic increase in freight movement by rail. Rail freight interests are invited to participate on the Fresno COG's Freight Advisory Committee, the primary functions of which are to advise the COG and other public agencies about specific freight concerns, issues, and priorities and to help improve freight mobility in Fresno and neighboring counties.

The Fresno COG in conjunction with CALTRANS, Fresno County, and other affected agencies, will continue to examine the issue of rail grade crossing safety along railroad mainlines within Fresno County. Specific rail

grade crossing sites, where safety is an issue, will be identified and candidate sites selected for crossing improvements.

Regional Aviation Systems Planning is required by both state and federal funding agencies in order to inventory facilities, evaluate needs (both on the airport and as a result of aircraft activity in the surrounding areas), and forecast demand that will determine funding levels and apportionment. The region's aviation system plan is integrated into the California Aviation System Plan and, ultimately, into the National Airport System Plan, which identifies the existing airport relationships on a state and national level and the service and facility needs over a twenty-year period. The COG also participates in the development of the California Aviation Capital Improvement Plan (CIP). The aviation program is the basis for the Aeronautics portion of the Proposed State Transportation Improvement Program (PSTIP) and ultimately the Aeronautics Capital Program to be adopted by the CTC.

Two important, interrelated issues continue to face Fresno Yosemite International Airport (FYI) and the entire Central San Joaquin Valley region. The first is the "leakage" of a significant number of potential FYI passengers driving to airports in the San Francisco Bay Area and Los Angeles region because of their bigger planes and lower fares. The magnitude of this "leakage," estimated to be between 22 % and 50 % of all potential passengers at FYI, and its implications, not just for FYI and the Valley region in economic terms, but also for the emerging capacity and flow-control problems at airports in the Bay Area and Los Angeles region, need to be better understood and addressed. Similarly, there is a need to better quantify and promote the economic significance of FYI to the City and County of Fresno and, again, the entire Valley region in order to sustain ongoing support for the airport. In this regard, CALTRANS Division of Aeronautics has completed an Economic Impact Study, the key objectives of which are to quantify the economic importance and quality of life aspects of an airport to a community. The study provides useful information for discussions, plans, and programs affecting FYI.

Fresno Yosemite International Airport is dramatically expanding its facilities for both passengers and air cargo. A new concourse completed in FY 2002-03, including passenger boarding bridges, will help to attract a low-cost carrier. Recent and proposed air cargo improvements, including an air-cargo taxiway at the north end of the airport, will result in increased air cargo activity at the airport. FYI continues to work on updating the Airport Master Plan. COG staff serves on the Technical Advisory Committee formed to assist FYI with this planning activity.

Fresno Executive Airport (formerly Fresno-Chandler Airport) is evolving from a general aviation facility to an executive airport that will serve the region's business community and promote nearby industrial parks and downtown renewal. In addition to the adoption of a new Airport Master Plan, sixty-six new hangars have been constructed and the largest airfield construction project in its history, a \$3.9 million reconstruction of the main runway and ramp areas, has been completed. Extension of the existing runway by 400 feet is anticipated within two years. The Phase 1 extension of SR-180 west was completed in FY 2003-04 and will provide greatly improved access to the airport from the entire region.

Fresno COG will continue to monitor plans and improvements at the public use, general aviation airports in the County, including Coalinga, Firebaugh, Harris Ranch, Mendota, Reedley, Selma Aerodrome, and Sierra Sky Park. Information on funding opportunities and other matters of importance to general aviation will be provided to all airports.

PREVIOUS WORK COMPLETED

1. Fresno Passenger Rail Transportation Center Feasibility Study, Phases 1 & 2.
2. Updated Rail Corridor Inventory.
3. Updated Rail Modal Element, contained within the Regional Transportation Plan, adopted July 22, 2004.

4. Updated Aviation Element, contained within the Regional Transportation Plan, adopted July 22, 2004.
5. 1991 Rail Concept Plan.
6. Fresno Rail Consolidation - Review, Analysis and Conceptual Design, July 1993.
7. Fresno Rail Consolidation Report, approved March 28, 2002.
8. Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study, adopted January 30, 1997.
9. High Speed Rail Position Papers, January 1999.
10. Secure funding to renovate the historic Fresno Santa Fe rail station.
11. 2005 Aeronautics Capital Improvement Program, Fresno County.
12. Fresno County Regional Aviation System Plan, January 29, 1998.

PRODUCTS

1. Rail and aviation reports, plans and products.
2. Memoranda, letters, minutes and notes related to modal element issues.
3. Reports and products related to the California High-Speed Rail Authority's program environmental document related to high-speed rail.

TASKS

- 150.01 Monitor rail and aviation developments and emerging issues and integrate with Air Quality planning as appropriate.
- 150.02 Document issues, provide analysis and staff research on Rail Consolidation and other rail matters as appropriate.
- 150.03 Document issues, provide analysis and staff research on Aviation System Plans and other aviation matters as appropriate.
- 150.04 Monitor and participate in activities of the San Joaquin Valley Rail Committee and the California High-Speed Rail Authority.
- 150.05 Participate as appropriate as a member of Caltrans RTPA Aviation System Planning Committee.
- 150.06 Provide staff support to the Fresno COG Rail Committee, to include meetings, related documents and staff research.
- 150.07 Provide staff support to the team formed to identify and promote a site in the Fresno area for a high-speed rail maintenance facility.
- 150.08 Participate in development of the Aviation Capital Improvement Plan as appropriate.
- 150.09 Monitor and implement appropriate recommendations of the Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study.

150 Other Modes – Aviation and Rail																		150	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
150.01 Monitor modal issues	■						25	■	■	■	■	■	■	■	■	■	■	■	■
150.02 Staff support - consolidation	■						25	■	■	■	■	■	■	■	■	■	■	■	■
150.03 Monitor aviation issues	■						2	■	■	■	■	■	■	■	■	■	■	■	■
150.04 SJV Rail Comm.& HSR Auth.	■						20	■	■	■	■	■	■	■	■	■	■	■	■
150.05 Part. RTPA Plng. Comm.	■						2	■	■	■	■	■	■	■	■	■	■	■	■
150.06 Support to COG Rail Com.	■	■	■				20	■			■			■			■		
150.07 HSR Maint. Facility	■	■	■				2	■	■	■	■	■	■	■	■	■	■	■	■
150.08 Develop Aviation CIP	■						2	■	■	■	■	■	■	■	■	■	■	■	■
150.09 Rail Corridor Pres./Acq. Study	■						2	■	■	■	■	■	■	■	■	■	■	■	■

150 OTHER MODES - AVIATION AND RAIL

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	42,100
OTHER	
Total	42,100

Expenditures	\$\$\$\$	-py-
Fresno COG	35,100	.43
County	4,500	0.06
Fresno	2,500	0.05
Clovis		
FCEOC		
Contracts		
Total	42,100	0.54

OBJECTIVE

To maintain a continuing, coordinated planning process in the bicycle and pedestrian transportation modes.

DISCUSSION

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

Work Element 150 discusses the ongoing issue in Fresno County to preserve and acquire appropriate railroad corridors that have been abandoned or may be abandoned for alternative transportation uses, both short-term and long-term. Alternative transportation uses could include bicycle and pedestrian uses. The Fresno COG will continue to assist the cities within Fresno County and the County itself to identify and securing funding for the ongoing development of corridors to include bicycle and pedestrian uses.

Bikeways, pedestrian facilities, and trails have become increasingly important to the Fresno County region over the past several years largely because of air quality, economic development and quality of life considerations. Consequently, Fresno COG has become more involved in bikeway, trail, and pedestrian planning, funding and development. For example, the COG has prepared and distributed to member agencies a template bicycle transportation plan for use in preparing local bicycle transportation plans in conjunction with Bicycle Transportation Account funding applications to Caltrans. Also, the COG, with participation by its member agencies, completed a comprehensive revision of Urban and Rural Bikeways System maps for inclusion in the most recent Regional Transportation Plan adopted on July 22, 2004. These Bikeways System maps will be updated for the new Regional Transportation Plan.

PREVIOUS WORK COMPLETED

1. Updated Rail Corridor Inventory.
2. Updated Non-motorized Element, contained within the Regional Transportation Plan, adopted July 22, 2004.
3. Template Bicycle Transportation Plan, April 2001.
4. Updated Rural Bikeways Map, incorporated in Fresno County's General Plan, adopted October 3, 2000.

PRODUCTS

1. Bikeways, pedestrian facilities, and trails reports, plans and products.
2. Memoranda, letters, minutes and notes related to modal element issues.
3. Regional Bikeways/Trails Plan for Fresno County.

TASKS

- 151.01 Monitor bikeway, pedestrian, and trail developments and emerging issues and integrate with Air Quality planning as appropriate.

- 151.02 Encourage and assist member agencies to develop new or updated bicycle transportation plans consistent with the provisions of Section 891.2 of the Streets and Highways Code and trail plans consistent with the Fresno COG Regional Trails Plan.
- 151.03 Monitor and implement appropriate recommendations of the Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study with regard to corridor preservation for bikeway, pedestrian, and trail transportation modes.

151 BICYCLE AND PEDESTRIAN																		151	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
151.01 Monitor modal issues	■						75	■	■	■	■	■	■	■	■	■	■	■	■
151.02 Local Bicycle & Trail Plans	■	■	■		■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
151.03 Rail Corridor Pres./Acq. Study	■						5	■	■	■	■	■	■	■	■	■	■	■	■

151 BICYCLE AND PEDESTRIAN

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	50,000	0.61
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL	44,265	FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	5,735			
OTHER				
Total	50,000	Total	50,000	0.61

OBJECTIVE

To develop and publish on a four-year basis the Regional Transportation Plan (RTP) for Fresno County which addresses at a minimum a twenty year planning horizon. The plan shall include both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. The plan will address the federally required SAFETEA-LU planning factors and the four Statewide Transportation planning emphasis areas. The emphasis areas include:

SAFETEA-LU Planning Factors include:

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

State Emphasis Areas:

1. Financial Planning
2. Project Monitoring
3. Regional Congestion Partnerships
4. SAFETEA-LU Implementation

On August 8, 2005, Congress approved the new Federal Surface Transportation Act, The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Published in the Federal Register on January 6, 2006, Metropolitan and Statewide planning and program updates shall reflect the changes defined in SAFETEA-LU beginning July 1, 2007.

Fresno COG is well aware of the requirements for financial constraint in all transportation plans. Financial Analysis and financial planning will be incorporated in all studies. The plan will be fiscally constrained, be consistent with the Environmental Protection Agency's defined Transportation Conformity process and all local plans, and will proactively solicit public input during development and subsequent adoption of the plan. In addition, COG understands that Caltrans has drafted, and the California Transportation Commission has adopted updated State RTP guidelines. The plan will be prepared to comply with the applicable requirement of 23 CFR Part 450.

DISCUSSION

Fresno COG, as the State of California designated Regional Transportation Planning Agency and federally designated MPO for the Fresno County region is required to update the RTP by California law every four years in compliance with California Transportation Commission Guidelines and to remain consistent with federal law.

Although the plan must be fiscally constrained, identified needs and recommended funding strategies beyond current financial capacity are included. This work element identifies staff time required to develop the plan, with recognition that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program. The 2004 Regional Transportation Plan was adopted by the Fresno COG Policy Board on July 22, 2004.

Given that the Environmental Impact Report (EIR) for the 2004 RTP was completed in 1994, COG has hired a consultant to update the EIR in conjunction with the 2007 update of the RTP.

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

Consistent with the legislation in place at the time, TEA 21 and the emphasis areas for Metropolitan and Statewide Transportation Planning, development of the 2004 RTP included a very proactive public involvement process that provided complete information, timely public noticing and full public access to key decisions. This approach ensures consistency with the Transportation and Equity emphasis areas identified by FHWA/FTA. Beginning with the 2001 RTP, COG began a more involved and more focused outreach effort to attract participation by Native American tribal governments and other members of the public that have not traditionally been involved in the planning process. Development of the 2004 RTP also included a very proactive public involvement and participation component consistent with federal and state requirements.

Another requirement of federal law involves close coordination of planning activities where interregional issues occur. Because the designated nonattainment air basin covers eight counties (Stanislaus, San Joaquin, Merced, Madera, Fresno, Kings, Tulare, and Kern), these eight counties must ensure a continuing comprehensive, and coordinated planning process. To achieve this goal, the eight counties have been cooperatively preparing their RTPs, with a clear distinction of all issues which are valleywide in scope being consistently presented. Additional discussion of valleywide coordination is found in Work Element 913 and 119.

PREVIOUS WORK COMPLETED

1. Adopted 2004 Regional Transportation Plan.
2. Establishment of a 2004 Regional Transportation Plan Steering Committee.
3. 2004 Regional Transportation Plan Initial Study.
4. Air Quality Conformity Finding in conjunction with the 2004 Regional Transportation Plan.

PRODUCTS

1. Updated Regional Transportation Plan for Fresno County with appropriate Air Quality Conformity Findings for Fresno, County.
2. Updated System Maps.
3. Updated Valleywide chapter within the RTP.
4. Intermodal Management System Data, Reports and Strategies as required.

5. Developed inventory of COG member agency regional transportation needs as part of RTP update.
6. Document Tribal government relations.

TASKS

- 170.01 At least every Fourth FY - Prepare and publish updated Multimodal RTP for Fresno County
- a. Identify projected transportation demand of persons and goods; identify projected population for expanded metropolitan area and to develop anticipated growth areas.
 - b. Identify adopted congestion management strategies as appropriate to demonstrate a systematic approach in addressing current and future demand.
 - c. Identify pedestrian walkway and bicycle transportation facilities.
 - d. Assess capital needs and other measures necessary to preserve the existing system and make the most efficient use of existing facilities to relieve congestion and enhance mobility.
 - e. Include design concept and scope descriptions of all existing and opposed facilities in sufficient detail to permit conformity determinations and to provide cost estimates.
 - f. Reflect a multimodal evaluation of the transportation, socioeconomic, environmental, and financial impact of the overall plan, including all major transportation investments resulting from a major investment analysis.
 - g. Indicate status of study and proposed project by identifying where major investment analysis is not complete. The plan may identify an assumed project, with sufficient detail to allow plan conformity determinations, or indicate a no-build condition pending completion of study.
 - h. Reflect, to the extent they exist, consideration of local, State and national goals, objectives and strategies.
 - i. Indicate proposed transportation enhancement activities.
 - j. Include a capital improvement program with a clear financial plan comparing estimated revenue from both existing and proposed funding sources (reasonably expected to be available) and consistent with SB 45 requirements. Consistent with the FHWA guidance on Financial Planning, the RTP will also include a Financial Element that examines opportunities for innovative funding sources, opportunities for public/private funding partnerships and assists with developing sound transportation financial planning processes with accurate estimates of reasonably available funds, costs for system expansion, and future operation and maintenance costs.
 - k. Incorporate relevant portions of the Regional Aviation System Plan into the RTP.
 - l. Provide Plan Conformity Determination.
 - m. Provide updates to plans and programs to ensure compliance and consistency with SAFETEA-LU
- 170.02 Monitor regional transportation issues, development of the modal elements, and changing funding conditions. Maintain file of pending RTP update information. Maintain consultation process with other agencies. Prioritize projects identified but not funded in previous RTP.
- 170.03 Work with other valley agencies within nonattainment basin to consistently present multimodal issues of valley wide concern.

- 170.04 Work with the San Joaquin Valley Unified Air Pollution Control District on air quality issues, specifically as it relates to emission budgets and being able to provide Transportation Plan Conformity for Fresno County.
- 170.05 Fresno COG and member agency staff will continue to review and participate in development of Caltrans' Route Concept Study reports, and other studies as necessary.
- 170.06 Monitor any Major Investment Studies undertaken by other agencies.
- 170.07 Provide staff support for Measure C public information and education efforts.
- 170.08 Publish updated environmental documentation for RTP, as appropriate.
- 170.09 Proactively involve the public and other interested agencies while developing the RTP as well as during the adoption process. (WE 311, Public Participation contains greater detail)
- 170.10 Coordinate, consult and collaborate with all Tribal Governments

170 Regional Transportation Plan																	170		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
170.01 Update RTP, Conformity	■						50												
170.02 Monitor regional trans issues	■	■	■			■	5	■	■	■	■	■	■	■	■	■	■	■	■
170.03 Valley RTP coordination	■						5	■	■	■	■	■	■	■	■	■	■	■	■
170.04 SJVUAPCD coordination	■						5	■	■	■	■	■	■	■	■	■	■	■	■
170.05 Caltrans coordination	■						5	■	■	■	■	■	■	■	■	■	■	■	■
170.06 Monitor MIS work	■						4	■			■			■			■		
170.07 Support for Meas. "C" Public Info	■						5	■	■	■	■	■	■	■	■	■	■	■	■
170.08 EIR Update as necessary	■						10						■	■	■	■	■	■	■
170.09 Proactive Public Participation	■						10	■	■	■	■	■	■	■	■	■	■	■	■
170.10 Coordinate with Tribal Govt.	■						1	■	■	■	■	■	■	■	■	■	■	■	■

170 REGIONAL TRANSPORTATION PLAN

Revenues	\$\$\$
FTA MPO 5303	34,780
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	199,896
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	30,404
OTHER	
Total	265,080

Expenditures	\$\$\$	-py-
Fresno COG	247,080	2.99
County	10,000	0.14
Fresno	6,000	0.12
Clovis	2,000	0.02
FCEOC		
Contracts		
Total	265,080	3.27

The Final 2004 RTP was approved by the COG Policy Board at its July 22, 2004 meeting. The document was formally approved by FHWA on October 4, 2004. Amendment No. 01 to the 2004 RTP was approved by the Policy Board on June 30, 2005 and formally approved by FHWA on August 12, 2005.

172 Congestion Management Planning

OBJECTIVE

Respond to federal congestion management planning requirements.

DISCUSSION

With the chaptering of AB 2419 (Bowler), Fresno County's Congestion Management Program became optional if the local agencies decide to exempt themselves from Congestion Management Program (CMP) requirements. The Fresno COG Policy Board rescinded the Congestion Management Program on September 25, 1997 at the request of local member agencies. Fresno COG has developed a CMS program, which is incorporated by reference into Work Elements 110, 111, 112, 120, 170, 220, 310, and 340 to replace the rescinded Congestion Management Program. This CMS program was approved by FHWA/FTA during review of the 1997-98 OWP. SAFETEA-LU updated the Congestion Management System requirements, which will now be known as the Congestion Management Process. This work element discusses the federal Congestion Management requirements.

FEDERAL CONGESTION MANAGEMENT SYSTEM

Fresno County's Congestion Management System was developed to fulfill legislative requirements that the planning process in Transportation Management Areas (TMAs) include a CMS, and that Federal funds not be programmed in a carbon monoxide and/or ozone nonattainment TMA for any highway project that will result in a significant increase in single-occupant-vehicle (SOV) capacity unless the project is based on an approved CMS. Fresno County is designated as a nonattainment TMA for ozone, and was so designated for carbon monoxide, but the Fresno Urbanized Area was reclassified as attainment for carbon monoxide effective on June 1, 1998. Because of the ozone nonattainment status, Fresno COG is required to comply with the CMS regulations.

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

- methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implemented actions (Task 1);
- a definition of parameters for measuring the extent of congestion and for supporting the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies (Task 2);
- the establishment of a program for data collection and system performance monitoring to define the extent and duration of congestion, to help determine the causes of congestion, and to evaluate the efficiency and effectiveness of implemented actions (Task 3);
- identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies, such as: transportation demand management (TDM) measures, traffic operational improvements, public transportation improvements, Intelligent Transportation Systems (ITS) technologies, and additional system capacity (Task 4);
- identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy proposed for implementation (Task 5); and,
- implementation of a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area's established performance measures (Task 6).

Task 1 is performed through local traffic count programs, transit surveys, agency monitoring of counts and surveys, traffic impact studies, adopted general plans, capital improvement programs, and the model steering committee. **Task 2** is fulfilled by locally adopted level of service (LOS) goals, traffic count programs, transit surveys, and agency monitoring of LOS and count programs. **Task 3** is dealt with through traffic count programs, transit surveys, and agency monitoring. **Task 4** is fulfilled by traffic impact studies (TIS) associated with development proposals, capital improvement programs (CIP), ridesharing programs, TDM list from the San Joaquin Valley Unified Air Pollution Control District, Intelligent Transportation Systems studies, CMAQ and STP programming and project implementation. **Task 5** is accomplished by TIS and CIP that include FTIPs, RTIPs, RTPs, STIP, etc. **Task 6** is achieved by transit performance analyses, intersection and link analyses, and level of service status reports.

These items are currently being performed by both the COG and local agencies in Work Elements 110, 111, 112, 120, 170, 220, 310, and 340. The following table illustrates which tasks are fulfilled under which Work Elements.

	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6
WE 110				+	+	
WE 111	+			+	+	
WE 112	+	+	+	+	+	+
WE 120	+	+	+	+	+	+
WE 170	+				+	
WE 220	+			+	+	
WE 310	+	+	+	+	+	
WE 340				+		

In addition, TMAs in nonattainment areas must provide an appropriate analysis of all reasonable, including multimodal, travel demand, reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs is proposed. This process is primarily accomplished with CEQA/NEPA and Major Investment Studies. These two types of analyses are dealt with in WE 110, 111, 112, 120, 220, 310, and 340.

As with all planning process requirements, compliance with the CMS is addressed during the metropolitan planning process certification reviews for all TMAs, which occur once every four years. With some additional documentation incorporating products from these various work elements, the CMS planning requirements should be fulfilled for certification. With the approval of the CMS, Federal funds can continue to be programmed for SOV capacity enhancing projects in Fresno County.

PREVIOUS WORK COMPLETED

1. The gathering and compilation of documentation from various local agencies for the federal certification process.

PRODUCTS

1. Gathering of documents from the various local agencies, including but not limited to TIS, CIP, transit surveys, count data, etc.
2. Compiling above-mentioned documents into one file for federal certification purposes.

TASKS

- 172.01 Gathering documents from local agencies.
- 172.02 Compiling and filing documents for federal certification.

172.03 Review program with FHWA and update Congestion Management System to ensure consistency with SAFETEA-LU.

172 Federal Congestion Management System																	172		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
172.01 Gathering Documents	■	■	■	■	■		50	■	■	■	■	■	■	■	■	■	■	■	■
172.02 Compiling Documents	■						10								■	■	■		
172.03 Update CMS	■					■	40	■	■	■	■	■	■	■	■	■			

172 CONGESTION MANAGEMENT PROGRAM

Revenues	\$\$\$\$
FTA MPO 5303	3,382
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	1,045
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	573
OTHER	
Total	5,000

Expenditures	\$\$\$\$	-py-
Fresno COG	5,000	0.06
County		
Fresno		
Clovis		
FCEOC		
Contracts		
Total	5,000	0.06

OBJECTIVE

To maintain a coordinated transportation/air quality planning process consistent with the goal of attaining and maintaining federal and state air quality standards.

DISCUSSION

Air quality planning is consolidated with the responsibility of development and adoption of attainment plans vested with the San Joaquin Valley Air Pollution Control District. The Fresno COG is one of eight Valley transportation planning agencies within the Air District. While the Fresno COG has maintained its traditional role of supporting the Air District in the development of transportation control measures (TCMs) and technical analyses of transportation issues, significant efforts are made to coordinate transportation/air quality planning in its larger geographic context.

The eight Valley transportation planning agencies and the Air District, through a joint Memorandum of Understanding (MOU), have developed a coordinated, cooperative and consistent planning process. In 2007, the TPA Director's Association is working with the Air District to update the MOU. This coordinated approach includes such items as submission of VMT forecasts to the SJVAPCD to be used in the development of emission budgets, the updating of existing plans and development of attainment demonstration plans; the joint evaluation of TCMs; working with local transit agencies and Caltrans to enhance transit services; and to work jointly with the Air District on any studies or projects that work to assure that reductions in non-attainment pollutants are achieved and continuing the ongoing public education programs.

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

Transportation conformity is required by the federal Clean Air Act and ensures that federal funding is given to transportation activities that are consistent with air quality goals. The Clean Air Act strengthened conformity requirements for transportation projects, necessitating a more enhanced level of technical analysis of plans, programs, and projects than in the past. Conformity determinations must be conducted at least every three years, or as amendments are made to plans or projects. The requirements for emissions budgets, analysis, and modeling necessitate coordinating this task with Work Elements 110, 111, and 220. Conformity also requires that plans be fiscally constrained. Financial analysis and financial planning will be incorporated into all studies.

The federal transportation conformity rule requires interagency consultation on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee (MCC). The MCC has been established to provide a coordinated approach to Valley air quality, conformity and transportation modeling issues. Each of the eight Valley Transportation Planning Agencies (TPAs) and the Air Pollution Control District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans have members on the committee.

PREVIOUS WORK COMPLETED

1. Monitored developments of federal and State Clean Air Acts
2. Executed MOU with eight Valley TPAs and the Air District to ensure a comprehensive and cooperative approach to air quality transportation planning
3. Presented air quality transportation issues to the Air District Board
4. Assisted in the development of travel and emissions travel forecasts
5. Projected motor vehicle emission forecasts for Fresno County
6. Continued to work jointly with the Air District in all matters pertaining to transportation
7. Provided updated travel factors to the Air District
8. Assisted in development of the Air District's Ozone, PM10 and CO plans

PRODUCTS

1. Assist with ongoing Air Quality efforts in the San Joaquin Valley; development of the Ozone plan, the PM10 plan, the CO plan, Air District Rules, and Conformity Determinations.
2. Assist the Air District in developing new motor vehicle emission budgets for the Ozone Plan, and for the PM10 Plan.
3. Complete the Reasonably Available Control Measure (RACM) Process for Fresno County for inclusion in the Ozone Plan.
4. Coordinate efforts with the Air District to ensure a comprehensive and cooperative approach to air quality transportation planning.
5. Participate with the other Valley TPAs in the San Joaquin Valley Model Coordinating Committee to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues.

TASKS

- 180.01 Monitor state and federal guidance related to air quality transportation planning requirements.
- 180.02 Provide technical support and assistance on applicable transportation planning issues to the San Joaquin Valley Air Pollution Control District (SJVAPCD).
- 180.03 Participate with the other Valley TPAs in the San Joaquin Valley Model Coordinating Committee to address pertinent transportation modeling, air quality modeling, and conformity analysis issues.
- 180.04 Conduct conformity determinations to ensure that the Regional Transportation Plan, FTIP, and subsequent amendments conform to the State Implementation Plans (SIPs), as required by federal laws and regulations.
- 180.05 Submit future-year travel forecasts to the SJVAPCD and the CARB as requested.
- 180.06 Work with the SJVAPCD and other agencies in determining whether there are TCMs, RACM and/or BACM, which could be pursued for congestion or inclusion in the Ozone and PM10 Plans.
- 180.07 Participate in truck and goods movement studies along with the Air District, TPAs, and other government agencies.
- 180.08 Continue with the ongoing public education process and work to develop outreach programs on conformity, air quality, and other transportation issues.
- 180.09 Provide technical assistance to local agencies in order to conduct emissions calculations for projects funded through the CMAQ program.
- 180.10 Continue to work with the SJVAPCD to jointly estimate and evaluate the effects of EMFAC 2007 and current California mobile source control measures on motor vehicle emission projections.
- 180.11 Identify methods, procedures, and/or alternatives to analyzing the effect of transportation modes, infrastructure and land use patterns on air quality.

180 Air Quality Transportation Planning																		180	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
180.01 Monitor state/federal guidance	■	■					5	■	■	■	■	■	■	■	■	■	■	■	■
180.02 Provide tech assist to APCD	■						10	■	■	■	■	■	■	■	■	■	■	■	■
180.03 Model Coordinating Committee	■						10	■	■	■	■	■	■	■	■	■	■	■	■
180.04 Conformity determinations	■						10	■	■	■	■	■	■	■	■	■	■	■	■
180.05 Submit travel forecasts	■						5				■	■							
180.06 TCMs/RACM/BACM	■						25	■	■	■	■	■	■	■	■	■	■	■	■
180.07 Truck movement studies	■						5		■	■	■	■	■	■	■	■	■	■	■
180.08 Ongoing public education	■						10	■	■	■	■	■	■	■	■	■	■	■	■
180.09 CMAQ Emissions	■						10	■	■	■	■	■	■	■	■	■	■	■	■
180.10 Evaluate EMFAC 2007	■						5	■	■	■	■	■	■	■	■	■	■	■	■
180.11 Evaluate emission impacts	■						5	■	■	■	■	■	■	■	■	■	■	■	■

180 AIR QUALITY/TRANSPORTATION PLANNING

Revenues	\$\$\$\$
FTA MPO 5303	14,479
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	158,487
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	22,410
OTHER	
Total	195,376

Expenditures	\$\$\$\$	-py-
Fresno COG	187,876	2.28
County	5,000	0.07
Fresno	2,500	0.05
Clovis		
FCEOC		
Contracts		
Total	195,376	2.4

210 Measure "C" Reauthorization Implementation

210

OBJECTIVE

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

DISCUSSION

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

PRODUCTS

Strategic Implementation Plan.

TASKS

- 210.01 Prepare Measure C Strategic Implementation Plan for expenditure of revenues generated by Measure C.
- 210.02 Develop public information process for presenting Strategic Implementation Plan to the public
- 210.03 Schedule presentations on Strategic Implementation Plan to member agencies boards/councils and COG Policy Board.
- 210.04 Establish Citizens Oversight Committee.

210 Measure "C" Reauthorization Implementation																	210		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
210.01 Prepare Strategic Implementation Plan	■	■	■	■	■	■	80	■	■										
210.02 Develop Public Info Process	■					■	10	■	■	■									
210.03 Schedule presentations on Plan	■					■	5				■	■	■	■					
210.04 Establish Citizens Oversight Comm.	■	■	■	■	■	■	5				■	■	■	■	■	■			

210 MEASURE "C" REAUTHORIZATION IMPLEMENTATION

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	295,000
Total	295,000

Expenditures	\$\$\$\$	-py-
Fresno COG		
County		
Fresno		
Clovis		
FCEOC		
Contracts	295,000	
Total	306,253	0

OBJECTIVE

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

DISCUSSION

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

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

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

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

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

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. FTIP development will operate under Federal law, (SAFETEA-LU) guidance. The COG has been responsible for three specific Federal funding programs: the Regional Surface Transportation Program (RSTP); the Congestion Mitigation and Air Quality (CMAQ) Program; and the Transportation Enhancement (TE) Program. Project funding decisions on these three sources are under the COG's control within Federal program guidance. Appropriate prioritization and selection processes for the region have been established, and have been modified as the need has arisen. Special emphasis has been given to selecting transportation projects that emphasize "safety" and "security" concerns through the Regional Bid Process. The COG successfully completed the programming of the first three years of SAFETEA-LU funds during 2004, and the final three years during 2006. This included programming funds for

projects within the RSTP, CMAQ, and TE Programs. The COG had previously programmed all six years worth of member agencies STP “lifeline” dollars that equates to approximately ½ of the allocated total. The COG Policy Board also decided that 30% of the total CMAQ funding would be programmed as “lifeline” dollars and be made available to each member agency based upon a population formula. Member agency CMAQ projects were programmed upon completion of air quality benefit and eligibility assessments.

AB 1012 (Torlakson) was enacted into law during February of 1999 in an effort to speed up delivery of RSTP, CMAQ, and TE Program projects. This legislation established “Program Delivery Advisory” teams representing State, Regional, and Local Transportation Officials. The team’s main goal is to assist in the expeditious delivery of transportation projects. One of the main objectives of the project delivery teams was to seek ways in which to integrate environmental reviews more extensively into the transportation planning process. During the last several years, Caltrans Environmental and Local Assistance staff members have met regularly with COG member agency staff to coordinate project environmental review efforts. These meetings have proven beneficial to both Caltrans and member agencies and have helped to speed up project delivery.

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

In 2000, the State Department of Transportation (Caltrans) in cooperation with State Metropolitan Planning Organizations and Regional Transportation Planning Agencies (RTPAs) developed the California Transportation Improvement Program System (CTIPS). CTIPS is a project programming database that among other things, enables secure electronic information sharing between Caltrans and MPOs. CTIPS consolidates three existing Caltrans programming databases into a single system. State and Regional Transportation programmers enter STIP and FTIP data into the system. Basic benefits are that CTIPS allows both Caltrans and MPOs instant access to vital programming information and reduces the volume of hard copy documents by providing for an electronic format.

The CTIPS project, funded by Caltrans, was initiated by the Data Base Users Group (DBUG), a joint Caltrans-MPO transportation information and programming group. It was determined that state and regional transportation planning and programming areas should be supported with the best available information and databases. CTIPS has resulted in enhanced state and regional decision-making capabilities.

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

PREVIOUS WORK COMPLETED

1. Maintained an RSTP/CMAQ/TE Appropriation Process.
2. Provided for consistent presentation of Federal TIP by eight Valley Transportation Planning Agencies, derived from a cooperative process.
3. Maintained a tracking system for RSTP, CMAQ, and TE projects to insure Federal funds are either encumbered or reappropriated within the region in a timely manner.
4. Implemented Policies and Procedures for reprogramming surplus RSTP and CMAQ funds.
5. Attended State-wide California Federal Programming Group meetings on a monthly basis and provided help in refining the California Transportation Improvement Program System (CTIPS).

6. Prepared "local" Obligation Plans for RSTP, CMAQ, and TE Programs in order to track regional obligation progress in meeting AB 1012 requirements.
7. Prepared an annual listing of transportation projects for which Federal funds were obligated during the previous fiscal year. The annual report is required by SAFETEA-LU, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B)
8. Continue to work within the FTIP Amendment Procedures reducing the numbers of FTIP Amendment Cycles to a maximum of six cycles per year.
9. Continue to use the Amendment Procedures that authorize the Executive Director to approve Administrative Amendments in lieu of Policy Board approval.
10. Convene the Programming Task Force on an as needed basis to advise COG staff as it strives to develop a programming process that will facilitate member agencies timely delivery of projects.
11. Continue to use adopted Expedited Project Selection Procedures (EPSP). All projects listed in the four year FTIP are now considered selected and may be advanced within the triennial period of the California Federal Statewide Transportation Improvement Program (FSTIP).

PRODUCTS

1. Federal Transportation Improvement Program (every four years).
2. Federal Transportation Improvement Program amendments.
3. Air Quality Conformity Determination for Fresno County
4. RSTP/CMAQ/TE Appropriation Process - Published Fund Estimates.
5. Tracking Process for the RSTP/CMAQ/TE Program / Project Liaison
6. Tracking Process for STIP Regional Choice Program.
7. Consistent Presentation of TIPs from all eight Valley Transportation Planning Agencies.
8. Compliance Certifications.
9. Implemented Policies and Procedures for monitoring and reprogramming surplus RSTP and CMAQ funds.
10. Prepared local Obligation Plans for RSTP, CMAQ, and TEA Programs in order to track the progress of local project deliveries in meeting AB 1012 requirements.
11. Amended the FTIP on several occasions to allow changes that would reflect current project information for member agency and Caltrans projects.
12. Expedited Project Selection Procedures (EPSP) use to advance or delay eligible project components.
13. Annual Federal Funding Obligation Report.
14. Document Tribal government relations.

TASKS

- 220.01 Review California Transportation Commission's Fund Estimate and Policies, and Federal estimates. Track STIP augmentation as related to programming and delivery of projects.
- 220.02 Participate in the Statewide RTPA group, monitor regional, state and Federal transportation issues.
- 220.03 Review the Caltrans Proposed State TIP, compare with prior State TIPs, and solicit local agency input.
- 220.04 Solicit new project proposals from member agencies and other eligible public. Ensure coordination of projects evolving through the Congestion Management Program.
- 220.05 Establish project priorities using locally adopted criteria; revise Project Selection Procedures as necessary.
- 220.06 Document implementation progress of prior Regional TIPs.
- 220.07 Work with valley transportation planning agencies to cooperatively and consistently present the RTIP and provide for ITS Architecture maintenance.
- 220.08 Prepare Regional TIPs, (Federal and State) for adoption and submittal to the California Transportation Commission and appropriate Federal agencies.

- 220.09 Process Federal TIP amendments.
- 220.10 Prepare and document project information suitable to making necessary air quality conformity findings.
- 220.11 Prepare compliance certifications.
- 220.12 Track RSTP/CMAQ/TE project and fund usage, and provide project liaison.
- 220.13 Program new transportation projects utilizing future funding.
- 220.14 Participate in the California Federal Programming Group (CFPG) Group
- 220.15 Provide COG staffing to Programming Task Force
Track STIP augmentation as related to programming and delivery of projects.
- 220.16 Coordinate, consult and collaborate with all Tribal Governments

220 Transportation Program Development																		220	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
220.01 Review Fund Estimates	■						3	■	■										
220.02 State RTPAs/Monitor issues	■						10	■	■	■	■	■	■	■	■	■	■	■	■
220.03 Review STIP	■						3	■	■	■	■	■	■	■	■	■	■	■	■
220.04 Solicit New Projects	■						5					■	■	■	■				
220.05 Establish Priority/Proj.Select.	■	■	■	■	■		6	■	■	■	■	■	■	■	■	■	■	■	■
220.06 Document Implementation	■						6	■	■	■	■	■	■	■	■	■	■	■	■
220.07 Valley RTIP Coord. & ITS Arch.Maint.	■						11	■	■	■	■	■	■	■	■	■	■	■	■
220.08 Prepare & publish TIPs	■						10	■	■	■		■	■	■	■	■			
220.09 Process TIP amendments	■						10	■		■		■		■		■		■	
220.10 Air Quality Conformity	■						10					■	■	■	■	■			
220.11 Compliance Certifications	■						5					■	■	■	■	■			
220.12 Track RSTP/CMAQ & Liaison	■						5	■	■	■	■	■	■	■	■	■	■	■	■
220.13 Program new projects	■						5	■	■	■	■								
220.14 Part. in CFPG and DBUG	■						5	■		■		■		■		■		■	
220.15 Staff Prog. Task Force	■						5	■		■		■		■		■		■	
220.16 Coordinate with Tribal Govt.	■						1	■	■	■	■	■	■	■	■	■	■	■	■

220 TRANSPORTATION PROGRAM DEVELOPMENT

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	64,184
STIP/PPM	115,000
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	8,316
OTHER	
Total	187,500

Expenditures	\$\$\$\$	-py-
Fresno COG	183,500	2.22
County	4,000	0.06
Fresno		
Clovis		
FCEOC		
Contracts		
Total	187,500	2.28

Objective

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

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

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

Discussion

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

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

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

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

Fresno COG supports the State's Environmental Enhancement and Mitigation Program that provides annual funding for transportation related landscaping, public land acquisition, and roadside rest and recreational projects. Fresno COG provides notification of the annual grant application to its members and interested agencies, and upon request reviews and provides comments for preliminary grant applications.

For the past four years Fresno COG has sponsored a group of member agency elected officials, public administrators and selected staff, to lobby in Washington DC for a number of regionally significant projects that

had been identified by Fresno COG member agencies and various stakeholders. This effort known as the Fresno County "One Voice" effort was deemed successful by the Fresno COG Policy Board and will be continued in FY 2007/08. Because of the success with the Washington DC effort, Fresno COG now sponsors a similar effort in Sacramento.

Fresno COG is a member of the Yosemite Area Regional Transportation System Strategy (YARTS) Joint Powers Authority Advisory Committee and as such will continue to monitor development of the YARTS. Fresno COG will also continue to provide members and the public information about and opportunities to comment on the YARTS.

In order to continue to meet Fresno COG's objective of including Native American Tribes in our planning and programming processes by consulting with them and considering their interests when developing our plans and programs, Fresno COG has increased our efforts in outreaching to the Native American Tribes located within Fresno County. Consistent with State and Federal guidelines, Fresno COG has provided ongoing consultation with the Indian Tribes in an effort to strengthen the government-to-government relationship that has been established between Fresno COG and the Tribes. By mailing monthly Fresno COG committees and Policy Board meeting agendas to the Indian Tribes in Fresno County and those tribes located in neighboring counties, staff is able to keep the Indian Tribes informed of the ongoing activities at Fresno COG. In addition, the Tribes receive the following information by telephone, mail, fax, or in-person visits: the Fresno County Transportation Guide, the Regional Directory, Newsletters, workshop invitations, various grant notices and other pertinent information that affects the Tribes. Staff has also invited the Indian Tribes in Fresno County to participate in the Transportation Technical Committee but the Tribes have not responded by sending a representative to attend the meetings.

To strengthen the relationship that exists between the Indian Tribes and Fresno COG, a staff person has been assigned responsibility for Native American government activities so that Indian Tribes will have a consistent point of contact for any questions or concerns. This staff member is responsible for insuring that any pertinent information that affects the Indian Tribes is transmitted to them in a timely manner. This staff member attends ongoing workshops and conferences where Native American outreach training and activities are discussed.

A particular success has been the establishment of a Memorandum of Understanding between Fresno COG and the Big Sandy Rancheria to provide a mutually beneficial protocol for the Tribe and Fresno COG to jointly identify, communicate, and coordinate actions of common concern relating to the Fresno COG's and the Tribe's transportation plans and programs. Fresno COG staff also assisted the Big Sandy Rancheria in updating their Tribal Transportation Plan. For FY 2007/08 Fresno COG will continue the outreach activities that have been established for the Indian Tribes as well as seek new ways to enhance the government-to-government relationship between Fresno COG and the Tribes. In particular, Fresno COG will make every effort to consult and involve the Tribes in development of future plans and programs including, but not limited to the Short and Long-Range Transit Plans and the Federal Transportation Improvement Program.

Fresno COG Staff will continue to provide staff support to the Association for the Beautification of Highway 99. Fresno COG staff will also be participating in the San Joaquin River Crossing Study, however the level of staff involvement is still undetermined as the study is in its earliest stages of formation. Additionally, at the request of the County of Fresno, Fresno COG will be hosting a Task Force focusing on land buffer and greenbelt planning.

- The first order of the Task Force should be to discuss and determine whether, and where, land buffers or transition areas are desirable, and to define the terms of "land buffer" and "transition areas".
- Identify funding and management mechanisms necessary to purchase/hold the identified land-buffer areas in perpetuity for land buffer/greenbelt purposes
- Develop implementation policies for the Board of Supervisors to consider and adopt in order to preserve those identified geographical areas.

- The Task Force should also, with participation of the affected cities, designate subcommittees to identify potential areas between the Fresno/Clovis Metropolitan Area and the cities of Sanger and Kerman, between the cities of Reedley, Parlier and Selma, and between the cities of Fresno, Selma, Fowler, and Kingsburg for land buffer or transition areas to maintain identity between the cities (land buffers can be maintained as agricultural, natural open space and park/trail uses). This discussion will also include appropriate boundaries between Fresno and Clovis.

It is anticipated that the Task Force would function through the FY 07-08 year with a determination on whether to continue the effort beyond that time frame to be made by the Committee based on overall progress toward the identified goals.

Previous Work Completed

1. Maintained coordinated planning process involving local, Tribal, state and federal agencies.
2. Monitored and provided analysis to members on the federal transportation bill, SAFETEA-LU.
3. Continue to provide review and comment on major federal and state assistance programs to the Fresno COG Policy Board.
4. Continue to provide support for the Environmental Enhancement and Mitigation Program to member and other interested agencies.
5. Monitored and provided analysis to members on AB 1012.
6. Continued to provide staff support to the Association for Beautification of Highway 99.
7. Organized and staffed the Fresno County "One Voice" lobbying trips to Washington D.C and Sacramento.
8. Continue to provide ongoing consultation with Native American Tribes in Fresno County to enable the Tribes to participate in Fresno COG's planning process and to provide input in the development of COG's transportation plans and programs.
9. Continue to provide information that may have potential effects on the Tribe's land to the Tribes in a timely manner.

Products

1. Organized files and library of documents.
2. Improved exchange of information and coordination of governmental activities at the public, local, regional, state and federal levels.
3. Various technical and legislative information assembled, analyzed, reproduced and disseminated to member agencies. Coordinated with other agencies and groups.
4. Planning certification report coordination.
5. Support efforts of the policy, technical and citizens' advisory committees to resolve regional transportation issues.
6. Review commentary and committee participation.
7. Review and comment on proposals for federal assistance and State Plans and Programs.
8. Provide input into State planning efforts.
9. Work relevant to developing required products, e.g., OWPs; RTPs; RTIPs.
10. Coordinate the local clearinghouse review process.
11. Review and comment upon local agency environmental reports and planning studies.
12. Provide staff support to the Association for the Beautification of Highway 99 committee.
13. Coordination, consultation and collaboration with Native American Tribal Governments in Fresno County.
14. Memorandum of Understanding between the Big Sandy Rancheria and the Fresno COG.
15. Assisted the Big Sandy Rancheria in updating their Tribal Transportation Plan.

Tasks

- 310.01 Maintain the coordination necessary to execute the OWP objectives, tasks, and schedules.
- 310.02 Carry out Fresno COG's monthly process of dissemination, coordination and involvement, evaluation, and review and comment on federally-assisted program and projects.
- 310.03 Facilitate and aid the review of environmental documents and Direct Federal Development Procedures.
- 310.04 Carry out the review and coordination process for State Plans and Programs as they relate to local and regional plans and as an overall impact on the region.
- 310.05 Execute agreements with other single purpose planning organizations to ensure complete and coordinated review.
- 310.06 Carry out liaison with various federal, state, Tribal, and local agencies.
- 310.07 Participate with and communicate with other regional agencies on planning matters.
- 310.08 Maintain communications with federal and state legislative representatives on matters of importance to Fresno COG. Highest priority will be given to working with the state on assuring receipt of at least our "county share" of state funding to allow completion of the proposed Measure "C" highway network.
- 310.09 Carry out Fresno COG committee activities.
- 310.10 Encourage public representation within the Fresno COG committee structure.
- 310.11 Fulfill delegated clearinghouse responsibilities.
- 310.12 Provide that all regional planning be carried out in conformance with the provisions of the NEPA-404 MOU.
- 310.13 Lead an effort to coordinate education of federal officials on Valley issues.
- 310.14 Staffing of the Fresno County "One Voice" effort to Washington D.C and Sacramento.
- 310.15 Continue coordination, consultation and collaboration with Native American Tribal Governments, either federally recognized or not, in Fresno County both at the staff and Policy Board levels including attempts to negotiate MOUs with those tribes not presently covered by an MOU.
- 310.16 Provide staffing for Measure "C" reauthorization efforts
- 310.17 Provide staffing for San Joaquin River Crossing Study
- 310.18 Host County of Fresno "Land Buffer" Task Force and provide administrative support.

310 Intergovernmental Coordination																	310			
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
310.01 Maintain interagency coord	■						10	■	■	■	■	■	■	■	■	■	■	■	■	
310.02 Maintain COG process	■						10	■	■	■	■	■	■	■	■	■	■	■	■	
310.03 Review environmental doc							2		■	■	■	■	■	■	■	■	■	■	■	
310.04 Review state plans	■						2	■	■	■	■	■	■	■	■	■	■	■	■	
310.05 Execute review agreements	■						2	■	■	■	■	■	■	■	■	■	■	■	■	
310.06 Liaison w/ gov. agencies	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.07 Coordinate w/ regional agen	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.08 Coordinate w/ legislative reps	■						2	■	■	■	■	■	■	■	■	■	■	■	■	
310.09 Staff COG committees	■	■	■		■		10	■	■	■	■	■	■	■	■	■	■	■	■	
310.10 Public partic. on committee	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.11 Local Clearinghouse Review	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.12 Conform with NEPA 404 MOU	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.13 Conduct Education Effort	■						5													
310.14 Conduct "One Voice" Effort	■						10													
310.15 Consult with Indian Tribes	■						2	■	■	■	■	■	■	■	■	■	■	■	■	
310.16 Meas C Reauth. Staffing	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.17 SJ River Crossing Study	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.18 Fresno County Land Buffer Task Force	■	■	■		■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	

310 INTERGOVERNMENTAL COORDINATION

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	168,500
OTHER	66,000
Total	234,500

Expenditures	\$\$\$\$	-py-
Fresno COG	84,000	1.02
County	16,000	0.22
Fresno	2,500	0.05
Clovis	5,000	0.06
FCEOC		
Contracts	127,000	
Total	234,500	1.35

OBJECTIVE

To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on Fresno COG's planning activities. This work element is intended to highlight the COG's desire to encourage more public participation in the transportation planning process, consistent with SAFETEA-LU requirements. This will include public involvement in the development stages of plans and programs as well as throughout the adoption process. Fresno COG's adopted Public Involvement Procedures will be consulted and followed during each phase of plan or program development.

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

DISCUSSION

SAFETEA-LU requires an early, proactive, and continuing public involvement in the transportation planning process including good faith government to government consultation with federally recognized Indian tribes. Fresno COG must document its public participation process, and allow appropriate time for public comment and review. The process should provide complete information, timely public notice, full public access to key decisions and documents, and support early and continuing public involvement in developing plans and programs. In an effort to reach Native American populations (e.g., communities, organizations, groups, and individuals) within Fresno COG's planning area, COG has incorporated the Bureau of Indian Affairs' tribal mailing list for Fresno County into our database. The Tribes within Fresno County receive monthly Committee and Policy Board meeting agendas as well as the Fresno County Transportation Guide, the Regional Directory (a listing of all member jurisdiction's contact people including staff and elected officials), newsletters, workshop invitations, various grant notices and other pertinent information that effects the Tribes. In addition, staff outreaches to the Tribes by attempting to make periodic contact with the Tribes both by way of the telephone and in-person visits.

Much of the information that we prepare in "hard copy" is now also available over the Internet on the Fresno COG's home page – www.fresnocog.org (see Work Element 312). Fresno COG is making an effort to expand the interactive nature of the website, providing the public with an opportunity to comment on projects online. Comments will be received, answered by project staff if requested, and then become a part of the public record. Fresno COG has also added a Public Involvement element to the website, providing information on and links to any public meetings, open houses, documents under review, surveys, public hearings, news releases and the Fresno COG Citizen's Guide. Fresno COG's website also contains links to other governmental, transportation and air quality related sites, including state and federal government home pages, the Environmental Protection Agency (EPA), California Air Resources Board, Fresno Area Express (FAX), and Caltrans highway conditions and travel advisories as well as current and forecasted weather reports. Fresno COG's overall effort to provide public information in a variety of ways is consistent with the FHWA/FTA Emphasis Areas for Metropolitan and Statewide Transportation Planning.

Fresno COG also uses its public information program to disseminate pertinent transportation-related information to its member agencies and to the general public. In particular, Fresno COG attempts to share

information on air quality issues and promotes the concept of “livable communities” in its efforts to make the transportation, air quality and land use connection. In the spirit of promoting sound planning, the Fresno COG Board adopted a resolution agreeing to become a “Transportation Partner” with the Center for Livable Communities. Partners receive regular mailings of materials related to transportation and livability issues, including guidebooks, videos and model ordinances. The Center is also developing programs to assist partners with specific projects such as developing community image surveys and organizing design workshops or technical assistance teams.

In summary, Fresno COG is committed to listening to the public and further commits to providing an environment that is both conducive and receptive to public involvement during the planning process.

PREVIOUS WORK COMPLETED

1. A completely revised “Public Involvement Procedures” manual in compliance with FHWA/FTA recommendations during the 2001 Certification Review.
2. A public participation process that involved speaking engagements; summaries of plans, programs, and technical processes; news releases, newsletters and other informative publications, citizen participants on working committees; participation in Chamber of Commerce committees and events; library circulation of key documents; public notices; public hearings; and the biannual Transportation Forum (a conference hosted by Fresno COG for member jurisdictions and interested public representatives to discuss transportation issues throughout the region).

PRODUCTS

1. COG Outlook (Quarterly Newsletter)
2. Public hearings and public meetings
3. News Releases
4. Public Notices
5. Presentations to local businesses and community groups
6. Annual Report
7. Documented Public Participation Process, with Amendments as necessary
8. Regional Directory
9. Citizen’s Guide
10. Fresno County Transportation Guide
11. News Conferences
12. Online access to products, minutes and agendas, air quality and census data, reports, work plans, studies, surveys, procedures, links to other related websites, staff contacts and assignments, and Fresno COG’s background information
13. COG Brochure

TASKS

- | | |
|--------|---|
| 311.01 | Maintain and carry out the adopted public participation process of the COG |
| 311.02 | Publish newsletters on a quarterly basis |
| 311.03 | Prepare news releases |
| 311.04 | Conduct public hearings and public meetings/workshops |
| 311.05 | Make presentations to local businesses and community groups |
| 311.06 | Publish summaries of plans, programs, maps, brochures and technical processes |
| 311.07 | Publicize Fresno COG activities through a variety of media sources |
| 311.08 | Publish Annual Report |
| 311.09 | Respond to public comment |

- 311.10 Evaluate and update Fresno COG's Public Involvement Procedures utilizing procedures and criteria documented within the plan, including development of a plan that is consistent with the requirements of SAFETEA-LU
- 311.11 Revise and publish Regional Directory
- 311.13 Update Citizen's Guide
- 311.14 Prepare questionnaires and conduct surveys as required
- 311.15 Revise and Publish update of 2007 Regional Transportation Guide
- 311.16 Conduct news conferences as needed
- 311.17 Host the Measure C Citizen's Oversight Committee
- 311.18 Host the Social Service Technical Advisory Committee

311 Public Participation																		311	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
311.01 Conduct public process	■					■	8	■	■	■	■	■	■	■	■	■	■	■	■
311.02 Newsletter	■					■	8	■			■			■			■		
311.03 Prepare press releases	■					■	3	■	■	■	■	■	■	■	■	■	■	■	■
311.04 Public hearings/meetings	■					■	3	■	■	■	■	■	■	■	■	■	■	■	■
311.05 Presentations	■					■	4	■	■	■	■	■	■	■	■	■	■	■	■
311.06 Publish summaries	■					■	3	■	■	■	■	■	■	■	■	■	■	■	■
311.07 Publicize COG activities	■					■	9	■	■	■	■	■	■	■	■	■	■	■	■
311.08 Publish Annual Report	■					■	3	■	■	■	■	■							
311.09 Respond to public comments	■					■	6	■	■	■	■	■	■	■	■	■	■	■	■
311.10 Evaluate/Update PIP	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
311.11 Regional Directory	■					■	7	■	■	■	■	■	■	■	■	■	■	■	■
311.13 Citizen's Guide	■					■	4	■	■	■	■	■	■	■	■	■	■	■	■
311.14 Questionnaires/surveys	■					■	3	■	■	■	■	■	■	■	■	■	■	■	■
311.15 Regional Transportation Guide	■					■	7	■	■	■	■	■	■	■	■	■	■	■	■
311.16 Conduct news conferences	■						3	■	■	■	■	■	■	■	■	■	■	■	■
311.17 Citizen Oversight Committee	■						5	■	■	■	■	■	■	■	■	■	■	■	■
311.18 SSTAC	■						6			■		■		■	■	■	■	■	■

311 PUBLIC INFORMATION AND PARTICIPATION

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303	50,355	Fresno COG	88,356	1.07
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL	62,393	FCEOC		
STIP/PPM		Contracts	44,000	
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	14,608			
OTHER	5,000			
Total	132,356	Total	132,356	1.07

OBJECTIVE

To create a source providing easy access to government and other information for Fresno County residents, member agencies, and perspective business interests using the latest technology of the World Wide Web. To enhance potential economic development and to increase public knowledge of and involvement in the Council of Fresno County Governments (Fresno COG) activities.

DISCUSSION

COGView is an effort by Fresno COG to make local, regional, state and federal government information more readily available to Fresno County residents. COGView is especially designed to provide our member agencies and the Fresno COG staff with access to the growing amount of transportation information on the internet.

COGView provides on-line demographic and political information on each of our 15 member agencies. In addition, the Internet site provides a calendar of local meetings, announcements, minutes and agendas, posting of official notices, file transfers and E-mail. This information provides a valuable resource to local residents as well as quick reference data for potential investors considering the Fresno County area.

The Fresno Regional Data Center was established to provide assistance to member agencies of Fresno COG, other governmental entities, private business and the public in obtaining, analyzing and using demographic data. The Internet home page increases public access to the information compiled by the Fresno Regional Data Center. (The responsibilities and services of the Fresno Regional Data Center are discussed fully in Work Element 350.)

FY 2005/2006 saw a complete redesign of the COGView website with improvements continually made to the site throughout 2006/2007. In addition to a new look, enhancements were made to greatly improve useability of the site. COGView is now a database driven site which will allow us to meet our goal of providing all Fresno COG documents and information on our website. The site is now fully ADA accessible.

The COGView Internet home page is located at <http://www.fresnocog.org>

PREVIOUS WORK COMPLETED

Development and maintenance of COGView home page on the Internet.
Complete redesign of the COGView website.

PRODUCTS

1. Posting of Regional Directory information including demographic information for each member agency with links to their local websites
2. Posting of Fresno COG calendar and member agency calendars.
3. Posting minutes and agendas of Fresno COG meetings
4. Posting of the Fresno COG OUTLOOK newsletter
5. Development of a new "Media" section
6. Maintenance of all information currently posted to the website, including commute option information such as the Fresno County Bikeway Maps, the Fresno County Transportation Guide, and a link to Fresno COG's Valleyrides.com website

7. Significant updates and additions to the following sections: Measure C, Blueprint, One Voice, RTP/FTIP, Documents, Planning and Get Involved
8. We have planned and designed a website for planned road-closures in Fresno County. This is a map-based website that member agencies will be able to log into to post planned road closures. The software will automatically map this information for easy reference.

TASKS

312.01 Maintain and enhance the COGView internet home page.

312 COGView Internet Home Page																		312	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
312.01 Maintain internet home page	■						100	■	■	■	■	■	■	■	■	■	■	■	■

312 COGVIEW INTERNET HOME PAGE

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303	13,715	Fresno COG	13,000	.16
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	2,500	
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	1,785			
OTHER				
Total	15,500	Total	15,500	0.16

OBJECTIVE

Devise ways to ensure that Fresno County's disadvantaged and minority populations are being included in the transportation planning process.

DISCUSSION

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

There are three main environmental justice principals:

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

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

- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations (e.g., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and -where necessary-improve their basic involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

The Environmental Justice plan currently in process will respond to Federal guidelines by helping agencies:

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

7. Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

PREVIOUS WORK COMPLETED

- The Fresno County Environmental Justice Report has been completed by the Consultant.
- Awaiting final delivery of the report in order to reconvene the Environmental Justice Task Force to review and approve the preliminary Fresno County Environmental Justice Task Force.

PRODUCTS

1. Fresno County Environmental Justice Draft Report.

TASKS

- 313.01 Explore and devise effective analytical techniques and public involvement approaches to ensure that transportation plans successfully integrate environmental justice into decision-making.
- 313.02 Establish an Environmental Justice Task Force. The Task Force would play a key role in the following:
- Evaluating Fresno COG's current Environmental Justice and Public Participation efforts and providing guidance on how to achieve the desired results
 - Defining the target population within Fresno County
 - Review Existing Fresno COG Process for Identifying Needs Supplemented by Feedback Provided by Members of the Task Force
 - Developing appropriate performance measures
- 313.03 Identify environmental justice populations (e.g., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) within Fresno County by traffic analysis zone and provide a visual representation of these populations.
- 313.04 Identify benefits and burdens of existing and planned transportation system investments on target populations.
- 313.05 Prepare a Draft Environmental Justice Report for public review and comment. The document should address: (a) demographic profile; (b) transportation needs; (c) public involvement efforts; (d) benefits and burdens of the transportation system.
- 313.06 Hold public meetings to introduce and discuss the Draft Environmental Justice Report.
- 313.07 Adopt Draft Environmental Justice Report

313 FRESNO COG ENVIRONMENTAL JUSTICE																	313		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
313.01 Integrate EJ	■						9	■	■	■	■	■	■	■	■	■	■	■	■
313.02 Reconvene EJ Task Force	■						0												
313.03 Map low income & min. areas.	■						0												
313.04 Assess Benefits	■						8	■	■	■									
313.05 Prepare draft EJ Report	■						0												
313.06 Hold Public Meetings	■						8	■	■	■									
313.07 Adopt EJ Report	■						8	■	■	■									

313 FRESNO COG ENVIRONMENTAL JUSTICE

Revenues	\$\$\$\$
FTA MPO 5303	2,213
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	2,213
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	574
OTHER	
Total	5,000

Expenditures	\$\$\$\$	-py-
Fresno COG	5,000	.07
County		
Fresno		
Clovis		
FCEOC		
Contracts		
Total	5,000	0.07

OBJECTIVE

To provide member governments with specialized technical assistance services. It is intended that the major beneficiaries of this service be the smaller cities with limited technical staff resources.

DISCUSSION

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

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

COG staff is capable of providing transportation studies, traffic engineering studies, computer mapping and database applications, air quality analysis, geographic information systems support, assistance with financial systems, and assistance with management systems. At the request of the Policy Advisory Committee, COG staff has provided support monitoring electrical energy deregulation activities and reviewing alternatives for implementing AB 1890. Such activity is an example of how the COG can provide assistance to its local members. Other staff support has included participating in the Fresno Organizations Active in Disaster (FOAD). The mission of FOAD is to prepare for and cope with emergencies and to implement a comprehensive, coordinated plan to mobilize resources to effectively respond to community needs in the event of a major disaster.

PREVIOUS WORK COMPLETED

1. Coordination of consulting study on Trails Planning for the City of Fresno, a project fully reimbursed by the City.
2. Assisted numerous local agencies by participating in oral interview panels for a variety of local agency recruitments.
3. Provided assistance to a variety of local agencies regarding maintenance or establishment of financial systems.
4. Special traffic studies for Selma, Kingsburg, and Orange Cove using County staff.
5. Provided assistance to member agencies in the implementation of Senate Bill 198 (Illness and Injury Prevention Programs).
6. Special model runs for member agency traffic studies.
7. Traffic model runs in support of the Clovis General Plan analysis.
8. Provided staff support to the Energy Deregulation Committee that is seeking appropriate ways in which to respond to AB 1890 (Electrical Energy Deregulation).
9. Participated in the Fresno Organizations Active In Disaster (FOAD).
10. Prepared pollution reduction calculations for member agency CMAQ applications.
11. Special model runs in support of the City of Fresno General Plan analysis.

PRODUCTS

Delivery of special services and development of specific projects as determined by individual members or non-member users.

TASKS

320.01 Provide member agencies and non-member organizations or individuals with specialized services and/or assistance.

320 Technical Assistance to Members																		320	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
320.01 Provide technical assistance	■						100	■	■	■	■	■	■	■	■	■	■	■	■

320 TECHNICAL ASSISTANCE TO MEMBERS

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	9,000	.11
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF				
OTHER	9,000			
Total	9,000	Total	9,000	0.11

330 Outside Technical Assistance

330

OBJECTIVE

To provide traffic modeling information to outside agencies on a cost reimbursement basis. Also to provide program support functions for microcomputer applications (accounting, utility billing, etc.) to interested parties on a cost reimbursement basis.

DISCUSSION

The Fresno COG Board has an approved policy, which enables Fresno COG to provide reimbursable services to member agencies, associate member agencies, and consultants. These services are generally related to microcomputer applications for traffic modeling and related data base maintenance, and for support on accounting related software previously developed by Fresno COG.

PREVIOUS WORK COMPLETED

1. Traffic modeling reports and maps and related socioeconomic database reports.

PRODUCTS

1. As per service requested.

TASKS

- 330.01 Provide Fresno COG staff support upon written request from public and private agencies.

330 Outside Technical Assistance																	330		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
330.01 Staff assistance on request	■						100	■	■	■	■	■	■	■	■	■	■	■	■

330 OUTSIDE TECHNICAL ASSISTANCE

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	55,000	.67
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF				
OTHER	55,000			
Total	55,000	Total	55,000	0.67

OVERVIEW

Transportation Demand Management (TDM) includes a wide variety of transportation control measures having a goal of reducing overall motor vehicle usage. In prior years, the predominate effort of this activity has been promotion of ridesharing. Declining state and federal revenue to support this effort in recent years has resulted in a less ambitious Program beginning in 1996-97.

OBJECTIVE

Fresno COG's Valleyrides staff provides Transportation Demand Management (TDM) Services, information and support to individual commuters and employers in Fresno County. These TDM services facilitate higher vehicle occupancy rates and reduce traffic congestion by expanding the traveler's transportation choice in terms of travel method, time, route, costs and the quality and convenience of the travel experience. Federal requirements, through TEA 21, mandate that non-attainment areas shall have Rideshare/TDM programs. Additional transportation control measures are to be explored and implemented when reasonable, but SAFETEA-LU distinguishes the Rideshare component as a mandatory element in order to maintain our air quality conformity status.

DISCUSSION

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

PREVIOUS WORK COMPLETED

Program staff has maintained the Valleyrides Program, providing ride matching services within the Fresno, Kings, Madera and Tulare counties. Staff members have also hosted TDM training workshops for employers, made in-house presentations, offered program support, information and organization and hosted major promotional events. Over the last 11 years CVR staff has worked with over 200 large employer worksites in the four county service region. These employers have received a wide variety of services and/or information. Valleyrides' database program has inspired two separate ride matching databases run internally within large employer worksites. In addition, Valleyrides formed a Commute Options Advisory Committee comprised of government agency and private sector representatives. Valleyrides partnered with California State University Fresno's Parking and Transportation Department to develop an online database matching system called www.Valleyrides.com. That system has been in operation since October 2003.

PRODUCTS

Listed by Task

TASKS

- 340.01 Ridematching
 - a. Provide brochures, applications, referrals and assistance to clients.

- b. Refer applicants to COG's online ridematching website at www.valleyrides.com. Process all incoming ridematch requests for clients who do not have internet access, mailing matchlists to clients with a turnaround time of one hour to two days.
 - c. Cooperate with other ridesharing agencies and employers to facilitate matches.
 - d. Maintain a current and active data base by surveying clients and purging data continually.
- 340.02 Employer Services
- a. Assist employer representatives, i.e. Employee Transportation Coordinators, by supplying commute option information and services. This includes five Native American Rancherias within Fresno County.
 - b. Refer clients to employer's private "in-house" database ride matching systems as appropriate.
 - c. Maintain involvement in transportation demand management planning issues as they relate to increasing and improving commute alternatives.
 - d. Cooperate with other agencies concerned with congestion management, air pollution, and transportation issues.
- 340.03 Information Services
- a. Maintain current information on alternative transportation services such as: transit, bikeways, vanpools, buspools, Park and Ride Lots and Telecenters. Emphasize safety, energy conservation, efficient use of existing transportation facilities and congestion relief and prevention.
 - b. Define, design and execute informational documents. Receive requests and disseminate these documents.
 - c. In conjunction with work element 311/Public Participation, staff will provide information and support for the update of COG's Fresno County Transportation Guide. The guide contains detailed, comprehensive information on all forms of transportation options and services available in Fresno County. The Ridesharing Program will also remain a major purchaser and distributor of the guide.
 - d. In conjunction with work element 311/Public Participation staff will involve the private sector in Transportation Demand Management issues by submitting articles for inclusion in the Council of Fresno County Governments quarterly newsletter, the "COG OUTLOOK."
 - e. Enhance and maintain the www.valleyrides.com website in partnership with CSU Fresno's Transportation and Parking Department.
 - f. Define, design and produce stock information and specific promotional pieces such as brochures, matchlist applications and collateral items.
 - g. Promote bicycle commuting and safety by continuing to update, print and distribute Bikeway Maps of the Fresno County Region.
 - h. Participate in COG's Fresno County Transportation Forum.
- 340.04 Vanpool Services
- a. Include vanpooling options in Ridesharing presentations.
 - b. Provide vanpool referrals and formation assistance to employers and individual clients or client groups.
 - c. Search database periodically for potential vanpool drivers/riders. Approach these individuals about starting up new vanpools.
- 340.05 Local/Statewide Agency Assistance
- a. Meet with representatives from city and county agencies, transit districts, bicycle clubs, chambers of commerce and other local associations which may be interested in or affected by the program to coordinate services and information.
 - b. Assist the San Joaquin Valley Air Pollution Control District with "Spare The Air" and other promotional campaigns. Or grant programs.
 - c. Continue as an active member of the Transportation Technical Advisory Committee (TM-TAC), a group TDM agency representatives from all over California. The Committee works to coordinate and promote TDM efforts on a statewide basis.
 - e. Represent the San Joaquin Valley transportation planning and TDM agencies as a voting member of Caltrans' California Bicycle Advisory Committee.

340.06 Administration

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

340.07 TDM Program

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

340 Transportation Demand Management Program																		340	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
340.01 Ridematching Services	■					■	30	■	■	■	■	■	■	■	■	■	■	■	■
340.02 Employer Services	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
340.03 Information Services	■					■	20	■	■	■	■	■	■	■	■	■	■	■	■
340.04 Vanpool Services	■					■	20	■	■	■	■	■	■	■	■	■	■	■	■
340.05 Local Agency Assistance	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
340.06 Administration	■						5	■	■	■	■	■	■	■	■	■	■	■	■
340.07 TDM Program	■	■	■	■	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

340 TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	50,000	.61
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	13,250	
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	63,250			
OTHER				
Total	63,250	Total	63,250	0.61

**Supplemental Schedule
Transportation Demand Management
FY 2007/08**

Salaries	23,358
Benefits	7,376
COG Overhead	19,266
Office Expense	2,500
Travel	750
Printing	10,000
	63,250

**Supplemental Schedule
Transportation Demand Management
FY 2006/07**

Salaries	22,989
Benefits	7,259
COG Overhead	18,962
Office Expense	2,500
Travel	750
Printing	10,000
	62,460

OBJECTIVE

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

DISCUSSION

Fresno COG is the Affiliate State Census Data Center for Fresno County. This activity requires staff support to respond to requests for census information from member agencies and the public. There is also a requirement for continuing coordination with the Bureau of the Census relative to public dissemination of census reports, announcements, and maintenance of census geography. As part of this task, Fresno COG has established a home page on the Internet that provides data by Fresno County jurisdiction, as well as links to U.S. Census data and other information for use by member agencies, other governmental entities, and the public. With the continuing release of Census 2000 income, employment, travel, and detailed population and housing data, and data from other sources, a data book will be compiled for Fresno County by the COG. This book will serve as an easier alternative to the often difficult-to-use data extraction websites on the Internet, and will be especially valuable to the non-metropolitan areas of Fresno County which are often neglected by some data sources.

An equally important function is the development and maintenance of demographic databases and projections to be used by member agencies in their planning programs and by Fresno COG to support areawide traffic modeling. Using accurate and consistent population forecasts as the basis for all regional planning activities is critical to satisfying new conformity requirements in the federal Clean Air Act.

A great deal of staff time will be devoted to the update of the Fresno COG Transportation Model. Since conformity regulations require that the model use the latest planning assumptions, staff must modify the socio-economic data for future years by traffic analysis zone to reflect any recent plan changes.

In addition to general maintenance and support functions, this work element will provide for the production of data for environmental justice analyses to help ensure the health and environmental protection of minority and low-income residents in transportation investments in Fresno County, and the development of data for the Regional Transportation Plan, the long-range vision for Fresno County and the San Joaquin Valley.

PREVIOUS WORK COMPLETED

1. Development of socioeconomic data to support traffic modeling.
2. Assistance to 150 data requests during the last calendar year from governmental agencies, businesses, academic institutions, and the public.
3. Dissemination of Census 2000, State Department of Finance, and other information to member agencies and the public.
4. Development of socio-economic data for COG-prepared reports and plans.

PRODUCTS

1. Develop socioeconomic information for Fresno COG-prepared reports and plans such as the Measure "C", "One Voice", Regional Housing Needs Allocation, Environmental Justice, Regional Transportation Plan, and Blueprint projects.

2. Develop reports based on Census 2000 data releases.
3. Special census reports in response to member agency and public requests.
4. Affiliate State Census Data Census Reports and other data.
5. Fresno County data book.
6. Environmental justice analyses data.
7. Develop demographic and socioeconomic information in support of traffic modeling activities

TASKS

- 350.01 Maintain Fresno Regional Data Center.
- 350.02 Prepare Affiliate State Census Data Center reports as required.
- 350.03 Dissemination of Census 2000 data and other special census reports to member agencies.
- 350.04 Provide assistance in obtaining, analyzing and utilizing demographic information to member agencies and the general public upon request.
- 350.05 Prepare Fresno County data book.
- 350.06 Develop data for the Regional Housing Need Allocation project.
- 350.07 Develop and provide demographic information needed for other Fresno COG-prepared documents
- 350.08 Develop and provide demographic information to support traffic modeling activities as needed.
- 350.09 Update transportation model future socio-economic data to reflect latest planning assumptions.
- 350.10 Select and assist consultant in update of projected population for traffic model.

350 Fresno Regional Data Center																	350				
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N		
350.01 Maintain Regional Data Center	■						10	■	■	■	■	■	■	■	■	■	■	■	■		
350.02 Prepare ASCDC Reports	■						5	■	■	■	■	■	■	■	■	■	■	■	■		
350.03 Disseminate Census 2000 data	■						5	■	■	■	■	■	■	■	■	■	■	■	■		
350.04 Assist with demographic data	■						10	■	■	■	■	■	■	■	■	■	■	■	■		
350.05 Prepare data book	■						10	■	■	■	■	■	■								
350.06 Develop Housing Needs Alloc data	■						15	■	■	■	■	■	■								
350.07 Support Fresno COG reports	■						10	■	■	■	■	■	■	■	■	■	■	■	■		
350.08 Support traffic modeling	■						15	■	■	■	■	■	■	■	■	■	■	■	■		
350.09 Update traffic model future data	■						15	■	■	■	■	■	■	■	■	■	■	■	■		
350.10 Assist consultant in pop. update	■						5	■	■	■	■	■	■	■	■	■	■	■	■		

350 FRESNO REGIONAL DATA CENTER

Revenues	\$\$\$\$
FTA MPO 5303	32,737
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	30,475
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	8,188
OTHER	
Total	71,400

Expenditures	\$\$\$\$	-py-
Fresno COG	69,400	.84
County		
Fresno		
Clovis		
FCEOC		
Contracts	2,000	
Total	71,400	0.84

OBJECTIVE

The San Joaquin Valley Regional Blueprint will provide a planning process and products to support long-range planning for the eight MPOs in the region and compliment the work of the San Joaquin Valley Partnership.

DISCUSSION

The San Joaquin (SJ) Valley is a large, diverse, and complex area that contains millions of acres of the world's most fertile farmland, a wealth of natural resources, and large urban environments. The 240-mile long valley stretches from Stockton to Bakersfield and encompasses the eight-county region (Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus and San Joaquin).

Today, 3.3 million people live in the SJ Valley. According to the Department of Finance, the SJ Valley's population will have grown by 131 percent by 2050. How will the region accommodate this anticipated growth? Will it be through expansion of current cities or the development of new ones? How will intra and interregional transportation accommodate commuters, travelers, and goods movement? And how will the balance be maintained between the development of new infrastructure and the need to preserve the region's most important resources?

A look at the current economy of the region points to agriculture as the SJ Valley's economic base. While growth of agriculture has altered some of the natural environmental landscape over time, perhaps even more concerning is the rate at which prime agricultural land is being converted to urban uses. Much of the land conversion is due to the attractiveness of SJ Valley home prices to residents of the Bay Area and Los Angeles regions. However, these new SJ Valley residents often commute back to their place of origin for employment compounding transportation impacts, air quality dynamics, and presenting significant civic engagement challenges.

Highway 99 bears the yeoman's share of commuter traffic, and is also burdened with extraordinary truck traffic transporting goods. Insufficient for current traffic loads, Highway 99 is further impacted by industrial growth and new distribution centers, especially in the Southern SJ Valley.

At both the federal and state levels, policymakers have begun to recognize the extraordinary challenges facing the SJ Valley. Through executive orders issued by two presidents, the Federal Interagency Task Force was formed to help coordinate federal efforts within the region. And just this year, Governor Schwarzenegger signed an executive order creating the *California Partnership for the San Joaquin Valley*, a state effort to direct resources to the region. Through the Blueprint process, regional leaders will work closely with the Partnership to address the significant issues facing the region. Teaming with the SJ Valley Partnership will enable pooling of resources, consistency of vision, and combined momentum to solutions to the forefront.

PREVIOUSLY COMPLETED & ONGOING WORK

- Formation of the eight SJ Valley TPA Directors' Group.
- Formation of the eight SJ Valley Regional Planning Agencies COG Director's Group.
- Formation of the SJV RPA Policy Council.
- Coordination of public transit issues among the Valley transit agencies.
- Executed MOU with the eight SJ Valley TPAs and the District to ensure a comprehensive and cooperative approach to air quality transportation planning.
- Executed new MOU as the SJV Regional Planning Agencies.
- Coordination of SJ Valley TPA sub-committees.

- Continuity of air quality transportation planning approaches with the SJ Valley Air District.
- Adoption of the SJ Valley TCM program.
- Structuring agreements between Fresno/Madera/Kings to accomplish air quality conformity certifications.
- Hosted State of California High Speed Rail Commission and High Speed Rail Authority meetings
- Coordination with the eight SJ Valley TPAs, the SJ Valley Air District, and Caltrans (Districts 6 and 10) to complete a SJ Valley-wide Goods Movement Study (Phases I and II).
- Merced Partnership for Integrated Planning.
- Joint grant submittals for the SJV Region (i.e. Improve Mode Choice Forecasting for San Joaquin Valley Blueprint and San Joaquin Express Transit Study).

PRODUCTS

- √ Blueprint Governing Board Workshop – August 2005
- √ Blueprint Grant application package (COG MOU, letters of support)– October 2005
- √ Blueprint Grant Award Notification – January 19, 2006
- √ Overall Work Program Amendment – Caltrans approved February 1, 2006
- √ Systematic Development of Informed Consent (SDIC) training
- √ Establish the Blueprint Coordinating Committee (BCC)
- √ Institutional Framework for SJ Valley Regional Blueprint Planning
- √ Community Outreach Plans
- √ SJ Valley Modeling group established
- √ SJ Valley Regional Traffic Model Plan Update – Dowling contract,
GIS Data Inventory and Conversion – In progress, Blueprint Modeling Subcommittee
GIS Standards October 2006 – In progress, Blueprint Modeling Subcommittee
- √ Blueprint Vision Summit –June 28, 2006
- √ Blueprint Media Campaign – Ongoing, Blueprint Media Subcommittee
- √ Stakeholder and committee meetings
 - √ Introductory
 - √ Institutional Framework
 - √ Decision Making Structure
 - √ Process Matrix
 - √ Schedule
 - √ Citizen Participation Plan
 - √ Introductory Summit – June 28, 2006
 - √ Visioning Workshops- *in progress*
- Evaluate “Status Quo”
 - Goals and Objectives
 - Performance Measure
- Develop Alternative Blueprint Scenarios
- Develop Hybrid Alternative Blueprint Scenarios (if needed)
 - Choose Preferred SJV Regional Blueprint Scenario
 - Possible Finale Blueprint Summit – Jan 2008
- √ Blueprint Learning Network Workshop participation (May 12-13, 2006; September 13-14, 2006; November 29-30, 2006)
- √ Establish Blueprint Regional Advisory Committee (BRAC)
Convene BRAC
- √ Establish SJV COG Directors Association Policy Subcommittee
SJV Partnership collaboration on Strategic Action Plan recommendations (October 2006) - *ongoing*
Blueprint grant administration – *ongoing*

TASKS

410 San Joaquin Valley Regional Blueprint Planning											410					
Task Description	C O G		O T H E R	% of work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
410.1 Present SJV Regional Blueprint Macro Strategies	■		■	2	■											
410.2 Review and comment on SJV Regional Blueprint Macro Strategies	■			2		■										
410.3 Develop Local (County) Possible Blueprint scenarios	■			20				■								
410.4 Get feedback on Local (County) Blueprint scenarios	■			5				■								
410.5 Get feedback on SJV Regional Blueprint scenarios	■		■	5					■							
410.6 Revise Local (County) Blueprint scenarios based on feedback	■			15						■						
410.7 Approve revised Local (County) Blueprint scenarios				2						■						
410.8 Develop revised SJV Regional Blueprint Scenarios			■	5						■						
410.9 Recommend SJV Regional Blueprint Scenarios to be evaluated	■		■	2						■						
410.10 Select Local (County) Preferred Blueprint scenario	■			20							■					
410.11 Recommend SJV Regional Preferred Blueprint scenario	■		■	2							■					
410.12 Endorse SJV Regional Preferred Blueprint scenario	■			5									■			
410.13 Adopt local/County/SJV Regional Blueprint Scenarios	■			5												■
410.14 Prepare reports and monitor contractors				5												
410.15 Participate in Blueprint related meetings and workshops				5												

410 SAN JOAQUIN VALLEY REGIONAL BLUEPRINT PLANNING

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FWHA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	275,037
STATE PARTNERSHIP	
FSP	
SPR	
LTF	114,749
OTHER	
Total	389,786

Expenditures	\$\$\$\$	-py-
Fresno COG	200,000	2.42
County		
Fresno		
Clovis		
FCEOC		
Contracts	189,786	
Total	389,786	2.42

OBJECTIVE

Develop a plan, strategy, and program to conserve prime agricultural lands in the Central Valley. The Program will build upon initial activities to identify farmlands of strategic importance, and to develop a program to protect farmlands that is consistent with long term planning goals that maintain agriculture as a key economic and cultural force in the region. The program is first intended for the benefit of Fresno County and subsequently, the other counties making up the San Joaquin Valley.

DISCUSSION

Agriculture today faces unprecedented pressures. Nowhere is this more apparent than in the San Joaquin Valley, America's single most important agricultural region. Generating over \$20 billion in revenue, the San Joaquin Valley is not only a significant economic engine but also one of strategic importance as much of the nation's food, if not the World's food is sourced from our farmlands.

Agriculture is facing a perfect storm of challenges such as rapid urban growth, escalating property values, new environmental demands and globalization that threaten to undermine the resource base and economic conditions that enabled agriculture to thrive in the San Joaquin Valley. The impact that agriculture has upon the region, California, and the United States can not be understated. The agricultural resources of the San Joaquin Valley are a unique asset that cannot be reproduced or outsourced, and form the basis of an extraordinarily rich and culturally diverse society.

The Council of Fresno County Governments (Fresno COG) and its partners sought assistance to develop this program in the form of a \$200,000 seed grant from the San Joaquin Valley Partnership. The Farmland Conservation Model Program seeks to develop a plan, strategy, and program to conserve prime agricultural lands in Fresno County that can be applied the rest of the San Joaquin Valley and California.

To implement the Farmland Conservation Model Program, Fresno COG is retaining the services of the American Farmland Trust to develop a plan, strategy, and program to conserve prime agricultural lands in Fresno County.

PRODUCTS

1. Administration of the Farmland Conservation Model Program contract during Fiscal Year 2007 and midway through Fiscal Year 2008.
2. Plan and strategy, prepared with the American Farmland Trust to define, identify, fund, and protect key farmlands within Fresno County.
3. Develop a 'toolbox' of best practices to implement and manage farmland conservation programs.

TASKS

- 411.01 - Assemble Farmland Conservation Model Program working group
- 411.02 - Devise an approach to identifying 'strategic' farmland
- 411.03 - Diagnose major causes of farmland conversion
- 411.04 - Identify tools for farmland protection
- 411.05 - Prepare plan and strategy to implement a farmland conservation program.
- 411.06 - Identify a funding mechanism to implement conservation program.
- 411.07 - Public outreach of the plan to solicit feedback
- 411.08 - Board and stakeholder approval of the plan
- 411.09 - Implementation of the plan
- 411.10 - Implement mechanism to oversee plan
- 411.11 - Share the plan and train other San Joaquin Valley counties on the plan.

411 Farmland Conservation Model Program																	411		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R		J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
411.01 Assemble FCMP Working Group	■						0%	■											
411.02 Define 'strategic farmland'						■	3%	■	■										
411.03 Define causes of farm conversion						■	10%		■										
411.04 Define tools for farm protection						■	10%		■	■									
411.05 Farmland Conservation plan	■					■	20%				■	■							
411.06 Identify funding mechanisms						■	5%					■	■						
411.07 Public outreach	■					■	20%							■	■	■			
411.08 Submit for Board Approval	■						0%										■		
411.09 Implementation	■						27%											■	
411.10 Oversight mechanisms	■					■	3%												■
411.11 Train others on the plan	■						2%												■

411 FARMLAND CONSERVATION MODEL PROGRAM

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG		
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	200,000	
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP	200,000			
FSP				
SPR				
LTF				
OTHER				
Total	200,000	Total	200,000	

OBJECTIVE

To prepare an update of the Fresno Regional Housing Needs Allocation Plan to estimate and allocate the housing needs in the Fresno County region.

DISCUSSION

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

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

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

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

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

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

The plan will respond to State guidelines by:

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

Staff anticipates that the Draft Regional Housing Needs Allocation will be completed prior to the end of fiscal year 2006-07. Adoption of the Final RHNA Plan, however, may not occur until fiscal year 2007-08, pending negotiations among various jurisdictions regarding their individual allocations. Therefore, this Work Element has been carried over into fiscal year 2007-08 with adequate staff time and funding to complete the Final Plan.

PREVIOUS WORK COMPLETED

The last Fresno Regional Housing Needs Allocation Plan was adopted September 27, 2001.

PRODUCTS

1. Fresno Regional Housing Needs Allocation Plan.

TASKS

- 420.01 Review and circulate Fresno Regional Housing Needs Allocation Plan draft.
 420.02 Local revision process.

420 Fresno Regional Housing Needs Plan																	420		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
420.01 Circulate Housing Needs draft	■	■	■		■	■	25	■	■	■									
420.02 Local revision process	■	■	■		■	■	75	■	■	■									

420 FRESNO REGIONAL HOUSING NEEDS PLAN

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	7,000	0.08
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	7,000			
OTHER				
Total	7,000	Total	7,000	0.08

OBJECTIVE

To ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District.

DISCUSSION

Transportation and air quality planning historically have been undertaken through a continuous, cooperative and comprehensive process. The importance of the "three-C" approach has become even more significant given the broader and more complex framework of transportation and air quality planning in the San Joaquin Valley today. The formation of the Unified District, combined with the passage of federal surface transportation legislation that requires a more direct link between transportation and air quality, AB 2766 (Motor Vehicle Registration Fees) and the emphasis on multi-modal approaches, all require closer coordination and communication to take full advantage of Valleywide staff expertise. This type of approach ensures no duplication of effort, and assures timely completion of products and also promotes compatibility of transportation and air quality plans.

Coordination among the TPAs, the Air District and other air quality and transportation agencies is proving to be a very effective process. Several mechanisms have been developed to date. The eight Valley TPA Directors' Group meets on a bimonthly basis or as needed. Through the impetus of the Valley TPA Directors, the eight Valley TPAs and the District have executed a Memorandum of Understanding (MOU) to ensure a coordinated transportation/air quality planning approach. This agreement (1) ensures maximum effectiveness and compatibility of regional air quality and transportation plans; (2) complies with the transportation conformity requirements of SAFETEA -LU and the federal Clean Air Act Amendments; (3) complies with federal and State transportation-related mandates; and (4) helps achieve attainment of air quality standards. An informal group of Valley public transit agencies has also been formed to address transportation issues pertinent to public transit operators.

The Valley TPAs further have identified major transportation/air quality planning issues and have established staff sub-committees to discuss and develop coordinated and consistent planning strategies. The critical planning areas include transportation modeling, development of Regional Transportation Plans and Regional Transportation Improvement Programs, air quality conformity, transportation control measures and coordinating comments on proposed air quality plans, rules, regulations and new standards. Other issues which are being discussed cooperatively include: development of a valleywide geographic information system, truck and goods movement, valleywide Intelligent Transportation Systems planning and the current status of the management systems issue.

The Valley TPA Directors group meets with Caltrans and Air District staff on a quarterly basis, and the sub-committees and working groups meet frequently, as needed, in an effort to fully coordinate their areas of assignment. In addition, the Valley TPA Directors propose to continue joint funding for a valley wide air quality coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis. In addition, the TPA Directors have proposed additional funding to provide coordination on air quality policy issues beyond the technical needs of the Valley. The Fresno COG, as the lead agency for the group on air quality, is responsible for the contract administration.

In addition to the coordination issues identified above, increasing inter-jurisdictional communication is beginning to take place on the future of High Speed rail in California and its potential impacts on the San Joaquin Valley. Fresno COG Executive Director Barbara Goodwin has also been requested by the COG Policy Board to provide leadership in working with the seven other San Joaquin Valley RTPAs and Caltrans in pursuit of a Interstate designation for State Route 99. COG staff will also be participating in a California Center for Regional Leadership (CCRL) led effort that will focus on development of a region-based statewide indicators report for California.

In 2001, the Fresno COG completed participation in a valleywide Intelligent Transportation Systems strategic planning effort aimed at identifying a basic ITS framework for the valley's transportation network. COG staff worked with the seven San Joaquin Valley RTPAs in developing a regional ITS architecture maintenance plan.

The 2007-2008 year will see a continuation of the Goods Movement studies with initiation of Phase III of the project. The SJV truck model will test modified scenarios from Phase II and other goods movement scenarios in future years (see WE 117 for details).

In addition, the eight Valley COGs have entered into another MOU, this time to coordinate efforts to complete the San Joaquin Valley Regional Blueprint Plan. This process will produce scenario planning tools and planning processes that will be used at both the local and regional levels.

PREVIOUS WORK COMPLETED

1. Formation of the eight Valley TPA Directors' Group.
2. Coordination of public transit issues among the Valley transit agencies.
3. Executed MOU with the eight Valley TPAs and the District to ensure a comprehensive and cooperative approach to air quality transportation planning.
4. Coordination of Valley TPA sub-committees.
5. Continuity of air quality transportation planning approaches with the District.
6. Adoption of the San Joaquin Valley TCM program.
7. Structuring agreements between Fresno/Madera/Kings to accomplish air quality conformity certifications.
8. Coordinated with the eight Valley RTPAs, the San Joaquin Valley Air Pollution Control District, and Caltrans Districts 6 and 10 to complete a Valleywide Goods Movement Study, Phases I and II, to develop information that allows for a more precise understanding of goods movement within the Valley and assess the efficiency of goods movement to ensure that identified problems can be addressed. Phase II of the study focused on developing a network based, goods movement, Valleywide truck model to use as a tool to address the identified problems and improve the efficiency, environmental, and safety performance of the goods movement system. A separate and distinct focus of the SJV Goods Movement Study, Phase II, was The California Interregional Intermodal Service (CIRIS) and Inland Container Yards Feasibility Assessment. This study assessed the market feasibility of options for moving goods between the Port of Oakland and the San Joaquin Valley.

PRODUCTS

1. Regularly-scheduled meetings of the Valley TPA Directors' Group.
2. Continued coordination among Valley transit agencies.
3. Coordination with the District to develop products identified in the MOU.
4. Continued implementation of valleywide GIS.
5. Valleywide strategy for high speed ground transportation within the Valley.
6. Comments on proposed air quality plans, rules, regulations and new standards.

7. Completion of Valleywide ITS Maintenance Plan
8. Completion of Phase II of the Goods Movement Study.

TASKS

- 810.01 Conduct Valley TPA Directors' Group meetings on a regular basis.
- 810.02 Promote coordination of public transportation issues, transportation systems management approaches and control strategies among the Valley transit agencies.
- 810.03 Coordinate and assist the District to develop products identified in the MOU.
- 810.04 Conduct Valley TPA sub-committee meetings on a regular basis for purposes of identifying consistent approaches to development of the: Regional Transportation Plan; the Regional Transportation Improvement Program; transportation and emissions modeling; transportation control measures; and conformity.
- 810.05 Attend regularly scheduled District Board meetings as necessary.
- 810.06 Participate in the Valleywide Geographic Information system.
- 810.07 Monitor progress of the High Speed Rail Strategy.
- 810.08 Contract oversight on jointly funded Air Quality coordinator.
- 810.09 Provide coordinated, valleywide comments on draft air quality plans and proposed rules, regulations and new standards.
- 810.10 Participate in Valleywide ITS Planning.
- 810.11 COG staff participation in efforts to obtain a Interstate designation for State Route 99.
- 810.12 COG staff participation in California Center for Regional Leadership region-based Statewide Indicators Report for California
- 810.13 Participate in Goods Movement Study, Phase III.
- 810.14 Participate in San Joaquin Valley Regional Blueprint planning process.

810 Valley RTPA Coordination																	810			
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
810.01 Conduct COG Directors mtng	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
810.02 Coord regional trans issues	■						10	■	■	■	■	■	■	■	■	■	■	■	■	
810.03 Coord w/ SJVUAPCD	■						10	■	■	■	■	■	■	■	■	■	■	■	■	
810.04 Cond. valley sub-comm mtng	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
810.05 Attend SJVUAPCD mtng	■						10	■	■	■	■	■	■	■	■	■	■	■	■	
810.06 Valleywide GIS	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
810.07 High Speed Grnd. Transp.	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
810.08 Air Quality Liaison	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
810.09 Coord air quality response	■						10	■	■	■	■	■	■	■	■	■	■	■	■	
810.10 Valleywide ITS Planning	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
810.11 SR 99 as an Interstate	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
810.12 Participation in CCRL	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
810.13 Goods Mvmt. Phase III	■	■	■	■	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■	
810.14 SJV Regional Blueprint Plan							15													

810 VALLEY RTPA COORDINATION

Revenues	\$\$\$\$
FTA MPO 5303	23,059
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	26,882
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	6,471
OTHER	129,588
Total	186,000

Expenditures	\$\$\$\$	-py-
Fresno COG	60,000	.73
County		
Fresno		
Clovis		
FCEOC		
Contracts	126,000	
Total	186,000	0.73

OBJECTIVE

The San Joaquin Valley (SJV) Goods Movement Study project is the third phase of goods movement related studies in the valley. The proposed project will provide improvements to the 8-county (Kern, Fresno, Tulare, Kings, Madera, San Joaquin, Stanislaus, and Merced) SJV truck model and integration with local models. The model has been developed to provide an analytical basis for evaluating the benefits of transportation investments that impact the movement of goods in the Valley. The first phase of the study described the goods movement system and freight flows for the region and generated a list of key goods movement issues and problems. Phase II of the study developed the San Joaquin Valley Truck model tool. In Phase III, the SJV truck model will test modified scenarios from Phase II and other goods movement scenarios in future years, such as: truck bypass in Fresno County, Shafter Intermodal Facility and "all truck" lanes on South and West Beltway facilities around Bakersfield in Kern County, truck movements along the Route 132 Corridor in Stanislaus County, truck diversion potential (in several communities) in Merced County, CIRIS truck related studies in San Joaquin County, and studies in other SJV counties. The completed model product will be used by each of the county Metropolitan Planning Organizations (MPOs) and HQ Modeling and Travel Analysis Branch. The San Joaquin Valley region is one of the four major international trade regions in California, designated in the 2002 Global Gateways Development Program.

Fresno COG staff acts as project manager for this valleywide project.

WORK TO BE COMPLETED

Phase III of the San Joaquin Valley Goods Movement Study should be completed in the first quarter of 2008.

PRODUCTS

1. San Joaquin Valley Goods Movement Study Phase III consisting of:

- Re-validate the existing truck model
- Enhance the usability of the GIS Tool
- Develop a future year truck model
- Integrate truck-trip purposes in each Valley MPO Model
- Training and,
- User's guide and documentation

TASKS

811.01 COG staff will evaluate the revalidated base year and future truck models.

811.02 The Phase III Steering Committee will evaluate the revalidated base year and future truck models.

811.03 A Training session will be held with the project consultant and the steering committee.

811 San Joaquin Valley Goods Movement Study																	811		
Task Description	COG	CNTY	FRES	FAX	CLOV	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Phase II	■					■													
811.01 COG Evaluate Truck Model	■					■	34	■	■	■	■	■	■	■	■	■	■	■	■
811.02 Committee Evaluate Truck Model	■					■	33	■	■	■	■	■	■	■	■	■	■	■	■
811.03 Hold Training Session	■					■	33	■	■	■	■	■	■	■	■	■	■	■	■

811 SAN JOAQUIN VALLEY GOODS MOVEMENT STUDY

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG		
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	360,000	
STATE SPR	288,000			
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	17,052			
OTHER	54,948			
Total	360,000	Total	360,000	0

OBJECTIVE

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

DISCUSSION

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

PREVIOUS WORK COMPLETED

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

PRODUCTS

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

TASKS

910.01 Program Management:

- 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. Insure 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.

- Maintain Unified Accounting System.
- Prepare monthly progress reports and quarterly fiscal reports to be submitted to the COG Board for review and approval, and reimbursement claims.
- Prepare bi-weekly payroll and monthly warrants.

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

910 FRESNO COG ADMINISTRATION

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	181,532	2.20
FTA 5316/5317		County	3,500	0.05
FTA Section 5307		Fresno	5,000	.10
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	39,900	
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	198,932			
OTHER	31,000			
Total	229,932	Total	229,932	2.35

911 Overall Work Program & Budget Development

911

OBJECTIVE

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

DISCUSSION

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

PREVIOUS WORK COMPLETED

1. Adopted 2006/07 Fresno COG Overall Work Program and Budget

PRODUCTS

1. Adopted 2006/07 Fresno COG Overall Work Program and Budget
2. Draft 2007-2008 Fresno COG Overall Work Program and Budget

TASKS

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

911 Overall Work Program & Budget Development																	911		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
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 AND BUDGET

Revenues	\$\$\$\$
FTA MPO 5303	14,059
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	3,647
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	2,294
OTHER	
Total	20,000

Expenditures	\$\$\$\$	-py-
Fresno COG	18,500	.22
County	1,500	.02
Fresno		
Clovis		
FCEOC		
Contracts		
Total	20,000	0.24

912 Local Transportation Funds Administration

912

OBJECTIVE

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

DISCUSSION

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

PRODUCTS

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

TASKS

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

912 Local Transportation Funds Administration																		912	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
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	■						10	■	■	■	■	■	■	■	■	■	■	■	■
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 LOCAL TRANSPORTATION FUNDS ADMINISTRATION

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	82,000	.99
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	45,000	
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	127,000			
OTHER				
Total	127,000	Total	127,000	0.99

Work Element 912

**Supplemental Schedule
Transportation Development Act Funds
FY 2007/08**

COG Administration	81,000
County Counsel	18,000
Auditor/Controller	3,000
Financial Audit	24,000
Office Expense	1,000
	127,000

**Supplemental Schedule
Transportation Development Act Funds
FY 2006/07**

COG Administration	82,000
County Counsel	16,000
Auditor/Controller	2,000
Financial Audit	24,000
Performance Audit	40,000
Office Expense	3,000
	167,000

OBJECTIVE

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

DISCUSSION

The FCRTA was formed in 1979 as a Joint Powers Agency, responsible for rural transit operations. Its membership is composed of Fresno County and thirteen rural incorporated cities. By the mutual agreement of its members, the FCRTA is administered by its designated General Manager. An annual fiscal year contract providing for such administrative, fiscal and support services has been, and may continue to be, executed between FCRTA and Fresno COG.

PRODUCTS

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

TASKS

- 920.01 Participate with Fresno COG in the rural public transportation planning process.
- 920.02 Participate with Fresno COG in monitoring and evaluating rural transit systems.
- 920.03 Participate with Fresno COG in the Social Service Transportation Planning process, as the co-designated (with Fresno County Economic Opportunities Commission) Consolidated Transportation Service Agency for Rural Fresno County.
- 920.04 Coordinate with: Caltrans; Fresno County and each rural incorporated city; further the implementation of the updated Regional Transportation Plan and Rural Short-Range Transit Plan; Measure C Expenditure Plan; and oversee the MOU with the Kings County Association of Governments regarding their continued implementation of the Agricultural Industries Transportation Services Program.
- 920.05 Prepare and administer grants in conjunction with transit service implementation.
- 920.06 Prepare and Adopt Annual Budget.
- 920.07 Negotiate and execute service agreements with rural cities, non-profit corporations, and private transportation providers.
- 920.08 Act as broker for the fleet of public transportation vehicles.
- 920.09 Maintain DBE/MBE/WBE/DVBE files.
- 920.10 Acquire fiscal assets.
- 920.11 Purchase replacement fleet vehicles.
- 920.12 Coordinate with Regional Rideshare Program.
- 920.13 Respond to state/federal air quality requirements.
- 920.14 Respond to Americans with Disabilities Act and Substance Abuse reporting requirements
- 920.15 Maintain records of financial transactions.
- 920.16 Issue warrants for payment of service.
- 920.17 Comply with audit requirements pursuant to the Transportation Development Act.
- 920.18 Attend meetings as required.

930 Fresno County Transportation Authority Administration

930

OBJECTIVE

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

DISCUSSION

In November, 1986 the voters of Fresno County approved Measure "C", a 1/2% sales tax increase for transportation purposes. This tax was scheduled to expire on July 1, 2007, however, by virtue of a regional consensus oriented process, the voters of Fresno County chose to reauthorize or extend the ½ cent sales tax in November 2006. The reauthorized sales tax is anticipated to raise approximately \$1.7 billion in revenue for transportation purposes. The Fresno County Transportation Authority is responsible for administration and implementation of the sales tax revenue. The Authority and Fresno COG have executed a contract to have Fresno COG provide salary and personnel administration.

TASKS

1. Provide personnel services to the Authority.

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	2,500	.03
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF				
OTHER	2,500			
Total	2,500	Total	2,500	0.03

OBJECTIVE

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

DISCUSSION

The Fresno County Freeway Service Patrol (FSP) provides free assistance, including changing flat tires, refilling radiators, taping leaking hoses, providing one gallon of fuel, and removing stalled vehicles from the freeway, to morning and evening peak-hour commuters. The program currently operates along approximately 21.4 miles of SR 41, SR-99, SR-168 and SR-180 in the City of Fresno. Program operation began on September 1, 1993 with the fourteenth year of operation ending on June 30, 2007. The fifteenth year of program operation is from July 1, 2007 to June 30, 2008.

Beginning with the sixth year of the FSP program, the Fresno COG has been responsible for administering the tow contract for the Fresno area FSP. Fresno COG awarded a new three-year contract beginning in Fiscal Year 2005-06 in order to provide for uninterrupted towing service through Fiscal Year 2007-08.

Beginning with the seventh year, the FSP Program was expanded to include additional segments of the metropolitan freeway system, including SR-99 between Ashlan and Jensen Avenues and SR 180 between SR-99 and SR-41. The FSP Program was further expanded during Fiscal Year 2002-2003 to include SR-180 between SR-41 and SR-168 and SR-168 between SR-180 and Ashlan Avenue. However, in order to improve its benefit/cost ratio, the geographic extent of Fresno's FSP Program has been reduced and the hours of operation have been adjusted slightly beginning in Fiscal Year 2005-06

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

PREVIOUS WORK COMPLETED

1. Joint development of the Fresno County Freeway Service Patrol Memorandum of Understanding among Caltrans, Fresno COG and the California Highway Patrol, and subsequent amendment to the MOU shifting responsibility for tow contract development and administration from Caltrans to the Fresno COG.
2. Joint development of the Fresno County Freeway Service Patrol Cooperative Agreement between Caltrans and the Fresno COG and subsequent annual amendments to the Agreement through Fiscal Year 1997-98.
3. Joint development of the Fresno County Fund Transfer Agreement between Caltrans and the Fresno COG for the Fiscal Year 1998-99 Freeway Service Patrol.
4. Joint development of the Fresno County Program Supplement Agreement between Caltrans and the Fresno COG for the Fiscal Years 1999-00 through 2006-07 Freeway Service Patrol.
5. An application to the SJVUAPCD, through its REMOVE program, for a \$12,900 grant to fund 50 percent of the required local match for fiscal year 1995-96 FSP program operation.
6. Continuous operation of the Freeway Service Patrol since September 1, 1993.

7. Comprehensive evaluations and subsequent Policy Board approvals of FSP Program expansion and contraction beginning in Fiscal Year 1999-00 for the first expansion, in Fiscal Year 2002-03 for the second expansion, and in Fiscal Year 2005-06 for the contraction.
8. Preparation, submittal and approval of applications for federal transportation funds for the additional local match required for the earlier expanded FSP Program.
9. Development and advertisement of a Request for Proposals for towing services for the FSP Program and subsequent award of an FSP contract for the fiscal year periods 1999-00 through 2001-02, 2002-03 through 2004-05, and 2005-06 through 2007-08.

PRODUCTS

1. Administration of the FSP tow contract and operation of the Program during Fiscal Year 2007-08.
2. Report, prepared with Caltrans and the CHP, evaluating the performance, effectiveness and potential expansion or contraction of the FSP.

TASKS

- 940.01 Coordinate with Caltrans the preparation and execution of a Program Supplement Agreement for the Freeway Service Patrol for Fiscal Year 2007-08.
- 940.02 Participate with Caltrans and the CHP in monitoring, evaluating, and promoting the FSP.
- 940.03 Administer the FSP tow contract for Fiscal Year 2007-08.
- 940.04 Monitor and participate as a member of the Statewide Motorist Aid Committee (formerly the FSP Statewide Oversight Committee) and appropriate subcommittees.
- 940.05 Develop and approve a contract(s) between Fresno COG and a towing provider(s) for FSP service for Fiscal Years 2008-09 through 2010-11, including preparation and circulation of a Request for Proposals and outreach to towing companies in order to stimulate submittal of Proposals in response to the RFP.
- 940.06

940 Freeway Service Patrol																		940	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
940.01 Execute PSA	■						05										■	■	■
940.02 Monitor/Eval/Promote FSP	■						25	■	■	■	■	■	■	■	■	■	■	■	■
940.03 Administer FSP Contract	■						25	■	■	■	■	■	■	■	■	■	■	■	■
940.04 Statewide Motorist Aid Com.	■						10			■			■			■			■
940.05-RFP/Outreach/Contract							35			■	■	■	■	■	■	■	■	■	■

940 FREEWAY SERVICE PATROL

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
EPA	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	237,600
SPR	
LTF	59,400
OTHER	
Total	297,000

Expenditures	\$\$\$\$	-py-
Fresno COG	9,000	.11
County		
Fresno		
Clovis		
FCEOC		
Contracts	288,000	
Total	297,000	0.11

OBJECTIVE

To administer the activities and duties of the Fresno County Abandoned Vehicle Abatement (AVA) Service Authority.

DISCUSSION

Fiscal Year 2007-08 marks the fourth year operation of the Abandoned Vehicle Abatement Program in Fresno County. The Council of Fresno County Governments has been designated the local Abandoned Vehicle Abatement Service Authority to administer the AVA Program and Plan. The program is funded by an assessment of a \$1 additional registration fee to be used exclusively for the purpose of abandoned vehicle abatement within Fresno County.

PREVIOUS WORK COMPLETED

1. Development of a Resolution to establish a Service Authority for Abandoned Vehicle Abatement pursuant to Section 22710 of the California Vehicle Code, and the subsequent adoption of the Resolution by each of the Council of Fresno County Governments' 16 member agencies.
2. Development of a Fresno County Abandoned Vehicle Service Authority Plan, and the subsequent adoption of the Plan by each of the Council of Fresno County Governments' 16 member agencies.
3. Development of a Joint Powers Agreement to establish membership, voting rights, powers and duties, meetings, staff and other responsibilities, functions and duties of the Service Authority and its Board of Directors, and the subsequent adoption of the Agreement by each of the Council of Fresno County Governments' 16 member agencies.
4. Preparation and compilation of the material noted in items 1 through 3 above along with the abandoned vehicle abatement ordinances of each of the Council of Fresno County Governments' 16 member agencies for submittal to the California Highway Patrol. CHP advised the Office of the State Controller by letter dated October 15, 2003, that they had reviewed the plan and, in accordance with California Vehicle Code Section 22710, determined that the plan complied with established CHP guidelines.
5. Preparation and adoption by the Council of Fresno County Governments on January 29, 2004, of a resolution establishing the Council of Fresno County Governments' Policy Board as the AVA Service Authority Board of Directors.
6. Establishment of reporting forms and procedures for AVA cost accounting and recovery.
7. Conducted quarterly workshops with representatives of AVA Service Authority member agencies (AVA Working Group) concerning quarterly reporting requirements, recordkeeping, eligible expenses for reimbursement and other items related to the Fresno County Abandoned Vehicle Abatement Program.

PRODUCTS

1. AVA staff reports, memoranda, letters, notes, and other products.
2. Meetings, at least quarterly, of the AVA Service Authority.

3. Review AVA Quarterly Reports and disperse payments to jurisdictions.
4. Prepare and submit annual report to Office of State Controller.
5. Update AVA Plan as necessary.

TASKS

- 950.01 Administer AVA Program.
- 950.02 Prepare agenda materials and conduct meetings of the AVA Working Group and the Fresno County AVA Service Authority.
- 950.03 Review AVA quarterly reports and claims and disburse funds to claimants.

950 Abandoned Vehicle Abatement Program																		950	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
950.01 Administer Program	■						60	■	■	■	■	■	■	■	■	■	■	■	■
950.02 Agendas and Meetings	■						20					■			■				■
950.03 Disburse Funds	■						20	■			■			■			■		

950 ABANDONED VEHICLE ABATEMENT PROGRAM

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	9,500	.12
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF				
OTHER	9,500			
Total	9,500	Total	9,500	0.12

OBJECTIVE

Through a Caltrans Environmental Justice: Context Sensitive Planning for Communities Grant, the Council of Fresno County Governments and the Housing Authority of the City of Fresno will undertake the following activities. This project will establish and promote guidelines that will make the Fresno Yosemite Village Revitalization Implementation Plan (California Improvement Plan) an area that is inviting to people who are walking or taking transit; fostering connectivity between a compatible mix of land uses and the creation of a traditional neighborhood community. The street types and intersection designs envisioned by the West Fresno Community Vision Plan are the basis of the traditional neighborhood design for this area. Pedestrian-friendly street designs can provide equity between pedestrian comfort and automobile traffic. This project seeks to accomplish the following:

1. Develop a scope of work and competitively bid to obtain an architectural and/or master planning firm to provide consulting services for Data Collection, Design Concept Development, and Presentation of Guidelines to Community and Agencies. This consultant will also work closely with SEI and FWCED on Energy Efficient Strategy Development and community activities.
2. Collect existing data on street and intersection design based on the West Fresno Community Vision Plan (around the "Edison Village Center" and other community and targeted areas) such as level of service, capacity, delays and queuing, number of crossings, signalization, etc. Collect additional traffic data required to develop street design concepts, and parcel data for adjacent community design. Includes base mapping.
3. Develop conceptual pedestrian-oriented communities and street design guidelines for the project area. Identify pedestrian circulation paths, street trees, bike ways, and linkages to community services (e.g. transit, one-stop job centers, and libraries).
4. Develop energy efficiency strategies for the community's development and transportation infrastructure and quantify the resulting energy savings and air quality benefits. Identify strategies for increasing the energy efficiency of the housing in the project area. The consultant would also quantify the economic benefits of livable community development of the target area, which would include the financial benefits that community members would stand to gain if they could use transit, bike or walk to work compared to the costs of car ownership. The consultant will provide recommendations on how to make neighborhood as energy efficient as possible. Urban heat island mitigation strategies will be proposed, such as planting trees to shade not only pedestrians and bikers, but also homeowners and businesses, to help reduce their energy consumption.
5. Consultant team will compile local government policies specific to the proposed pedestrian and transit-oriented development and would work to encourage involvement in their implementation by community members. Meetings with the public will be held to determine design concepts/guidelines.
6. Consultant will promote adoption of the guidelines within the community and among Fresno regulatory agencies (City of Fresno and Fresno Redevelopment Agency). They will also promote the guidelines' adoption in the latest update to the area's Comprehensive Plan. In addition, the consultant will hold a workshop for local government officials and staff, on the benefits of livable community guidelines for the target area, in consultation with the Interagency Task Force for the Economic Development of the San Joaquin Valley's Clean Air/Clean Energy Working Group, which is comprised of federal agencies, research institutions and non-profit organizations operating in the area.

DISCUSSION

The Council of Fresno County Governments (COG) as Applicant, and the Housing Authority of the City of Fresno (HACF) as sub-recipient, will receive a \$225,000 Caltrans Environmental Justice Planning Grant for FY 2006/2007-2007/2008. These funds are designated for further planning activities related to the Edison Village Center area (near Walnut & California Avenues) of The Fresno Yosemite Village Revitalization Implementation Plan (California Improvement Plan), and to further planning that was initiated by the West Fresno Community Vision Plan in October 2003. (Note: Part of the larger study/master plan area for the project, Yosemite Village/HOPE VI, is now renamed Villages at California.) Matching funds are available from a FY 2003 HOPE VI Revitalization Grant of \$20 million from the US Dept. of HUD, associated with this project area.

WORK TO BE COMPLETED

The Fresno Yosemite Village Revitalization Implementation Plan guidelines will be completed by June 2008.

PRODUCTS

1. Selection of consultant
2. Traffic analysis data report and findings
3. Pedestrian oriented street design guidelines
4. Energy efficient strategy plan
5. Presentation of guidelines to local agencies
6. Conduct workshops and community meetings
7. Final grant documents

TASKS

- 960.01 Bidding - consulting services
 960.02 Data collection.
 960.03 Develop design concepts.
 960.04 Energy efficient strategy development.
 960.05 Present Guidelines to community.
 960.06 Promote adoption of the Guidelines.
 960.07 Grant Administration

960 Fresno Yosemite Village Revitalization Implementation Plan																		960
Task Description	C O G	H A C F	S E I	W F C E D	O T H E R	% of work	J U L	A U G	S E P T	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
960.01 Bidding – consulting services		■					■											
960.02 Data Collection		■		■	■	16.4	■											
960.03 Develop design concepts.		■	■	■	■	39.6		■	■									
960.04 Energy efficient strategy development		■	■		■	8.8	■	■										
960.05 Present Guidelines to community		■			■	25.6	■	■	■	■								
960.06 Promote adoption of the Guidelines		■			■	7.6					■	■	■					
960.07 Grant administration	■					2	■	■	■	■	■	■	■	■	■	■	■	■

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG		
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	250,000	
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR	225,000			
LTF				
OTHER	25,000			
Total	250,000	Total	250,000	0

Appendices

Appendix A - FHWA Metropolitan Planning Process Certification

A

APPENDIX A
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Council of Fresno County Governments, Metropolitan Planning Organization for the Fresno/Clovis urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. 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;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. 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).

Barbara Goodwin
Barbara Goodwin

Executive Director, Fresno COG
Title

May 8, 2007
Date

Sharri Bender Ehler
Caltrans District Approval Signature

Deputy District Director, Planning
Title

May 10, 2007
Date

Appendix B - FTA Certifications and Assurances

B

APPENDIX B
FTA Certifications and Assurances

**FEDERAL FISCAL YEAR 2007 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

Name of Applicant: Council of Fresno County Governments

The Applicant agrees to comply with applicable requirements of Categories 01 - 23. _____

OR

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

<u>Category</u>	<u>Description</u>	
01.	For Each Applicant.	<u> X </u>
02.	Lobbying.	<u> X </u>
03.	Procurement Compliance.	<u> X </u>
04.	Private Providers of Public Transportation.	<u> </u>
05.	Public Hearing.	<u> X </u>
06.	Acquisition of Rolling Stock.	<u> </u>
07.	Acquisition of Capital Assets by Lease.	<u> </u>
08.	Bus Testing.	<u> </u>
09.	Charter Service Agreement.	<u> </u>
10.	School Transportation Agreement.	<u> </u>
11.	Demand Responsive Service.	<u> </u>
12.	Alcohol Misuse and Prohibited Drug Use.	<u> </u>
13.	Interest and Other Financing Costs.	<u> </u>
14.	Intelligent Transportation Systems.	<u> X </u>
15.	Urbanized Area Formula Program.	<u> </u>
16.	Clean Fuels Grant Program.	<u> </u>
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	<u> </u>
18.	Nonurbanized Area Formula Program.	<u> </u>

- | | | |
|-----|---|-------------------|
| 19. | Job Access and Reverse Commute Program. | <u> X </u> |
| 20. | New Freedom Program. | <u> X </u> |
| 21. | Alternative Transportation in Parks and Public Lands Program. | <u> </u> |
| 22. | Infrastructure Finance Projects. | <u> </u> |
| 23. | Deposits of Federal Financial Assistance to State Infrastructure Banks. | <u> </u> |

FEDERAL FISCAL YEAR 2007 FTA CERTIFICATIONS AND ASSURANCES
SIGNATURE PAGE

(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Council of Fresno County Governments

Name and Relationship of Authorized Representative: Barbara Goodwin, Executive Director

BY SIGNING BELOW I, Barbara Goodwin, Executive Director, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and directives applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2007.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2007.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, as 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 fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 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 correct.

Signature Barbara Goodwin

Date: May 8, 2007

Name: Barbara Goodwin, Executive Director
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For The Council of Fresno County Governments

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has 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, the certifications and assurances have been legally made and constitute legal and binding obligations on 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 project.

Signature Kevin B. Briggs

Date: May 8, 2007

Name: Kevin B. Briggs,
Attorney for Applicant

Each Applicant for FTA financial assistance (except 49 U.S.C. 5312(b) assistance) and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

**Appendix C - Caltrans Debarment and Suspension
Certification**

C

APPENDIX C
California Department of Transportation
Debarment and Suspension Certification for Fiscal Year 2007/2008

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

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2007/2008
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 Barbara Goodwin Date May 8, 2007

Printed Name Barbara Goodwin, Executive Director

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

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

AFFIRMATION OF APPLICANT'S ATTORNEY

For The Council of Fresno County Governments (Name of Applicant)

Signature Kevin B. Briggs Date 5/8/07

Printed Name Kevin B. Briggs

Applicant's Attorney

Appendix D - Planning Funds - Eligible Uses

D

APPENDIX D

Planning Funds – Eligible Uses

A wide variety of regional transportation planning activities are eligible for transportation planning funds. For example:

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 2005/2006 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:

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

Appendix E – Tribal Government’s Requirement for Transportation Planning and Programming

E

APPENDIX E
State of California
Transportation Planning and Programming
Requirements Regarding Tribal governments

Federal statute and regulations require that Tribal Governments be involved in transportation planning and programming processes. The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) reiterates and expands compliance with existing requirements and re-emphasizes the Tribal Government participation in transportation planning and programming processes that was initiated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for 21st Century (TEA 21).

Regional transportation agencies are sometimes uncertain of the governance underlying the need to involve Tribal Governments and/or the appropriate methods of involvement required. The following attempts to clarify, without going into contemporary Indian law, the "why" and "how" of Tribal Governmental participation in transportation planning and programming.

GOVERNANCE

Statute

Title 23, U.S.C., Chapter 1, Sections 134 and 135, as amended by SAFETEA-LU, provides statutory guidance relative to the planning requirements. SAFETEA-LU requires that State and metropolitan agencies must consult, coordinate and consider the concerns of Tribal Governments when developing transportation plans, and the State Transportation Improvement Program (STIP).

Statewide Transportation Plan: "Each State shall develop a statewide transportation plan, with a minimum 20-year forecast period, updated at least every five years, for areas of the State, that provides for the development and implementation of the intermodal transportation system of the State."

Indian Tribal Areas- "With respect to each areas of the State under the jurisdiction of an Indian tribal government, the statewide transportation plan shall be developed in consultation with the tribal government and Secretary of the Interior."

Statewide Transportation Improvement Program (STIP) —"Each State shall develop a statewide transportation improvement program for all areas of the State."

Subpart C, Metropolitan Transportation Planning and Programming, § 450.312 Metropolitan transportation planning: Responsibilities, cooperation, and coordination,

"Where a metropolitan planning area includes Federal public lands and/or Indian tribal lands, the affected Federal agencies and Indian tribal governments shall be involved appropriately in the development of transportation plans and programs."

SAFETEA LU adds new requirements as summarize below, that expands the scope in the regulations for consultation, mitigation and participation of tribes under Sections 3005, 3006 and 6001.

Transportation Planning and Programming:

- Consultation with Tribal Governments is required for the coordination of environmental planning and transportation planning requirements when working with Tribal Governments. Environmental planning includes all environmental concerns a tribe may have – not only the cultural resources. Transportation planning includes all modes of transportation i.e., transit pedestrian, etc. The Department and regional transportation planning agencies may consider including tribal representatives on the project management team when the project will clearly impact a tribal community and/or environmental resource.
- Consultation with the Federally-recognized Tribal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation is required during the planning and programming processes.
- There must be a discussion of types of potential environmental mitigation activities to be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies in the transportation planning and programming documents.
- A "participation plan" must be developed in consultation with all interested parties, which includes tribal governments and their communities.

SAFETEA-LU has also provided new revisions to the Federal Transit Administration (FTA)—Title 49, U.S.C.:

- When developing the annual listing of obligated projects, there shall be a cooperative effort of "transit operators" that shall include "investments in pedestrian walkways and bicycle transportation facilities." "Transit operators" include Tribal transit operators.
- A coordinated Public Transit-Human Services Transportation Plan must be developed through a process that include representatives of public, private, and non profit transportation and human services providers, as well as the public, Tribal nonprofit organizations, e.g., Indian health clinics in California are primarily incorporated as non-profit organizations.

Regulations

Code of Federal Regulations (CFR) 23, pursuant to Title 23, U.S.C., provides regulatory guidance relative to the planning requirements.

Part 450, Planning Assistance and Standards:

Subpart B, Statewide Transportation Planning, § 450.202 Applicability: "The requirements of this subpart are applicable to States and any other agencies/organizations which are responsible for satisfying these requirements."

Subpart B, § 450.208, Statewide transportation planning process: Factors, (a)(23): "The concerns of Indian tribal governments having jurisdiction over lands within the boundaries of the State."

Subpart B, § 450.210, Coordination,

(a): "In addition to the coordination required under § 450.208(a)(21) in carrying out the requirements of this subpart, each State, in cooperation with participating organizations (such as MPOs, Indian tribal governments, environmental, resource and permit agencies, public transit operators) shall, to the extent appropriate, provide for a fully coordinated process including coordination of the following:

(2): "Plans, such as the statewide transportation plan required under §450.214, with programs and priorities for transportation projects, such as the STIP;"

Subpart B, § 450.214, Statewide transportation plan,

(a): "The State shall develop a statewide transportation plan for all areas of the State."

(c): "In developing the plan, the State shall:

(2) "Cooperate with the Indian tribal government and the Secretary of the Interior on the portions of the plan affecting areas of the State under the jurisdiction of an Indian tribal government:"

Subpart C, Metropolitan Transportation Planning and Programming, § 450.312 Metropolitan transportation planning: Responsibilities, cooperation, and coordination,

(i): "Where a metropolitan planning area includes Federal public lands and/or Indian tribal lands, the affected Federal agencies and Indian tribal governments shall be involved appropriately in the development of transportation plans and programs."

Subpart C, § 450.324, Transportation improvement program: General,

(f): The TIP shall include:

(1): "All transportation projects, or identified phases of a project, (including pedestrian walkways, bicycle transportation facilities and transportation enhancement projects) within the metropolitan planning area proposed for funding under title 23, U.S.C., (including Federal Lands Highway projects). "

Guidelines

California Transportation Commission (CTC), Regional Transportation Plan Guidelines, approved in December 1999, and amended in December 2003.

The California Transportation Commission approved the following requirement in the Regional Transportation Guidelines: "the MPOs and RTPA should include a discussion of consultation, coordination and communication with federally recognized Tribal Governments when the community is located within the boundary of an MPO/RTPA".

The MPO/RTPAs should develop a government-to-government relationship with each of these tribes. This refers to the protocol for communicating between the MPOs/RTPAs and the Tribal Governments as sovereign nations. This consultation process should be documented in the RTP. The initial point of contact for Tribal Governments should be the Chairperson for the tribe. When unsuccessful in getting a response from the Tribe, the MPO/RTPA should re-evaluate the method used in encouraging participation from the Tribal Government and these efforts should be documented.

TRIBAL GOVERNMENT CONSULTATION vs. NATIVE AMERICAN PUBLIC PARTICIPATION

When involving Tribal Governments in the planning and programming process, transportation agencies need to consult with them---in addition to the need to include Native Americans in public participation. Establishing and maintaining Government-to-Government relations with Federally-recognized Tribal Governments through consultation is separate from, and precedes, the public participation process.

Consultation with Tribal Governments

Federally-recognized Tribes are familiar with the federal "consultation" process that requires agencies to identify when the agency is formally consulting with the Tribe.

CFR 23, Subpart A, § 450.104, Definitions: "Consultation means that one party confers with another identified party and, prior to taking action(s), considers that party's views."

Tribal Government refers to the recognized government, or political unit, of a Tribe.

CFR 23, Subpart B § 450.208(b): "The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation

problems, land use, employment, economic development, environmental and housing and community development objectives . . ."

Issues may also include Tribal Governments' concerns about projects outside their jurisdiction that have the potential to impact their communities or cultural resources.

It is important to know with whom you are consulting and what methods are most effective:

Each federally recognized Tribe is a sovereign government. Each Tribe has its own form of government and protocol for how business is to be conducted. There is no singular approach. Unless directed otherwise by the Tribe, correspondence should be addressed to the Tribal Chairperson.

Tribes differ in their ability to finance leaders, spokespersons or administrative support. Tribal leaders are frequently participating on their own time and money. Agencies need to be cognizant of this and act accordingly, e.g., be flexible when and where meetings are scheduled. A meeting with the Tribal Government (most often referred to as the Tribal Council) is usually the most effective way to communicate.

Providing enough time for the Tribal Government to respond is important. Most Tribal Governments meet once a month, and it may be difficult to put additional items on the agenda if not given enough time.

Public Participation

Public participation provides for public involvement of all citizens (including Native Americans), affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties of the community affected by transportation plans, programs and projects.

All Native Americans as individual citizens---regardless of whether they are members of Federally-recognized Tribes---can contribute to the public participation process. They belong to a minority, they may be low income and they may be associated with a community-based organization or be among the groups shown above. Within public participation forums, as individuals, they are not representing Tribal Governments.

ANNUAL REVENUES

	Annualized Budget 2006/07	Proposed Annualized Budget 2007/08	Total Budget Increase (Decrease)	Percent Change
FEDERAL				
FTA 5303 Apportionment	240,082	237,783	(2,299)	-1%
FTA 5303 Reserve Draw	5,732	68,018	62,286	1087%
FTA JARC 5316	484,614	484,614	0	0%
FTA NF 5317	166,469	166,469	0	0%
FTA 5307	446,066	405,538	(40,528)	-9%
FHWA/PL Apportionment	1,312,097	1,223,058	(89,039)	-7%
FHWA/PL Reserve Draw	96,217	567,258	471,041	490%
PARTNER/PLANNING	240,000	0	(240,000)	-100%
Environmental Justice	275,000	0	(275,000)	-100%
SPR	310,500	0	(310,500)	-100%
EPA	0	0	0	0%
California Blue Print	357,117	250,037	(107,080)	-30%
FEDERAL SUBTOTAL	3,933,894	3,402,775	(531,119)	-14%
STATE				
STATE STIP PLANNING	115,000	115,000	0	0%
STATE FSP	237,600	237,600	0	0%
STATE PARTNERSHIP		200,000	200,000	0%
STATE SUBTOTAL	352,600	552,600	200,000	57%
LOCAL				
LOCAL RESERVE DRAW	0	29,297	29,297	0%
LTF ADMIN.	167,000	127,000	(40,000)	-24%
LTF PLANNING	787,900	949,102	161,202	20%
MEMBER DUES	68,000	75,000	7,000	10%
OUTSIDE SERVICES	55,000	55,000	0	0%
INTREST EARNINGS	20,000	31,000	11,000	55%
TRANS AUTH ADMIN	2,500	2,500	0	0%
TRANS AUTH PLANNING	44,750	295,000	250,250	559%
FCRTA ADMIN.	227,241	245,960	18,719	8%
VALLEY COFCGS	125,917	129,588	3,671	3%
FAX FTA MATCH	48,494	48,494	0	0%
IN KIND/ CASH MATCH	116,704	166,469	49,765	43%
DEVELOPER FEE	300,000	0	(300,000)	-100%
MISC OTHER	14,500	14,500	0	0%
LOCAL SUBTOTAL	1,978,006	2,168,910	190,904	10%
TOTAL REVENUES	6,264,500	6,124,285	(140,215)	-2%

ANNUAL EXPENSES

	Annualized Budget 2006/07	Proposed Annualized Budget 2007/08	Annualized Budget Increase (Decrease)	Percent Change
<i>SALARIES & BENEFITS</i>				
Salaries - COFCG	1,209,349	1,344,667	135,318	11%
Salaries - FCRTA	152,809	161,600	8,791	6%
Salaries - FAX	234,869	184,346	-50,523	-22%
Benefits	531,280	619,457	88,177	17%
SALARIES & BENEFITS SUBTOTAL	2,128,307	2,310,070	181,763	9%
<i>INDIRECT OVERHEAD</i>				
Telephone	11,000	9,000	-2,000	-18%
Membership/Dues	14,000	5,000	-9,000	-64%
Insurance	20,000	20,000	0	0%
Postage	18,243	19,000	757	4%
Printing Supplies	23,664	23,664	0	0%
Office Supplies	23,500	24,000	500	2%
Publ. & Subscript.	3,500	3,500	0	0%
Advertising & Legal Notice	12,000	12,000	0	0%
Computer Supplies	12,500	12,500	0	0%
Office Lease	193,003	193,003	0	0%
Bldg. Operating Cost	9,000	9,300	300	3%
Copier Lease/Service Contracts	21,620	23,600	1,980	9%
Repair & Maint.	1,500	1,500	0	0%
Travel Expenses	31,000	26,000	-5,000	-16%
Audit	10,500	10,500	0	0%
INDIRECT OVERHEAD SUBTOTAL	405,030	392,567	-12,463	-3%
<i>OTHER DIRECT COSTS</i>				
Consultants	2,603,830	2,123,658	-480,172	-18%
Special Projects	126,318	378,000	251,682	199%
Freeway Patrol	288,000	288,000	0	0%
TDM PROGRAM	13,250	13,250	0	0%
TDA Administration	64,000	24,000	-40,000	-63%
County Counsel/Auditor	21,000	21,000	0	0%
Board Remuneration	9,400	9,400	0	0%
Temporary Services	4,000	4,000	0	0%
CalCOG Dues	8,000	8,000	0	0%
Travel/Milage	5,000	5,000	0	0%
Equipment	75,000	64,140	-10,860	-14%
Other	3,500	3,500	0	0%
OTHER DIRECT SUBTOTAL	3,221,298	2,941,948	-279,350	-9%
<i>AGENCY PASS THROUGH</i>				
City of Fresno	211,700	211,700	0	0%
City of Clovis	19,500	19,500	0	0%
Fresno County	198,500	198,500	0	0%
FCEOC	50,000	50,000	0	0%
PASS THROUGH SUBTOTAL	479,700	479,700	0	0%
TOTAL EXPENSES	6,234,335	6,124,285	-110,050	-2%

TOTAL REVENUES

INCLUDING CARRYOVER

	Encumbrance Carry Forward 2006/07	Annualized Budget 2006/07	Total Adopted Budget 2006/07	Anticipated Encumbrance Carry Forward 2007/08	Proposed Annualized Budget 2007/08	Total Proposed Budget 2007/08	Total Budget Increase (Decrease)	Percent Change
FEDERAL			64%			57%		
FTA 5303 Apportionment	0	240,082	240,082	0	237,783	237,783	(2,299)	-1%
FTA 5303 Reserve Draw		5,732	5,732	0	68,018	68,018	62,286	1087%
FTA JARC 5316	0	484,614	484,614	0	484,614	484,614	0	0%
FTA NF 5317	0	166,469	166,469	0	166,469	166,469	0	0%
FTA 5307	0	446,066	446,066	0	405,538	405,538	(40,528)	-9%
FHWA/PL Apportionment	26,559	1,312,097	1,338,656	13,280	1,223,058	1,236,338	(102,318)	-8%
FHWA/PL Reserve Draw	0	96,217	96,217	0	567,258	567,258	471,041	490%
PARTNER/PLANNING	0	240,000	240,000	240,000	0	240,000	0	N/A
Environmental Justice	0	275,000	275,000	225,000	0	225,000	(50,000)	N/A
SPR	0	310,500	310,500	288,000	0	288,000	(22,500)	-7%
EPA	248,000	0	248,000	0	0	0	(248,000)	-100%
Blue Print	0	357,117	357,117	25,000	250,037	275,037	(82,080)	N/A
FEDERAL SUBTOTAL	274,559	3,933,894	4,208,453	791,280	3,402,775	4,194,055	(14,398)	0%
STATE			5%			7%		
STATE STIP PLANNING	0	115,000	115,000	0	115,000	115,000	0	0%
STATE FSP	0	237,600	237,600	0	237,600	237,600	0	0%
State Partnership Seed Grants	0		0	0	200,000	200,000	200,000	0%
STATE SUBTOTAL	0	352,600	352,600	0	552,600	552,600	0	0%
LOCAL			31%			36%		
LOCAL RESERVE DRAW	32,685	0	32,685	47,572	29,297	76,869	44,184	135%
LTF ADMIN.	0	167,000	167,000	0	127,000	127,000	(40,000)	-24%
LTF PLANNING	3,441	787,900	791,341	0	949,102	949,102	157,761	20%
MEMBER DUES	0	68,000	68,000	0	75,000	75,000	7,000	10%
OUTSIDE SERVICES	0	55,000	55,000	0	55,000	55,000	0	0%
INTEREST EARNINGS	0	20,000	20,000	0	31,000	31,000	11,000	55%
TRANS AUTH ADMIN	0	2,500	2,500	0	2,500	2,500	0	0%
TRANS AUTH PLANNING	0	44,750	44,750	0	295,000	295,000	250,250	559%
FCRTA ADMIN.	0	227,241	227,241	0	245,960	245,960	18,719	8%
VALLEY COGS	0	125,917	125,917	0	129,588	129,588	3,671	3%
FAX FTA MATCH	0	48,494	48,494	0	48,494	48,494	0	0%
In Kind/ Cash Match	0	116,704	116,704	111,148	166,469	277,617	160,913	138%
Developer Fees	0	300,000	300,000	300,000		300,000	0	0%
MISC OTHER	0	14,500	14,500	0	14,500	14,500	0	0%
LOCAL SUBTOTAL	36,126	1,978,006	2,014,132	458,720	2,168,910	2,627,630	613,498	30%
TOTAL REVENUES	310,685	6,264,500	6,575,185	1,250,000	6,124,285	7,374,285	799,100	12%

TOTAL EXPENSES
INCLUDING CARRYOVER

	Encumbrance Carry Forward 2006/07	Annualized Budget 2006/07	Total Adopted Budget 2006/07	Anticipated Encumbrance Carry Forward 2007/08	Proposed Annualized Budget 2007/08	Total Proposed Budget 2007/08	Total Budget Increase (Decrease)	Percent Change
SALARIES & BENEFITS			33%			31%		
Salaries - COFCG	0	1,209,349	1,209,349	0	1,344,667	1,344,667	135,318	11%
Salaries - FORTA	0	152,809	152,809	0	161,600	161,600	8,791	6%
Salaries - FAX	0	234,869	234,869	0	184,346	184,346	(50,523)	-22%
Benefits	0	531,280	531,280	0	619,457	619,457	88,177	17%
	0			0				
SALARIES & BENEFITS SUBTOTAL	0	2,128,307	2,128,307	0	2,310,070	2,310,070	181,763	9%
INDIRECT OVERHEAD			6%			5%		
Telephone	0	11,000	11,000	0	9,000	9,000	(2,000)	-18%
Membership/Dues	0	14,000	14,000	0	5,000	5,000	(9,000)	-64%
Insurance	0	20,000	20,000	0	20,000	20,000	0	0%
Postage	0	18,243	18,243	0	19,000	19,000	757	4%
Printing Supplies	0	23,664	23,664	0	23,664	23,664	0	0%
Office Supplies	0	23,500	23,500	0	24,000	24,000	500	2%
Publ. & Subscript.	0	3,500	3,500	0	3,500	3,500	0	0%
Advertising & Legal Notice	0	12,000	12,000	0	12,000	12,000	0	0%
Computer Supplies	0	12,500	12,500	0	12,500	12,500	0	0%
Office Lease	0	193,003	193,003	0	193,003	193,003	0	0%
Bldg. Operating Expense	0	9,000	9,000	0	9,300	9,300	300	3%
Copier Lease/Service Contracts	0	21,620	21,620	0	23,600	23,600	1,980	9%
Repair & Maint.	0	1,500	1,500	0	1,500	1,500	0	0%
Travel Expenses	0	31,000	31,000	0	26,000	26,000	(5,000)	-16%
Audit	0	10,500	10,500	0	10,500	10,500	0	0%
INDIRECT OVERHEAD SUBTOTAL	0	405,030	405,030	0	392,567	392,567	(12,463)	-3%
OTHER DIRECT COSTS			54%			57%		
Consultants	275,750	2,603,830	2,879,580	1,250,000	2,123,658	3,373,658	494,078	17%
Special Projects	0	126,318	126,318	0	378,000	378,000	251,682	199%
Freeway Patrol	0	288,000	288,000	0	288,000	288,000	0	0%
TDM Program	0	13,250	13,250	0	13,250	13,250	0	0%
TDA Administration	0	64,000	64,000	0	24,000	24,000	(40,000)	-63%
County Counsel/Auditor	0	21,000	21,000	0	21,000	21,000	0	0%
Board Remuneration	0	9,400	9,400	0	9,400	9,400	0	0%
Contract Help	0	4,000	4,000	0	4,000	4,000	0	0%
CalCOG Dues	0	8,000	8,000	0	8,000	8,000	0	0%
Travel/Milage	0	5,000	5,000	0	5,000	5,000	0	0%
Equipment	0	75,000	75,000	0	64,140	64,140	(10,860)	-14%
Other	0	3,500	3,500	0	3,500	3,500	0	0%
OTHER DIRECT SUBTOTAL	275,750	3,221,298	3,497,048	1,250,000	2,941,948	4,191,948	694,900	20%
AGENCY PASS THROUGH			7%			7%		
City of Fresno	0	211,700	211,700	0	211,700	211,700	0	0%
City of Clovis	0	19,500	19,500	0	19,500	19,500	0	0%
Fresno County	0	198,500	198,500	0	198,500	198,500	0	0%
FCEOC	0	50,000	50,000	0	50,000	50,000	0	0%
PASS THROUGH SUBTOTAL	0	479,700	479,700	0	479,700	479,700	0	0%
TOTAL EXPENSES	275,750	6,234,335	6,510,085	1,250,000	6,124,285	7,374,285	864,200	13%

EQUIPMENT DETAIL

WORK ELEMENT	EQUIPMENT DESCRIPTION	PROJECT COST	FHWA	LOCAL
111	Fiber Optic Network	34,140	30,224	3,916
112	Traffic Counters	20,000	17,706	2,294
910	Office Fixtures	10,000		10,000
TOTAL EQUIPMENT		64,140	47,930	16,210

OTHER PROJECT DETAIL

WORK ELEMENT	PROJECT DESCRIPTION	PROJECT COST	FTA 5303	FTA 5316/5317	FTA 9	FHWA PL	Partnership Planning	Environment Justice	SPR	State Partnership	Cal Blue Print	State FSP	LOCAL FUNDS
110	ASSTO C/TPP	11,220				9,933							1,287
111	Program Customization	10,000				8,853							1,147
	On Call Programming	10,000				8,853							1,147
	TP Viper Maintenance	4,250				3,763							487
	Land Use Model	15,000				13,280							1,720
	Fiber Optic Network	34,140				30,224							3,916
	County GIS Subscription	1,700				1,505							195
	Anti-Virus Maintenance Fee	1,250				1,106							144
	Arview GIS Maint.	1,900				1,682							218
112	Traffic Counters/Computer Equip.	20,000				17,706							2,294
	Traffic Count Update	75,000				66,398							8,602
	Reg. Transp. Planning Studies	500,000				392,469							57,351
113	Traffic Deficiencies Analysis	300,000	50,180										60,000
114	FAX Downtown Corridor Studies	100,000			80,000								20,000
120	FAX Training & Travel	7,500			6,000								1,500
	FAX Transit Master Plan	300,000											300,000
121	JARC Program	484,614		484,614									166,469
122	New Freedom Program	332,938		166,469									295,000
210	Measure "C"	295,000											26,000
310	"One Voice" Federal	26,000											35,000
	"One Voice" State	35,000											66,000
	Professional Services	66,000											3,442
311	Transit Guide	30,000	26,558										573
	COFCG Outlook	5,000	4,427										229
	Annual Report	2,000	1,771										229
	Citizens Guide	2,000	1,771										5,000
	Transportation Forum	5,000											287
312	COG View Internet Homepage	2,500	2,213										2,500
340	Office Expenses	2,500											10,000
	Printing	10,000											750
	Mileage/Travel	750											229
350	Data Book	2,000				1,771					75,037		114,749
410	Cal BluePrint	189,786								200,000			98,999
411	Fairland Conservation	200,000											119
810	Valley Wide Coordination	125,000				26,001							72,000
	Valley Wide Conference Calls	1,000				881							9,400
811	Valley Goods Movement	360,000							288,000				4,000
910	Board Remuneration	9,400											8,000
	Contract Help	4,000											5,000
	CALCOG Dues	8,000											10,000
	Travel & Mileage	5,000											3,500
	Equipment	10,000											24,000
	Misc. Other	3,500											2,000
912	Audit	24,000											19,000
	County Auditor Controller	2,000											57,600
940	County Counsel	19,000											25,000
960	Freeway Service Patrol	288,000										230,400	
	Yosemite Village Revitalize	250,000						225,000					
TOTAL		4,191,948	86,920	651,083	86,000	584,425	240,000	225,000	288,000	200,000	75,037	230,400	1,525,083

FY 2007/08 OWP Spreadsheet

Expenditure by Agency

Work Element Description		COFOG	County	Fresno	Clovis	FCEOC	Contract	Agency Total
110	REGIONAL STREETS & HIGHWAYS	227,367	43,000	5,000	1,000		11,220	287,587
111	REGIONAL TRANSPORTATION MODELING	224,513	2,500		1,000		78,240	306,253
112	REGIONAL TRAFFIC MONITORING	71,000	103,000	53,230	7,500		95,000	329,730
113	REG. TRANSP. PLANNING STUDIES						500,000	500,000
114	TRAFFIC DEFICIENCIES ANALYSIS						300,000	300,000
120	PUBLIC TRANSPORTATION - URBAN	274,453	2,000	134,970		35,000	407,500	853,923
121	JARC/NEW						484,614	484,614
122	NEW FREEDOM						332,938	332,938
130	PUBLIC TRANSPORTATION - RURAL	10,000	3,500			15,000		28,500
150	OTHER MODAL ELEMENTS	35,100	4,500	2,500				42,100
151	BICYCLE & PEDESTRIAN	50,000						50,000
170	REGIONAL TRANSPORTATION PLAN	248,080	10,000	6,000	1,000			265,080
172	CONGESTION MANAGEMENT PROGRAM	5,000					5,000	5,000
180	AIR QUALITY/TRANS. PLANNING	187,876	5,000	2,500			295,376	195,376
210	MEASURE "C" - EXTENSION						295,000	295,000
220	TRANSPORTATION PROG DEVELOPMENT	183,500	4,000				187,500	187,500
310	INTERGOVERNMENTAL COORDINATION	80,000	16,000	2,500	9,000		234,500	234,500
311	PUBLIC INFO. AND PARTICIPATION	88,356					132,356	132,356
312	COGVIEW INTERNET HOME PAGE	13,000					15,500	15,500
313	ENVIRONMENTAL JUSTICE	5,000					5,000	5,000
320	TECHNICAL ASSISTANCE TO MEMBERS	9,000					9,000	9,000
330	OUTSIDE TECHNICAL SERVICES	55,000					55,000	55,000
340	TDM PROGRAM	50,000					63,250	63,250
350	FRESNO REGIONAL DATA CENTER	69,400					71,400	71,400
410	CALIFORNIA BLUE PRINT	200,000					389,786	389,786
411	FARMLAND CONSERVATION						200,000	200,000
420	REGIONAL HOUSING NEEDS	7,000					7,000	7,000
810	VALLEY RTPA COORDINATION	60,000					186,000	186,000
811	VALLEY GOODS MOVEMENT						360,000	360,000
910	COFCG ADMINISTRATION	181,532	3,500	5,000			229,932	229,932
911	OWP & BUDGET	18,500	1,500				20,000	20,000
912	TRANSPORTATION FUNDS ADMIN	82,000					127,000	127,000
920	FCRTA ADMINISTRATION	245,960					245,960	245,960
930	AUTHORITY ADMINISTRATION	2,500					2,500	2,500
940	FREEWAY SERVICE PATROL	9,000					288,000	297,000
950	VEHICLE ABATEMENT	9,500					9,500	9,500
960	YOSEMITE VILLAGE REVITALIZE						250,000	250,000
TOTAL EXPENDITURES		2,702,637	198,500	211,700	19,500	50,000	4,191,948	7,374,285

FHWA-PL CARRY OVER BALANCE

Carry over Balance 06/30/06	1,748,493
2006/07 Estimated Allocation	1,338,656
2006/07 OWP Programmed	(1,434,874)
Balance for 2007/08	1,652,275
2007/08 Estimated Allocation	1,236,338
2007/08 OWP Programmed	(1,803,596)
Balance Available for 2008/09	1,085,017

FTA 5303 Allocation

Carry over Balance 06/30/06	73,750
2006/07 Estimated Allocation	240,082
2006/07 OWP Programmed	(245,814)
Balance for 2007/08	68,018
2007/08 Estimated Allocation	237,783
2007/08 OWP Programmed	(305,801)
Balance Available for 2008/09	0

FY 2007/08 OWP Spreadsheet
Expenditure by Revenue Source

Work Element Description		FTAMPO		FTA		FTA		FHWA		PARTNER		Environ		Cal.		STATE		STATE		COFCG		Revenue	
		5303	5316/5317	5307	5307	PL(021)	SPR	PLANNING	Justice	Blue Print	STATE	STIP	FSP	LTF	Other	Total							
110	REGIONAL STREETS & HIGHWAYS	0	0	0	0	254,602	0	0	0	0	0	0	0	0	0	0	0	0	0	32,985	0	287,587	
111	REGIONAL TRANSPORTATION MODEL'	0	0	0	0	271,127	0	0	0	0	0	0	0	0	0	0	0	0	0	35,126	0	306,253	
112	REGIONAL TRAFFIC MONITORING	0	0	0	0	291,911	0	0	0	0	0	0	0	0	0	0	0	0	0	37,819	0	329,730	
113	REGIONAL TRANSP. PLANNING STUDIES	50,180	0	0	0	392,469	0	0	0	0	0	0	0	0	0	0	0	0	0	57,351	0	500,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	240,000	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800	31,200	300,000	
114	TRAFFIC DEFICIENCIES STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0									

***Council of Fresno County Governments
2007/08 Member Dues Schedule****

MEMBER	CENSUS POPULATION 01/01/06	PERCENT	Current DUES SCHEDULE	Proposed DUES SCHEDULE
Clovis	89,924	10.00%	6,798	7,498
Coalinga	17,147	1.91%	1,296	1,430
Firebaugh	6,710	0.75%	507	559
Fowler	4,855	0.54%	367	405
Fresno City	471,479	52.41%	35,642	39,311
Huron	7,344	0.82%	555	612
Kerman	12,633	1.40%	955	1,053
Kingsburg	11,246	1.25%	850	938
Mendota	8,777	0.98%	664	732
Orange Cove	9,639	1.07%	729	804
Parlier	12,895	1.43%	975	1,075
Reedley	23,341	2.59%	1,764	1,946
Sanger	23,322	2.59%	1,763	1,945
San Joaquin	3,746	0.42%	283	312
Selma	22,931	2.55%	1,734	1,912
Fresno Co.	173,525	19.29%	13,118	14,468
TOTALS	899,514	100%	68,000	75,000
			68,000	75,000

** Estimate Only - Actual Dues level subject to Board approval of May/June contract negotiation.
01/01/07 Population Estimates revised in May.*

Appendix G - Certification of Restrictions on Lobbying

G

**CERTIFICATION
OF
RESTRICTIONS ON LOBBYING**

I, Barbara Goodwin, Executive Director, hereby certify on behalf of the Council of Fresno County Governments that:

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

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

Executed this 8th day of May, 2007.

By: Barbara Goodwin
BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-06

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

RESOLUTION ADOPTING
THE OVERALL WORK
PROGRAM AND LINE ITEM
BUDGET FOR FISCAL YEAR
2007-08

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

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

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

WHEREAS, the **Overall Work Program** is considered to be a guide for work activity and may be considered for amendment by the Fresno COG Policy Board during the 2007-08 fiscal year; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the **Fresno COG adopts the 2007-08 Overall Work Program and Line Item Budget for 2007-08** including statements of commitment to satisfy all Federal and State requirements for grant approval.

BE IT FURTHER RESOLVED that the Fresno COG Executive Director and/or Policy Board Chairman are authorized to execute and submit certifications, applications for funding to State and Federal agencies identified as proposed sources of funding by the 2007-08 Overall Work Program; and execute and submit agreements with participating member agencies and auditors; and

BE IT FURTHER RESOLVED, that the Fresno COG will continue to work with State and Federal funding agencies in addition to member agencies on any adjustments to the Overall Work Program and Line Item Budget which may occur subsequent to July 1, 2007.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 31st day of May, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____

Trinidad M. Rodriguez, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 31st day of May, 2007.

Signed: _____

Barbara Goodwin, Executive Director

Appendix I – Intermodal Planning Group Comments

I

COUNCIL OF FRESNO COUNTY GOVERNMENTS
Intermodal Planning Group Meeting – March 21, 2007
Response to Comments

FTA Comments

1. FY 2007/08 OWP spreadsheet. Shows that \$405,538 in FTA 5307 funds are expected for public transportation. Is this funding coming through FAX? Section 5316/5317 are grouped together totaling \$651K. These should be separately identified because their eligible uses are not identical.

Fresno COG Response: The \$405,538 FTA 5307 comes through FAX pursuant to a cooperative practice formulated almost 25 years ago between FAX, COFCG, and FTA (formerly UMTA) whereas COFCG's urban Transit Planners are officed at FAX and funded through the cities 5307 grant. Of the total \$506,923 5307 program \$264,453 funds COFCG planning staff, \$134,970 FAX planning staff, and \$107,500 for planning studies and training.

2. Other Project Detail spreadsheet. Shows approximately \$6000 in FTA 5309 funds for training and travel. Usually earmarks are limited to the project earmarked, i.e. FAX Downtown Corridor Studies. Typically training and travel funds would be taken out of the FTA formula funds.

Fresno COG Response: There are no 5309 (Federal Earmark) funds in the budget. The \$6,000 FTA 5307 funds have been carried in the budget for years and are appropriate to the program. The misunderstanding may derive from the column heading "FTA 9" referring to the old Section 9 program which became 5307. The heading will be changed to 5307.

3. Is Fresno County expecting any FTA tribal funds?

Fresno COG Response: As of this writing, Fresno COG is not receiving any FTA Tribal funds.

4. What is the status of the State's administration of the 5310/5311 program? Has it been delayed and for how long?

Fresno COG Response: The last Section 5310 grant program cycle was completed on March 6, 2006. The current cycle has been delayed due to the postponement of the release of the final SAFETEA-LU circular which was scheduled to be released in the latter part of March. Only until the final release takes place, can we finalize our planning process regarding the Section 5310 / 5311 program.

5. Has the State begun the administration of the rural portion of their JARC formula allocation in Fresno County?

Fresno COG Response: It is our understanding that administration of the rural portion of the JARC formula allocation will resume once final release of the SAFETEA-LU circular pertaining to JARC has taken place.

6. WE 121 contains the Coordinated Human Services transportation plan. It appears that the entire 5316/5317, or JARC/NF, will be used for planning purposes. If so, can you demonstrate that stakeholders have agreed to this use of funding? Also, only 10 percent of New Freedom funds can be used for planning, administration and technical assistance. On the other hand, 100% of JARC funds can be used for planning. So, 90 percent of the New Freedom funds might have to be removed from this work element. When will the Coordinated Plan be completed?

Fresno COG Response: The way the JAARC and New Freedom programs are reflected in our OWP will be a function our role in the programs. If FTA's expectation is that COFCG will allocate funds directly to JAARC and New Freedom subrecipients, it is appropriate to have the funds in separate work elements. However if COFCG's role is solely to provide a Coordinated Human Services Plan, screen and designate grant recipients who become direct grant recipients to FTA, then it would be duplicative to have that process reiterated in two separate work elements.

We intend to use 10% of the 5316/5317 JARC/NF for planning purposes. The entire amount as carried in the budget as a lump sum under the assumption that we would be allocating directly to grant sub recipients to be named after the Coordinated Plan is developed and the competitive process unfolded. However, if we are only charged with recommending the grant sub recipients and FTA will be allocating directly to them and not through us, then we agree that 90% of the funds should be removed from the work element.

FHWA Comments

FHWA's Planning Team has completed its review of COFCG's Draft 2007-08 Overall Work Program (OWP) and would like to provide you with comments prior to your Annual Meeting. In general, COFCG's OWP seemed to meet the requirements of the Federal Metropolitan Planning Regulations in 23 CFR 450.308, which require the documentation of Federally-funded planning activities in a work program. We have several areas of your planning program that we would like to discuss specifically, and we would appreciate you incorporating these into your agenda for the meeting in addition to any topics that COFCG would like to highlight. Please forward copies of your agenda containing the following discussion items, and any others, to FHWA, FTA and Caltrans as soon as possible:

1. Some of the text in the introduction will need to be revised, since the Revised Final Planning Rule has been issued, and is effective March 16th.

Fresno COG Response: Comment noted. Fresno COG staff will review the Final Planning Rule and make appropriate updates to the OWP.

2. The Planning Emphasis Areas (PEAs) which will be discussed this year are only those at the state level, for which four areas of importance have been identified: financial planning, project monitoring, regional congestion partnerships and SAFETEA-LU implementation. No Federal PEAs have been issued this year, and the discussion of those from last year in your OWP are unnecessary.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

3. There are several new requirements for financial planning, namely the reflection of year-of-expenditure funds and the incorporation of updated cost estimated with each amendment. The Highway Project Development Process chart included with the PEAs that was sent earlier will demonstrate at what points in project development that costs should be updated in the programming process. This also ties in with project monitoring, which now requires an annual project listing by December 31st of each year.

Fresno COG Response: Comment noted. Fresno COG has and will continue in the future to update cost information throughout the programming process. Fresno COG will continue to make available an annual listing of projects at the close of each year to the public and FHWA.

4. Regional congestion partnerships are applicable for the 75 largest metropolitan areas, and progress should be documented by the MPO.

Fresno COG Response: Comment noted. As in previous years, Fresno COG staff will complete the Regional Transportation Operations Collaboration and Coordination (RTOCC) Assessment. This will be submitted to FHWA by May 2007, as requested.

5. In work element 170, you have identified the work associated with updating the Metropolitan Transportation Plan, but do not list the necessary efforts to achieve SAFETEA-LU compliance as a task to be completed. Given all of the work required on the gap analyses and the participation plan development, there may be additional effort required. A separate work element for SAFETEA-LU compliance initiatives, or at least a more thorough breakdown of those activities within another work element, might be ideal.

Fresno COG Response: Comment noted. Fresno COG looks forward to additional comments from FHWA on the gap analysis. Staff feels it is more appropriate to include SAFETEA-LU related tasks within the appropriate work elements rather than adding an additional element. Pending additional feedback on the gap analysis, staff will add specific SAFETEA-LU tasks to the work elements in the Final 2007-2008 OWP.

6. In any of the work elements 310, 311 or 410, the efforts required to develop a participation plan requiring the involvement of all "interested parties" should be documented and the proper staff time should be devoted.

Fresno COG Response: Comment noted. Please refer to the answer to question 5 above. Appropriate SAFETEA-LU tasks, including development of a participation plan, will be added to the OWP work elements.

7. Caltrans and FHWA have been working on several big-picture items over the past year, namely, the project authorization process and the stewardship agreement, that MPOs should be informed about. The requirements for project authorizations (E-76s) have been delineated, and documentation will need to be provided with each authorization request allowing the FHWA to determine that each project or phase meets Federal-Aid finance requirements prior to the obligation of Federal funds. The development of a new Stewardship agreement, under which Caltrans administers a portion of the Federal Aid Highway Program. FHWA and Caltrans have begun to develop performance and compliance measures which will aid in the oversight of the Federal program, many of which will require the input of the MPOs.

We will be providing updated documentation on CD for inclusion in the Annual Meeting Notebooks that FHWA developed for last year's meetings. This documentation should prove useful for MPOs in proceeding with their planning activities in 2007-08.

Fresno COG Response: Comment noted. Fresno COG is aware of the new documentation requirements in the authorization process and associated Stewardship agreement.

8. The FHWA California Division has noticed a trend in many of the Draft Overall Work Programs submitted for review that we would like to remedy. Several of the OWPs have a distinct work element for "administrative expenses" such as Board support, other meeting support and general administrative costs. These costs should be reflected in the work element for which they are considered to be in support, and should be allocated to different fund sources according to each MPO's Indirect Cost Plan. These costs should not be lumped into a single "administrative" work element.

Fresno COG Response: The division of Caltrans Audits and Investigations recently conducted an audit of our indirect cost plan. They issued some minor recommendations that we agreed to, however the Draft Report states "Based on audit work performed, the COFCG's Indirect Cost Allocation Proposal (ICAP) for the fiscal year ended June 30, 2007 is presented in accordance with OMB Circular A-87." We provide detailed schedules in the OWP to make the cost of each program transparent and allow each funding agency to identify specific cost items associated with the program they are providing for. The Total Expenses schedule in the appendix details Salaries and Benefits (2,310,070) and Indirect Overhead (392,567), that is allocated to appropriate work elements based on hours worked and recorded by time card. The schedule also details out \$3,814,473 of Other Direct Cost and \$479,700 in Agency Pass Through. The list of work elements that the total Salary, Benefit and Indirect cost of 2,702,637 is allocated to appears in appendix schedule FY2007/08 OWP Spreadsheet Expenditure by Agency in the COG column. The Agency Pass Through is also detailed by work element in other columns of this spread sheet. The \$3,814,473 Other Direct Cost is further detailed by work element and funding source in appendix schedule Other Project Detail. I would like to add that per an IPG recommendation by FHWA a number of years ago, and subsequent recommendations by Caltrans Audits and Investigations. Locally funded work Element 910- COFCG Administration is the appropriate work element for administrative expenses such as Board support, that are ineligible for federal participation per OMB A87.

Each MPO will receive specific comments from FWHA on their OWP prior to their Annual Meeting.

Caltrans Comments

DISTRICT 06 – Planning

1. Attachment "A" contains the Informational Element Matrix for the Fresno region. The matrix lists Caltrans planning activities for fiscal year (FY) 2007/08. These activities could be specific in scope to a local jurisdiction, the county, the District, the valley or statewide. However, a number of the activities are continuous, on-going efforts. There are notes on the planning activities, which have recently been completed or may be completed prior to the end of the 2006/07 FY.

Fresno COG Response: Comment noted.

2. As part of the San Joaquin Valley Regional Blueprint, the COFCG is participating in the development of an integrated land use and transportation model that could be applied to the Fresno region. This model could help in development of regional transportation plans, or local General Plans if desired by local jurisdictions. However, the outputs from this modeling effort will likely be limited to mapping and evaluation of environmental constraints. Although this is a valuable tool with meaningful output, the District encourages the COFCG to look beyond mapping and evaluation of environmental constraints.

Fresno COG Response: Comment noted. The Blueprint modeling modeling process is more than just a mapping tool. We are looking beyond mapping and evaluation of environmental constraints and we are offering our modeling tools in development of local plans.

Our modeling process will evaluate many transportation performance measures both county wide and valley wide including:

- *Vehicle-miles of travel (VMT)*
- *Screening-level assessment of air quality measures based on VMT*
- *Congestion measures such as person-hours of travel (PHT), average travel speed (person-miles of travel divided by PHT), or lane-miles or VMT of road segments with volume-to-capacity ratios greater than 1.00*
- *Daily travel mode shares for work and non-work trips*

The Blueprint modeling tools will be able to provide these types of evaluation measures at an appropriate level of detail to distinguish between the types of elements that may be included in the alternative scenarios (for example, mixed-use land use patterns, high-density housing in a central city area, etc...).

3. It is recommended that the COFCG look to develop an integrated land use and transportation model capable of analyzing growth scenarios with various mixes and intensities of land use that would promote alternative modes of transportation. In addition, the model should have the capability of providing corridor-level analysis. Although there are a number of models that could produce these outputs, the COFCG must be willing to commit staff and resources to this type of modeling activity. This activity may be reflected in Work Element 111 (Regional Transportation Modeling).

Fresno COG Response: Comment noted. The Blueprint process is the first step in the development of land use modeling capability. The results of UPLAN land use modeling are directly transferable to the COG transportation model (see 2 above). The Fresno COG transportation model is capable of corridor-level analysis.

4. Caltrans encourages the dedication of rights-of-way for the planned ultimate corridors of State Highways. It is recommended that the COFCG work with Caltrans to develop strategies for corridor preservation on State Highways and intersecting local arterial and collector streets within the region. These efforts should be emphasized in the updates of the Regional Transportation Plan (RTP) and local General Plans. It is necessary to have a region-

wide approach for corridor preservation of State Highways and local arterial streets, which cross jurisdictional boundaries. This effort or activity may be reflected in Work Element 170 (Regional Transportation Plan).

Fresno COG Response: Comment noted. We here at Fresno COG are very aware of our Regional Transportation Planning responsibilities. Fresno COG is currently involved with two long-range regional transportation planning studies-Fresno-Madera Interchange Deficiency Study Phase II and the San Joaquin River Crossing Transportation Study. Each of these studies has a corridor preservation or right-of-way acquisition component to them.

DIVISION OF TRANSPORTATION PLANNING

Office of Regional & Interagency Planning

The document appears to be well organized and well written and has integrated both SAFETEA-LU and Planning Emphasis Areas in the planning process and the work elements.

1. Funding the Fresno COG Planning Program: Please add Partnership Planning to types of funds allocated by FHWA.

Fresno COG Response: Comment noted. Suggested revision will be implemented in Final FY 2007-08 OWP.

2. MPO Certification Process: Fresno COG is subject to a joint review by FHWA and FTA every four years, not three years.

Fresno COG Response: Comment noted. Suggested revision will be implemented in Final FY 2007-08 OWP.

3. Metropolitan Planning Factors: Under Federal Emphasis Areas this years draft OWP does not need to reference last years Federal PEAs, rather emphasis should be on addressing California PEAs that are included in the 2007/08 OWP Guidance for MPOs.

Fresno COG Response: Comment noted. Last year's Federal PEAs will be deleted in Final 2007-08 OWP.-

4. Consider expanding the existing Task 220.01, or a new task could be included, to discuss COFCG's work related to the programming and delivery of projects in the 2006 STIP Augmentation, specifically the additional programming capacity provided as a result of the passage of Proposition 1B.

Fresno COG Response: Comment noted. Suggested revisions will be noted in Final FY 2007/08 OWP Fresno COG is required to submit its Regional Transportation Improvement Program (RTIP) for use of STIP Augmentation funds by April 2, 2007. The California Transportation Commission is scheduled to take action on the STIP Augmentation in June, 2007. Once CTC action has occurred, all planning and programming documents will reflect those funding decisions..

5. California Planning Emphasis Area, SAFETEA-LU Implementation: The USDOT Final Rule on Statewide and Metropolitan Transportation Planning was published in the Federal Register February 14, 2007, with an effective date of March 16, 2007.
<http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/pdf/07-493.pdf>

Fresno COG Response: Comment noted.

6. Please change the FTA 5313 (b) grant to FTA 5305 in each funding table.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP.

Specific Work Element Comments

1. Work Element 170: The RTP is required to be updated every four years in compliance with SAFETEA-LU. Please make the corrections the objective, discussion, and under tasks. We recommend deleting the 3rd paragraph under Discussion starting, "December 1 of every third year...."

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP.

2. Work Element 172: Please make the following correction, "As with all planning process requirements, compliance with the CMA is addressed during the metropolitan planning process certification reviews for all TMAs, which occur every three four years."

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP.

3. Work Elements 114: The Project schedule chart shows the project completion date to be June 2008. However, a 2nd Quarter Progress Report (2/15/07) for this grant project indicated June 2006 to be the estimated completion date. It appears that this information was overlooked since the schedule provided in this element is the same in the FY 06/07 OWP. Please provide an updated project schedule in the Final OWP that accurately reflects the most current project schedule. However, if the project schedule is correctly shown, then COFCG must request a project time extension.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP. The 2nd quarter progress report is in error. The Fresno-Madera Metropolitan Freeway/Interchange Deficiency Study Phase II is currently scheduled for completion by February 2008. We are in the process of requesting a project time extension.

General OWP Comments

1. Comprehensive Planning Process: Travel Demand and Air Quality (3rd Paragraph). Please change the fourth sentence to read, "In 2006, EPA finalized an attainment finding for PM-10 (particulate matter) based on 3 years of clean data, but remains officially designated non-attainment until a maintenance SIP is prepared and EPA approves it."

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

2. Please make sure that a signed Overall Work Program Agreement is included with the Final OWP.

Fresno COG Response: Comment noted. The adopted OWP will include the signed OWPA.

3. Please be advised that signed FHWA and FTA Certifications and Assurances are mandatory for approval of the Final OWP/OWPA.

Fresno COG Response: Comment noted. We are aware of this requirement.

4. Collaborative Planning Branch:

Work Element 410: Please clarify the composition of the SPR 1 Blueprint Planning Funds. The funds identified do not match the 8 county distributions of funds for the second year grant. If unspent funds from the previous year are included in the total amount reported, please breakdown the composition of funding, by fiscal year. If funds include local match, please indicate amount.

Fresno COG Response: Comment noted. The funding for the next phase of the Blue Print Project is based on a \$1,950,000 grant with \$487,500 match. COFCG is scheduled to receive \$364,788 of the total \$2,112,500. We estimated that \$25,212 will be carried over from the previous phase. The status on the local match is still under

discussion and probably won't be resolved until April. The Valley COG's are asking the Air District for the matching funds and may need to consider using local funds as match.

Native American Liaison Branch (NALB) Comments

5. It is necessary for participating MPOs to conduct appropriate government-to-government interactions with Tribal Governments within COFCG jurisdiction on all transportation planning and programming processes. These efforts involve early coordination, consultation, and collaboration, and public participation measures as mandated by federal and state guidelines, regulations, and/or statutes to ensure the needs of Native American Tribes, communities, organizations, groups, and individuals are identified, considered, and addressed during the earliest stages of proposed transportation programs and projects. This will help to 1) avoid potential delays and cost overruns and 2) protect unique biological, cultural, historic and prehistoric resources.

Fresno COG Response: Comment noted. Fresno COG believes that we have an outstanding track record of outreaching to our Native American Tribal Governments in transportation planning matters.

6. Fresno COG has three (3) federally recognized Tribal Governments within Fresno COG boundaries. Consequently, it would greatly benefit Fresno COG to proactively pursue early Tribal involvement in compliance with government-to-government relations as an integral part of their regular planning and programming activities. (Note below guidelines, regulations, and statutes section) It would also benefit Fresno COG to actively pursue the involvement of the various Native American communities, organizations, groups, and individuals to comply with the Public Participation processes while gaining important insight, knowledge, and information on potential cultural resources (i.e. prehistoric sites, religious and ancestral places, etc) that should be avoided and preserved for future generations as mandated within the National Historic Preservation Act (NHPA) Section 106, and National Environmental Policy Act (NEPA) 40 CFR 1500-1508. To obtain an expanded list of Native American Tribes, communities, organizations, and individuals within Fresno COG boundaries send a request to the Native American Heritage Commission, 915 Capitol Mall, Sacramento, California 95814 or call (916) 653-4082.

Fresno COG Response: Comment noted.

7. Remember all Tribal Governments should be included in all planning and programming processes. Therefore, the following comments should be incorporated into the Fresno COG OWP.

8. Organization and Management:
Page vi Coordination Statement
1st paragraph, line 4 add to "within the Region (*including all Tribal Governments*)."
Page viii, Historic Preservation
End of line 4 insert sentence
"Fresno COG will also comply with the protection of unlisted properties in accordance with NHPA Section 106 and NEPA 40 CFR 1500- 1508."
Page xii, Metropolitan Planning Organization (MPO)
2nd paragraph, line 2 add to "identifies...state, Tribal, and..."

Fresno COG Response: Comment noted. Fresno COG will obtain copies of NHPA Section 106 and NEPA 40 CFR 1500-1508 and consider whether to revise OWP language.

9. Work Element 110:
Page 1, Objective
Line 2 add to "responsive to local and Tribal needs..."
Discussion
3rd paragraph, line 3 add to "agencies and Tribal Governments on..."
5th paragraph, line 2 add to "...Caltrans; Tribal Governments; public..."
6th paragraph, line 2 add to "...State, Tribal, and..."
Page 3 Products

Insert Product 10

10. Document Tribal government-to-government relations.

Tasks

Task 110.06, line 1 add to "...Caltrans, Tribal Governments, COG..."

Insert Task 110.11

110.11 Coordinate, consult, and collaborate with all Tribal Governments.

Fresno COG Response: Comment noted. COG will consider revising OWP where appropriate.

10. Work Element 170:

Page 34, Products

Insert Product 6

6. Document Tribal government-to-government relations.

Page 36, Tasks

Insert Task 170.10

170.10 Coordinate, consult, and collaborate with all Tribal Governments.

Fresno COG Response: Comment noted. COG will consider revising OWP where appropriate

11. Work Element 220:

Page 49 Products

Insert Product 14.

14. Document Tribal government-to-government relations

Tasks

Task 220.4, line 1 add to "Solicit...agencies, Tribal Governments, and..."

Page 50, Insert Task 220.16

220.16 Coordinate, consult, and collaborate with all Tribal Governments.

Fresno COG Response: Comment noted. COG will consider revising OWP where appropriate

12. Work Element 310:

Page 51 Objective

1st paragraph, line 1 add to "the COG, Tribal Governments, federal..."

3rd paragraph, line 1 add to "agencies, Tribal Governments, and..."

Discussion

1st paragraph, line 1 add to "...local, Tribal, state..."

Page 52, Discussion

3rd paragraph, line 1 add to "...our planning and programming processes..."

3rd paragraph, line 2 add to "coordinating and consulting..."

4th paragraph, line 2 add to "...American government-to-government outreach activities..."

4th paragraph, line 5 add to "Tribal Council meetings, ongoing..."

5th paragraph, end of line 9 insert sentence

"Continue to improve government-to-government relations with Table Mountain Rancheria and Cold Springs Rancheria Tribal Governments through appropriate coordination, consultation, and collaboration efforts."

Previous Work Completed

Work 1 add to "...local, Tribal, state..."

Page 53, Products

Product 13 add to "Coordination, consultation, and collaboration with ~~the~~ all Native American Tribal Governments in..."

Insert Product 16

Fresno COG Response: Comment noted. COG will consider revising OWP where appropriate

13. Document Tribal government-to-government relations
Tasks
Task 310.06 add to "...state, Tribal, and..."
Page 54, Tasks
Task 310.15, line 1 add to "Continue ~~to provide ongoing~~ coordination, consultation...American Tribal Governments, either ..."

Fresno COG Response: Comment noted. COG will consider revising OWP where appropriate

14. Work Element 311:
Page 55 Objective
1st paragraph, line 1 add to "...public (including Native American communities, organizations, groups, and individuals) with..."
Discussion
1st paragraph, line 2 add to "...with all federally..."
Line 6 add to "...populations (i.e. communities, organizations, groups, and individuals) within..."
Line 7 add to "...Affair's, Native American Heritage Commission's (NAHC), and Native American Health Centers/Organizations' tribal..."
Line 11 add to "...Tribes by attending Tribal Council meetings, attempting..."
Page 56, Products
Insert Product 14

Document Tribal government-to-government relations
Page 57, Tasks
Insert Task 311.19
311.19 Continue to coordinate, consult, and collaborate with all Tribal Governments and involve Native American communities, organizations, groups, and individuals."

Fresno COG Response: Comment noted. COG will consider revising OWP where appropriate

15. Work Element 313:
Page 61, Discussion
2nd paragraph, principal 2, line 1 add to "...communities (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) in ..."
3rd paragraph, line 1 add to "...State DOTs, Tribal Governments, transit..."
2nd bullet, line 1 add to "...populations (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander)..."
4th paragraph, item 5, line 1 add to "...agencies, Tribal Governments, and..."
Item 6 add to "...populations (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander), and..."
Page 62, Discussion
Item 7, line 2 add to "...communities (including Native American) and..."
Products
Insert Product 2

Document Tribal government-to-government relations and outreach activities with Native American communities, organizations, groups, and individuals.

Tasks
Task 313.02, 2nd bullet, add to "...populations (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) within..."
Task 313.03, line 1 add to "...populations (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) within..."
Task 313.04, line 2 add to "...populations (i.e. Black, Hispanic, Asian American, American

Indian/Alaskan Native, and Pacific Islander).

Fresno COG Response: Comment noted. COG will consider revising OWP where appropriate

16. On page xxvi, SAFETEA-LU Factors, the 2007/2008 OWP needs to include a specific Work Element that addresses consultation and coordination with Tribal governments and communities. This element needs to go beyond stating that COFCG will document its public participation process to define how this process will take effect. The Public Information and Participation Element needs to define a Task incorporating the efforts of this Work Element.

Fresno COG Response: Fresno COG does not feel that this is the appropriate response.

17. On page 15, the Regional Public Transportation Planning Work Element needs to include a Task for consultation and coordination with Tribal governments in terms of vanpool programs for tribal casino employees funded through Measure C's Commuter and Vanpool Program. Casino employees are not limited to working for tribes within Fresno County.

Fresno COG Response: Comment noted. Fresno COG will consider the request.

18. The Regional Public Transportation Planning Work Element needs to add a Task to conduct the second phase of the Public Transportation Infrastructure Study.

Fresno COG Response: Comment noted. Phase II of the PTIS will be funded solely with local funds. Once the program is developed through the Measure "C" Strategic Implementation Plan, it will be reflected in the OWP.

19. Also, see Attachment "B" for additional comments on including Tribal Governments in all planning and programming processes in the OWP.

Fresno COG Response: Comment noted.

DIVISION OF MASS TRANSPORTATION

1. The OWP began very well by describing under the Planning Emphasis Area COFCG's coordination efforts with other security professionals to improve system safety and security in their region. However, it was not addressed in any of the work elements. Providing a safe and reliable transportation system goes beyond system safety and security; it also includes emergency preparedness and training. "Lessons Learned " from the terrorists attacks of transit systems in Europe and India and the Hurricane Katrina disasters have shown the need for emergency preparedness at all levels.

Fresno COG Response: The City of Fresno Department of Transportation/Fresno Area Express is specifically included in the City's Emergency Response Plan. The Plan addresses responses to extraordinary emergency situations with natural disasters, technological incidents, and terrorist or national security emergencies in or affecting the City of Fresno. FAX staff mans the Traffic Operations Center which becomes the Emergency Operations Center in the event of an emergency. FAX also maintains an Emergency Response Plan which includes the list of key staff, responsibilities, and call in procedures.

FAX has participated in multiple emergency training exercises which have simulated emergencies such as natural disasters (large earth quake) and terrorist attacks (bus and hostages taken). These simulations have been multi-jurisdictional and inter-agency activities designed to test and train emergency responders.

In addition, the FAX security plan provides a highly visible security presence for our transit customers and employees. FAX uses City of Fresno police officers to deliver system wide protection. Our customers see uniformed patrol officers on buses and at transit facilities. As a result of the police presence, passengers feel safer,

and public property has been protected from vandalism and graffiti. Since the introduction of the police officers, the number of crimes has been reduced.

2. While, the Division of Mass Transportation (DMT) appreciates COFCG's efforts in coordinating its security efforts with other security professionals and local responders, we recommend also working on other elements of SAFETEA-LU, which require security awareness and training, and the development of security plans by transit agencies. Both State and Federal governments have identified the security of the transportation system as its highest priority. To support the state and federal goals in this area and to properly address the potential security threats of California's public transportation infrastructure, Caltrans has taken significant steps to organize statewide emergency preparedness plans, drills, and workshops for public transit providers, local agencies, first responders and Caltrans District staff.

Fresno COG Response: Comment noted.

3. These workshops focus on lessons learned from past emergencies and identify key issues that must be addressed in order to improve transit safety, security, and emergency preparedness. Key issues arising from the workshops include lack of familiarity of local fire and emergency response systems, and law enforcement's lack of familiarity with transit equipment and transit facilities. It also identified sharing information between local first responders and transit agencies particularly in the area of hazardous materials. In addition to these workshops, Caltrans will be publishing in May 2007 a standardized emergency operations plan guideline document that will provide uniform application of emergency management principles for organizations in California.

Fresno COG Response: Comment noted.

4. In addition, DMT encourages transit operators to update their emergency preparedness plans, conduct frequent emergency preparedness drills and exercises, and improve coordination and communication among emergency responders and transit operators in the Fresno region. Overall, these activities will help support the system safety and security strategies elements of the region's RTP as called for in SAFETEA-LU.

Fresno COG Response: Comment noted.

5. As part of Caltrans' goal to improve safety and security of our transit systems, we are conducting a set of workshops for small urban and rural operators in the fall of 2007 throughout California. One of the possible locations for the upcoming workshop will be in the Fresno region and we encourage COFCG and its transit agencies to participate in one of the workshops that will be provided free of charge to participants.

Fresno COG Response: Comment noted.

Overall Comment on Bus Rapid Transit

1. With the recent approval (February 2007) of the new Caltrans Director's Policy on Bus Rapid Transit (BRT) Implementation Support (DP-27) along with Bus Rapid Transit - A Handbook for Partners (soon to be distributed), DMT recommends that the COFCG review and explore any potential opportunity to implement a BRT service or include a future BRT plan for your jurisdiction.

Fresno COG Response: Comment noted. The City of Fresno is just kicking-off its long-range Transit Master Plan planning process and development of a BRT system will be a significant component of the Plan.

2. DMT encourages the COFCG to start to review/consider/plan for BRT service along those corridors that have the potential to become a BRT route or using any of the several BRT elements. DMT has started working with other Caltrans Headquarters Divisions and the Districts to begin developing the BRT Implementation Support Plan. Another component that is connected to transit and BRT are park and ride lots. Park and ride lots are a complement

to transit and we will be looking at ways to enhance that feature in order to improve mobility by increasing transit ridership. The COFCG should also review park and ride lots in the region and even consider adding that data to your GIS system in an effort to enhance/complement transit ridership.

Fresno COG Response: Comment noted.

3. 121 - Public Transit-Human Services Transportation (JARC/New Freedom): Under subheading DISCUSSION, the last paragraph states that mobility management projects receive 80% federal share. While this is correct for Section 5316 and 5317, mobility management projects funded with Section 5310 funds are supported with 88.53% federal share.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

4. Activities under subheadings PRODUCTS and TASKS indicate that COFCG will develop a competitive selection process for Section 5310. State law specifies the California Transportation Commission as being charged with selecting projects for Section 5310.

Fresno COG Response: Comment noted. We will better define our role in recommending projects to the state.

5. 130 - Regional Public Transportation Planning – Rural: DMT suggests including a product and/or task to discuss COFCG's involvement with the Agricultural Industries Transportation Services (AITS) project and how it is helping meet the transportation needs of farm workers in the county who travel to neighboring counties for work.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

6. As the COFCG makes funding decisions for an estimated \$960,000 in Section 5311 funds, DMT suggests including a product and/or task for developing the Section 5311 program of projects.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

Office of Community Planning

1. Citizen Involvement: We commend the COFCG for its extensive outreach and public participation efforts. The use of several forms of communication to disseminate project information to partners and Community-Based Organizations helps promote the COFCG activities.

Fresno COG Response: Comment noted.

2. Livable Communities and Transit Oriented Development: The ongoing efforts of the COFCG to educate staff and the public on the benefits of Smart Growth, Livable Communities and Transit Oriented Developments are commendable. These endeavors can promote developments that have significantly less impact to State and local road systems. Incorporating or injecting more of this activity type into appropriate work elements will help coordinate better planning for land use and transportation infrastructure. To strengthen this effort we suggest:

3. Adding to the three bullets at the bottom of page xix the positive impact these types of developments can have on human health – specifically reductions in obesity and diabetes.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

4. Providing a strong local funding commitment toward these endeavors.

Fresno COG Response: Comment noted. Fresno COG's recent reauthorization of Measure "C" includes \$19.9 mil in funding for TOD related activities and the San Joaquin Valley Blueprint Planning process for Fresno County will looking at alternative land use scenarios for future growth and will certainly be looking at TOD land use as a potential option.

5. The COFCG seek out ways to utilize the Community Based Transportation Planning (CBTP) grant program. This grant program is designed to encourage livable community concepts that integrate land use and transportation planning. Information about this program can be found on our website at: <http://www.dot.ca.gov/hq/tpp/grants.htm>.

Fresno COG Response: Comment noted.

6. Work Element 111 - Regional Transportation Modeling: The third sentence of the first paragraph under the heading "Discussion" states: "Of continuing concern are the added federal requirements that relate to the use of the traffic model for air quality analysis." Question: Why is this a concern if the new requirement will help the region conduct better planning, perhaps helping to lead better land use and transportation development decision-making? This paragraph also states: "It is important to keep in mind that they should not overshadow or erode the primary purpose of the model – projection of future traffic flow." Question: What will the COFCG's reaction be if the model suggests a future traffic flow that is congestion? At some point in time this may be the case unless current land use trends are significantly altered.

Fresno COG Response: Comment noted. The concern expressed is related to the cost in time and dollars needed to meet the added federal requirements. Fresno COG has spent nearly \$250,000 since 2003 upgrading and enhancing its traffic model to meet federal air quality requirements.

7. Work Element 114 – Fresno/Madera County Freeway Interchange Deficiency Study: Much of the language within the "Discussion" section of this Work Element suggests that at least some freeway interchange deficiencies will be found. Also, the fourth sentence of the fourth paragraph within this section states: "Due to the historically low household income, high unemployment rate, population increase of the elderly, high influx of minority groups, and limited economic opportunities of the region, it is most important to determine effective and appropriate infrastructure investment strategies." At the end of this sentence we suggest adding: ", which may include multimodal connections for pedestrian, bike, transit, and rail infrastructure."

Fresno COG Response: Comment noted.

8. Work Element 180 – Air Quality Transportation Planning: The last sentence of the last paragraph under the "Discussion" section of this Work Element suggests that further progress in achieving pollution reductions will increasingly rely on "control" of individual activity of the public. We recommend the COFCG's develop a work product for this Work Element that promotes air quality "education" for the population of this Region rather than trying to "control" the population. The Office of Community Planning firmly believes that an educated population will support sustainable, more environmentally responsible development activities.

Fresno COG Response: Comment noted. Please note that Work Element 180 includes a task (180.08) to promote air quality education. Most funding for air quality education and efforts are appropriately funded and conducted by the San Joaquin Valley Air District; Fresno COG continues to support those efforts. The language of the referenced section was not intended to be read as to "control the population". The text of the final OWP will be revised as appropriate.

DIVISION OF AERONAUTICS

1. As noted on page 28, Fresno Yosemite International Airport (FYI) has made positive gains in facilities improvements. We noted last year that the capacity issues experienced in Los Angeles and San Francisco may provide opportunity for FYI, particularly with Air Cargo. Although the leakage in passenger traffic will continue, persistent publication of the true cost of using other airports may persuade more people than in prior years. This is particularly true with gasoline prices in the \$2.50-3.00/ gallon range, rising airport parking fees in larger metro areas and perpetual congestion on I-5 and Route 99.

Fresno COG Response: Comment noted.

2. We request that our Division of Aeronautics be directly informed of further planning efforts in regard to any General Aviation airport in Fresno County. This OWP specifically mentions FYI and Fresno Executive Airport; we look forward to future notifications.

Fresno COG Response: Comment noted.

The Office of Regional and Interagency Planning, Regional Outreach Branch Comments

COGCG is commended on:

- A well organized and well written OWP.
 - Including SAFETEA-LU in the planning process and work elements.
 - Incorporating Planning Emphasis Areas in the planning process and work elements.
 - Regional coordination with regional partners, local government, transit operators, etc.
- Funding the Fresno COG Planning Program: Please add Partnership Planning to types of funds allocated by FHWA.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

- MPO Certification Process: Fresno COG is subject to a joint review by FHWA and FTA every four years, not three years.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

- Metropolitan Planning Factors: Under Federal Emphasis Areas Include, numbers 6, 7, and 8 are the State Emphases Areas from 06/07 and do not need to be addressed.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

- California Planning Emphasis Area, SAFETEA-LU Implementation: The USDOT Final Rule on Statewide and Metropolitan Transportation Planning was published in the Federal Register February 14, 2007, with an effective date of March 16, 2007.
<http://a257.g.akamaitech.net/7/257/2422/01jan2007/1800/edocket.access.gpo.gov/2007/pdf/07-493.pdf>

Fresno COG Response: Comment noted.

- Work Element 170: The RTP is required to be updated every four years in compliance with SAFETEA-LU. Please make the corrections the objective, discussion, and under tasks. We recommend deleting the 3rd paragraph under Discussion starting, "December 1 of every third year...."

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

- Work Element 172: Please make the following correction, "As with all planning process requirements, compliance with the CMA is addressed during the metropolitan planning process certification reviews for all TMAs, which occur every ~~three~~ four years.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

- Please change the FTA 5313 (b) grant to FTA 5305 in each funding table.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

- **Air Quality Branch Comments:**
 - **Comprehensive Planning Process: Travel Demand and Air Quality (3rd Paragraph).** Please change the fourth sentence to read, "In 2006, EPA finalized an attainment finding for PM-10 (particulate matter) based on 3 years of clean data, but remains officially designated non-attainment until a maintenance SIP is prepared and EPA approves it."

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

- **Plans and Grants Branch Comments:**
 - Work Elements 114: The Project schedule chart shows the project completion date to be June 2008. However, a 2nd Quarter Progress Report (2/15/07) for this grant project indicated June 2006 to be the estimated completion date. It appears that this information was overlooked since the schedule provided in this element is the same in the FY 06/07 OWP. Please provide an updated project schedule in the Final OWP that accurately reflects the most current project schedule. However, if the project schedule is correctly shown, then COFCG must request a project time extension.

Fresno COG Response: Comment noted. Suggested revisions will be implemented in Final FY 2007-08 OWP

- **Native American Liaison Branch:**
 - It is necessary for participating MPOs to conduct appropriate government-to-government interactions with Tribal Governments within Fresno COG jurisdiction on all transportation planning and programming processes. These efforts involve early coordination, consultation, and collaboration, and public participation measures as mandated by federal and state guidelines, regulations, and/or statutes to ensure the needs of Native American Tribes, communities, organizations, groups, and individuals are identified, considered, and addressed during the earliest stages of proposed transportation programs and projects to 1) avoid potential delays and cost overruns and 2) protect unique biological, cultural, historic and prehistoric resources.

Fresno COG Response: Comment noted.

The citations for specific MPO guidelines, regulations, and statutes as amended by the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-

LU) are contained within the below list of references.

Guidelines:

California Transportation Commission (CTC), Regional Transportation Plan Guidelines (approved December 1999, amended December 2003); Executive Order 12898 (Environmental Justice); and Title VI of the Civil Rights Act.

Regulations:

Title 23, Code of Federal Regulations (CFR), CFR 49, Chapter 1, Part 450 Subpart C, Sections 450.104, 450.202, 450.312(i), 450.324(f)(1), and 450.330(a).

Statutes:

Title 23, United States Code (U.S.C.), Chapter 1, Sections 134(h)(3)(B), 134(i)(5), and 101(a)(23); SAFETA-LU Section 3005, Subsection 5303(i)(2)(B), Section 6001, Subsection 134(i)(2)(B), and 6002.

Fresno COG Response: Comment noted.

Appendix J – Joint Powers Agreement

J

COUNCIL OF FRESNO COUNTY 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 Council of Fresno County 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 transcends 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 Council of Fresno County 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 this agreement as of the date of execution.

(Amendment No.3)

1.2 COUNCIL; QUORUM; VOTING:

1.21 Council: The Council shall be the governing body of the Council of Fresno County Governments. The Council shall be composed of the Chairman 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.3)

1.22 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)

1.23 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 Council of Fresno County Governments as a cooperating member.
(Amendment No.4)

1.51 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)

1.52 Cooperating members shall be entitled to receive data, studies, planning documents, special services, technical assistance, and other written materials and services of the Council of Fresno County Governments, subject to policies adopted by the Council.
(Amendment No.4)

CHAPTER 2

POWER AND DUTIES

2.1 INTERGOVERNMENTAL COOPERATION: The Council of Fresno County 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 Council of Fresno County Governments may establish committees and execute memoranda of understanding with local, regional, state and federal agencies to facilitate coordination and cooperation. The Council of Fresno County 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 Council of Fresno County 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:

2.21 Land Use

2.24 Transportation

2.22 Housing

2.25 Water Quality Management

2.23 Open Space

2.26 Air Quality Management

The Council of Fresno County 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 Council of Fresno County 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 services 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 Council of Fresno County 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 Council of Fresno County 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 Council of Fresno County 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 Council of Fresno County 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 Council of Fresno County 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 Council of Fresno County 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)

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 of 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 Council of Fresno County Governments. Such withdrawal shall be accomplished in the following manner:

(Amendment No.3)

4.31 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)

4.32 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 hereinabove set fourth in 4.31.

(Amendment No.3)

4.33 EFFECTIVE DATE OF WITHDRAWAL: No withdrawal shall become 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 Council of Fresno County Governments shall be dissolved in accordance with the procedures hereinafter set forth.

(Amendment No.5)

4.5 DISSOLUTION: Should the Council of Fresno County 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 Council of Fresno County 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 Council of Fresno County 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 the Council of Fresno County Governments shall be shared on a proportionate basis in the following manner:

5.11 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)

5.12 The County share shall equal the per capita cost times the unincorporated population of Fresno County.

(Amendment No.3)

5.13 Each member city shall pay an amount equal to the per capita cost times the city's population.

(Amendment No.3)

5.14 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 Council of Fresno County 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 Council of Fresno County 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, or 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 Council of Fresno County Governments. The Auditor-Controller of the County of Fresno shall draw warrants to pay demands against the Council of Fresno County Governments when approved by the Executive Director. All funds received by the Council of Fresno County 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 Council of Fresno County 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 Council of Fresno County 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 Council of Fresno County 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 Council of Fresno County 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 officers 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

**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

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