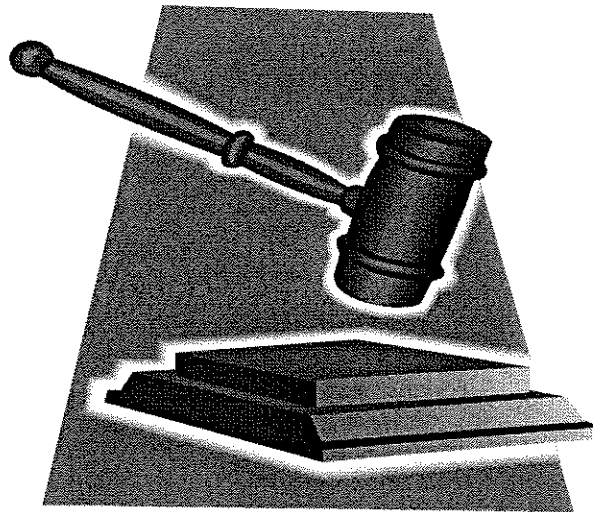


ADMINISTRATIVE
ACTION DISCUSSION
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VI. A.

COG POLICY BOARD



**Council of Fresno County Government's
2008 Legislative Platform**
Adopted January 24, 2008

Proposed Amendment #1: *See pages 8 - 9 under the Water Supply,
Storage and Quality Item*



Council of Fresno County Governments

2008 Legislative Platform

Policy Board

Chair: Mayor Trinidad M. Rodriguez	City of Kerman
Vice-Chair: Mayor Pro Tem Dennis Lujan	City of Selma
Mayor Bob Whalen	City of Clovis
Mayor Patricia Hill	City of Coalinga
Mayor Craig Knight	City of Firebaugh
Councilmember Rico Aguayo	City of Fowler
Mayor Alan Autry	City of Fresno
Supervisor Henry Perea	County of Fresno
Mayor Ramon Dominguez	City of Huron
Mayor Leland Bergstrom	City of Kingsburg
Mayor Robert Silva	City of Mendota
Mayor Victor Lopez	City of Orange Cove
Mayor Armando Lopez	City of Parlier
Councilmember Scott Brockett	City of Reedley
Mayor Amarpreet Dhaliwal	City of San Joaquin
Mayor Michael Montelongo	City of Sanger

Barbara Goodwin – Executive Director

**2035 Tulare Street, Suite 201
Fresno, California 93721
(559) 233-4148**

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INTRODUCTION

THE PURPOSE OF THE 2008 LEGISLATIVE PLATFORM

The Fresno COG, in coordination with our member agencies, has established a 2008 Legislative Platform that reflects the current priorities of the Fresno COG in state and federal legislative matters. The Legislative Platform represents a unified voice when communicating legislative priorities to our state and federal legislators as well as to relevant state and federal agencies. It also provides guidance to the Fresno COG staff and our lobbying partners when advocating on behalf of the Policy Board.

The goal of the Legislative Platform is to have a document in place that outlines the legislative priorities of our region that will direct advocacy efforts for improvements in areas such as air quality, transportation mobility, and regional prosperity that will ultimately contribute to an improved quality of life throughout Fresno County.

ABOUT THE FRESNO COG

Our Role:

The Council of Fresno County Governments, better known as Fresno COG, brings together mayors, city council members and county supervisors to work on regional issues for Fresno County. Since its inception in 1969, Fresno COG has primarily acted as the transportation planning, coordinating and financing agency for Fresno County. Fresno COG functions as both the state designated Regional Transportation Planning Agency and for federal purposes, as the county's Metropolitan Planning Organization.

Organization:

A 16-member Policy Board gives Fresno COG policy direction. The Board consists of the mayors from each of the 15 incorporated cities in Fresno County and the Chairman of the Fresno County Board of Supervisors. Fresno COG offers each of these agencies an opportunity to come together on a level playing field to discuss and resolve transportation and related air quality issues that go beyond their own jurisdictional boundaries.

Regional Profile:

Fresno County is classified as an urban county (despite many rural characteristics) and is located in the Central San Joaquin Valley within the state of California. Fresno County is the first most populous county and second geographically largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With \$4.8 billion a year in commercial crop production it is the nation's leading farm county. The January 2007 population of 917,500 places Fresno as the tenth most populous of the 58 California counties and the City of Fresno is the sixth most populous city in the state, with a population of 481,000. There are fifteen incorporated cities and the county contains a federally-recognized urbanized area – the Fresno Clovis Metropolitan Area – with a January 2007 population of over 650,000.

GENERAL PRINCIPLES

- Protect and enhance current funding levels for transportation-related programs.
- Continue to advocate for transportation-related improvements in state and federal legislation through face-to-face discussions with and written letters to state and federal legislators.
- Continue to coordinate advocacy efforts with our local and regional partners to advance common goals and shared interests that will contribute significantly to an improved quality of life for Fresno County residents.

TRANSPORTATION

Funding – Federal

- Actively participate with Caltrans and other interests on the development of state and national consensus principles and priorities that will be favorable to the Fresno County region for the next Federal Surface Transportation Program due to be enacted in 2009.
- Support FY 2008 and FY 2009 appropriation requests for Fresno COG One Voice projects.

Funding – State

- Support increased funding by the state for transportation purposes.
- Support legislation to implement and fund the remaining provisions of Propositions 1B (state transportation bond), 1C (state affordable housing bond), and Proposition 84 (state water and parks bond) that will maximize Fresno County's regional share of funding.
- Actively participate in developing guidelines and/or criteria necessary to implement Proposition 1B, Proposition 1C, and Proposition 84.
- Support the Policy Board's approved criteria to be part of the funding guidelines for the State-Local Partnership Program (Proposition 1B).
- Protect Proposition 42 (Transportation Congestion Improvement Act) and other transportation funds from being diverted to other purposes in the state budget.

Funding – Local

- Support efforts to reward self-help counties in funding programs and policies.
- Oppose revisions to state transportation programming and funding reform legislation not consistent with SB 45 (1988).
- Support legislation that lowers the threshold required to pass transportation initiatives to 55%.

Streets and Highways

- Support legislation that includes the use of design/build, public/private partnerships, and other innovative financing for transportation infrastructure projects.

Highway 99 as an Interstate

- Continue supporting efforts to designate State Route 99 through the Central San Joaquin Valley as a federal interstate.

Public Transportation

- Support protection of Federal Transit Administration funding and oppose budget cuts that will transfer transit funds to other non-transit programs.
- Support, in coordination with the local transit operators, efforts to identify additional transit operating funds to meet long-term needs.
- Support high speed rail serving the entire San Joaquin Valley.
- Support funding for the High Speed Rail project and oppose any decrease in funding in the state budget.
- Support the High Speed Rail ballot measure for the 2008 ballot.
- Support Federal contributions to high speed rail and the establishment of a Federal High Speed Rail Authority.
- Support both Pacheco and the Altamont corridors for connecting the San Joaquin Valley to the Bay Area. However, if the High-Speed Rail Authority selects only one corridor, the preferred corridor should be Altamont.
- Support efforts to secure additional funding from Proposition 1B, Intercity Rail Improvement Program, for high speed rail.

- Support adequate funding for passenger service and capital improvements on Amtrak's San Joaquin Rail Corridor.
- Seek increases in funding levels for grade separation projects and the evaluation of the state's funding program to improve access to funds.
- Support legislation that includes additional funding and economic development activities for municipal general aviation airports outside the Fresno-Clovis Metropolitan Area.

Goods Movement

- Support goods movement legislation that includes the San Joaquin Valley region as a recipient of any new port container fees collected at the California ports to mitigate the emissions associated with freight movement to and from the ports through the Valley.
- Support including the Central Valley Trade Corridor in legislation pertaining to Goods Movement funding and programs.
- Maximize regional share of Proposition 1B funding to mitigate the impacts of goods movement in the Central Valley Trade Corridor.
- Support legislation pertaining to the Trade Corridor Improvement Fund and the Goods Movement Emission Reduction Program that include the Policy Board's approved criteria when considering funding allocations.
- Educate state officials and legislators that the San Joaquin Valley carries more truck traffic than any other major goods movement corridor in the state, and the resulting impact is significant.
- Support the inclusion of a dedicated funding program for Goods Movement infrastructure projects in the next Federal Surface Transportation Program due to be enacted in 2009. Work with the appropriate state and federal agencies and legislators to ensure that the San Joaquin Valley receive an equitable share of this funding to complete goods movement projects of regional significance.

Other

- Monitor legislation pertaining to the Abandoned Vehicle Abatement Program.
- Monitor legislation impacting the Freeway Service Patrol Program.

LOCAL AND REGIONAL PLANNING

Blueprint Planning

- Support consistent and ongoing funding in the state budget for the development, implementation, and update of regional blueprints.
- Seek a dedicated set-aside from Proposition 84, Sustainable Communities Program, for Regional Transportation Planning Agencies (RTPAs) to develop and update regional blueprints and support legislation that allows all RTPA's to be eligible for funding whether or not they have existing funds for blueprint planning.
- Support the Office of Planning and Research in their efforts to incorporate strategies in the general plan guidelines for implementation of blueprints.

Alternative Growth Strategies

- Support federal and state initiatives that provide funding for local agencies to implement alternative growth and affordable housing initiatives.
- Support federal and state policies and incentives that encourage compact growth, mixed use development, better transit connections and walkable communities.

Housing

- In coordination with local agencies, participate in activities related to legislative and administrative reforms of the Regional Housing Needs Assessment (RHNA).
- Ensure that there is sufficient funding to carry out the RHNA process.
- Monitor legislation and other activities that would establish a San Joaquin Valley Rural Regional Affordable Housing Trust Fund.

Eminent Domain

- Support clean-up language of current Eminent Domain law so that both the needs of the public agency and the rights of the property owner are met.

Transportation Modeling

- Monitor legislation that modifies modeling practices or imposes new standards on transportation modeling in transportation planning agencies.

AIR QUALITY

- Monitor air quality issues affecting the Fresno region.
- Partner with the San Joaquin Valley Air District and support their efforts where appropriate.
- Seek the establishment of a new San Joaquin Valley designation as an Air Quality Enterprise/Empowerment Zone at the state and federal level.
- Support increased funding to replace the oldest school buses in the Valley and adding flexibility to existing funding programs to allow for the replacement of more school buses.
- Support efforts to pursue funds for the Diesel Truck Retrofit Program and the Triangular Truck Trade Program.
- Work with state and local government and other key stakeholders on the development of legislation and regulations to incorporate climate change policies into regional transportation planning.
- Monitor efforts by the federal, state and local governments to establish common environmental standards related to the North American Free Trade Agreement (NAFTA).

PROCESS STREAMLINING

- Support legislation and/or administrative reforms to streamline the federal and state government's project delivery process and to eliminate unnecessary and/or duplicative requirements.

ONE VOICE ADVOCACY EFFORTS

- Continue to pursue federal and state support for the projects and policy issues identified through the Fresno COG One Voice efforts.

WATER SUPPLY, STORAGE and QUALITY

- Support legislation and bond proposals that adequately address the water supply, water storage, and water quality needs of Fresno County with special recognition for the importance of agriculture to the county's economy.

Proposed Amendment #1: Add the Three Bullet Points Below to Provide Additional Clarification Regarding the Water Needs of Fresno County:

- Support legislation and bond proposals that would aid in developing new above-ground water storage facilities on the San Joaquin River to provide adequate supplies of water for agricultural and municipal purposes while providing water and temperature control for river restoration and enhancing flood management and control.
- Support efforts of the Upper Kings Basin Water Forum and other integrated water management planning efforts to enhance beneficial uses of available water, particularly during flood events, through additional groundwater recharge and water banking facilities.
- Support federal and state legislation and administrative activities directed at achieving meaningful and effective environmental and physical repairs and improvements to the Delta (including, but not limited to, levee and channel rehabilitation, conveyance facilities, water quality improvements and solutions to fishery and environmental problems) to permit exports of full supplies of water to water agencies and users along the western San Joaquin Valley.

CALIFORNIA PARTNERSHIP FOR THE SAN JOAQUIN VALLEY

- Support efforts to establish in statute, the California Partnership for the San Joaquin Valley, and to provide a continuing stream of funding for its existence.
- Partner with the California Partnership for the San Joaquin Valley for the successful implementation of their strategic action plan.

FLOOD CONTROL

- Support legislation in partnership with the Fresno Metropolitan Flood Control District to provide funding that helps local flood protection efforts.

ECONOMIC DEVELOPMENT

- Partner with the Economic Development Corporation serving Fresno County, the Five Cities Economic Development Authority, the I-5 Business Development Corridor, Inc., the region's Chambers of Commerce, and any other relevant organization, to advocate for improvements, when appropriate, to enhance the economic well-being of Fresno County residents.
- Evaluate proposed formulas in state and federal legislation that provide program or formula funding to ensure Fresno County and the Central Valley entities can be competitive for the funds.

IMMIGRATION

- Oppose indiscriminate enforcement actions by the U.S. Government that are conducted in a manner that violates the civil rights of Fresno County area residents for the purpose of deporting undocumented foreign nationals residing and working in Fresno County.

REAUTHORIZATION OF FEDERAL FARM BILL

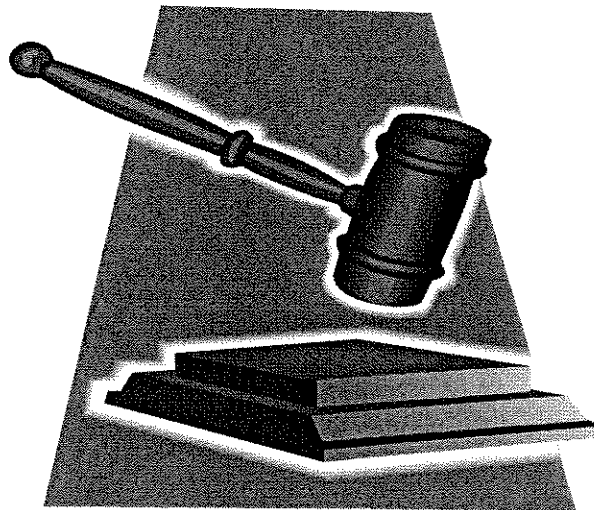
- Monitor legislation pertaining to the federal reauthorization of the 2002 Farm Bill and support the Fresno County Farm Bureau's Farm Bill priorities, where appropriate.

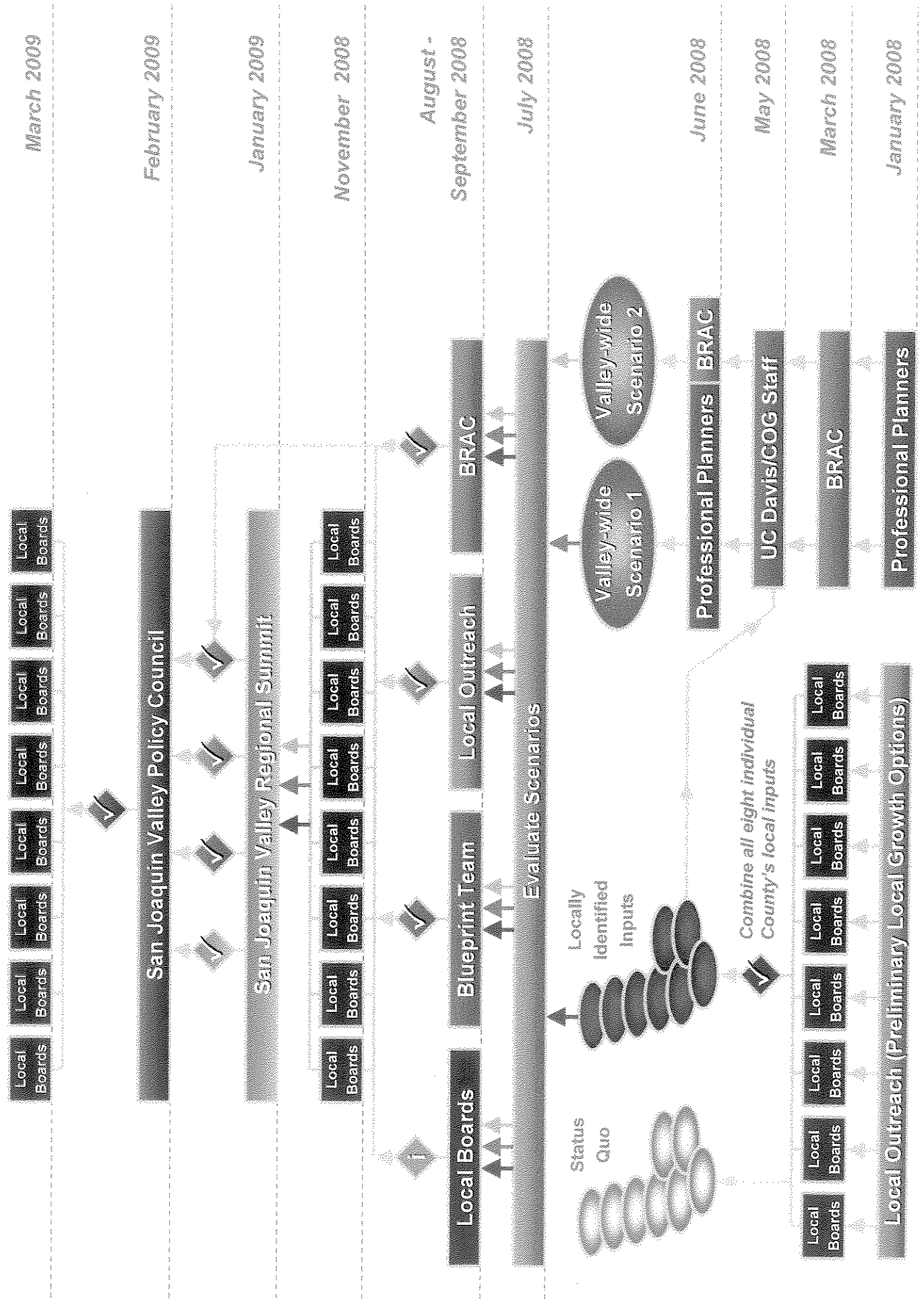
OTHER

- Oppose unfunded federal and state mandates on local and regional governments, and support proposals that would prohibit the passage of legislation that impose new unfunded mandates.
- Work with staff from other Regional Transportation Planning Agencies, both in the San Joaquin Valley and in other regions of the state, to identify issues of regional significance in legislative proposals and policies and coordinate advocacy efforts to advance common goals.

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COG POLICY BOARD







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December 19, 2007

**To: Barbara Goodwin, Executive Director
Tony Boren, Deputy Director
COG Blueprint Staff**

From: Barbara Steck, Senior Transportation Planner

Re: Blueprint – Phase III – Fresno County Alternative Scenario Analysis

Following is an outline of critical dates for the completion of Fresno COG's Phase III of the Blueprint planning process. We are requesting bids from marketing and/or advertising firms for assistance with these tasks.

January 23rd Blueprint Roundtable – Present scenario updates

February 27th Blueprint Roundtable – Present preliminary scenario runs with outcomes on 6 Fresno County alternative scenarios, take comments from committee, refine as needed

March 26th Blueprint Roundtable – Present results of final runs on all scenarios; Roundtable approval to take to public

March 27 - April 22 - Public outreach and feedback on 6 scenarios

Some suggested approaches:

- Community TV and Radio spots
- Presentations to local agencies and community groups
- Community Forums – one on east side and one west side
- Fresno Bee Survey? (TBD)
- Comcast Town Hall Meeting w/ Clickers? (TBD)
- Interactive COG website? (TBD)
- Other outreach strategies (TBD)

April 23rd Blueprint Roundtable - Report on public outreach; committee makes recommendation to COG Policy Board on selected concept

May 29th - COG Policy Board - approve Fresno's selected concept and forwards to UC Davis for inclusion in Valleywide analysis.

After this point, we will begin the Valleywide process of developing alternative regional scenarios and conducting outreach on scenarios. Once the San Joaquin Valley preferred growth scenario is selected, we will move to implementation – beginning with adoption of the SJV Blueprint by local agencies with land use authority. It's a challenging schedule, but we need to move forward if we hope to have all 70 Valley jurisdictions with land use authority endorse the SJV Regional Blueprint preferred scenario by June 30, 2009.

Fresno County Blueprint

Preliminary Draft Scenarios Descriptions

Three levels of network analysis will be conducted:

- *RTP Buildout (Scenarios 1-4)*
- *RTP Enhanced - RTP Buildout with SR 65 and TBD 99 Bypass (Scenarios 1-4)*
- *Metro Rural Loop (Scenario 5)*

SCENARIO 1: Current Trends - Status Quo Land Use pattern that reflects recent development practices. Growth would not be constrained within the current Spheres of Influence (SOI).

SCENARIO 2: SOI-focused, maintaining SOI - High density metropolitan area growth. This scenario directs almost all of the future growth in Fresno County to the city spheres and Millerton/Shaver Lake areas. (Average densities will be determined after model runs.) It would emphasize higher density infill development and redevelopment; some greenfield development would also occur. It would maintain or shrink the existing SOI. It would allow no further development on strategic agricultural land or on strategic resource conservation land. There would be limited growth in the remainder of the County.

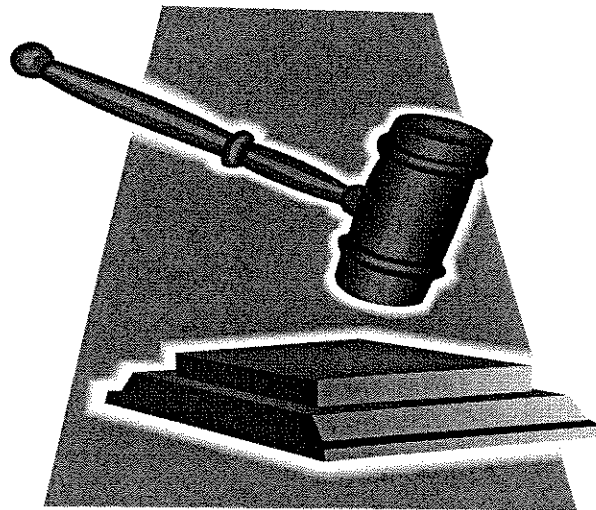
SCENARIO 3: Metro-focused, expanding SOI - Moderate density increase, metropolitan area growth. This scenario directs 80% of the future growth in Fresno County to the metropolitan area. (Average densities will be determined after model runs.) It would involve infill development, redevelopment and significant greenfield development. It would allow for expansion of the SOI to accommodate growth. It would discourage further growth in areas of strategic agricultural or resource conservation land. There would be limited growth in the remainder of the county.

SCENARIO 4: Countywide Growth - Distributing a moderately increased density within all of the cities and unincorporated communities, and include new town development. (Average densities will be determined after model runs.) It includes some density increase from infill development and redevelopment. It would allow for expansion of the spheres of influence to accommodate growth. It would discourage further growth in areas of strategic agricultural or resource conservation land. There would be limited growth in the remainder of the county (unincorporated areas) to support agriculture.

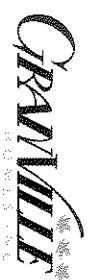
SCENARIO 5: Corridors and Nodes - Moderate growth and high density increases utilizing the concept of the "Metro Rural Loop". Growth would be distributed within the County along the major transportation corridors and at designated "Nodes" which could expand existing cities or be "new cities/towns". This scenario would provide for significant infill/redevelopment in the metropolitan area and greenfield development to accommodate projected population. (Average densities will be determined after model runs.) Spheres of Influence would be adjusted accordingly. Growth corridors and nodes would be developed using the strategic farmlands study and strategic resource land mapping. There would be 2050 and 2110 versions.

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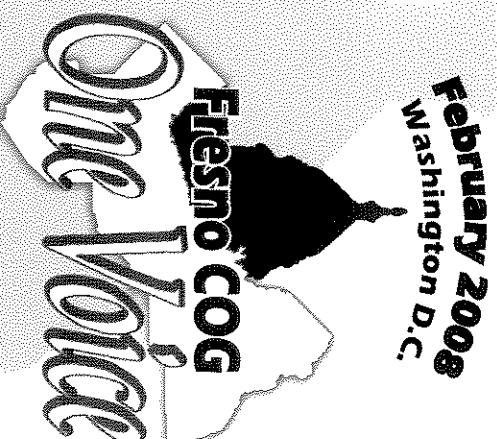
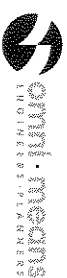
COG POLICY BOARD



2008 One Voice Sponsors:



Quad Knopf



Council of Fresno County Governments

2035 Tulare Street, Suite 201

Fresno, California 93721

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Website Address: www.fresnocog.org

"One Voice" Mission Statement

"One Voice" unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek federal and state funds annually for projects of regional significance. All projects chosen shall contribute to an improved quality of life throughout the Fresno County region.

"One Voice" History

In 2003, the Council of Fresno County Governments (Fresno COG) decided to undertake a "One Voice" effort seeking federal and/or state funding for projects of broad community-wide benefit within Fresno County. The goal was to assemble a public-private delegation, select prioritized projects, and then visit our Congressional and federal departmental representatives in Washington, D. C. to pursue funding and grant opportunities. The Fresno COG proposed this as an annual effort and has made a similar effort at the State level in Sacramento.

The message we heard during each of our visits to Washington, D.C. was that we were welcomed and encouraged to return and to continue communications, building upon the broad-based coalition we were assembling. The "One Voice" approach is positively recognized and viewed as a means of assisting our federal representatives identify, prioritize and shepherd much needed projects through the federal budget process. No accomplishments in connection with "One Voice" activities would be possible without the outstanding leadership of the Fresno COG congressional delegation.

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

Fruits of "One Voice"

Total to Date: \$13,151,000

The Fiscal Year 2008 Omnibus Appropriations bill included the following "One Voice" project:

\$1,636,000 for Friant Road Widening, Copper to Millerton

In 2007 a Continuing Resolution was passed that nationally eliminated all projects proposed for the Appropriations Bill. This action included the following four "One Voice" projects that were pending and are subsequently not included in the Fruits of "One Voice" total to date:

\$500,000 for State Route 180 Improvements

\$250,000 for the construction of a vocational training facility in Mendota

\$1,000,000 for Friant Road Widening

\$200,000 for the West Side Vocational Training Center in Fresno Count

Three additional "One Voice" projects were contained in the 2005 Federal Transportation Reauthorization Bill (SAFETEA-LU):

\$1,200,000 for Friant Road Widening

\$7,600,000 for Freeway 180 Improvements

\$240,000 for Willow and Herndon Traffic Flow Improvements

The 2006 Transportation, Treasury and Housing and Urban Development Appropriations bill included:

\$900,000 for State Route 180 East Improvements

Four "One Voice" projects were included in the 2005 omnibus appropriation:

\$250,000 for the Non-Point Source Water Quality Management Program to Fresno COG to contract with the Fresno County Farm Bureau. \$500,000 for the Friant Corridor Improvements Project to the County of Fresno.

\$200,000 for the Regional Jobs Initiative to CSUF

\$400,000 to the Workforce Investment Board

\$225,000 for the Rural Vocational Training Centers Project to the County of Fresno

Fresno COG "One Voice" ~ 2008 Recommended Regional Priorities

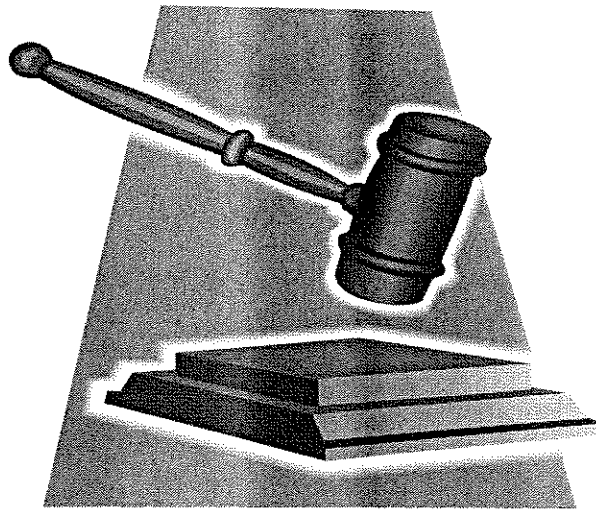
Project/Bill/Account	Project Description	Project Location	Congressional District	Total Request (Final\$ TBD)	Requesting Agency
#1 Transportation Priority Project State Route 180 - Temperance to Academy Ave. THUD (STP)	Completion of construction of the segment of SR 180 from Temperance to Academy	Southeast Fresno County	21	\$3,000,000	Fresno COG
Highway 269 Bridge Project THUD (STP)	Build a 500 foot bridge across the Arroyo Pasajero Creek	Near the City of Huron	20	\$1,300,000	Fresno COG
Golden State Corridor Economic Development Infrastructure THUD (TCSP)	Roadway rehabilitation, improvements and enhancements to facilitate economic development.	Golden State Boulevard through Kingsburg, Selma, Fowler, and portions of Fresno Co.	20, 21	\$3,000,000	Fresno COG
Recycled Water Master Plan System - Phase C Interior (EPA-STAG)	Complete build-out of main water transmission lines. Developed in 5 phases - Total Cost - \$35 million	City of Clovis	21	\$850,000	City of Clovis
Veterans Boulevard THUD (STP)	Diagonal connection between Herndon Ave. and Grantland in NW Fresno	NW area of City of Fresno	19	\$1,500,000	City of Fresno
Willow Avenue Corridor Improvements from Herndon Ave to Copper Ave. THUD (TCSP)	Widening of Willow Ave	Northeast Fresno connecting to the City of Clovis	21	\$2,000,000	City of Fresno
Manning Avenue Bridge Rehabilitation and Reconstruction. THUD (TCSP)	Manning Avenue Bridge Rehabilitation and Reconstruction.	Manning Avenue entrance to Reedley over the Kings River	21	\$500,000	City of Reedley
#1 Social Services Priority Project Never Give Up - Fresno County Gang Prevention Initiative Justice, Commerce, Justice, Science	Institute first step of countywide Gang Prevention Initiative	Countywide	18, 19, 20, 21	\$1,500,000	County of Fresno
Transit Signal Priority THUD (Bus and Bus Facilities)	Fund Transit Signal Priority System	Various congested intersections within Fresno Clovis Metropolitan Area	18, 20, 21	\$3,500,000	City of Fresno

Fresno COG "One Voice" 2008 Policy Priorities

Project/Legislative Vehicle	Project Description	Project Location	Applicant	Congressional Districts
Future of the 144th Fighter Wing, California Air National Guard Defense (Authorization)	To assign F-15 aircraft or other newer advanced fighter aircraft to the 144th Fighter Wing to replace the F-16 dated to expire in the year 2012.	Fresno Yosemite International Airport	City of Fresno	21
Fresno Yosemite International Airport DHS (Authorization)	Establish FYI as an international Port of Entry (POE) with the US Dept. of Homeland Security, Customs and Border Protection Agency (CBP)	Fresno Yosemite International Airport	City of Fresno - Dept. of Airports	21
Air Quality Enterprise/ Empowerment Zone Designation Federal Tax Legislation (Authorization)	Establishment of new designation	County of Fresno	County of Fresno - Board of Supervisors	18, 19, 20, 21

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COG POLICY BOARD





January 30, 2008

The Council of Fresno County Governments (Fresno COG) would like to announce the upcoming "Sacramento One Voice" advocacy effort. This will be the third consecutive year that the Fresno COG will lead a delegation of elected officials, city managers, local agency staff, and community leaders to Sacramento to advocate for state support for regional priorities. This trip provides an opportunity to expand upon relationships with our local Senate Members, Assembly Members, State Agencies, and the Governor's office in order to provide a foundation for continued awareness of the issues facing the Fresno County region. Discussion topics for advocacy during the upcoming trip are attached as well as a rough outline of the trip schedule.

We encourage your participation in this worthwhile effort. This is your opportunity to speak on the issues that are important to you that affect the Fresno County region.

If you are interested in participating as a member of this delegation please contact Jennifer Dansby at Fresno COG for additional information.

"Sacramento One Voice" Trip:

March 10-11, 2008

RSVP by February 22, 2008

Jennifer Dansby: (559) 233-4148 or email: jenniferd@fresnocog.org

Thank you for your interest!

SACRAMENTO "ONE VOICE" ADVOCACY ISSUES	PRIORITY RANK
PORT CONTAINER FEES FOR THE SAN JOAQUIN VALLEY: Support legislation that includes the San Joaquin Valley region as a recipient of any new port container fees collected at the California ports to mitigate the emissions associated with freight movement to and from the ports through the Valley.	1
STATE BOND IMPLEMENTATION: Maximize Fresno County's regional share of Proposition 1B (Transportation Bond), Proposition 1C (Housing Bond), and Proposition 84 (Parks Bond) bond monies.	2
WATER: SURFACE LEVEL WATER STORAGE: Support funding to meet the surface level water storage needs of Fresno County via new bond monies, legislation, or other avenues of funding.	3
CALIFORNIA PARTNERSHIP FOR THE SAN JOAQUIN VALLEY: Support legislation establishing the California Partnership for the San Joaquin Valley, in statute, through January 1, 2020.	4
THE SAN JOAQUIN VALLEY REGIONAL AFFORDABLE HOUSING TRUST: Support AB 1129 (Arambula) establishing the San Joaquin Valley Regional Affordable Housing Trust and maximize funding opportunities from Proposition 1C and other available state sources for the Trust.	5
SAN JOAQUIN VALLEY DESIGNATION AS AN AIR QUALITY ENTERPRISE/EMPOWERMENT ZONE: Seek the establishment of a new San Joaquin Valley designation as an Air Quality Enterprise/Empowerment Zone at the State and Federal level. The new designation would recognize that the Valley has a unique air quality and economic situation that calls for additional state and federal resources to effectively meet the unique challenges that face the Valley.	6
HIGH-SPEED RAIL: Support the development of High-Speed Rail in a manner that is most beneficial to Fresno County and the entire San Joaquin Valley and the retention of the High-Speed Rail Bond Measure on the November 2008 ballot.	7

In addition to the above issues, the delegation will speak to the following:

SAN JOAQUIN VALLEY BLUEPRINT PLANNING PROCESS: Provide project update on regional blueprint planning activities.

FRESNO COG 2008 LEGISLATIVE PLATFORM: Introduce Fresno COG's 2008 Legislative Platform.

**2008 FRESNO COG SACRAMENTO “ONE VOICE” DRAFT SCHEDULE
AS OF 2/19/08**

Monday, March 10th

Capitol Building Room #115

10:00 am – 10:30 am	Briefing – Steve Samuelian
10:30 am – 11:00 am	TBD
11:00 am – 11:30 am	TBD
11:30 am – 12:00 pm	- John Hummer, Deputy Secretary of Goods Movement, BT & H - Jim Bourgart, Deputy Secretary of Transportation and Infrastructure, BT & H
12:00 pm – 1:30 pm	Lunch on your own
1:30 pm – 2:00 pm	Carrie Pourvahidi, Deputy Director, High Speed Rail Authority
2:00 pm – 2:30 pm	Brian Kelly, Senior Consultant, Senate President pro-Tem Don Perata
2:30 pm – 3:00 pm	TBD
3:00 pm – 3:30 pm	- Senator Gloria Negrete McLeod, Chair, Senate Local Government Committee - Peter Detwiler, Staff Director, Senate Local Government Committee
3:30 pm – 4:00 pm	Assemblyman Juan Arambula, Chair, Assembly Jobs, Economic Development and the Economy Committee
4:00 pm – 4:30 pm	Pedro Reyes, Special Assistant to the Speaker of the Assembly, Fabian Nunez
4:30 pm – 5:00 pm	Assemblyman Pedro Nava, Chair, Assembly Transportation Committee
5:00 pm – 6:00 pm	Free Time
6:00 pm – 8:00 pm	Dinner at McCormick & Schmick’s Seafood Restaurant 1111 J St. Sacramento, CA 95814

Guest Speaker: John Barna, Executive Director, California Transportation Commission

**2008 FRESNO COG SACRAMENTO “ONE VOICE” DRAFT SCHEDULE
AS OF 2/19/08**

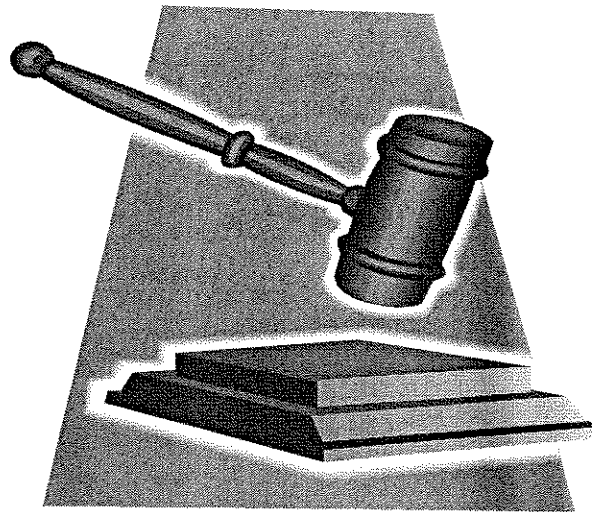
Tuesday, March 11th

Capitol Building Room #115

8:30 am – 9:00 am	Briefing – Steve Samuelian
9:00 am – 9:30 am	Mark Stivers, Consultant, Senate Transportation and Housing Committee
9:30 am – 10:00 am	Cindy Tuck, Undersecretary of California EPA
10:00 am – 10:30 am	- Rocel Bettencourt, Fiscal Consultant, Senate Republican Policy Office - Ted Morley, Policy Consultant, Senate Republican Policy Office
10:30 am – 11:00 am	Senator Alan Lowenthal, Chair, Senate Transportation and Housing Committee
11:00 am – 11:30 am	TBD
11:30 am – 12:00 pm	Anya Lawler, Consultant, Assembly Local Government Committee
12:00 pm – 1:30 pm	Lunch on your own
1:30 pm – 2:00 pm	Senator Dick Ackerman, Senate Republican Leader (Big 5)
2:00 pm – 2:30 pm	Brian Annis, Consultant, Senate Budget and Fiscal Review Committee
2:30 pm – 3:00 pm	Senator Dean Florez, Chair, Senate Air Quality Committee
3:00 pm – 3:30 pm	- Curt Augustine, Deputy Legislative Secretary, Office of the Governor - John Moffat, Deputy Legislative Secretary, Office of the Governor
3:30 pm – 4:00 pm	Senator Dave Cogdill, 14 th District
4:00 pm – 4:30 pm	TBD
4:30 pm – 5:00 pm	TBD
5:00 pm	End of Sacramento “One Voice”. You are free to go!

ADMINISTRATIVE
ACTION DISCUSSION
ITEMS
AGENDA ITEM
VI. F.

COG POLICY BOARD





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Fresno, California 93721

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February 15, 2008

Memorandum

TO: Transportation Technical Committee
Policy Advisory Committee
COG Policy Board

FROM: Barbara Goodwin, Executive Director
Tony Boren, Deputy Director
Les Beshears, Finance Director

SUBJECT: Draft FY 2008-09 Overall Work Program

Recommendation:

Staff recommends release of the draft FY 2008-09 Overall Work Program and Annualized Budget totaling \$9,306,042 for a 45 day review and comment period.

Note: The first two pages of Appendix F compare annualized revenue and expense estimates for FY 2008-09 with approved FY 2007-08 values. The annualized budget eliminates the impact of the carryover projects and is thereby more accurate in highlighting current revenue and expenditure trends. The budget details following these first two pages include all carryover projects (in keeping with Federal and State requirements) and reflect overall COG workload.

Summary:

The FY 2008-09 Overall Work Program (OWP) totaling \$10,381,603 (including carryover projects) is submitted for your review. This year's budget total reflects an increase of 30% (\$2,396,558) from the approved FY 2007-08 budget. Federal revenues declined \$1,130,136 as a number of large studies funded by federal funds were completed last year. These large federally funded projects included the Freeway Deficiencies Study, Valley Goods Study, and the Regional Transportation Mitigation fee. State revenues increased 43% due to increased emphasis on the Blue Print Planning Process. Local Revenues increased 122%, (\$3,280,739). A significant amount of this increase comes from new revenues associated with Measure "C" programs.

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

The six primary components of the program are as follows:

1. Regional Transportation Planning
2. Transportation Program Development
3. Service and General Coordination Activities
4. Regional Coordination of Transportation, Land Use & Housing
5. Valleywide Coordinated Activities
6. Administrative Activities

Highlights for each of the six OWP components are listed below:

1. Regional Transportation Planning

The sixteen work elements contained within this section primarily carryout the long-range regional transportation planning program which the COG is statutorily responsible for.

Work Element 111, - Regional Transportation Modeling This \$306,000 program includes \$125,000 to update our Traffic Model.

Work Element 113 – West Area Circulation Study This element provides \$100,000 to fund a West Area Circulation Study.

Work Element 115 - Regional Transportation Mitigation Fee The Nexus study on the RTM fee is anticipated to be complete by the end of the current year. The process of adopting the program through all the member agencies will then begin. \$252,700 is programmed to cover this involved and complicated process.

Work Element 120 – Public Transportation Urban This \$627,000 Urban Transit planning effort includes \$100,000 in Developer fees carried over from last year to complete Fresno Area Express's Master Transit Plan. It also reserves \$100,000 of FAX's Section 5307 grant to go Transit studies as needed.

Work Element 121 – JARC and Work Element 122 – New Freedom The Public Transportation Human Services Plan has been adopted clearing the way for staff to conduct a competitive process to solicit \$1.6 million (representing two years of apportionments) in Federal Transit Administration Sect. 5317 and Sect. 5317 funds to eligible projects. The JARC program is 100% funded. The New Freedom will require a 50% match.

Work Element 123-(Public Transit Infrastructure (PTIS) Completion of this \$3 million Measure "C" funded study is required before Measure money can be spent on various Transit components and the Transit Oriented Infrastructure program. The cash flow of this program will require arrangements to borrow from other Measure programs to front load this study. The Transportation Authority is presently preparing a policy to address this necessity.

2. Transportation Program Development

WE 210 Measure "C" Extension This \$167,800 work elements continues work done previously to implement the Measure and develop an implementable Capital Projects Strategic Plan.

WE 211 Measure "C" – Oversight Committee This new work element, \$10,500 is implemented to provide staff support for the Oversight Committee.

WE 212 Measure "C" – Rideshare/Van Pool The new work element programs \$95,000, to cover the cost of a new Rideshare/Van Pool coordinator position and office fixtures. As the program is developed, the budget will be amended to bring the cost of the Taxi subsidy and Van Pool programs into the budget.

WE 213 Measure "C" – Rail Consolidation This new work element provides \$260,000 to update the Rail Consolidation study previously done by HDR Engineering in 2001.

3. Services and General Coordination

Work Element 360 – One Voice Advocacy In order to clarify our lobby efforts to our funding agencies, this new \$113,300 work element isolates the cost of the federal and state One Voice Advocacy programs. These activities are ineligible for state and federal participation and must be funded by local assessments.

4. Regional Coordination of Transportation, Land Use & Housing

Work Element 410 – Blue Print Planning. Staff anticipates a high level of work activity with this \$591,000 program as the planning work evolves into development of alternative future land use scenarios for our region and the valley as a whole. This work element anticipates the State will fund a third year of grant funding for San Joaquin Valley Blueprint Planning Activities. The new grant would add \$367,727. Our match, which was previously subsidized by the Air District, will be \$117,690.

5. Valleywide Coordinated Activities

Work Element 810 Valley Air Quality Coordination The scope of this \$173,500 program isolates the cost associated with our lead role in San Joaquin Valley Air Quality Planning. The cost of this program is split among our eight valley partner MPO's and RTPA's.

Work Element 812 Valley Express Transit Study This \$11,800 program provides staff In-Kind to support a larger grant funded valley wide transit study.

Work Element 820 Valley RTPA Coordination General Activities associated with coordinating valley wide planning have been moved out of WE 810 to this new work element. It is anticipated that this work element will be amended to include a contract to coordinate the valley wide planning effort. The cost of the contract will be split among the valley partners.

6. Administrative Activities

Work Element 940 Freeway Service Patrol The Freeway Service Patrol is continued for a 16th year of operation. The current year is the final year of a three year contract and it has been six years since the rates changed. We are budgeting a 20% contingency to accommodate the bidding process. State apportionment and local match funding are adequate to cover the increase.

Work Element 950 Abandon Vehicle Abatement Program FY 2008-09 marks the fifth year of operation for the Abandoned Vehicle Abatement Program. The COG 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.

Staffing

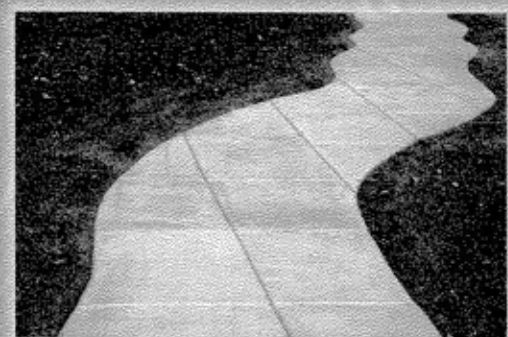
- This year's OWP continues the additional Planning Coordinator position that was budgeted in last years OWP but not filled. The position is requested to help with the additional workload resulting from the passage of Proposition 1B and the reauthorization of Measure "C". In addition, a new position is requested to fulfill the Rideshare/Van Pool requirements of Measure "C"

Office Overhead

Office overhead increased slightly (\$1,747) from 2007/08 reflecting operating expenses associated with the facility.

2008 - 2009

Overall Work Program



Clovis
Coalinga
Firebaugh
Fowler
Fresno
Huron
Kerman
Kingsburg

Mendota
Orange Cove
Parlier
Reedley
San Joaquin
Sanger
Selma
Fresno County

Draft
February 2008

OVERALL WORK PROGRAM FY 2008-2009

COUNCIL OF FRESNO COUNTY GOVERNMENTS
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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

DRAFT

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

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		

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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
FY 2008-2009 Overall Work Program
Proposed
Organization Chart

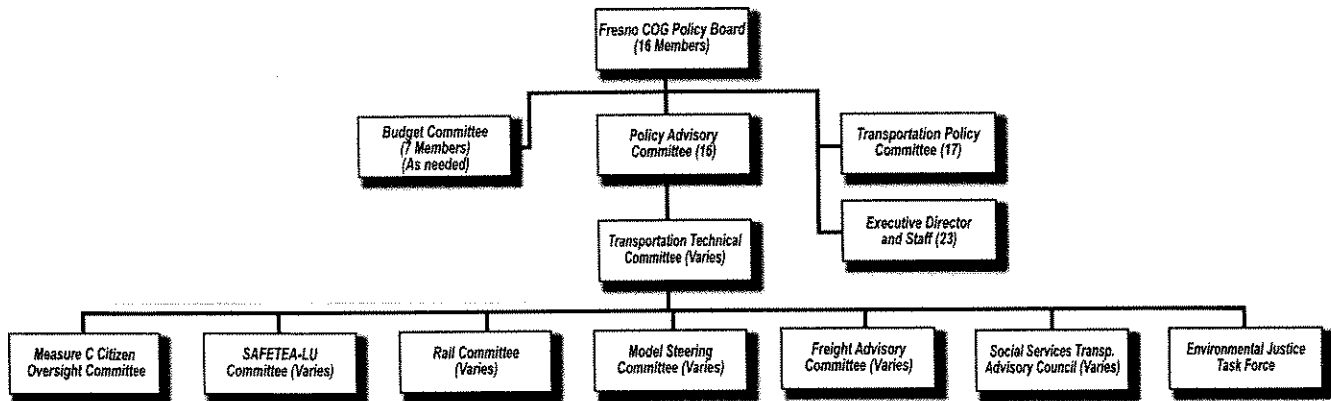
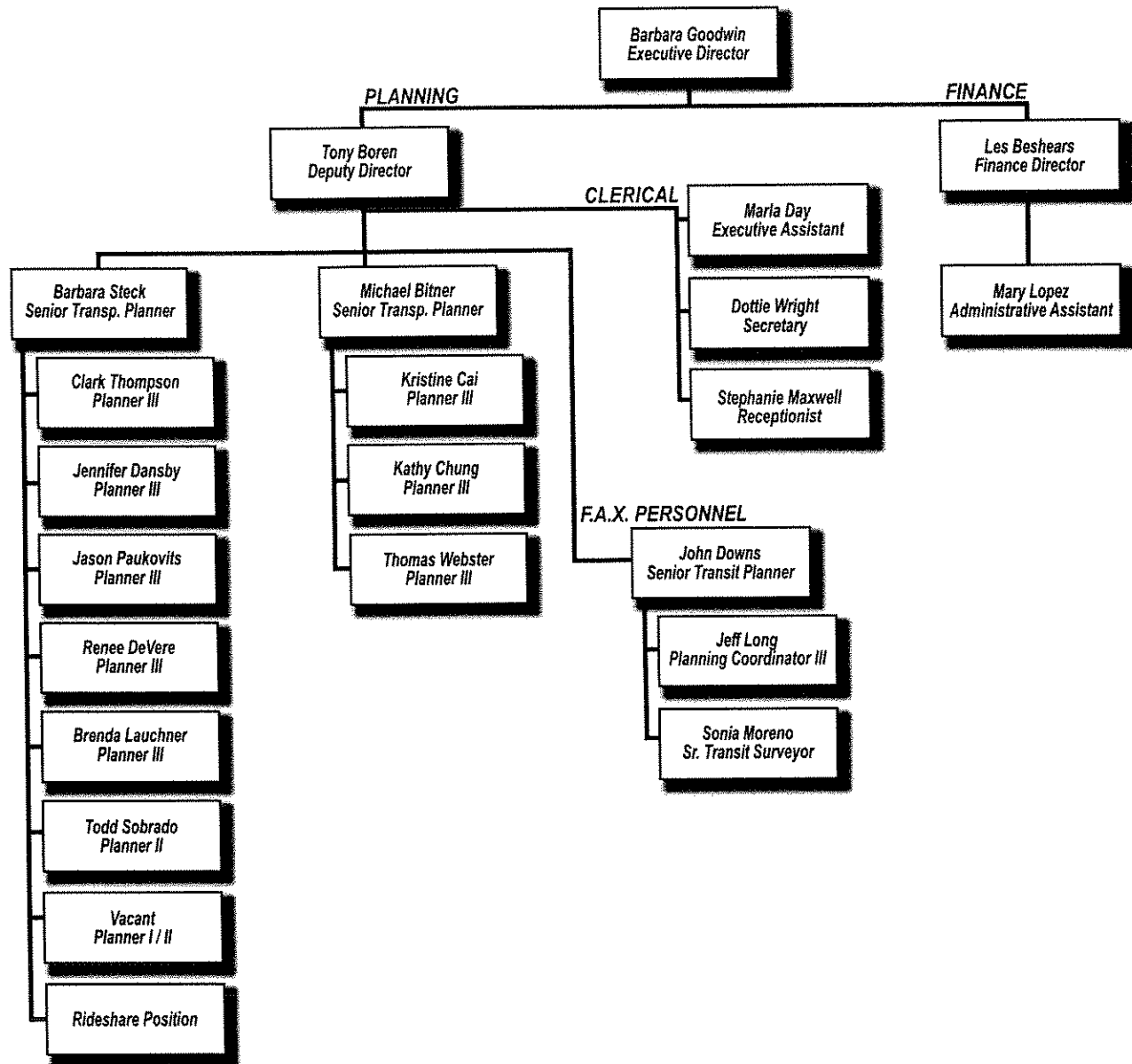


Exhibit 1 (continued)
FY 2008-2009 Overall Work Program
Proposed
Council of Fresno County Governments Staff



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

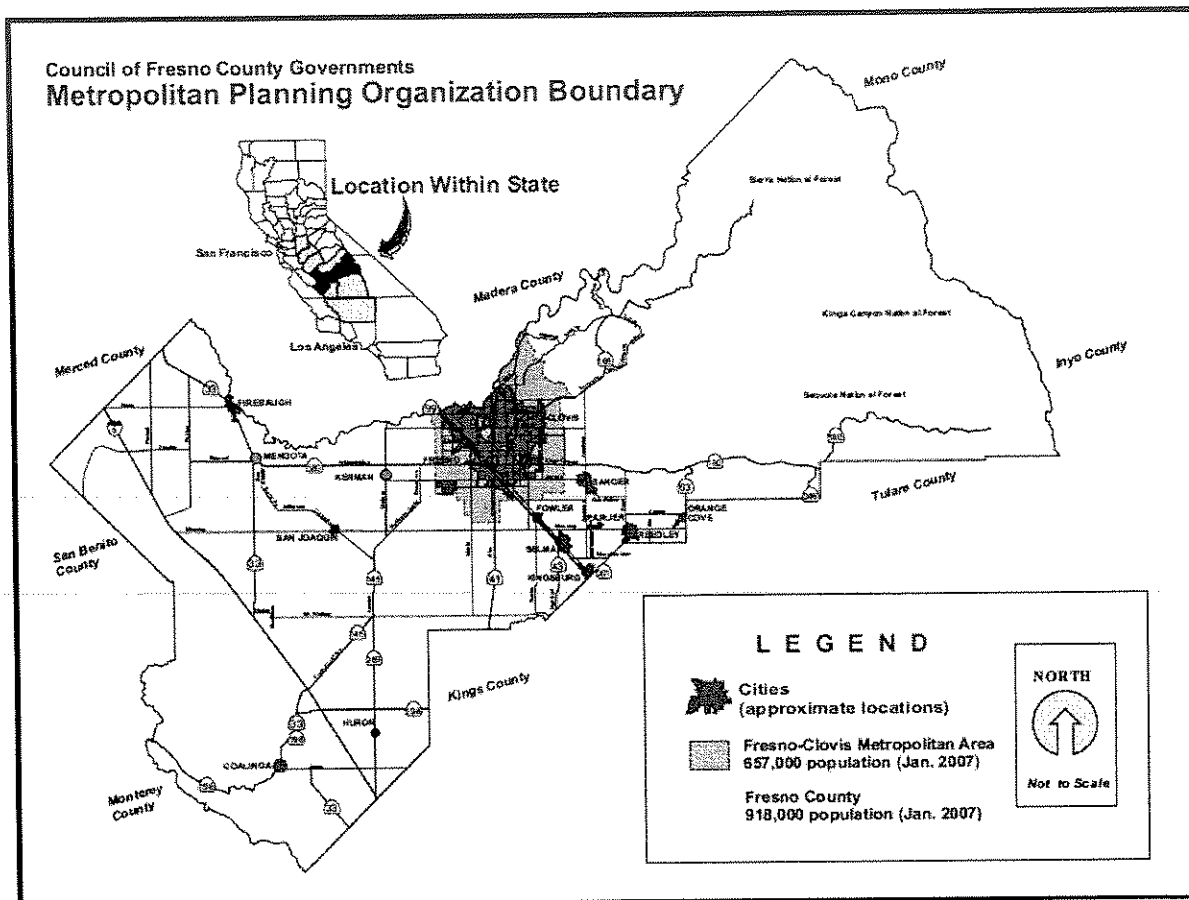
Policy decisions are made by the Fresno COG Board, composed of the Mayors of each incorporated city and the Chairman of the County Board of Supervisors, or their designated representatives.

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.

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.



Public Participation

Efforts toward public participation center around providing the public with information on activities, meetings, planning documents and reports, and seeking advice from the public on Fresno COG's planning activities. Work Element 311 is intended to highlight the COG's desire to encourage more public participation in the transportation planning process, consistent with SAFETEA-LU requirements. This includes public participation in the development stages of plans and programs as well as throughout the adoption process. Fresno COG's newly adopted 2007 Public Participation Plan will be consulted and followed during each phase of plan or program development.

Currently, citizens are represented on the following committees: Transportation Technical Committee; Blueprint Roundtable; Association for the Beautification of Highway 99; Farmland Conservation Model Program; Land Buffer Task Force; Fresno County Model Steering Committee; Regional Transportation Plan Steering Committee; Title VI/Environmental Justice Task Force; Social Service Transportation Advisory Council; Freight Advisory Committee; Measure "C" Citizen Oversight 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, and are posted on Fresno COG's website. Official matters requiring public hearings also require legal notices and are followed up with press releases and a posting on Fresno COG's website. 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 Regional Transportation Plan and Measure "C" Expenditure Plan. 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 \$4.8 billion a year in commercial crop production it is the nation's leading agricultural-producing county. The January 2007 population of 918,000 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 2007 population of about 657,000. 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 \$75,000 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 08/09 OWP that will follow the administrative guidance set forth in the new SAFETEA-LU legislation. 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 approved this most recent conformity document on June 29, 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. Fresno COG proposes to identify the magnitude and urgency of these problems. A major unresolved issue is the demand for an east-west travel corridor in the northern portion of the FCMA and southern portion of Madera County. This issue involves a new river crossing between the two counties and Fresno COG will continue to study potential problems and facilitate discussions between the jurisdictions. 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 Fresno COG's transportation model, local agency staff will continue to identify capacity constraint problems associated with the planned circulation system. At issue is whether or not the Circulation Element of the local General Plans will provide for street and highway development and other modal capacity sufficient to accommodate anticipated mobility needs; what service levels would be associated with future development; and how improvements might be phased. The level of service analysis will be consistent with work required for the Congestion Management System analysis.

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



Public and Social Service Transportation

Rural service 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

CALTRANS TO UPDATE
Information requested from Caltrans

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 metropolitian 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 Trans. Concept Reports	N/A	STATE	Update Transportation Concept Reports	Caltrans	On-going	No
Route 99 CSMP	N/A	STATE	Corridor System Management Plan to support 2 Prop 1B funded projects; one in Madera and one in Fresno	Caltrans	April, 2009	No
Valley-wide GIS	N/A	STATE	Coordinate Integration of Valley-wide GIS into Caltrans GIS	Caltrans	On-going	No
California Transportation Plan	N/A	STATE	The next full update of the CTP 20035 will begin in the summer of 2008 following dev. Of a new Public Participation Plan that spans the entire statewide planning/programming process	Caltrans	In Progress	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

Activity Description	MPO Work Element Number	Funding Type	Product(s)	Work Performed By	Due Date	FSTIP Prgmng.
Corridor Preservation Analysis (various locations)	N/A	STATE	Ultimate Freeway and Interchange Footprints	Caltrans	On-going	No
Route 43 realignment and new Interchange at Dinuba Blvd in the City of Selma	N/A	STATE/LOCAL Funds	Benefit/Cost Analysis of State vs. Local ownership	Caltrans, COFCG, and Consultants under contract to City of Selma	On-going	No
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
Preserving and Enhancing a Vital Town Center through Traffic Calming Pedestrian Design, and Models for Infill Dev. Of Kingsburg	N/A	State - CBTP grant	Design charrette, develop vision and plan to improve traffic safety and mobility in downtown Kingsburg	City of Kingsburg and Local Government Commission (LGC)	July 2008	No

SAFETEA-LU PLANNING FACTORS

SAFETEA-LU Factors	Support Economic Activities	Safety for Users	Security for Users	Accessibility/Mobility for People & Freight	Environment/Energy Cons./Quality of Life	Connectivity of System Between Modes	Efficient System Management and Operation	Preserve Existing System
Work Element								
110 Streets & Highways	■	■	■	■	■	■	■	■
111 Modeling	■	■	■	■	■	■	■	■
112 Traffic Monitoring	■	■	■	■	■	■	■	■
113 Regional Transportation Planning Studies	■	■	■	■	■	■	■	■
115 Regional Transportation Mitigation Fee								
120 Regional Public Transp. Plan - FCMA	■	■	■	■	■	■	■	■
121 Public Transit-Human Services - JARC	■	■	■	■	■	■		
122 Public Transit-Human Services-New Freedom								
123 PTIS								
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.	■	■	■	■	■	■	■	■
211 Meas. C. Citizen Oversight Comm.								
212 Meas. C - Rideshare/Vanpool Coord.								
213 Meas. C Rail Consolidation								
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	■			■		■		
360 One Voice Advocacy								
410 SJ Valley Regional Planning Blueprint	■	■	■	■	■	■	■	■
411 Farmland Conserv. Model Prog.								
810 Valley RTPA Coordination	■	■	■	■	■	■	■	■
812 SJV Express Transit Study								
820 Valley Coordination Activities								
910 COG Administration								
911 OWP/Budget								
912 TDA	■	■	■	■	■	■	■	■
920 FCRTA Administration								
930 FCTA Administration								
940 Freeway Service Patrol		■		■	■		■	■



FTA/FHWA Planning Emphasis Areas

Final 2008/09 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 2008 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

ADD CHART WHEN UPDATED

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. Plng. Studies	■	■		■	■			
115 Regional Transp. Mitigation Fee								
120 Regional PublicTrans. Plng - FCMA	■	■	■	■	■			
121 Public Transit-Human Servi Trans.-JARC	■	■	■	■	■			
122 Public Transit-Human Serv. Trans - New Freedom								
123 PTIS								
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.	■	■	■	■		■		■
211 Meas. C Citizen Oversight Comm.								
212 Meas. C Rideshare/Vanpool Coord.								
213 Meas C - Rail Consolidation								
220 Prg. Develop.	■	■	■			■		■
310 Intergov't'l Coord.	■	■	■	■		■		
311 Public Particip.	■	■	■	■				
312 WWW Home Page	■	■	■	■	■		■	
313 Environmental Justice	■	■	■	■	■			
320 Member Assist.	■							
330 Outside Assist.	■							
340 Transp. Demand	■	■						
350 Data Center		■	■	■	■			
360 One Voice Advocacy								
410 SJ Valley Reg. Plng. Blueprint		■	■	■			■	
411 Farmland Conservation Model Program								
420 Fresno Regional Housing Needs Plan								
810 Valley Air Quality Coordination	■		■	■		■		
812 SJV Express Transit Study								
820 Valley Coordination Activities								
910 Administration								■
911 OWP/Budget								■
912 TDA								
920 FCRTA	■		■	■				
930 FCTA								
940 Frwy Serv. Patrol								
950 Aban. Veh. Abate.								

Work Element Descriptions

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 and II.
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 | American Association of State Highway and Transportation Officials (AASHTO)
Communication and Community Partnerships (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 AASHTO CCP						■	1	■	■	■	■	■	■	■	■	■	■	■	■
110.13 Night Visibility Studies		■					1	■	■	■	■	■	■	■	■	■	■	■	■

110 REGIONAL STREETS & ROADS

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	257,237	1.92
FTA 5316/5317	0	County	43,000	0.60
FTA Section 5307		Fresno	5,000	0.10
FTA 5305		Clovis	1,000	0.01
FHWA PL	259,894	FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	46,343			
OTHER				
Total	306,237	Total	306,237	2.63

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.

Fresno COG has just completed a major 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 is 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 2035 and beyond.

Traffic model runs are made as necessary to support transportation planning and conformity analysis. The COG staff also runs the latest EMFAC emissions model for air quality in support of transportation conformity. This activity supports both highway planning activities and the air quality conformity process. 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.

COG staff has become very proficient at running the UPLAN land use model in support of the Blueprint planning process. UPLAN is a GIS based land use computer modeling tool developed by UC Davis. UPLAN was selected by the Valley-wide Blueprint technical committee for the Valley-wide Blueprint project. UPLAN is used to simulate or model future growth patterns, land consumption and resources preservation with different land use development scenarios.

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. Recently completed the updated Valley Wide Truck Model provides many capabilities including a future analysis year.

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 2003 through 2035).
2. Modeling tools adequate to support ongoing land use/transportation planning activities.
3. Reports, studies and analyses documenting findings derived through the use of transportation modeling tools.
4. Minutes and other documentation related to the activities of the Fresno COG Model Steering Committee.
5. Updated Countywide mode split peak period and daily traffic model calibrated to 2003 base year using TP+/CubeViper software.
6. Updated future year traffic models: 2007, through 20350.
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.
- 111.02 Update the traffic model to provide better representation of the small cities and rural areas.
 - Disaggregate traffic analysis zones and add additional street network in small cities and rural areas
 - Review and update transit networks
 - Revise capacity classes

- Develop module to automatically calculate Highway Capacity Manual level of service for all model runs
 - Add a school trip purpose for trip generation
 - Update subarea extraction process used in developing truck trips to correspond with the TAZs in the valleywide truck model
 - Update model validation
- 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	■	■	■	■	■	■	■	■	■	■	■	■
111.02 Model update	■						10	■	■	■	■	■	■	■	■	■	■	■	■
111.03 Support planning process	■						20	■	■	■	■	■	■	■	■	■	■	■	■
111.04 Maintain future year models	■	■	■		■		11	■	■	■	■	■	■	■	■	■	■	■	■
111.05 Provide input to EMFAC	■						5	■	■	■	■	■	■	■	■	■	■	■	■
111.06 Staff Model Steering Com.	■	■	■		■		5	■	■	■	■	■	■	■	■	■	■	■	■
111.07 Participate Valley Wide	■						10	■	■	■	■	■	■	■	■	■	■	■	■
111.08 Blue Print Modeling	■						30	■	■	■	■	■	■	■	■	■	■	■	■
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	346,414
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	50,570
OTHER	
Total	396,984

Expenditures	\$\$\$\$	-py-
Fresno COG	238,634	1.78
County	2,500	.04
Fresno	0	.00
Clovis	1,000	.01
FCEOC	0	.00
Contracts	154,850	
Total	396,984	1.83

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. Fresno COG staff is responsible for coordinating the work activities and for production of the annual Traffic Monitoring Products. The regional count program was recently reevaluated with new count locations and screen lines developed. In addition a new traffic monitoring report process was created and a web based traffic count map developed.

The traffic monitoring program provides for a detailed traffic monitoring database. This comprehensive database provides the sampling required to respond to the requirements of the federal Clean Air Act. The ability to provide travel information is a critical component of the Fresno COG's commitment to air quality related work activities, 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 Fresno 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. The newly developed Annual Traffic Monitoring Report and the new web based traffic count map are sure to become indispensable tools for the Fresno COG and others.

TRAFFIC MONITORING PRODUCTS

1. Annual Report - Fresno Regional Traffic Monitoring Program.
2. Computer database containing historical traffic monitoring information
3. Web based traffic count map
4. Updated traffic count locations and screenlines

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 and web based map 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	189,366
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARNTER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	77,764
OTHER	
Total	267,130

Expenditures	\$\$\$\$	-py-
Fresno COG	83,400	.62
County	103,000	1.44
Fresno	53,230	1.06
Clovis	7,500	.09
FCEOC	0	.00
Contracts	20,000	
Total	267,130	3.21

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. No Regional Transportation Planning Studies were undertaken in FY 2007-08.

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	J U 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	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	88,530
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
FSP	
STATE PARTNERSHIP	
SPR	
LTF	11,470
OTHER	
Total	100,000

Expenditures	\$\$\$\$	-py-
Fresno COG		
County		
Fresno		
Clovis		
FCEOC		
Contracts	100,000	
Total	100,000	0

OBJECTIVE

The primary objective of this project is to develop a Regional Transportation Mitigation Fee Program.

DISCUSSION

In November of 2006 voters in Fresno County approved an extension of the Measure "C" half cent sales tax measure creating the Regional Transportation Program (RTP-MC) which included a Tier 1 and 2 list of urban and rural street and road projects to provide for the movement of goods, services, and people throughout the county. A minimum of 75% of the State Transportation Improvement Program funds due to the Fresno County region shall be committed to the Tier 1 program. Twenty per cent (20%) of the total program shall be funded through implementation of a Regional Transportation Mitigation Fee (RTMF). The RTMF shall be developed by Fresno COG and approved by Fresno COG and the Fresno County Transportation Authority in coordination with all local jurisdictions. The process shall be consistent with state law and require an analysis of growth and travel demand for each agency, identify regional road improvements to meet such demands, describe the appropriate "nexus" between demand and improvements, and adopt an appropriate mitigation fee that shall be adjusted to reflect actual construction cost every 5 years, but shall be adjusted annually on July 1st to reflect the percentage increase or decrease in the Engineering News Record Index for the California Cities for the twelve month period preceding December of each year. The RTMF shall be enacted by all cities in the County and by Fresno County to become effective by no later than January 1, 2009 as a condition of receiving Measure "C" Local Transportation Program Street Maintenance Allocation.

PREVIOUS WORK COMPLETED

PB Americas Inc. was hired to conduct the Regional Transportation Mitigation Fee Study.

PRODUCTS

A Regional Transportation Mitigation Program.

TASKS

- 115.01 Develop and administrate the Regional Transportation Mitigation Program.
- 115.02 Analyze current and projected traffic volumes. Existing volumes shall be based upon current traffic counts (less than two years old) from various sources including Caltrans, the Fresno COG Regional Traffic Monitoring Report, and other local member agencies (County and 15 cities). Future volumes (Year 2030) shall be based upon the Year 2030 Fresno COG Regional Traffic Model. Traffic modeling will be provided by Fresno COG. Existing and projected volumes for improvement projects included in the Freeway Deficiency Study (Phase 1 and 2) shall be provided by Fresno COG. Prepare Milestone Report #1.
- 115.03 Identify specific highway, street, roadway, interchange, and intersection improvements necessary to accommodate current and anticipated future (Year 2030) traffic at a minimum level of service of D or

better. Improvement projects included in the Freeway Deficiency Study (Phase 1 and 2) shall be provided by Fresno COG. Prepare Milestone Report #2.

- 115.04 Develop cost estimates for each proposed future year improvement. Work with Caltrans and each of the member agencies (the County and 15 cities) to estimate project costs using acceptable methodologies and current unit cost estimates. Included in the summary of costs will be the amount of right of way and engineering costs. Based on these costs, an estimate shall be made of the right of way and engineering costs for the conceptual level improvement plans (in current dollars). Engineering costs are normally based upon construction costs, with a higher allowance where environmental and relocation issues are likely indicated. The methodology for estimating both right-of-way and engineering costs will be submitted to the PDT for approval prior to completing the technical work and cost estimates. Project costs for improvements contained in Phase 2 of the Freeway Deficiency Study will be provided by Fresno COG. Prepare Milestone Report #3.
- 115.05 Indicate the potential or known funding sources that are available to finance each required future year (Year 2030) improvement project. The consultant shall first provide comprehensive information on existing funding sources and fund source revenue estimates. Funding sources identified and recommended in Phase 2 of the Freeway Deficiency Study will be provided by Fresno COG.
- 115.06 Subtract revenues available from available funding sources to identify a total net RTMF facilities cost. The result will be the shortfall of available funding for required improvement projects. Policies for the allocation of funds to types of improvements will need to be specified. The result of this task shall be a Capital Improvement Program (CIP) of projects from 2007 through 2030, with annual programming through 2010, and then five-year programs for 2011 - 2015, 2016 - 2020, etc. The program for improvements contained in Phase 2 of the Freeway Deficiency Study will be provided by Fresno COG. Prepare Milestone Report #4.
- 115.07 Recommend RTMF subareas for those areas throughout the County in which construction of new roads or improvement or expansion of existing roads is attributable in whole or in part to projected new development.
- 115.08 Determine the appropriate method to establish a "nexus" between the need for facility improvements and the impact caused by new development and recommend the estimated traffic impacts fees resulting from that process.
- 115.09 The consultant shall develop an implementation program to include sample Memoranda of Understanding (MOU) for interagency agreements for the collection and expenditure of the RTMF. Also included will be any necessary legislative and administrative steps necessary to implement the CIP. From time to time, impact fee rates will need to be revised in response to inflation and other factors. The implementation program will define the procedures for updating the RTMF. Prepare Milestone Report #5.
- 115.10 Provide Fresno COG with a draft and final report incorporating Milestone Reports 1 through 5.
- 115.11 Develop a Public/Stakeholder Involvement Program. Work with Fresno COG staff to develop and carry out a public/stakeholder involvement program. At a minimum, the consultant shall work with Fresno COG to identify and form a Project Development Team (PDT) consisting of affected agency and stakeholders within the County. The consultant shall meet with the PDT once each month over the duration of the Project. Further, the consultant shall work with Fresno COG to conduct a minimum of three public workshops. The purpose of the workshops is to encourage and receive meaningful participation from the public to obtain their perspective on proposed improvements and the estimated new development fees required to address the improvements.

- 115.12 In addition to meetings required to perform previously mentioned task activities, the consultant will facilitate and participate in the following meetings and presentations as outlined below.
- Kick-off meeting and other meetings and/or conference calls with the Fresno COG Project Manager and staff representative (as needed).
 - One (1) presentation of the Draft Final Report before the Fresno COG Policy Board.

115 Regional Transportation Mitigation Program																		115	
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
115.01 RTMF Program	■							■	■	■	■	■	■	■	■	■	■	■	■
115.02																			
115.03																			
115.04																			
115.05																			
115.06																			
115.07																			
115.08																			
115.09																			
115.10																			
115.11																			
115.12																			

115 Regional Transportation Mitigation Program

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	52,700	.39
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	200,000	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
FSP				
STATE PARTNERSHIP				
SPR				
LTF				
OTHER	252,700			
Total	252,700	Total	252,700	0.39

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 Fresno 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 through site visits and assistance with transit training. FAX/COG Staff continue to prepare quarterly passenger newsletters as well as the FAX Annual Report. These publications help inform the community about programs, services and accomplishments at FAX. 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.

A public transportation regional agency formation study was completed and accepted by the COG Board in September, 2007. The Study which included peer evaluations, policy level stake holder interviews, and evaluation of existing system performance and coordination efforts, found that Fresno County public transportation operators already have a high level of cooperation and coordination. Additionally, based on peer evaluations, Fresno County Operators are providing a cost effective and productive service. The Study recommends the formation of a "Transit Coordinating Council" which would consist of policy level members and technical staff support. The purpose of the Council would be to continue to explore improved coordination potentially leading a regional transit agency.

FAX/COG Staff completed a Request for Proposals for a regional farebox system which was released by the City of Fresno in October, 2007. The RFP was developed through consultation with FAX, FCRTA, Clovis Transit,

Fresno State, Fresno County and Fresno Unified School District representatives in order to ensure the final project would function as a regional tool. FAX anticipates awarding the contract by March, 2008.

FAX/COG staff along with Kimley-Horn & Associates began work on the FAX Long-Range Transit Master Plan update in January 2007. The majority of the work thus far has been in the development of a BRT Plan for the FCMA. The work has included public outreach, corridor selection as well as ridership and cost modeling. The final plan will include an evaluation of the steps necessary to seek federal Small Starts funding. 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.

FAX/COG staff completed the Downtown Transportation and Infrastructure Study (DTIS) for the City of Fresno. The intent of the study is to define and evaluate transportation alternatives that will make the city more accessible and attractive to visitors and downtown residents, with an emphasis on providing mobility appropriate for a major city. The DTIS addresses a wide range of transportation issues related to automobile circulation and parking, integration of bus and other types of transit, freight, passenger and high speed rail, pedestrian facilities and traffic calming, bicycle circulation and wayfinding. Although the DTIS was not a project identified in the OWP, staff believes the information developed through the study is a valuable adjunct to the transit master planning process, and potentially valuable information for Phase II of the PTIS.

FAX is in the process of automating the NTD ridership/passenger miles data collection process utilizing Automatic Passenger Counters and the FAX AVL/GPS system. When fully automated, the system will drastically reduce data input errors and the amount of staff time needed to administer the data collection process. This automation will allow FAX to reduce the number of COG staff at FAX from three to two in FY08-09.

FAX/COG staff conducted three separate surveys including a fixed-route passenger survey; a paratransit passenger survey; and a non-rider survey. FAX has adopted a standard academic report card style for measuring passenger satisfaction; this style makes it easier for our policy makers to understand survey findings. The fixed-route survey reports overall satisfaction at B+, while the paratransit overall satisfaction was rated at A-.

Service improvements include the implementation of the "FAX Senior 7" program which provides free service to senior age 65 or older. This program is funded through Measure C public transportation pass through funds. FAX has been offering free rides on Sunday for seniors 62 and older since July, 2004, through a program called "FAX Silver Sundays." Other service improvements include the addition of Route 56 to provide service to the new community college at Willow and International.

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.

Technical Process and Studies

7. Evaluation of contracted demand-response paratransit service.
8. Bus Stop/Shelter Information Program and Inventory Update.
9. Financial Capacity Analysis Program Update.

10. Coordinate Review of Development Proposals with other City Departments.
11. Conduct the Fresno COG "Social Service Transportation Advisory Council" Meetings (PUC 99238.5).
12. Fresno COG "Unmet Transit Needs Staff Report" Update.
13. Coordinate with the Air District to facilitate implementation of Transportation Control Measures.
14. Conduct fixed-route and paratransit rider satisfaction surveys.
15. Coordinate the FAX Public Information and Outreach Program.
16. Complete the update of FAX Long-Range Transit Master Plan, Continue BRT Planning
17. Coordinate Transit Consolidation/Coordination (Transit Coordinating Council)

Transit Service Evaluation and Monitoring

19. Annual FTA NTDB Report.
20. FAX Monthly Productivity Report.
21. Annual Transit Productivity Evaluation Report.
22. Automate NTD Survey Data Collection Process.

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 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 APC Database
 - c. Update passenger announcement database.
- 120.08 Update FAX Emergency Operating Plan

Technical Process and Studies

- 120.09 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.
- 120.10 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.
- 120.11 Update Financial Capacity Analysis Program.
 - a. Examine five-year history of capital and operating costs and revenue for past five years.
 - b. Prepare five-year revenue and cost projections for capital, operating and maintenance programs.
- 120.12 Update Cost Allocation Plan.
 - a. Evaluate cost impact of service modifications.
- 120.13 Coordinate review of Development Proposals.
 - a. Evaluate development proposals for regulatory compliance.
 - b. Identify transit supportive infrastructure and amenities appropriate for proposed development.
- 120.14 Conduct the Fresno COG "Social Service Transportation Advisory Council" meetings.
- 120.15 Prepare the Fresno COG "Unmet Transit Needs Staff Report" and conduct public hearing.
- 120.16 Coordinate air quality planning efforts with the COG as related to transit.
 - a. Coordinate with COG and the air district in implementing TCMs relating to public transit.
 - b. Coordinate with COG and the air district in formulating trip reduction strategies.
- 120.17 Conduct fixed-route and paratransit passenger and non-rider surveys.
 - a. Develop service and training recommendations based on passenger survey results.
- 120.18 Implement the FAX public information and community outreach program.
 - a. Coordinate Community Outreach and Public Information Program.
 - b. Prepare and publish the FAX quarterly passenger newsletter.
 - c. Prepare and publish the FAX Annual Report.
 - d. Prepare and update passenger information pieces.
 - e. Prepare and publish FAX fixed-route maps and schedules.
 - f. Update FAX web site.
 - g. Develop and implement FAX Branding Campaign.
- 120.19 Coordinate update of long-range transit plan.
 - a. Update the FAX Long-Range Transit Master Plan.
 - b. Implement FAX Bus Rapid Transit Plan
- 120.20 Manage Transit Coordination/Consolidation Process
 - a. Form and staff Transit Coordinating Council

Transit Service Evaluation and Monitoring

- 120.21 Develop FAX's FTA NTDB Report.
 - a. Conduct NTDB surveys on a continuous basis.
 - b. Update NTDB Report.
 - c. Coordinate Annual NTDB Audit.
- 120.22 Conduct FAX's annual service evaluation.
 - a. Prepare service recommendations for implementing future service modifications.
 - 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.
- 120.23 Prepare Monthly FAX Productivity Report.
- 120.24 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.
- 120.25 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.
- 120.26 Participate in the TDA required triennial performance audit.
- 120.27 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 SRTF				■	■		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 Update FAX Emergency Plan				■			2	■	■	■	■	■	■	■	■	■	■	■	■
120.09 Eval. Demand Response service				■			1	■			■			■			■		
120.10 Update Bus Stop Inventory				■			1							■	■				
120.11 Update financial Cap. Analysis				■			1	■	■										
120.12 Update Cost Allocation Plan				■			2	■	■	■	■	■	■	■	■	■	■	■	■
120.13 Review Development Proposals	■						3			■		■		■	■	■	■	■	■
120.14 Conduct SSTAC	■						2							■	■	■	■	■	■
120.15 Update Unmet Needs Report				■			1	■	■	■	■	■	■	■	■	■	■	■	■
120.16 Coordinated with Air District				■			3										■	■	■
120.17 Passenger satisfaction surveys				■			10	■			■			■			■		
120.18 Community Outreach Program	■			■			15	■	■	■	■	■	■	■	■	■	■	■	■
120.19 Coordinated LRP							8	■	■	■	■	■	■						
120.20 Transit Coordination				■			5	■	■	■	■	■	■	■	■	■	■	■	■
120.21 Develop NTDB Report	■			■			20	■	■	■	■	■	■	■	■	■	■	■	■
120.22 Conduct Service Evaluation				■			1	■	■	■	■	■	■	■	■	■	■	■	■
120.23 Prepare FAX Productivity Rpt..	■	■			■		2		■	■	■								
120.24 Prepare Annl. Productivity Rpt .				■			2	■			■			■			■		
120.25 Maintain Busgraph Program				■			1	■	■	■	■	■	■						
120.26 Part. in Triennial Audit	■						1										■	■	■
120.27 Update Action Plan (AB-120)																			

120 REGIONAL PUBLIC TRANSPORTATION PLANNING - FCMA

Revenues	\$\$\$\$
FTA MPO 5303	41,610
FTA 5316/5317	
FTA Section 5307	384,325
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUE PRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	52,977
OTHER	148,494
Total	627,406

Expenditures	\$\$\$\$	-py-
Fresno COG	247,936	1.85
County	2,000	.03
Fresno	134,970	2.70
Clovis	0	.00
FCEOC	35,000	.63
Contracts	207,500	
Total	627,406	5.21

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 became 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. Fresno COG staff has completed the Fresno County Coordinated Human Services Transportation Plan and has presented it to the Fresno COG Policy Board for adoption.

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 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 Develop Competitive Selection Process for 5310, 5316 and 5317 Grants	■					■	100%	■	■	■	■	■	■	■					

121 PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION - JARC

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	20,000	.15
FTA 5316/5317	945,495	County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	925,495	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUE PRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF				
OTHER				
Total	945,495	Total	945,495	0.15

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 staff has completed the Fresno County Coordinated Human Services Transportation Plan and has presented it to the Fresno COG Policy Board for adoption.

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

- Review FTA final guidance
- Develop strategies for evaluation and oversight
- Establish management and administration processes
- Develop competitive selection process
- Prepare draft competitive selection process for public review
- 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	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG		
FTA 5316/5317	347,544	County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	695,088	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUE PRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF				
OTHER	347,544			
Total	695,088	Total	695,088	0

OBJECTIVE

The purpose of this work element is to identify and evaluate viable alternative mass transportation options for Fresno County, and develop ridership and cost projections for various scenarios to establish a long-range plan leading to optimum connectivity within the region.

DISCUSSION

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

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

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

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

PREVIOUS WORK COMPLETED

Phase I of the PTIS was completed in May 2006. Phase I included a review of current plans and studies; a peer evaluation; and an assessment of existing land use and infrastructure. Phase I also included a series of public workshop and a final report. The Phase I final report is available on the COFCG website at <http://www.fresnocog.org/document.php?pid=33>.

A Phase II PTIS Steering Committee was formed in November 2007, and will begin developing the RFP and scope of services in the third quarter of FY08.

PRODUCTS

1. Task 1 Report: Identify transit supportive land use strategies
2. Task 2 Report: Determine mass transit feasibility

3. Task 3 Report: Corridor evaluation, cost and passenger estimates
4. Task 4 Report: Final Report

TASKS

- 123.01 Identify transit supportive land use strategies
 - a. Identify potential transit supportive smart growth strategies
 - b. Evaluate applicability of the San Joaquin Valley Growth Response Study
 - c. Identify potential transit supportive land use policies
 - d. Identify potential for increase in transit use by regions
 - e. Conduct public involvement process
 - f. Recommend appropriate land use strategies
- 123.02 Determine if mass transit is feasibility
 - a. Identify all transit options and technologies
 - b. Determine which systems and technologies are viable under current conditions scenario
 - c. Determine which systems and technologies may be viable under smart growth scenario(s)
- 123.03 Evaluate route and corridor alignments; project ridership; estimate costs
 - a. Determine route and corridor alignment and station locations under Current Condition Scenario
 - b. Estimate Current Condition Scenario capital and operational costs
 - c. Project Current Condition Scenario ridership
 - d. Collect and respond to public comment
 - e. Determine route alignments and station locations under Smart Growth Scenario(s)
 - f. Estimate Smart Growth Scenario capital and operational costs
 - g. Project Smart Growth Scenario ridership
 - h. Collect and respond to public comment
- 123.04 Final report
 - a. Prepare final report 1st draft
 - b. Present draft report for comments
 - c. Incorporate comments into draft report
 - d. Prepare final report
 - e. Present final report

123 Public Transportation Infrastructure Study																			123	
Task Description	C O G	C N Y Y	F R E S	F A X	C L O V I S	O T H E R	% of work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
123.01 Background Research	■	■	■	■	■	■	100	■	■	■	■	■	■	■	■	■	■	■	■	
123.02 Land Use Strategies							80	■	■	■	■	■	■	■	■	■	■	■		
123.03 Determine Feasibility																				
123.04 Eval. Routes, Ridership, Cost																				
123.05 Final Report																				

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUE PRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	3,014,000
Total	3,014,000

Expenditures	\$\$\$\$	-py-
Fresno COG	14,000	.10
County		
Fresno		
Clovis		
FCEOC		
Contracts	3,000,000	
Total	3,014,000	0.1

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 was adopted by Fresno COG on June 28, 2007. It is not scheduled for revisions until 2009-10.

The latest edition of the Rural Consolidated Transportation Service Agency' Operations Program and Budget was adopted by Fresno COG on June 28, 2007. This document is scheduled for updating in 2008-09.

PRODUCTS

1. Special Rural Transit Studies to respond to unmet transit needs comments.
2. Rural Consolidated Transportation Service Agency Operations Program and Budget: 2008-2009.
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.
- (5) Support ongoing work towards the systematic implementation of Measure – C projects and programs.

- 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 2008/09 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 Plng																			
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	
PARTNER SEED GRANTS	
CAL BLUE PRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	3,268
OTHER	
Total	28,500

Expenditures	\$\$\$\$	-py-
Fresno COG	10,000	.07
County	3,500	.05
Fresno		
Clovis		
FCEOC	15,000	.27
Contracts		
Total	28,500	0.39

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 Fresno COG committees and Policy Board, and makes modifications to existing modal element plans and the Regional Transportation Plan as necessary. Modal connectivity is regularly evaluated and discussed, then reflected in the long-range plan.

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 Fresno 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. Fresno 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 similarly assist any other local jurisdiction that seeks to improve former railroad corridors within its 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 Fresno 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.

Fresno 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 Fresno COG and other public agencies about specific freight concerns, issues, and priorities and to help improve freight mobility in Fresno and neighboring counties.

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. Fresno 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.

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 planned. The Phase I extension of SR-180 west, completed in FY 2003-04, and the Phase II extension, currently underway, 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 May 31, 2007.

4. Updated Aviation Element, contained within the Regional Transportation Plan, adopted May 31, 2007.
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, manage consultants 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	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
150.02 Staff support - consolidation	■						45	■	■	■	■	■	■	■	■	■	■	■	■	
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	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	17,000
OTHER	
Total	17,000

Expenditures	\$\$\$\$	-py-
Fresno COG	10,000	.07
County	4,500	.06
Fresno	2,500	.05
Clovis		
FCEOC		
Contracts		
Total	17,000	0.18

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 Fresno COG committees and Policy Board, and makes modifications to existing modal element plans and the Regional Transportation Plan as necessary. Modal connectivity is regularly evaluated and discussed, then reflected in the long-range plan.

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 secure 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 Fresno 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, Fresno COG, with participation by its member agencies, completed a comprehensive revision of Urban and Rural Bikeways System maps for inclusion in the July 22, 2004 Regional Transportation Plan. These Bikeways System maps were updated for the most recent Regional Transportation Plan, adopted on May 31, 2007.

PREVIOUS WORK COMPLETED

1. Updated Rail Corridor Inventory.
2. Updated Non-motorized Element, contained within the Regional Transportation Plan, adopted May 31, 2007.
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		
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL	44,265	FCEOC		
STIP/PPM		Contracts	51,200	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	6,935			
OTHER				
Total	51,200	Total	51,200	0

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, Fresno 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 2007 Regional Transportation Plan was adopted by the Fresno COG Policy Board on May 31, 2007.

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.

Development of the 2007 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 2007 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 2007 Regional Transportation Plan.
2. Certified Environment Impact Report (EIR) for the 2007 RTP
3. Air Quality Conformity Finding in conjunction with the 2007 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	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303	34,780	Fresno COG	240,064	1.79
FTA 5316/5317		County	10,000	.14
FTA Section 5307		Fresno	6,000	.12
FTA 5305		Clovis	1,000	.01
FHWA PL	177,748	FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	44,536			
OTHER				
Total	257,064	Total	257,064	2.06

172 Congestion Management Process

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 Process was developed to fulfill legislative requirements that the planning process in Transportation Management Areas (TMAs) include a CMP, 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 CMP. Fresno County is designated as a nonattainment TMA for ozone, and was so designated for carbon monoxide, but the Fresno Urbanized Area was reclassified as attainment for carbon monoxide effective on June 1, 1998. Because of the ozone nonattainment status, Fresno COG is required to comply with the CMP regulations.

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

- methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions (Task 1);
- a definition of objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods (Task 2);
- the establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and to evaluate the efficiency and effectiveness of implemented actions (Task 3);
- identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. This includes strategies such as: transportation demand management (TDM) measures, traffic operational improvements, public transportation improvements, Intelligent Transportation Systems (ITS) technologies, and additional system capacity (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 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 CMP 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 CMP planning requirements should be fulfilled for certification. With the approval of the CMP, 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 Process to ensure consistency with SAFETEA-LU.

172 Federal Congestion Management Process																	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 CMP	■					■	40	■	■	■	■	■	■	■	■	■			

172 CONGESTION MANAGEMENT PROCESS

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303	3,382	Fresno COG	5,700	.04
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL	1,665	FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	653			
OTHER				
Total	5,700	Total	5,700	0.04

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. Fresno COG is one of eight Valley transportation planning agencies within the Air District. While 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 2007-2008, the MPO staff 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 PM2.5 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, PM10 Plan and for the PM2.5 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	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303	41,032	Fresno COG	200,200	1.50
FTA 5316/5317		County	5,000	0.07
FTA Section 5307		Fresno	2,500	0.05
FTA 5305		Clovis		
FHWA PL	136,205	FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	30,463			
OTHER				
Total	207,700	Total	207,700	1.62

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	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	167,800
Total	167,800

Expenditures	\$\$\$\$	-py-
Fresno COG	140,800	1.05
County		
Fresno		
Clovis		
FCEOC		
Contracts	27,000	
Total	167,800	1.05

211 Measure C Citizen Oversight Committee

OBJECTIVE

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

DISCUSSION

The 2006 Measure C Extension Expenditure Plan calls for the formation of a Citizen Oversight Committee to review spending under the transportation sales tax, which was extended in November 2006 by an overwhelming majority of Fresno County voters. The oversight committee's work is crucial. A good deal of enthusiastic support for the Measure C extension was based on the promise that spending of various transportation projects would be closely monitored in an open and public process.

PREVIOUS WORK COMPLETED

The Measure C Expenditure Plan language required that the Oversight Committee be formed within 6 months upon approval of the Measure "C" Extension by the voters of Fresno County (November 2006). Therefore, the 13 member Citizen Oversight Committee was formed in March 2007, with members appointed by the Fresno County Mayors' Select Committee. The Citizen Oversight Committee's first meeting was held in July 2007, during which the committee defined their responsibilities, selected a Chair and Vice-Chair and established an attendance policy. The Oversight Committee met several times between July 2007 and January 2008. Meetings will continue to be scheduled on an as-needed basis, not occurring more than once per month and decreasing to quarterly meetings as Measure C implementing procedures, reporting requirements and timelines are established.

PRODUCTS

The Committee may receive, review and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated above.

Specific responsibilities include the following:

Receive, review, inspect, and recommend action on independent financial and performance audits related to the planning and implementation of the Measure "C" Extension program. Receive, review, and recommend action on other periodic reports, studies and plans from responsible agencies including the Authority, Fresno COG, the Cities, the County or other agencies. Such reports, studies and plans must be directly related to Measure "C" Extension programs, revenues, or expenditures. They may also review and comment upon Measure "C" Extension expenditures to ensure that they are consistent with the Expenditure Plan and annually review how sales tax receipts are being spent and publicize the results. Each year the Citizen Oversight Committee may present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report.

TASKS

- | | |
|--------|--|
| 211.01 | Receive, review, inspect, and recommend action on independent financial and performance audits related to the planning and implementation of the Measure "C" Extension program |
| 211.02 | Receive, review, and recommend action on other periodic reports, studies and plans from responsible agencies including the Authority, Fresno COG, the Cities, the County or other agencies |
| 211.03 | Review and comment upon Measure "C" Extension expenditures to ensure that they are consistent with the Expenditure Plan |
| 211.04 | Annually review how sales tax receipts are being spent and publicize the results |

- 211.05 Present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report
- 211.06 Prepare meeting agendas and materials

211 Measure C Citizen Oversight Committee																			211	
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	
211.01 Audits	■					■	13	■		■	■		■	■		■	■		■	
211.02 Periodic reports, studies, plans	■					■	15	■		■	■		■	■		■	■		■	
211.03 Review expenditure consistency	■					■	17	■		■	■		■	■		■	■		■	
211.04 Review of sales tax receipts	■					■	20	■		■	■		■	■		■	■		■	
211.05 Annual Report	■					■	15	■	■	■	■	■	■	■	■					
211.06 Meeting agendas and materials	■					■	20	■	■	■	■	■	■	■	■	■	■	■	■	

211 MEASURE C CITIZEN OVERSIGHT COMMITTEE

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	10,000	.07
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	500	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF				
OTHER	10,500			
Total	10,500	Total	10,500	0.07

212 Measure C Carpool/Vanpool Programs

OBJECTIVE

To expend Measure C Carpool/Vanpool Program funds to encourage an increase in carpooling, commuter vanpooling and farmworker vanpooling in Fresno County.

DISCUSSION

The 2006 Measure "C" Extension Expenditure Plan, passed by the voters in November 2006, programs funds for carpool and vanpool programs. The programs will be evaluated for funding allocation based upon an open competitive process, and prioritized based on overall cost effectiveness and air quality benefit. The Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. Both the Farmworker and Commuter Vanpool Programs offer subsidies and reimbursements for new and existing vanpools that originate within Fresno County. The Carpool Incentive Program will offer \$50 Reward Cards to Fresno County commuters who carpool a minimum of two days per week for an eight week period pending the completion of the proper paperwork.

Fresno County Transportation Authority (FCTA), Measure C's implementing agency, charged the Fresno COG with administering the Measure C Carpool/Vanpool Programs due to their staff expertise in Ridesharing. Therefore, Fresno COG created a new staff position to oversee and implement the programs.

PREVIOUS WORK COMPLETED

Fresno COG developed implementing guidelines for all three programs that were approved by the Fresno COG and FCTA Boards in February 2007. The programs began implementation in March of 2007 with program information extended to the media and all Fresno COG contacts via email and hard copy letter, as well as posting all of the information and forms on Fresno COG's website and on Valleyrides.com, Fresno COG's ridesharing website.

PRODUCTS

Listed by Task

TASKS

- 212.01 Develop reporting procedures
- 212.02 Evaluate success of previous fiscal year's programs
- 212.03 Develop and release notification of funds available
- 212.04 Post all unrelated information and forms on websites and keep updated
- 212.05 Receive and evaluate all applications for each vanpool program
- 212.06 Field calls from the public and assist walk-in traffic
- 212.07 Notify recipients and sign agreements/forms with vanpool providers
- 212.08 Evaluate Measure C Carpool Gift Card Applications for accuracy and enter each participant into a tracking database. Mail Measure C Carpool Gift Cards to recipients
- 212.09 Receive and process monthly vanpool invoices and mail out subsidies and reimbursements
- 212.10 Submit Claim Forms to the FCTA
- 212.11 Complete an annual report for submittal to the FCTA

212 Measure C Carpool/Vanpool Programs																		212	
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
212.01 Reporting Procedures	■					■	4	■	■	■									
212.02 Evaluate programs	■					■	5	■	■	■									
212.03 Notification of funds	■					■	4	■	■	■									■
212.04 Post on websites	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
212.05 Vanpool applications	■					■	14	■	■	■	■	■	■	■	■	■	■	■	■
212.06 Calls and walk-in traffic	■					■	17	■	■	■	■	■	■	■	■	■	■	■	■
212.07 Notify/sign providers	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
212.08 Carpool Gift Cards	■					■	15	■	■	■	■	■	■	■	■	■	■	■	■
212.09 Monthly vanpool invoices	■					■	12	■	■	■	■	■	■	■	■	■	■	■	■
212.10 Claim forms to FCTA	■					■	6	■	■	■	■	■	■	■	■	■	■	■	■
212.11 Annual Report	■					■	8											■	■

212 MEASURE C CARPOOL/VANPOOL PROGRAMS

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	95,000
Total	95,000

Expenditures	\$\$\$\$	-py-
Fresno COG	90,000	.67
County		
Fresno		
Clovis		
FCEOC		
Contracts	5,000	
Total	95,000	0.67

OBJECTIVE

The purpose of this work element is to undertake a comprehensive update of the March 28, 2002 Fresno Rail Consolidation Report prepared by HDR Engineering, Inc. and evaluate additional factors affecting rail consolidation in Fresno. This update and further evaluation are necessary before significant funding is allocated to specific projects in the Rail Consolidation Subprogram of the Alternative Transportation Program under the Measure "C" Transportation Sales Tax Extension.

DISCUSSION

In November 2006, Fresno County voters approved a ½ cent local sales tax (Measure C) for transportation purposes. The Measure C Expenditure Plan includes an estimated \$102.5 million for the Rail Consolidation Subprogram of the Alternative Transportation Program. The Expenditure Plan indicates this funding is to be reserved to provide local matching funds for the consolidation of rail lines through Fresno. Specifically, consolidation of the tracks will:

- Increase safety by, for example, reducing response times for emergency vehicles and improving the safety of school routes and crossings.
- Reduce traffic congestion by moving the Burlington Northern Santa Fe (BNSF) Railroad tracks adjacent to the Union Pacific (UP) Railroad tracks through the Fresno Metropolitan Area.
- Provide for new under- or over-passes that separate vehicular and rail traffic.
- Fund efforts to secure an additional \$600 to \$900 million of needed funding from state, federal, or other agencies to fully fund rail consolidation.

In addition, the Expenditure Plan contains the following implementing guidelines that apply to the Rail Consolidation Subprogram:

- Should rail consolidation occur, the land along the BNSF tracks will revert back to the City and County of Fresno for trails, bikeways, and pedestrian facilities.
- The issue of rail consolidation and an evaluation of its feasibility and likelihood of securing the additional funding are to be included in the biennial update of the Expenditure Plan. A more thorough review should take place at ten (10) years.
- If rail consolidation is not programmed with construction imminent within 15 years after the Measure passes, the funds would revert to grade separation projects that coordinate with transit improvements and provide the greatest amount of congestion relief and air quality benefit.

It is apparent that the Rail Consolidation Subprogram is closely linked to the program of the California High-Speed Rail Authority (CHSRA) to study, plan, design and construct a statewide high-speed rail system. The proposed alignment of high-speed rail through the Fresno Metropolitan Area, as with the alignment of the consolidated corridor as noted above, is adjacent to the UP Railroad. The CHSRA has indicated a willingness to participate in funding a joint study of environmental, design, right-of-way, and operational issues pertaining to the location of high-speed rail, the BNSF and the UP all located within or adjacent to the UP corridor. The merging of financial resources from the CHSRA and the Measure "C" Rail Consolidation Subprogram for a joint study is a potential alternative to a study funded solely by the Rail Consolidation Subprogram.

PREVIOUS WORK COMPLETED

The Fresno Rail Consolidation Report was prepared by HDR Engineering, Inc. in conjunction with VRPA Technologies and approved by the Council of Fresno County Governments on March 28, 2002. That report was

an update of an earlier report, also by HDR Engineering, Inc., entitled Fresno Rail Consolidation - Review, Analysis and Conceptual Design, completed in July 1993.

PRODUCTS

1. Task 1 Report: Identify benefits/costs to the general public and to the railroads
2. Task 2 Report: Determine right-of-way requirements and corridor design with high-speed rail and consolidated rail operations
3. Task 3 Report: Determine construction costs including right-of-way requirements and costs
4. Task 4 Report: Identify environmental base line assessment and associated mitigation costs
5. Task 5 Report: Coordinate with Madera County Transportation Commission, Madera County, California High-Speed Rail Authority and other affected agencies regarding alignment location and other factors
6. Task 6 Report: Identify financing mechanisms including the potential for and extent of public/private partnerships
7. Task 7 Report: Establish the chronology of steps necessary to implement Study findings
8. Task 8 Report: Final Report

TASKS

- 213.01 Identify benefits/costs to the general public and to the railroads
- 213.02 Determine right-of-way requirements and corridor design with high-speed rail and consolidated rail operations
- 213.03 Determine construction costs including right-of-way requirements and costs
- 213.04 Identify environmental base line assessment and associated mitigation costs
- 213.05 Coordinate with Madera County Transportation Commission, Madera County, California High-Speed Rail Authority and other affected agencies regarding alignment location and other factors
- 213.06 Identify financing mechanisms including the potential for and extent of public/private partnerships
- 213.07 Establish the chronology of steps necessary to implement Study findings
- 213.08 Final Report

213 Measure "C" Rail Consolidation Study																			213	
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	
213.01 Benefit/Cost	■	■	■			■	15	■	■	■	■	■	■	■	■	■	■			
213.02 Right-of-Way, Corridor Design							40	■	■	■	■	■	■	■	■	■	■			
213.03 Construction, Right-of-Way Costs							30	■	■	■	■	■	■	■	■	■	■			
213.04 Baseline Environ., Mitigation Costs							2	■	■	■	■	■	■	■	■	■	■			
213.05 Coordination							4	■	■	■	■	■	■	■	■	■	■	■	■	
213.06 Financing, including PPP Potential							5										■	■		
213.07 Implementation Chronology							2										■	■		
213.08 Final Report							2												■	■

213 MEASURE "C" RAIL CONSOLIDATION STUDY

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	260,000
Total	260,000

Expenditures	\$\$\$\$	-py-
Fresno COG	10,000	.07
County		
Fresno		
Clovis		
FCEOC		
Contracts	250,000	
Total	260,000	0.07

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 four year period of the California Federal Statewide Transportation Improvement Program (FSTIP).

PRODUCTS

1. Federal Transportation Improvement Program (four years of programming every 2 years).
2. Federal Transportation Improvement Program amendments.
3. Air Quality Conformity Determination for Fresno County.
4. RSTP/CMAQ/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	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	153,800	1.15
FTA 5316/5317		County	4,000	.06
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL	49,125	FCEOC		
STIP/PPM	98,310	Contracts		
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	10,365			
OTHER				
Total	157,800	Total	157,800	1.21

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.

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 2008/09 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 2008/09 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. 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.
8. 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 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.
- 310.15 Provide staffing for Measure "C" reauthorization efforts
- 310.16 Provide staffing for San Joaquin River Crossing Study
- 310.17 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	■						10														
310.14 Consult with Indian Tribes	■						2	■	■	■	■	■	■	■	■	■	■	■	■		
310.15 Meas C Reauth. Staffing	■						5	■	■	■	■	■	■	■	■	■	■	■	■		
310.16 SJ River Crossing Study	■						10	■	■	■	■	■	■	■	■	■	■	■	■		
310.17 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	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	136,600
OTHER	
Total	136,600

Expenditures	\$\$\$\$	-py-
Fresno COG	109,100	.82
County	16,000	.22
Fresno	2,500	.05
Clovis	9,000	.11
FCEOC		
Contracts		
Total	136,600	1.2

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 participation in the development stages of plans and programs as well as throughout the adoption process. Fresno COG's newly adopted 2007 Public Participation Plan 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

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users — better known as SAFETEA-LU — signed into law in 2005, underscores the need for public involvement and requires metropolitan planning agencies such as Fresno COG to “provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties with a reasonable opportunity to comment” on transportation plans and programs.

SAFETEA-LU legislation also requires Fresno COG — when developing the Regional Transportation Plan and the Federal Transportation Improvement Program (FTIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, Fresno COG's Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments. There are other public participation requirements under Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166, the Americans with Disabilities Act and other federal and state laws. For additional information on those requirements and Fresno COG's application of them see the Council of Fresno County Governments 2007 Public Participation Plan.

Much of the information that we prepare in “hard copy” is now also available over the Internet on the Fresno COG website — www.fresnocog.org (see Work Element 312). Fresno COG is continuing 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 also provides information on and links to public meetings, open houses, documents under review, surveys, public hearings, news releases and the Fresno COG Transportation Guide. Fresno COG's website also contains links to other governmental, transportation and air quality related sites.

Fresno COG also uses its public information program to disseminate pertinent transportation-related information to its member agencies. These partners receive regular mailings and emails of agendas, reports, and materials related to Fresno COG's program areas as applicable.

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 Participation Plan" manual in compliance with FHWA/FTA recommendations during the 2007 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. Fresno COG Brochure
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. Fresno County Transportation Forum

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 | Revise and publish Regional Directory |
| 311.11 | Update Fresno COG's brochure |
| 311.12 | Prepare questionnaires and conduct surveys as required |
| 311.13 | Revise and Publish update of 2007 Regional Transportation Guide |
| 311.14 | Conduct news conferences as needed |
| 311.15 | Host the Measure C Citizen's Oversight Committee |
| 311.16 | Host the Social Service Technical Advisory Committee |

311 Public Participation																		311	
Task Description	COG	CNTY	FRES	FAX	CLOV	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
311.01 Conduct public process	■					■	9	■	■	■	■	■	■	■	■	■	■	■	■
311.02 Quarterly Newsletters	■					■	8	■			■			■			■		
311.03 Prepare press releases	■					■	3	■	■	■	■	■	■	■	■	■	■	■	■
311.04 Public hearings/meetings	■					■	3	■	■	■	■	■	■	■	■	■	■	■	■
311.05 Presentations	■					■	3	■	■	■	■	■	■	■	■	■	■	■	■
311.06 Publish summaries	■					■	7	■	■	■	■	■	■	■	■	■	■	■	■
311.07 Publicize COG activities	■					■	11	■	■	■	■	■	■	■	■	■	■	■	■
311.08 Publish Annual Report	■					■	4	■	■	■	■	■							
311.09 Respond to public comments	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
311.10 Regional Directory	■					■	8							■	■	■	■	■	■
311.11 Fresno COG Brochures	■					■	7	■	■	■	■	■	■	■	■	■	■	■	■
311.12 Questionnaires/Surveys	■					■	4	■	■	■	■	■	■	■	■	■	■	■	■
311.13 Transportation Guide	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
311.14 News conferences/interviews	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
311.15 Citizen Oversight Committee	■						8	■	■	■	■	■	■	■	■	■	■	■	■
311.16 SSTAC	■						5			■		■		■	■	■	■	■	■

311 PUBLIC INFORMATION AND PARTICIPATION

Revenues	\$\$\$\$
FTA MPO 5303	50,355
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	62,255
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	14,590
OTHER	5,000
Total	132,200

Expenditures	\$\$\$\$	-py-
Fresno COG	88,200	.66
County		
Fresno		
Clovis		
FCEOC		
Contracts	44,000	
Total	132,200	0.66

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. Fresno COG staff has completed a website for planned road-closures in Fresno County. This is a map-based website that enables member agencies to post planned road closures. The software automatically maps 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	\$\$\$\$
FTA MPO 5303	13,715
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	4,385
OTHER	
Total	18,100

Expenditures	\$\$\$\$	-py-
Fresno COG	15,600	.12
County		
Fresno		
Clovis		
FCEOC		
Contracts	2,500	
Total	18,100	0.12

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 responds to Federal guidelines by helping agencies:

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

- Fresno COG staff has completed the Fresno County Environmental Justice Report and has submitted it to the Fresno COG Policy Board for adoption.
- Reconvened the Environmental Justice Task Force.

PRODUCTS

1. Fresno County Environmental Justice Draft Report.

TASKS

- 313.01 Hold public meetings with the Fresno County Environmental Justice Task Force on a quarterly basis to review how Fresno COG projects impact environmental justice populations identified in the Fresno County Environmental Justice Plan.

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 Implement findings of the EJ Report.	■						100	■	■	■	■	■	■	■	■	■	■	■	■

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	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	8,474
OTHER	
Total	12,900

Expenditures	\$\$\$\$	-py-
Fresno COG	12,900	.10
County		
Fresno		
Clovis		
FCEOC		
Contracts		
Total	12,900	0.1

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

Fresno 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.

Fresno 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, Fresno COG staff has provided support monitoring electrical energy deregulation activities and reviewing alternatives for implementing AB 1890. Such activity is an example of how Fresno 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	14,000	.10
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL-BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF				
OTHER	14,000			
Total	14,000	Total	14,000	0.1

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	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	55,000
Total	55,000

Expenditures	\$\$\$\$	-py-
Fresno COG	55,000	.67
County		
Fresno		
Clovis		
FCEOC		
Contracts		
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 employers 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, and Park and Ride Lots. 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.
- 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 of TDM agency representatives from all over California. The Committee works to coordinate and promote TDM efforts on a statewide basis.
- 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	47,500	.36
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	13,250	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	60,750			
OTHER				
Total	60,750	Total	60,750	0.36

Supplemental Schedule Transportation Demand Management FY 2008/09

Salaries	22,190
Benefits	7,007
COG Overhead	18,303
Office Expense	2,500
Travel	750
Printing	10,000
	60,750

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

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 Fresno 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.

Fresno COG will oversee Fresno County's participation in two 2010 Census preparation programs. The first is the Local Update of Census Addresses (LUCA) program which allows each jurisdiction in Fresno County to review and correct or add to the lists of addresses the U.S. Census Bureau will use to distribute the 2010 Census questionnaires. The second program is the Participant Statistical Areas Program (PSAP) which allows the jurisdictions and public to suggest changes to the County's census tracts, blocks, and county divisions. It also allows the creation of new census designated places.

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 Fresno 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. 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 Participate in 2010 Census preparation programs including Local Update of Census Addresses (LUCA) and Participant Statistical Areas Program (PSAP).
- 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 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 Participate in Census programs	■						15	■	■	■	■	■	■	■	■	■	■	■	■		
350.07 Support Fresno COG reports	■						10	■	■	■	■	■	■	■	■	■	■	■	■		
350.08 Support traffic modeling	■						15	■	■	■	■	■	■	■	■	■	■	■	■		
350.09 Update traffic model future data	■						15	■	■	■	■	■	■	■	■	■	■	■	■		

350 FRESNO REGIONAL DATA CENTER

Revenues	\$\$\$\$
FTA MPO 5303	32,737
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	25,074
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	7,489
OTHER	
Total	65,300

Expenditures	\$\$\$\$	-py-
Fresno COG	65,300	.49
County		
Fresno		
Clovis		
FCEOC		
Contracts		
Total	65,300	0.49

Objective

"One Voice" unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek federal and state funds annually for projects of regional significance. All projects chosen shall contribute to an improved quality of life throughout the Fresno County region.

Discussion

For the past six 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 COG "One Voice" effort, was deemed successful by the Fresno COG Policy Board and will be continued in FY 2008/09. Because of the success with the Washington DC effort, Fresno COG now sponsors a similar effort in Sacramento. Following suit, the eight COGs in the San Joaquin Valley initiated a "Valley COGs One Voice" to Sacramento in March 2008. All of the "One Voice" efforts heighten the COGs' visibility and solidify relationships with both elected and staff representatives in Washington D.C. as well as in Sacramento. Following is a brief history on the efforts.

In 2003, the Council of Fresno County Governments (Fresno COG) decided to undertake a "One Voice" effort seeking federal and/or state funding for projects of broad community-wide benefit within Fresno County. The goal was to assemble a public-private delegation, select prioritized projects, and then visit our Congressional and federal departmental representatives in Washington, D. C. to pursue earmarked funds and grant opportunities. The Fresno COG proposed this as an annual effort and has made a similar effort at the State level in Sacramento.

The message we heard during each of our visits to Washington, D.C. was that we were welcomed and encouraged to return and to continue communications, building upon the broad-based coalition we were assembling. The "One Voice" approach is positively recognized and viewed as a means of assisting our federal representatives to identify, prioritize and shepherd much needed projects through the federal budget process.

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

2008 was the third consecutive year that the Council of Fresno County Governments led a delegation of elected officials, city managers, local agency staff, and community leaders to Sacramento to advocate for state support for regional priorities. This trip provides an opportunity to expand upon relationships with our local Senate Members, Assembly Members, State Agencies, and the Governor's office in order to provide a foundation for continued awareness of the issues facing the Fresno County region.

A Valley "One Voice" effort is underway and scheduled for Wednesday, March 12th in Sacramento to introduce the San Joaquin Valley Regional Policy Council to our Valley legislative representatives, key staff from state agencies, and the Governor's office in Sacramento. The San Joaquin Valley Regional Policy Council consists of elected officials from each of the Valley counties as well as the COG Directors from each of the Valley Regional Transportation Planning Agencies.

Previous Work Completed

Fresno COG has organized six annual (2003-2008) "One Voice" lobbying trips to Washington D.C., three annual (2006-2008) "One Voice" lobbying trips to Sacramento and coordinated with other Valley COGs to initiate "One Voice" effort beginning in March, 2008.

Products

1. "One Voice" community advocacy trip to Washington D.C.
2. Appropriations requests and other funding applications following Washington D.C. visit.
3. "One Voice" community advocacy trip to the state capitol in Sacramento.
4. Follow up Sacramento visit with appropriate action initiatives.
5. Plan and carry out with other SJV COGs a Valleywide "One Voice" advocacy trip to Sacramento.
6. Follow up Valleywide "One Voice" with appropriate action initiatives.

Tasks

- 360.01 Call for Projects for Fresno COG "One Voice " to Washington D.C
- 360.02 Project Selection for Fresno COG "One Voice " to Washington D.C
- 360.03 Delegate briefings for Fresno COG "One Voice " to Washington D.C
- 360.04 Logistics and materials for Fresno COG "One Voice " to Washington D.C
- 360.05 Travel associated with Fresno COG "One Voice " to Washington D.C
- 360.06 Identify issues for Fresno COG "One Voice " to Sacramento
- 360.07 Legislative platform for Fresno COG "One Voice " to Sacramento
- 360.08 Delegate briefings for Fresno COG "One Voice " to Sacramento
- 360.09 Logistics and materials for Fresno COG "One Voice " to Sacramento
- 360.10 Travel associated with Fresno COG "One Voice " to Sacramento
- 360.11 Identify issues for Valley COG "One Voice " to Sacramento
- 360.12 Legislative platform for Valley COG "One Voice " to Sacramento
- 360.13 Delegate briefings for Valley COG "One Voice " to Sacramento
- 360.14 Logistics and materials for Valley COG "One Voice " to Sacramento
- 360.15 Travel associated with Valley COG "One Voice " to Sacramento

360 "One Voice" Advocacy																	360		
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
360.1 Call for Projects for Washington D.C	■					■	5					■	■						
360.2 Project Selection for Washington D.C	■					■	5					■	■						
360.3 Delegate briefings for Washington D.C	■					■	5						■						
360.4 Logistics and materials for Washington D.C	■					■	5				■	■		■					
360.5 Travel associated with Washington D.C	■					■	20								■				
360.6 Identify issues for Sacramento	■					■	5				■	■							
360.7 Legislative platform for Sacramento	■					■	5						■	■					
360.8 Delegate briefings for Sacramento	■					■	5								■				
360.9 Logistics and materials Sacramento	■					■	5						■	■					
360.10 Travel associated with Sacramento	■					■	10									■			
360.11 Identify issues for Valley COG to Sacramento	■					■	5						■	■	■				
360.12 Legislative platform for Valley COG to Sacramento	■					■	5						■	■	■				
360.13 Delegate briefings for Valley COG to Sacramento	■					■	5									■			
360.14 Logistics and materials for Valley COG to Sac.	■					■	5							■	■				
360.15 Travel associated with Valley COG to Sacramento	■					■	10									■			

360 ONE VOICE ADVOCACY

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	41,300	.31
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	72,000	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	41,300			
OTHER	72,000			
Total	113,300	Total	113,300	0.31

Work Element 360

Supplemental Schedule One Voice Advocacy FY 2008/09

Donations	11,000
LTF	41,300
Member Dues	61,000
Subtotal Revenues	113,300
Salaries & Benefits	41,300
Simon & Co.	8,600
California Consulting	30,000
Travel Expenses	33,400
Subtotal Expenses	113,300

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, 3.9 million people live in the SJ Valley. According to the Department of Finance, the SJ Valley's population will grow to over 9.4 million 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. Following suit, 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) and the SJV Goods Movement Action Plan.
- 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 Implement Media Strategies at both county and Valley levels	■		■	2	■	■	■	■	■	■	■	■	■	■	■	■
410.2 Evaluate alternative Valleywide growth scenarios	■		■	2	■											
410.3 Local scenario review (info only) – local boards, gen public, BRAC	■		■	20	■	■										
410.4 Public Outreach on Valleywide scenarios	■		■	5		■	■									
410.5 Present recommendations on Valleywide scenarios at local level	■		■	5				■	■							
410.6 SJV Regional Summit	■		■	15						■						
410.7 Policy Council approval of Valleywide "preferred growth scenario"			■	2							■					
410.8 Adoption of preferred growth scenario by local elected bodies			■	5								■	■	■	■	■
410.9 Prepare reports and monitor contractors				5	■	■	■	■	■	■	■	■	■	■	■	■
410.10 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	
FHWA PL	
STIP/PPM	117,690
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	473,912
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	
Total	591,602

Expenditures	\$\$\$\$	-py-
Fresno COG	200,000	1.49
County		
Fresno		
Clovis		
FCEOC		
Contracts	391,602	
Total	591,602	1.49

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 has retained the services of the American Farmland Trust to develop a plan, strategy, and program to conserve prime agricultural lands in Fresno County. The development of the Farmland Conservation Model Program started in July and has been ongoing at a rapid pace. The project plan calls for completing everything by September 2008, three months ahead of schedule. At the time of this writing, we are on task to complete the project within the allotted timeframe.

PRODUCTS

1. Completion of the Farmland Conservation Model Program in the summer of 2008.
2. A set of GIS maps that identifies the best farmlands for agriculture in Fresno County.
3. Plan and strategy, prepared with the American Farmland Trust to identify, fund, and protect key farmlands within Fresno County.
4. Develop a 'toolbox' of best practices to implement and manage farmland conservation programs.

TASKS

- 411.01 - Complete a draft of the Model Farmland Conservation Program plan
- 411.02 - Release the Model Farmland Conservation Program plan for public comment.
- 411.03 - Board and stakeholder approval of the plan
- 411.04 - Implementation of the plan
- 411.05 - Implement mechanism to oversee plan
- 411.06 - 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 Complete Draft	■					■	30%	■											
411.02 Release for public comment						■	2%			■	■								
411.03 Board and stakeholder approval						■	5%					■							
411.04 Implementation						■	33%						■	■	■				
411.05 Oversight mechanisms	■					■	10%						■	■					
411.06 Train others on the plan						■	20%							■	■	■			

411 FARMLAND CONSERVATION MODEL PROGRAM

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	100,000
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	
Total	100,000

Expenditures	\$\$\$\$	-py-
Fresno COG	6,000	.04
County		
Fresno		
Clovis		
FCEOC		
Contracts	94,000	
Total	100,000	0.04

810 Valley Air Quality Coordination

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 Air Pollution Control District. The goal is to attain and subsequently maintain federal and state air quality standards. A new aspect of this particular coordination effort will be the issue of greenhouse gases and the need to comply with AB 32 (reduction to 1990 levels) in the future. However although AB 32 is not yet in full force, legal actions filed or threatened by the Attorney General over greenhouse gases has lead to an earlier evaluation of needed actions that may be taken within the COGs' areas of responsibilities – Regional Transportation Plans and the Blueprint in particular.

DISCUSSION

The development and adoption of air quality attainment plans is vested with the San Joaquin Valley Air Pollution Control District. Within the Air District are the eight Valley regional transportation planning agencies (RTPAs). Each Valley regional transportation planning agency maintains its individual and traditional county role of supporting the Air District in the development of transportation control measures (TCMs) and providing technical analyses of transportation issues. However, significant efforts are made to coordinate transportation/air quality planning in its larger geographic context. It is anticipated that this is also the arena in which AB 32 activities and requirements will be carried out.

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 Air 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 RTPAs, 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 RTPA Executive Directors' Committee meets on a regular basis or as needed. Through the impetus of the Valley RTPA Directors, the eight Valley RTPAs and the Air District have an executed Memorandum of Understanding (MOU) to ensure a coordinated transportation/air quality planning approach. This MOU is scheduled for an update in 2008. The current 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.

This coordinated approach also includes such items as submission of Vehicle Miles Traveled forecasts to the Air District to be used in developing emission budgets, updating existing plans, and developing 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.

The Valley RTPA Directors have included funding in their individual budgets to continue the contract for a valley wide air quality coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis. In addition, the RTPA Directors have budgeted 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.

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 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 Regional Transportation Planning Agencies (RTPAs) 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

- Monitored developments of federal and State Clean Air Acts.
- Executed MOU with eight Valley RTPAs and the Air District to ensure a comprehensive and cooperative approach to air quality transportation planning.
- Presented air quality transportation issues to the Air District Board.
- Assisted in the development of travel and emissions travel forecasts.
- Projected motor vehicle emission forecasts.
- Continued to work jointly with the Air District in all matters pertaining to transportation.
- Provided updated travel factors to the Air District.
- Assisted in development of the Air District's Ozone, PM10 and CO plans.
- Coordination of Valley RTPA sub-committees.
- Continuity of air quality transportation planning approaches with the District.
- Adoption of the San Joaquin Valley TCM program.
- Structuring agreements between various counties to accomplish air quality conformity certifications.
- Hosted a Greenhouse Gas meeting with the Attorney General in Fresno.

PRODUCTS

- ✓ Regularly-scheduled meetings of the Valley RTPA Directors' Group.
- ✓ 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.
- ✓ Assist the Air District in developing new motor vehicle emission budgets for the Ozone Plan, and for the PM10 Plan.
- ✓ Complete the Reasonably Available Control Measure (RACM) Process for inclusion in the Ozone Plan.

- √ Coordinate efforts with the Air District to ensure a comprehensive and cooperative approach to air quality transportation planning.
- √ 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.
- √ Continued coordination among Valley transit agencies.
- √ Comments on proposed air quality plans, rules, regulations and new standards.
- √ Continue to evaluate and propose how AB 32 requirements for a reduction of Greenhouse Gases can reasonably be moved forward for consideration and implementation.

TASKS

- 810.01 Monitor state and federal guidance related to air quality transportation planning requirements.
- 810.02 Provide technical support and assistance on applicable transportation planning issues to the San Joaquin Valley Air Pollution Control District (SJVAPCD).
- 810.03 Participate with the other Valley RTPAs in the San Joaquin Valley Model Coordinating Committee to address pertinent transportation modeling, air quality modeling, and conformity analysis issues.
- 810.04 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.
- 810.05 Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board as requested.
- 810.06 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.
- 810.07 Participate in truck and goods movement studies along with the Air District, RTPAs, and other government agencies.
- 810.08 Continue with the ongoing public education process and work to develop outreach programs on conformity, air quality, and other transportation issues.
- 810.09 Provide technical assistance to local agencies in order to conduct emissions calculations for projects funded through the CMAQ program.
- 810.10 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.
- 810.11 Identify methods, procedures, and/or alternatives to analyzing the effect of transportation modes, infrastructure and land use patterns on air quality.
- 810.12 Attend and participate within the Valley RTPA Directors' Group meetings on a regular basis.
- 810.13 Promote coordination of public transportation issues, transportation systems management approaches and control strategies among the Valley transit agencies.
- 810.14 Coordinate and assist the District to develop products identified in the MOU.
- 810.15 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.
- 810.16 Attend regularly scheduled District Board meetings as necessary.
- 810.17 Contract oversight on jointly funded Air Quality coordinator.
- 810.18 Provide coordinated, valleywide comments on draft air quality plans and proposed rules, regulations and new standards.
- 810.19 Participate in the San Joaquin Valley Partnership's Air Quality Work Group.
- 810.20 Participate in San Joaquin Valley Regional Blueprint planning process.

810 Valley Air Quality 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 Monitor state/federal guidance	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■	
810.02 Provide tech assist to APCD	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■	
810.03 Model Coordinating Committee	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■	
810.04 Conformity determinations	■					■	15	■	■	■	■	■	■	■	■	■	■	■	■	
810.05 Submit travel forecasts	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■	
810.06 TCMs/RACM/BACM	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■	
810.07 Truck movement studies	■					■	2	■	■	■	■	■	■	■	■	■	■	■	■	
810.08 Ongoing public education	■					■	2	■	■	■	■	■	■	■	■	■	■	■	■	
810.09 CMAQ Emissions	■					■	2	■	■	■	■	■	■	■	■	■	■	■	■	
810.10 Evaluate EMFAC 2007	■					■	2	■	■	■	■	■	■	■	■	■	■	■	■	
810.11 Evaluate emission impacts	■					■	2	■	■	■	■	■	■	■	■	■	■	■	■	
810.12 Directors' Meetings	■					■	2	■	■	■	■	■	■	■	■	■	■	■	■	
810.13 Transportation coordination	■					■	2	■	■	■	■	■	■	■	■	■	■	■	■	
810.14 Air District MOU products	■					■	3	■	■	■	■	■	■	■	■	■	■	■	■	
810.15 Subcommittee meetings	■					■	2	■	■	■	■	■	■	■	■	■	■	■	■	
810.16 Attend Air District meetings	■					■	2	■	■	■	■	■	■	■	■	■	■	■	■	
810.17 Contract administration	■					■	20	■	■	■	■	■	■	■	■	■	■	■	■	
810.18 Air quality plan comments	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■	
810.19 Partnership AQ Work Group	■					■	2	■	■	■	■	■	■	■	■	■	■	■	■	
810.20 Regional Blueprint	■					■	2	■	■	■	■	■	■	■	■	■	■	■	■	

810 VALLEY AIR QUALITY COORDINATION

Revenues	\$\$\$\$
FTA MPO 5303	23,059
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	18,650
OTHER	131,760
Total	173,469

Expenditures	\$\$\$\$	-py-
Fresno COG	47,469	.35
County		
Fresno		
Clovis		
FCEOC		
Contracts	126,000	
Total	173,469	0.35

OBJECTIVE

The San Joaquin Valley, the southern watershed of California's Great Central 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. Recognizing the substantial growth the area is currently experiencing, the Merced County Association of Governments (MCAG), with support from the other seven San Joaquin Valley COGs/Metropolitan Planning Organizations (Fresno, Kern, Kings, Madera, San Joaquin, Stanislaus and Tulare) seeks to address the current and future need for coordinated bus services throughout the region.

DISCUSSION

There are fundamental economic, social, and environmental aspects of the San Joaquin Valley that make it a vastly different place from the rest of California. The February 4, 2005 Congressional Research Services Report contained the following findings:

- According to statistics from the U.S. Department of Commerce, the per capita income of every single Metropolitan Statistical Area in the San Joaquin Valley is lower than Appalachia.
- The San Joaquin Valley has some of the worst air quality in the nation.
- Socio-economic conditions in the San Joaquin Valley, as measured by a range of variables including per capita income, poverty and unemployment rates, and median household income, reveal an area that falls significantly below national and California averages.
- Projected population growth for the San Joaquin Valley between 2003 and 2020 is 39% compared to a growth rate of 15.5% for the United States and 23.6% for California.
- In 2002, the San Joaquin Valley received \$1,295 per capita (21%) less than the Appalachian Regional Commission (ARC) region in direct federal expenditures and obligations. The ARC region received \$783 less than the national per capita rate, while the San Joaquin Valley received \$2,078 less than the national per capita rate.

Over the next four decades, demographers project the bulk of California's population growth will occur in the San Joaquin Valley. The Department of Finance predicts 9.4 million people will live here by 2050. Traffic congestion and mobility deficiencies in the San Joaquin Valley are projected to worsen in the future, compounding mobility and safety problems. This study is proposed to examine the current and future need for coordinated bus services throughout the San Joaquin Valley, resulting in a more integrated transit network.

PRODUCTS

- Operational Analysis to understand the existing system, including areas where no services are currently provided.
- Consumer Market Research of existing transit riders and non-riders to provide background information on current services as well as what improvements may be needed to attract new riders to transit.
- Analysis of Future Markets and Growth within the Valley, but also examine the potential for connectivity with other modes of transportation such as Bay Area Rapid Transit (BART), Altamont Commuter Express (ACE), and Amtrak.
- Public Input and Consensus Building will be critical components of the study.
- Development of Service and Facility Strategies and Costs at each county level, yet always considering the Valley connectivity.

- Recommended Operating Plan envisioning a regional bus system with service and capital improvements providing a seamless and easy to use transit system.

TASKS

- 812.01 Conduct detailed operational analysis of locally provided bus services.
- 812.02 Survey existing riders to identify service improvements and provide information about their travel patterns. Survey non-riders to understand what is necessary to attract people to transit.
- 812.03 Analyze future growth, demographic characteristics necessary to support transit, and possible connectivity to other transportation modes.
- 812.04 Conduct public participation process, including focus groups, open houses, news releases and other presentations.
- 812.05 Identify key service-related issues in each county and propose solutions.
- 812.06 Develop recommended operating plan.

812 San Joaquin Valley Express Transit Study																	812		
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
812.01 Operational analysis	■					■	10		■	■									
812.02 Survey riders and non-riders	■					■	15			■	■								
812.03 Analyze future growth	■					■	10					■	■						
812.04 Public participation process	■					■	25		■	■	■	■	■	■	■	■	■	■	■
812.05 Service-related issues	■					■	15							■	■				
812.06 Recommended operating plan	■					■	25									■	■	■	

812 San Joaquin Valley Express Transit Study

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	11,800
OTHER	
Total	11,800

Expenditures	\$\$\$\$	-py-
Fresno COG	11,800	.09
County		
Fresno		
Clovis		
FCEOC		
Contracts		
Total	11,800	0.09

820 Valley Coordination Activities

OBJECTIVE

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

DISCUSSION

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

Coordination of Valley Regional Policy Council

The day-to-day coordination of the Valley Regional Policy Council is guided by the current Chair of the Executive Directors' Committee, which in 2007-2008 is San Joaquin COG's Executive Director Andy Chesley. The 2008-2009 Chair-Elect (current Vice-Chair) is Ted Smalley of the Tulare County Association of Governments (TCAG). The Chair consults with the other Valley Executive Directors to develop the agendas for the Regional Policy Council, and is charged with circulating the agenda and attached materials to the Policy Council. The Chair will be responsible for the minutes (action minutes) of the Policy Council and will also be charged with keeping all pertinent records concerning the Policy Council. However, it is the charge of each Executive Director to aid the Chair in fulfilling these tasks by providing appropriate documents and agenda material timely. At this time the regular meetings will likely be held in Fresno, with the exception of any special events, such as the annual meeting.

Coordination of Executive Directors' Committee

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

Valley Legislative Advisory Committee – “One Voice” Advocacy

The Valley Legislative Advisory Committee has been established at the staff level. They are responsible for tracking legislation which would have a Valley impact, in particular with legislation affecting the duties and responsibilities of the Valley's Regional Planning Agencies. Not only will they track the bills, but they will also exchange pertinent information that may be crucial towards developing a support/oppose/amend position for each of the agencies. Where legislative positions appear to have a consensus building within the Valley, the Policy Council should be informed so they may make a unified statement. The intent is to increase the awareness at the State level that the Valley is actively engaged in the process, and deserves being acknowledged as having a unified position. Too often, in looking at a bill analysis, the larger planning agencies will have been consulted and their positions will be posted. The San Joaquin Valley needs to weigh in on the legislative process

in order to be more effective. This committee will meet regularly. Products expected are a Valley Legislative Platform and occasional advocacy trips to Sacramento to engage our state representatives and their colleagues on issues of importance to the Valley.

Coordination with the California Partnership for the San Joaquin Valley

The Valley's Regional Planning Agencies sought and received a consortia board membership on the Governor appointed Partnership Board – Barbara Goodwin, Fresno COG's Executive Director currently serves in this position. In addition all the Regional Planning Agencies participate in some of the 10 work groups of the Partnership. Our staff participation is most notable in three main work groups: Air Quality, Transportation, and Land Use and Housing. In particular, the Partnership's Strategic Action Plan points to the COG's Blueprint process in both its Transportation and Land Use and Housing strategies. The Partnership has encouraged the formation of a Housing Trust, which will have in its membership an elected official from each of the Valley COGs. The Partnership has provided seed grants to Valley entities, including a Model Farmland Conservation Study (Fresno COG) which is intended to develop a template that may be used throughout the Valley for the purposes of Farmland Conservation/Preservation. A Metro/Rural High Capacity Corridor Loop (City of Fresno) with accompanying land uses is being examined for its potential in at least four counties (Madera, Fresno, Tulare and Kings) and could be expanded in scope.

In addition there is increased interaction between the Partnership and the Regional Policy Council/Valley COGs seen most recently in High Speed Rail, the Trade Corridor Improvement Fund, Air Quality 1B Funds, and other common goals that have fostered a better network of communication and subsequent action to occur. This association has already resulted in higher visibility at the State level, with Valley representatives being offered a "seat at the table" on more issues where previously we were overlooked or excluded from the policy discussions.

Federal Reauthorization

Federal transportation acts establish programs and policies, and provide significant transportation funding to the state, regional and local governments and transit agencies. The current six-year federal transportation act, SAFETEA-LU, expires on September 30, 2009, and needs to be reauthorized by Congress. Efforts are already underway in Congress, USDOT and national organizations to develop the next act. In the past, state agencies and organizations have worked together to influence reauthorization. Various agencies, interest groups and stakeholders have begun discussing how to collaborate to best position the state in reauthorization deliberations.

Regional Transportation Plans

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

State Route 99 Coordination

There has been active coordination and consultation with Caltrans (owner/operator of SR 99). Working with the Great Valley Center and Caltrans, a Business Plan and a Master Plan were developed for the SR 99 corridor

running through the Valley. It was in major part due to that coordination that the recent Proposition 1B bond included a SR 99 earmark, the only transportation earmark in the bond placed before the voters. Those funds have been awarded to needed projects, but there is an additional \$5 billion plus in projects remaining to be funded. The next objective is to develop the necessary Corridor System Management Plans required by the State, and also to update the Business Plan and Master Plan.

Throughout this process is the potential consideration by the State of interstate status for SR 99. At the prompting of various Valley interests the Governor did issue a letter stating, without any financial commitment, that interstate status for SR 99 should be investigated. This is now undergoing evaluation by Caltrans in consultation with Federal Highways Administration, and a report is due back to the Regional Planning Agencies in the future.

High Speed Rail

Throughout the discussions taking place over the past couple of decades, the Valley Regional Planning Agencies have occasionally met jointly or in smaller groups with the various Commissions/Authority overseeing the High Speed Rail effort. Although positions have varied to some degree regarding the exact details of High Speed Rail, its routes and its placement of stations, the Regional Planning Agencies have been good at exchanging information and tracking our various positions. The Regional Policy Council, in cooperation with the California Partnership for the San Joaquin Valley, crafted a joint position on the desired routing through the Valley and has presented and continues to present this information to our Legislators and to the High Speed Rail Authority.

Intercity Rail

Like High Speed Rail, there is a high degree of involvement and exchange of information between our agencies on the Amtrak services provided throughout the Valley. The Valley's Regional Planning Agencies regularly have staff in attendance at the San Joaquin Valley Rail Committee.

511 Information System

In 2000 the Federal Communications Commission (FCC) designated 511 as the single travel information telephone number to be made available to states and local jurisdictions across the country. Consumers can dial this number to access real-time travel information services. In 2006, the Sacramento Area Council of Governments (SACOG) extended an offer to the eight San Joaquin Valley Regional Planning Agencies to join their 511 system. The 511 system would enable anyone within the San Joaquin Valley with a cellular telephone to dial "511" and be routed through the SACOG system to Caltrans Highway Information Network. The San Joaquin Valley is one of the last regions in the Western United States where travelers cannot access road information on their cell phones. In order to participate in the SACOG 511 system in any capacity, SACOG requires a memorandum of understanding between each participating RPA.

Networking

One of the greatest values to our coordinative efforts is the networking between staff at the various Regional Planning Agencies. The Executive Directors have encouraged this networking, recognizing that our enhanced communication poises all of us to have better information on activities going on at the state and federal level. Beyond that staff is able to learn from each other and increase their individual skills, adding value to each of our

agencies. In addition, when too many meetings outside of the Valley are scheduled, such coordination (identifying who from the Valley might be in attendance) and subsequent communication allows a better coverage of important topics.

Video Conferencing

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

Administrative and Policy Support

Coordination of the activities in OWP Section 820 require significant efforts by Regional Planning Agency Executive Directors and staff. Recent efforts, such as the Regional Blueprint Process, indicate that this coordination will continue to be an important part of planning in the future. Discussions of how to administer and manage this level of coordination continue. In the future, the Regional Planning Agencies may elect to develop a contract that provides for additional assistance with these efforts.

San Joaquin Valley Goods Movement Activities

The San Joaquin Valley region is one of the four major international trade regions in California. The San Joaquin Valley (SJV) Goods Movement Study project has completed three phases of goods movement related studies in the valley. The project will provide for improvements to the 8-county San Joaquin Valley truck model and integration with local models. 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 tested modified scenarios from Phase II and other goods movement scenarios in future years. The completed model product will be used by each of the county Regional Planning Agencies and HQ Modeling and Travel Analysis Branch.

The San Joaquin Valley Regional Planning Agencies recently developed the *2007 San Joaquin Valley Regional Goods Movement Action Plan*. The purpose of the plan is to provide a knowledge base for the understanding of freight and goods movement issues facing the San Joaquin Valley. The Plan also provides a platform for promoting strategies to improve overall movement of goods in the Valley and identifies goods movement projects to compete for some of the \$2.0 billion Proposition 1B Trade Corridor Improvement Funds.

PRODUCTS

- 1) Regularly scheduled Regional Policy Council and Executive Directors' Committee meetings.
- 2) San Joaquin Valley Legislative Platform and advocacy trips to Sacramento.
- 3) Continued participation in the California Partnership for the San Joaquin Valley.
- 4) Work to develop relevant information and documentation for federal transportation legislation reauthorization.
- 5) Regional Transportation Plan (RTP) valley-wide chapter.

- 6) Coordination on policies related to regional transportation needs, including SR 99 and High Speed Rail.
- 7) Planned development of a valley-wide video teleconference system.
- 8) Coordination on goods movement activities, including efforts related to Proposition 1B funding.

TASKS

- | | |
|--------|---|
| 820.01 | Coordinate Regional Policy Council and Executive Directors' Committee meetings, including tracking of minutes and other relevant records. |
| 820.02 | Participate in the Valley Legislative Advisory Committee, including tracking of legislation, development of advocacy positions, and development of a Valley Legislative Platform. |
| 820.03 | Participate in meetings of the California Partnership and continued completion of projects that received seed grant funding. |
| 820.04 | Work to develop a unified position and outreach related to the reauthorization of SAFETEA-LU |
| 820.05 | Develop a valley-wide chapter for the Regional Transportation Plans. |
| 820.06 | Continue to work with Caltrans and other RPAs on issues related to plans, projects, and other needs associated with SR 99. |
| 820.07 | Develop joint positions and participate in meetings related to High Speed Rail and Intercity Rail. |
| 820.08 | Coordinate efforts related to the implementation of a 511 information system in the San Joaquin Valley. |
| 820.09 | Pursue development of a videoconference system to reduce trips and vehicle miles traveled related to valley-wide meetings. |
| 820.10 | Continue to investigate alternative methods of coordination of valley-wide activities. |
| 820.11 | Coordination and consultation on efforts to address goods movement plans and projects. |

820 Valley Coordination Activities																	820		
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
820.01 Regional meetings	■					■	15	■	■	■	■	■	■	■	■	■	■	■	■
820.02 Legislative Advisory Comm.	■					■	15	■	■	■	■	■	■	■	■	■	■	■	■
820.03 CA Partnership	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.04 SAFETEA-LU reauthorization	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.05 RTP Valley-wide chapter	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.06 SR 99	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.07 High Speed/Intercity Rail	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.08 511 Information System	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.09 Videoconference	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.10 Coordination Support	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.11 Goods Movement	■					■	15	■	■	■	■	■	■	■	■	■	■	■	■

820 Valley Coordination Activities

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	8,000
Total	8,000

Expenditures	\$\$\$\$	-py-
Fresno COG	8,000	.06
County		
Fresno		
Clovis		
FCEOC		
Contracts		
Total	8,000	0.06

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.

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

910 Fresno COG Administration																	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	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	191,631
OTHER	39,000
Total	230,631

Expenditures	\$\$\$\$	-py-
Fresno COG	92,031	.69
County	3,500	.05
Fresno	5,000	.10
Clovis		
FCEOC		
Contracts	130,100	
Total	230,631	0.84

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 2007/08 Fresno COG Overall Work Program and Budget

PRODUCTS

1. Adopted 2007/08 Fresno COG Overall Work Program and Budget
2. Draft 2008-09 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	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	2,851
OTHER	
Total	16,910

Expenditures	\$\$\$\$	-py-
Fresno COG	15,410	.12
County	1,500	.02
Fresno		
Clovis		
FCEOC		
Contracts		
Total	16,910	0.14

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	81,000	.61
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	51,000	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	132,000			
OTHER				
Total	132,000	Total	132,000	0.61

Work Element 912

**Supplemental Schedule
Transportation Development Act Funds
FY 2008/09**

COG Administration	81,000
County Counsel	18,000
Auditor/Controller	9,000
Financial Audit	24,000
	132,000

**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

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.

Fresno County Rural Transit Agency Administration																		920	
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
920.01 Participate in planning process						■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.02 Monitor rural transit systems						■	10	■	■	■	■	■	■	■	■	■	■	■	■
920.03 Participate in CTSA process						■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.04 Update RTP and SRTP						■	5	■	■	■						■	■	■	■
920.05 Prepare & administer grants						■	5	■	■	■						■	■	■	■
920.06 Prepare annual budget						■	10								■	■	■	■	■
920.07 Negotiate service contracts						■	5										■	■	■
920.08 Broker fleet transit services						■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.09 Maintain DBE Files						■	2	■	■	■	■	■	■	■	■	■	■	■	■
920.10 Acquire fiscal assets						■	3	■	■	■	■	■	■	■	■	■	■	■	■
920.11 Purchase new vehicles						■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.12 Coordinate w/ rideshare						■	2	■	■	■	■	■	■	■	■	■	■	■	■
920.13 Air quality response						■	3	■	■	■									
920.14 ADA, drug & alcohol response						■	3	■	■	■	■	■	■	■	■	■	■	■	■
920.15 Maintain finance records	■						15	■	■	■	■	■	■	■	■	■	■	■	■
920.16 Issue warrants	■						2	■	■	■	■	■	■	■	■	■	■	■	■
920.17 Comply with TDA audit	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.18 Attend required meetings	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■

920 FCRTA ADMINISTRATION

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	279,137	2.09
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	279,137			
Total	279,137	Total	279,137	2.09

Work Element 920

Supplemental Schedule Fresno County Rural Transit Agency FY 2008/09

Salaries	185,742
Benefits	73,395
COG Administration	20,000
	279,137

Supplemental Schedule Fresno County Rural Transit Agency FY 2007/08

Salaries	161,600
Benefits	66,360
COG Administration	18,000
	245,960

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 1/2 cent sales tax in November 2006. The reauthorized sales tax is anticipated to raise approximately \$1.7 billion in revenue for transportation purposes. The Fresno County Transportation Authority is responsible for administration and implementation of the sales tax revenue. The Authority and Fresno COG have executed a contract to have Fresno COG provide salary and personnel administration.

TASKS

1. Provide personnel services to the Authority.

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	2,500	.02
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF				
OTHER	2,500			
Total	2,500	Total	2,500	0.02

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 fifteenth year of operation ending on June 30, 2008. The sixteenth year of program operation is from July 1, 2008 to June 30, 2009.

Beginning with the sixth year of the FSP program, the Fresno COG has been responsible for administering the tow contract for the Fresno area FSP. The current three-year contract expires June 30, 2007. Fresno COG will award a new three-year contract beginning in Fiscal Year 2008-09 in order to provide for uninterrupted towing service through Fiscal Year 2010-011.

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 2007-08 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, 2005-06 through 2007-08, and 2008-09 through 2010-11.

PRODUCTS

1. Administration of the FSP tow contract and operation of the Program during Fiscal Year 2008-09.
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 2008-09.
- 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 2008-09.
- 940.04 Monitor and participate as a member of the Statewide Motorist Aid Committee (formerly the FSP Statewide Oversight Committee) and appropriate subcommittees.

940 Freeway Service Patrol																			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	■						40	■	■	■	■	■	■	■	■	■	■	■	■	
940.03 Administer FSP Contract	■						40	■	■	■	■	■	■	■	■	■	■	■	■	
940.04 Statewide Motorist Aid Com.	■						15			■			■			■				

940 FREEWAY SERVICE PATROL

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	283,680
SPR	
LTF	70,920
OTHER	
Total	354,600

Expenditures	\$\$\$\$	-py-
Fresno COG	9,000	.07
County		
Fresno		
Clovis		
FCEOC		
Contracts	345,600	
Total	354,600	0.07

OBJECTIVE

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

DISCUSSION

Fiscal Year 2008-09 marks the fifth 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 workshops (typically semi-annually) 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 semi-annually, 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	.07
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF				
OTHER	9,500			
Total	9,500	Total	9,500	0.07