

2009-2010 Overall Work Program



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

FINAL
May 2009

OVERALL WORK PROGRAM FY 2009-2010

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

Member Agencies:

Cities of

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

County of Fresno

State of California Department of Transportation

FINAL

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		

Table of Contents

General Information

Organization and Management	i
Comprehensive Planning Process	xiii
Regional Transportation Planning Issues	xix
Planning Emphasis Areas	xxix

Work Element Descriptions

Regional Transportation Planning

110 Regional Streets and Highways Planning	1
111 Regional Transportation Modeling	5
112 Regional Traffic Monitoring	9
113 Regional Transportation Planning Studies	11
116 National Park Transit Study	15
120 Regional Public Transportation Planning - FCMA	17
121 Public Transit-Human Services Transportation (JARC)	23
122 Public Transit-Human Services Transportation (New Freedom)	27
123 Public Transportation Infrastructure Study (PTIS)	31
124 Transit Professional Development	35
130 Regional Public Transportation Planning - Rural	37
150 Other Modes – Aviation and Rail	41
151 Bicycle and Pedestrian	45
152 High Speed Rail Planning	47
153 Airport Land Use Commission	49
170 Regional Transportation Plan	51
172 Congestion Management Planning	55
180 Air Quality Transportation Planning	59

Transportation Program Development

210 Measure C Reauthorization Implementation	63
211 Measure C Citizen Oversight Committee	65
212 Measure C Rideshare/Vanpool Coordination	67
214 Measure C Seniors/Paratransit/ Taxi Scrip	69
215 Measure C Farmworker Vanpool	71
220 Transportation Program Development	73

Services and General Coordination Activities

310 Intergovernmental Coordination	77
311 Public Information and Participation	83
312 COG View Internet Home Page	87
313 Environmental Justice Activities	89
320 Technical Assistance to Members	91
330 Outside Technical Assistance	93
340 Transportation Demand Management Program	95
350 Fresno Regional Data Center	99
360 One Voice Advocacy	103

Regional Coordination of Transportation, Land Use & Housing

410 San Joaquin Valley Regional Blueprint Planning	107
411 Land Buffer Task Force	111
412 Mid Valley Multi-modal Partnership	113

Valleywide Coordinated Activities

820 Valley Coordination Activities	117
Air Quality (see WE180)	
Valley Blueprint (see WE410)	

Administrative Activities

910	COG Administration	125
911	Overall Work Program & Budget Development	127
912	Local Transportation Funds Administration	129
920	Fresno County Rural Transit Agency Administration	131
930	Fresno County Transportation Authority Administration	133
940	Freeway Service Patrol	135
950	Abandoned Vehicle Abatement Program	137

Appendices

Appendix A	FHWA Metropolitan Planning Process Certification
Appendix B	FTA Certifications and Assurances
Appendix C	Caltrans Debarment and Suspension Certification
Appendix D	Planning Funds – Eligible Uses
Appendix E	Tribal Governments Requirements for Transportation Planning and Programming
Appendix F	Indirect Cost Negotiation Agreement and Cost Allocation Plan
Appendix G	Highway Performance Monitoring System (HPMS)
Appendix H	Spreadsheet & Budget
Appendix I	Certification of Restrictions on Lobbying
Appendix J	Resolution of Approval
Appendix K	Intermodal Planning Group Comments
Appendix L	Joint Powers Agreement
Appendix M	Fresno COG By laws

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.

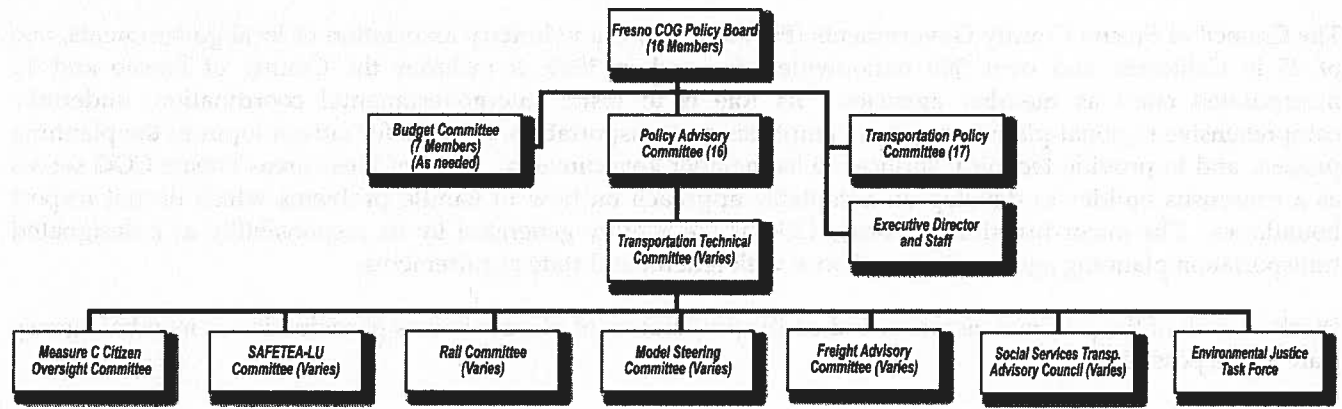
- **Member Agency Working Agreements**

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 Air Pollution Control District (SJVAPCD)**

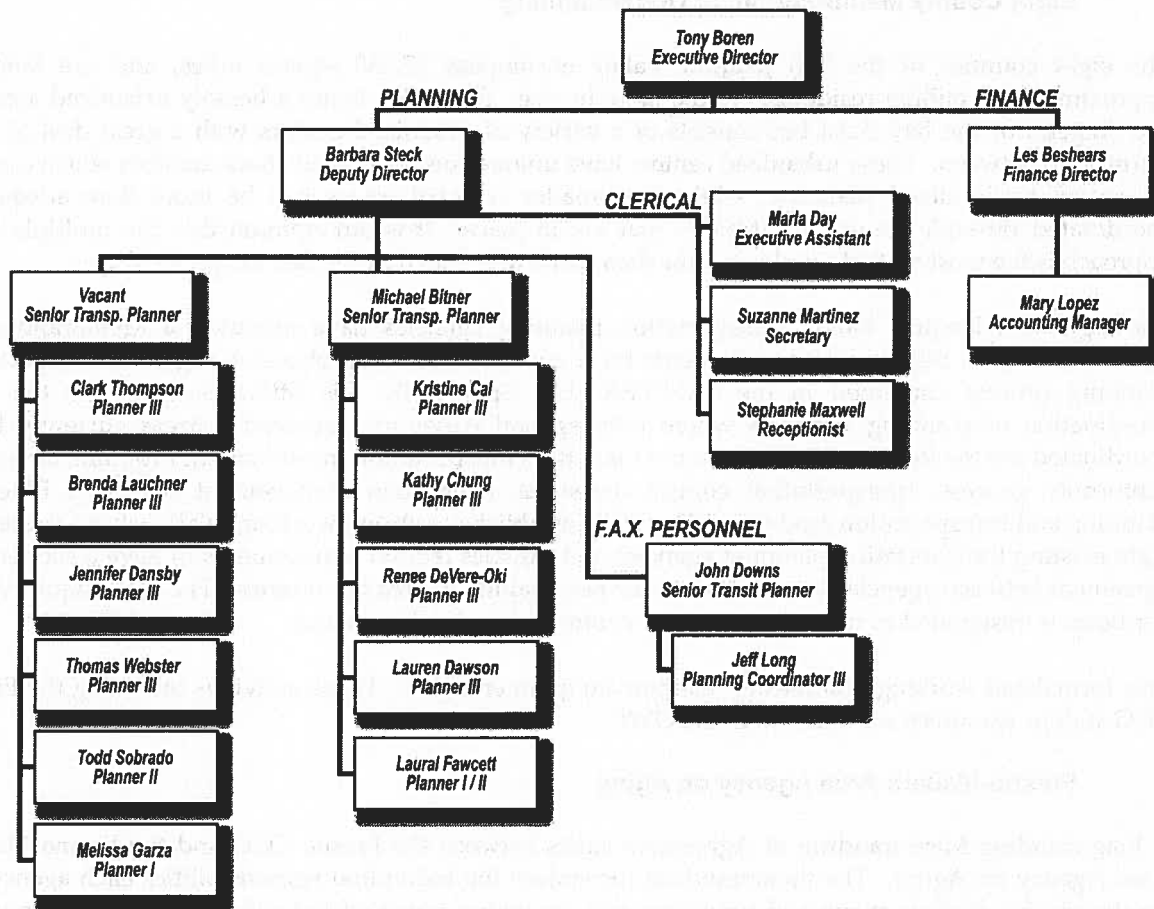
Fresno COG, along with the other seven regional transportation planning agencies in the San Joaquin Valley is party to a Memorandum of Understanding (MOU) with the San Joaquin Valley Air Pollution Control District. The MOU defines a coordinated and cooperative process aimed at maximum effectiveness and compatibility of air quality and transportation plans, compliance with the provisions of SAFETEA-LU 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 2009-2010 Overall Work Program** **Proposed** **Organization Chart**



IN PROCESS OF BEING REVISED

Exhibit 1 (continued) **FY 2009-2010 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). During the upcoming year, the COGs will also be charged with addressing the requirements of AB 32 and SB 375 regarding climate change and greenhouse gas emissions. The scope of required activities for the cooperative planning 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 4 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 SAFETEA-LU. 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, Blueprint 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 San Joaquin Valley Air Basin is designated as non-attainment for ozone and particulate matter.

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 an 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.

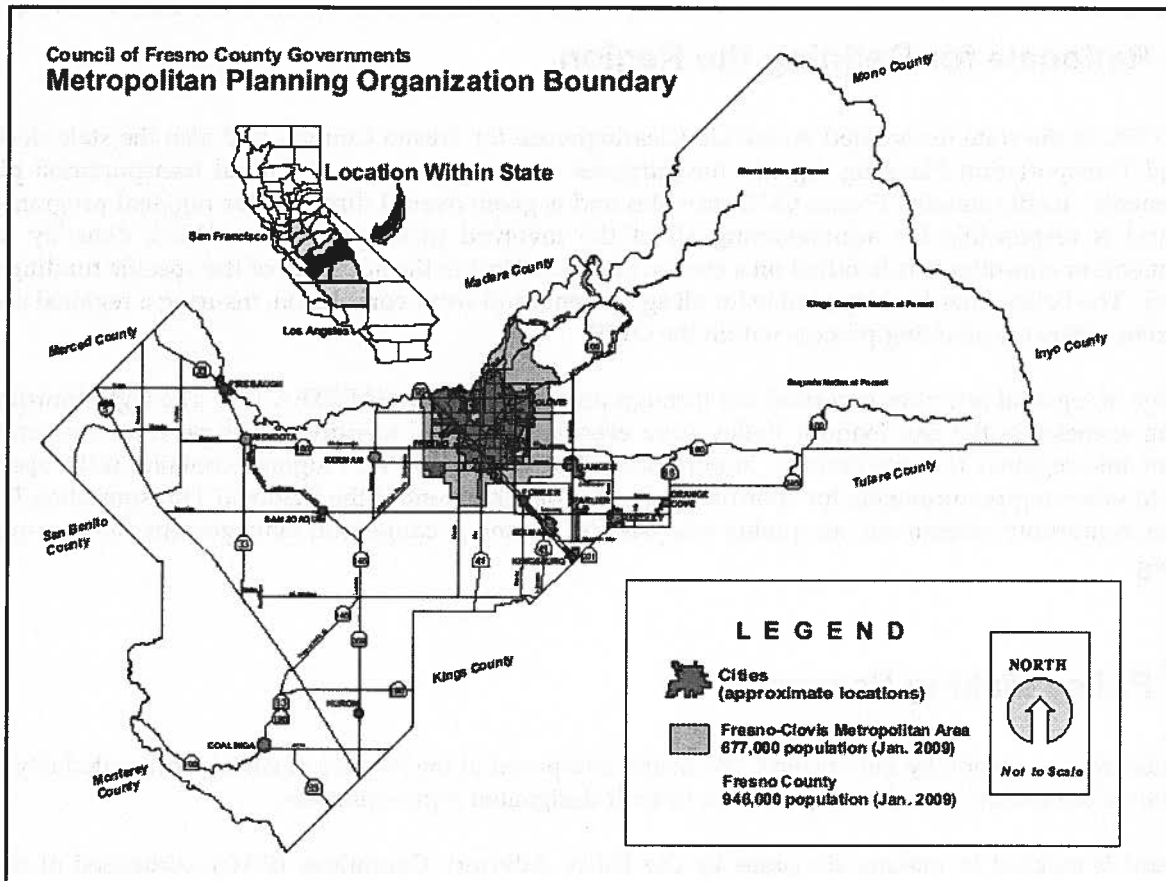
The Board is assisted in making decisions by the Policy Advisory Committee (PAC), composed of the Chief Administrative Officer of each member agency or their designated representatives. With the exception of urgency matters, all items must first be considered by the PAC before submission to the Policy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

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

EXHIBIT 2

METROPOLITAN PLANNING ORGANIZATION BOUNDARY



The scope of policy making responsibilities include the following:

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



Coordination Statement

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



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 recently amended 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, 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 Environmental Impact Report, prepared for the 1994 Regional Transportation Plan, and confirmed in the Environmental Initial Study performed for the 1996 1998, 2001 and 2004 Regional Transportation Plan updates. A comprehensive program level Environmental Impact Report was prepared in conjunction with the 2007 Regional Transportation Plan.

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.



JARC/New Freedom

In 2008, Fresno COG completed the Fresno County Human Services Coordinated Transportation Plan and Fresno County Human Services Coordinated Transportation Project Management Plan. Under the direction of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), Fresno COG lead development of a coordinated human-service transportation plan that provides a strategy for meeting local needs. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of environmental justice populations in Fresno County. Fresno COG also leads the development of a project management plan that outlines implementation of a program that administers some aspects of the Federal Transit Administration (FTA) Section 5316 (JARC) and Section 5317 (New Freedom) grant program.

The transportation needs of Fresno County environmental justice populations has always been an important part of Fresno COG. Fresno County Environmental Justice Task Force and Fresno COG Staff recently completed the Environmental Justice Plan for Fresno COG that was out for public review and comment at the time of this writing.



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.

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.

During 2008-09 Fresno COG completed the revalidation/calibration of the base year mode choice traffic model. Additionally new land use projections were developed for all years between 2003 and 2035.

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 2009 population of 946,000 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 2009 population of about 677,000. 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 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 current 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. The FY 09/10 OWP has been developed following the guidance set forth in the SAFETEA-LU legislation and the final rule set forth on March 16, 2007.



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 undertaking any proposed transportation systems management activities. With the additional responsibility of meeting ARB required greenhouse gas emission reduction targets in the future, it becomes even more critically important that the state and federal governments continue or increase their present level of resource allocation to support local transit and 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 ambient air quality standards, such as the San Joaquin Valley Air Basin. The Amendments require substantial reductions from all sources of air pollution, including transportation, and establish a strengthened transportation conformity requirement to ensure that these reductions are achieved. The term "air quality 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 designated nonattainment for ozone and particulate matter. The Fresno-Clovis Metropolitan Area is designated by EPA as an attainment (maintenance) area for carbon monoxide. On December 12, 2008 EPA redesignated the San Joaquin Valley Air Basin to attainment for the national ambient air quality standard for PM10, and also approved the maintenance plan for the area. As a result of the federal designations, conformity determinations must demonstrate conformity for ozone, CO, PM10, and PM2.5. FHWA/FTA last issued a finding of conformity for the 2007 TIP and 2007 RTP, including amendments, on June 29, 2007. On January 29, 2009 the Fresno COG Policy Board adopted the January 2009 Conformity for the Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2. FHWA/FTA approval is anticipated by March 2009.

Consistent with federal direction for a coordinated basin-wide approach to dealing with these pollutants, the San Joaquin Valley Regional Planning Agencies (RPAs) have entered into Memorandums of Understanding (MOUs) as discussed in the "Organization and Management" chapter. The eight Valley RPAs also have a MOU between and among themselves and the San Joaquin Valley Unified Air Pollution Control District. Fresno COG is an active participant in planning programs undertaken pursuant to the MOUs. Specifically Fresno COG has assumed leadership roles in development of the Reasonable Available Control Measures (RACM) for the 2007 8-hr Ozone Plan and the 2008 PM2.5 Plan. Also, staff participated in coordinating valley traffic modeling activities relative to air quality requirements and provided assistance in the consistent application of EMFAC 2007 within the RPAs.

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

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



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.

In 2006, the eight San Joaquin Valley COGs initiated the Blueprint planning process which integrates land use, transportation and resource planning for the region to address growth to the year 2050. The process, which

promotes smart growth and efficient use of land, will move into the planning implementation stage during the 2009/10 year and engage the 62 cities and 8 counties in planning for more livable communities.



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 and Fiscal Constraint
2. Congestion Management Process (CMP) and Management and Operations (M&O)
3. Work Program Development
4. Coordination for SIP Development

ATTACHMENT A
FRESNO COUNTY TRANSPORTATION COMMISSION
OTHER PLANNING ACTIVITIES WITHIN THE REGION
FY 2009 - 2010

Informational Element Matrix

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

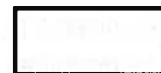
Activity Description	MPO Work Element Number	Funding Type	Product(s)	Work Performed By	Due Date	FSTIP Prgmng.
Caltrans work elements for OWP, progress reports, reimbursement and monitoring	N/A	Federal/ STATE	OWP Management	Caltrans	On-going	No
IGR/local development reviews	N/A	STATE	Recommended mitigation for development impacts on State facilities	Caltrans	On-going	No
Update Various System Planning Documents	N/A	STATE	Various System Planning Documents	Caltrans	On-going	No
Fresno-Madera Urban Route 99 Corridor System Management Plan	N/A	STATE/MPO /LOCALS	Corridor System Management Plan for the section of State Route 99 from American Avenue to State Route 152 in Madera Co.	Caltrans	June 2009	No
Valley-wide GIS	N/A	STATE	Coordinate Integration of Valley-wide GIS into Caltrans GIS	Caltrans	On-going	No
California Transportation Plan 2035	N/A	STATE	The next full update of the CTP 2035 will begin in the summer of 2008 following dev. of a new Public Participation Plan that spans the entire statewide planning/programming process Scheduled to be approved by BTH in September 2010.	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.
Route 99 Corridor Enhancement Master Plan	N/A	STATE	Updated Enhancement Master Plan with beautification project listing and new ongoing Advisory Committee.	Caltrans-Districts 6 & 10 Kern, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin	On-going	No
Corridor Preservation Analysis (various locations)	N/A	STATE	Ultimate Freeway and Interchange Footprints	Caltrans	On-going	No
California Partnership for the San Joaquin Valley Strategic Action Proposal	N/A	STATE	Implementation of Transportation Work Group recommendations in Strategic Action Proposal related to Highway 99	Caltrans, CTC, SJV MPOs Local governments, Highway 99 Task Force	In Progress	No
Route 99 Interstate Designation	N/A	STATE / MPO	Joint Caltrans-MPO decision whether to transition from "future Interstate" status to full Interstate designation.	Caltrans	On hold pending Benefit-Cost study.	No
Tribal Coordination	N/A	STATE	Coordinating projects that impact the State Route, Big Sandy, Cold Springs, and Table Mountain Rancherias	Caltrans	On-going	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								
116 National Park Transit Study								
120 Regional Public Transp. Plng - FCMA								
121 Public Transit-Human Services - JARC								
122 Public Transit-Human Services-New Freedom								
123 PTIS								
124 Transit Professional Development								
130 Rural Transit								
150 Other Modes - Aviation and Rail								
151 Bicycle and Pedestrian								
152 High Speed Rail Planning								
153 Airport Land Use Commission								
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								
214 Meas. C - Senior/Paratransit/Taxi Scrip								
215 Meas. C - Farmworker Vanpool								
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 Plng. Blueprint								
411 Land Buffer Task Force .								
412 Mid Valley Multi-modal Partnership								
820 Valley Coordination Activities								
910 COG Administration								
911 OWP/Budget								
912 TDA								
920 FCRTA Administration								
930 FCTA Administration								
940 Freeway Service Patrol								
950 Abandoned Vehicle Abatement Prog.								

Planning Emphasis Areas



FTA/FHWA Planning Emphasis Areas

2009/2010 Planning Emphasis Areas (PEAs) and Federal Planning Factors

There will not be any Federal PEAs for the fiscal year 2009/2010 OWP cycle.

California Planning Emphasis Areas

for Fiscal Year 2009/2010 Overall Work Program

FHWA has developed four California Planning Emphasis Areas (CA PEAs). In the OWP, please include a discussion on how these issues will be handled in the coming year.

For further information, please contact Steve Luxenberg, of the FHWA California Division, at (916) 498-5066.

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The PEAs address objectives identified in FHWA and FTA Strategic Plans. They also address a mix of planning issues and priority topics identified during ongoing reviews of metropolitan and statewide transportation planning processes as requiring additional work.

The FHWA California Division has determined that the areas of emphasis for California's transportation planning and air quality program in Federal FY 2009 are:

- Financial planning and fiscal constraint;
- Congestion management process (CMP) and management and operations (M&O);
- Overall Work Program (priorities for CPG funding); and,
- State Implementation Plan (SIP) development coordination.

Financial Planning and Fiscal Constraint

A continuing area of emphasis for FHWA and FTA, based upon SAFETEA-LU requirements and recent financial planning guidance, is financial planning and fiscal constraint. New requirements since the passage of SAFETEA-LU include: total project cost must be included in the TIP for all projects, including those projects that are not seeking to be implemented during the timeframe of the TIP; and, project development studies may be funded for PE only, but this must be detailed in the TIP listing, and no environmental documents may be signed until the listing becomes a project and has been fully funded. The FHWA's Resource Center has recently completed a three-part report on how to better reflect fiscal constraint for transportation plans and programs. MPOs should now be utilizing the revised revenue and cost estimation templates and the revised financial tables developed through this partnership for all future Plan and TIP updates. MPOs are expected to keep project cost estimates and revenue assumptions up-to-date through this process, and should seek to keep open lines of communication with projects sponsors so that cost estimation procedures are clearly spelled out and understood, and updated along with any necessary program changes.

Congestion management process (CMP) and management and operations (M&O)

SAFETEA-LU identified M&O as one of eight planning factors and requires M&O strategies to be included in the metropolitan transportation plan. FHWA and FTA are promoting an objectives-driven, performance based approach to addressing these requirements and recently issued two guidebooks: *An Interim Guidebook on the Congestion Management Process (CMP) in Metropolitan Planning and Management* and *Operations in the Metropolitan Transportation Plan*. SAFETEA-LU also requires Transportation Management Areas to address congestion management through a process that provides for effective M&O, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 and 49 through the use of travel demand reduction and operational management strategies. In light of the guidebooks, FHWA and FTA request that all MPOs examine the manner in which they are addressing the M&O, and if applicable the CMP requirement discussed below, in the metropolitan planning process.

The FHWA and FTA transportation planning regulations (23 CFR 450.320) require the transportation planning process in each TMA to include a process to address congestion management, including the development of a congestion management process meeting federal requirements. In addition, metropolitan planning organizations in a TMA designated as nonattainment for ozone or carbon monoxide are subject to planning regulation restrictions regarding the inclusion of single occupant vehicle capacity increasing projects in the transportation improvement program. FHWA and FTA request that each MPO for a TMA examine the manner in which they are addressing the CMP process requirements, and in TMA areas that are designated nonattainment for Ozone or CO, how they are addressing the federal planning regulation restriction on including SOV capacity increasing projects in the metropolitan TIP.

Work Program Development

SAFETEA-LU provides metropolitan transportation planning program funding for the integration of transportation planning processes in the Metropolitan Planning Area (MPA), (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. Within the required framework of an integrated multimodal metropolitan transportation planning process, federal metropolitan transportation planning funds are also available to: carry out metropolitan transportation planning for highways, regional transit and bike/pedestrian improvements and strategies; to ensure coordination of transportation planning with other state and regional planning processes; and to prepare a metropolitan transportation improvement program. FHWA and FTA request that all MPOs review the OWP development process to ensure the activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The OWP should effectively demonstrate the relationship between all MPO transportation planning activities and the content of its work products.

FHWA and Caltrans will host two workshops on OWP development during November 2008. Caltrans, FHWA and FTA planning staff are available to assist MPOs who have questions concerning the development of the OWP.

Coordination for SIP Development

FHWA and FTA recommend that all MPOs in nonattainment or maintenance areas remain active participants in the process of setting emissions budgets in conjunction with their local air district, the California Air Resources Board and EPA. While MPOs are not required to be directly involved in the development process for State Implementation Plans (SIPs), the emissions budgets that result from these SIPs are crucial to meeting metropolitan transportation and air quality conformity requirements.

FHWA encourages all MPOs in nonattainment or maintenance areas to maintain or develop an understanding of the SIP development process so that the scheduling of their planning and programming process needs are accounted for in the course of the SIP development process. Upcoming issues upon which to keep current include EPA's new proposed PM 2.5 designations and the SIP Submittal deadlines in June 2009. Please ensure that any of the above items that pertain to a particular region are reflected in the MPO's activities and the work program.

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 Transportation Planning Studies	■	■		■	■			
116 National Park Transit Study	■	■		■	■			
120 Regional PublicTrans. PIng - FCMA	■	■	■	■	■			
121 Public Transit-Human Servi Trans.-JARC	■	■		■	■			
122 Public Transit-Human Serv. Trans - New Freedom	■	■	■	■	■			■
123 PTIS	■	■	■	■	■			
124 Transit Professional Development								
130 Rural Transit	■	■	■	■	■			
150 Other Modes - Aviation & Rail	■							
151 Bicycle and Pedestrian	■							
152 High Speed Rail Planning								
153 Airport Land Use Commission	■							
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.		■	■	■	■			
214 Meas. C - Seniors/Paratransit/Taxi Scrip								
215 Meas. C - Farmworker Vanpool								
220 Prg. Develop.	■	■	■			■		■
310 Intergov'tl Coord.	■	■	■	■		■		
311 Public Particip.	■	■	■	■				
312 WWW Home Page	■	■	■	■	■		■	
313 Environmental Justice	■	■	■	■	■			
320 Member Assist.	■							
330 Outside Assist.	■							
340 Transp. Demand	■	■						
350 Data Center		■	■	■	■			
360 One Voice Advocacy	■	■				■	■	■
410 SJ Valley Reg. PIng. Blueprint		■	■	■			■	
411 Farmland Conservation Model Program						■		■
412 Mid Valley Metro Rural Loop								
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 the Measure C extension which together with State and Federal transportation aid ultimately provide for approximately \$1.7 billion in highway improvements over its 20 year life.

Types of planning activities may include, but are not limited to: identifying transportation corridors for which future projects may be needed in relation to land use development/population growth; 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.

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.

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

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.
- 110.07 Review and comment upon Caltrans Regional Street and Highway Programs as requested.
- 110.08 Participation in Golden State Corridor Study
- 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 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	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	0
FTA Section 5307	
FTA 5304	
FHWA PL	194,855
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	30,245
OTHER	
Total	225,100

Expenditures	\$\$\$\$	-py-
Fresno COG	176,100	1.32
County	43,000	0.60
Fresno	5,000	0.10
Clovis	1,000	0.01
FCEOC		
Contracts		
Total	225,100	2.03

1. The first step in the process of identifying a problem is to define the problem. This involves identifying the symptoms of the problem and determining the scope of the problem. Once the problem has been defined, the next step is to identify the causes of the problem. This involves identifying the factors that are contributing to the problem and determining the relationships between these factors. Once the causes of the problem have been identified, the next step is to develop a plan of action. This involves identifying the steps that need to be taken to solve the problem and determining the resources that will be needed to implement the plan. Once a plan of action has been developed, the next step is to implement the plan. This involves carrying out the steps that have been identified in the plan and monitoring the progress of the implementation. Finally, the last step in the process is to evaluate the results of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation.

Table 1: Summary of the results of the implementation of the plan of action									
Step	1	2	3	4	5	6	7	8	9
Define the problem	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9
Identify the causes	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9
Develop a plan of action	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9
Implement the plan	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9
Evaluate the results	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9

Table 2: Summary of the results of the implementation of the plan of action									
Step	1	2	3	4	5	6	7	8	9
Define the problem	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9
Identify the causes	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9
Develop a plan of action	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9
Implement the plan	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9
Evaluate the results	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9

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.

Senate Bill 375 (signed September 2008) adds significant additional modeling requirements on MPOs. Fresno COG staff participates in the statewide RTP Guidelines Modeling Sub-Committee which is tasked with

developing recommendations for modeling guidelines that support regional transportation plan (RTP) development. The goal of the group is to develop guidelines for new modeling tools to analyze sustainable community strategies (SCS) and green house gases as required under SB 375. It is anticipated that significant additional modeling tools and model development will be required for Fresno COG as well as all state MPOs.

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 choice peak period and daily traffic model calibrated to 2003 base year using TP+/CubeViper software.
6. Updated future year traffic models: 2007, through 2035.
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.
- 111.11 Development of new modeling tools to analyze sustainable community strategies (SCS) and green house gases as required under SB 375.

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	■						10	■	■	■	■	■	■	■	■	■	■	■	■
111.09 On call modeling services	■						2	■	■	■	■	■	■	■	■	■	■	■	■
111.10 Environmental Justice	■						2	■	■										
111.11 Develop New modeling tools	■						20	■	■	■	■	■	■	■	■	■	■	■	■

111 REGIONAL TRANSPORTATION MODELING

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	0
FTA Section 5307	
FTA 5304	
FHWA PL	372,701
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	48,287
OTHER	
Total	420,988

Expenditures	\$\$\$\$	-py-
Fresno COG	251,638	1.88
County	2,500	.04
Fresno	0	.00
Clovis	1,000	.01
FCEOC	0	.00
Contracts	165,850	
Total	420,988	1.93

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.

TRAFFIC MONITORING PRODUCTS

1. Annual Report - Fresno Regional Traffic Monitoring Program.
2. Computer database containing historical traffic monitoring information
3. Updated traffic count locations and 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 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	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	74,500	.56
FTA 5316/5317		County	103,000	1.44
FTA Section 5307		Fresno	53,230	1.06
FTA 5304		Clovis	7,500	.09
FHWA PL	181,487	FCEOC	0	.00
STIP/PPM		Contracts	20,000	
STATE SPR				
PARTNER PLANNING				
PARNTER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	76,743			
OTHER				
Total	258,230	Total	258,230	3.15

WEST AREA TRANSPORTATION CIRCULATION AND PLANNING STUDY

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.

The Council of Fresno County Governments (Fresno COG) in conjunction with the City of Fresno and the County of Fresno is conducting a West Area Transportation Planning Study. The proposed area of study extends from the Herndon Avenue/State Route 99 Interchange to the north, to State Route 180 to the south; and from Grantland Avenue to the west to State Route 99 to the east. This study will identify and evaluate required roadway and intersection improvements ranging from current needs through year 2035.

The tasks within these elements will include among other things a review of current City and County planned circulation elements and forecasted improvements, as well as verify consistencies between Fresno COG travel demand model, 2025 General Plan land uses. The recommendations for the priority improvements made to the West Area roads and traffic signal network will include both short term (3-5 years) and medium term (5-10 years).

In addition, part of the requirement for the consultant in conducting the West Area Study, is an analysis of Blueprint Planning Process integration. The final the recommendations from the study require the consultant to include some measure of planning strategies that are consistent with the Blueprint process, such as increase density, transit and activity based corridor analysis, and resource/habitat preservation.

PREVIOUS WORK COMPLETED

1. Fresno COG has completed the interview process and selected a consultant to conduct the West Area Transportation Circulation and Planning Study. It is anticipated that following Fresno COG, Governing Board approval, the study would begin on November 1, 2008. Several meeting between the County of Fresno, the City of Fresno and Fresno COG have taken place to identify critical roadway segments and intersections needed to begin the study.

- Released the Request for Proposal for the West Area Transportation Circulation and Planning Study.
- Interviewed consultants for the study. Fehr & Peers along with Mark Thomas were selected for the study.
- Critical intersections and roadway segments vital to the study were identified.
- Preliminary modeling was conducted to evaluate and forecast travel demand.

Fehr and Peers have conducted a preliminary traffic analysis of the Study Area including traffic counts, several traffic demand model runs, and baseline reviews. Several staff-level meetings with the consultant, the County of Fresno, the City of Fresno and Fresno COG have taken place to identify critical direction for the study. A full committee meeting, which will involve a broad list of stakeholders is scheduled for early January 2009. The consultant conducted a preliminary traffic analysis of the Study Area, which included traffic counts, several traffic demand model runs, and baseline reviews. Several staff-level meetings with the consultant, the County of Fresno, the City of Fresno and Fresno COG have taken place to identify critical direction for the study. A full committee meeting, which will involve a broad list of stakeholders is scheduled for early February, 2009.

PRODUCTS

The scope of work for this study contains three key elements:

1. Calibrate and Update Travel Demand Forecasts
2. Evaluate Current and Proposed Facilities; Determine the Need
3. Prioritize Improvement Program and Make Recommendations

The tasks within these elements will include among other things a review of current City and County planned circulation elements and forecasted improvements, as well as verify consistencies between Fresno COG travel demand model, 2025 General Plan land uses. The recommendations for the priority improvements made to the West Area roads and traffic signal network will include both short term (3-5 years) and medium term (5-10 years).

TASKS

- 113.01 Travel Demand Forecasts
 - a. Review and update area traffic counts to establish a baseline
 - b. Run and validate the Fresno COG traffic model to identify
- 113.02 Roadway Segment and Intersection Evaluation
 - a. Evaluate up to 30 roadway segments and 25 intersections
 - b. Conduct an iterative evaluation of the roadway network to determine where roadway classifications could be modified to accommodate the future year travel demand forecasts
 - c. Account potential future connections to SR 99 and the existing development/access control that has occurred along the study roadways
- 113.03 Roadway Classifications and Prioritization Plan
 - a. Identify appropriate roadway classifications for the study area
 - b. Provide roadway system and intersection recommendations will be separated into priority levels
- 113.04 Documentation and Meetings
 - a. Conduct 4-6 Committee meetings
 - b. Present draft report for comments
 - c. Incorporate comments into draft report
 - d. Prepare draft and final reports

113 Regional Transportation Planning Studies																	113		
Task Description	C O G	C O N T Y	F R E S N	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
113.01 Travel Demand Forecasts	■	■	■	■	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
113.02 Roadway Segment and Intersection Evaluation	■	■	■	■	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
113.03 Roadway Classifications and Prioritization Plan	■	■	■	■	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
113.04 Documentation and Meetings	■	■	■	■	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■

113 Regional Transportation Planning Studies

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG		
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL	44,265	FCEOC		
STIP/PPM		Contracts	50,000	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
FSP				
STATE PARTNERSHIP				
SPR				
LTF	5,735			
OTHER				
Total	50,000	Total	50,000	0

Table 1: Summary of Data for 2018											
Category A						Category B					
1	2	3	4	5	6	7	8	9	10	11	12
10	20	30	40	50	60	70	80	90	100	110	120
100	200	300	400	500	600	700	800	900	1000	1100	1200
1000	2000	3000	4000	5000	6000	7000	8000	9000	10000	11000	12000
10000	20000	30000	40000	50000	60000	70000	80000	90000	100000	110000	120000
100000	200000	300000	400000	500000	600000	700000	800000	900000	1000000	1100000	1200000
1000000	2000000	3000000	4000000	5000000	6000000	7000000	8000000	9000000	10000000	11000000	12000000
10000000	20000000	30000000	40000000	50000000	60000000	70000000	80000000	90000000	100000000	110000000	120000000
100000000	200000000	300000000	400000000	500000000	600000000	700000000	800000000	900000000	1000000000	1100000000	1200000000
1000000000	2000000000	3000000000	4000000000	5000000000	6000000000	7000000000	8000000000	9000000000	10000000000	11000000000	12000000000

Table 2: Summary of Data for 2019

Category A						Category B					
1	2	3	4	5	6	7	8	9	10	11	12
10	20	30	40	50	60	70	80	90	100	110	120
100	200	300	400	500	600	700	800	900	1000	1100	1200
1000	2000	3000	4000	5000	6000	7000	8000	9000	10000	11000	12000
10000	20000	30000	40000	50000	60000	70000	80000	90000	100000	110000	120000
100000	200000	300000	400000	500000	600000	700000	800000	900000	1000000	1100000	1200000
1000000	2000000	3000000	4000000	5000000	6000000	7000000	8000000	9000000	10000000	11000000	12000000
10000000	20000000	30000000	40000000	50000000	60000000	70000000	80000000	90000000	100000000	110000000	120000000
100000000	200000000	300000000	400000000	500000000	600000000	700000000	800000000	900000000	1000000000	1100000000	1200000000
1000000000	2000000000	3000000000	4000000000	5000000000	6000000000	7000000000	8000000000	9000000000	10000000000	11000000000	12000000000

OBJECTIVE

The National Park Transit Study Work Element is intended to provide resources to conduct a focused transportation study of the operational and infrastructure issues related to the provision of public transit between Fresno and Yosemite and Sequoia/Kings Canyon National Parks.

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 and to our nearby National Parks. 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

This is a new Work Element

PRODUCTS

1. Technical memorandum summarizing demand estimates, potential funding sources and stakeholder interest in partnerships.
2. Matrix summarizing funding sources, program eligibility and application process.
3. Matrix summarizing findings of first step of feasibility analysis. Technical memorandum summarizing findings of second step of feasibility analysis, if warranted.
4. Technical memorandum summarizing operational plan.

TASKS

- | | |
|--------|---|
| 116.01 | Conduct market analysis and determine potential demand, identify potential funding sources and funding or promotional partners. |
| 116.02 | Supplement funding information gathered in 113.01 with a literature source and limited peer review of YARTS, Visalia City Coach, etc. |
| 116.03 | Conduct two-part feasibility analysis. Part One will determine if sufficient demand, tourist industry interest, and funding are available to justify and implement a sustainable service. If sufficiently available, then Part Two will examine operating costs, capital requirements, and an appropriate service delivery framework. |
| 116.04 | Develop an operational plan to include fleet requirements, infrastructure requirements, route alternatives, concept schedules, administration, and operational roles and responsibilities. |

116 National Park Transit Study																	116		
Task Description	COG	CNTY	FRES	FAX	CLOV	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
116.01 Market demand analysis, funding	■	■	■	■	■		35%	■	■	■									
116.02 Literature and peer review	■	■	■	■	■		15%		■	■	■								
116.03 Feasibility analysis	■	■	■	■	■		25%			■	■	■							
116.04 Operational plan	■	■	■	■	■		25%				■	■	■						

116 NATIONAL PARK TRANSIT STUDY

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	44,265
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
FSP	
STATE PARTNERSHIP	
SPR	
LTF	5,735
OTHER	
Total	50,000

Expenditures	\$\$\$\$	-py-
Fresno COG		
County		
Fresno		
Clovis		
FCEOC		
Contracts	50,000	
Total	50,000	0

OBJECTIVE

To carry on the continuing urban area public transportation planning process to satisfy the requirements of the Federal Transit Administration under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Alquist-Ingalls Act (AB-402, 1977) and AB-120 (Statutes of 1979); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Specialized Transportation Services Act (SB-826, 1988); the Federal Clean Air Act Amendments; the 1988 California Clean Air Act and the Americans With Disabilities Act of 1990 (Public Law 101-336).

DISCUSSION

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

PREVIOUS WORK COMPLETED

COG/FAX personnel continue to work with the City of Fresno Development Department to implement transit friendly development guidelines recommended in the Long-Range Transit Master Plan, and to review development proposals to encourage transit friendly development. Staff continues to educate large employers and community groups 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. Staff has participated in nearly 30 outreach programs within the metropolitan area this year including the VA Central California Healthcare Diversity Fair, the Senior Care Resource Fair, the Fresno City College Disability Awareness Day, the Energy and Clean Air Expo, and the Central Valley Mayors Committee Disability Awareness Conference. At all of these programs, FAX/COG staff provides information and education about public transit services in Fresno County.

FAX/COG Staff participated along with other City of Fresno Departments, in the creation of a Downtown Strategic Implementation Plan. This plan focuses on the redevelopment of the downtown "triangle", an area bordered by SR 41, SR 99 and SR 180. The goal of the project is to identify possible development scenarios and the necessary infrastructure to support them.

FAX/COG Staff continued the process to procure a regional Automated Fare Collection System (AFC). In order to ensure the final project will function as a regional tool, the AFC system requirements were developed through consultation with FAX, FCRTA, Clovis Transit, Fresno State, Fresno County, Fresno Unified School District and our consultant Auriga Corporation. The Fresno City Council, as requested by FAX, has awarded a contract to Fare Logistics Inc., of Vancouver B.C., to be implemented upon resolution of the State funding issues.

FAX/COG staff along with Kimley-Horn & Associates completed the Bus Rapid Transit (BRT) Plan for the FCMA. The plan includes public outreach, corridor selection as well as ridership and cost modeling. The final plan also includes an evaluation of the steps necessary to seek federal Small Starts funding. The \$334,000 planning effort was 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 (MAHA). In addition to the BRT Plan, Kimley-Horn was scheduled to complete a Long-Range Transit Plan (LRP) for the FCMMA. This component has been rolled into phase 2 of the Public Transportation Infrastructure Study (PTIS). The PTIS is included in the Overall Work Program as Work Element 123.

FAX/COG personnel and the City of Fresno Planning and Development Department are collaborating on a City-sponsored mixed-use transit village in southeast Fresno. The City of Fresno has acquired the vacant 5.5-acre parcel, located on the south side of Kings Canyon Road between Willow and Peach Avenues, from the Fresno Unified School District to facilitate development of this project. Transit Village will consist of a multimodal bus transit facility, park, and 133 affordable senior housing units. The bus facility will allow for the safe and efficient ingress and egress for the transit vehicles and passengers. The facility will include an enclosed, climate-controlled customer service waiting area with public restrooms, a service counter for ticket-pass sales, a secure staff area (for up to three staff members), and a passenger waiting area located in close proximity to the bus transfer including green open space/community park accessible to the Transit Village residents, transit passengers, and the general public.

FAX successfully automated the NTD ridership/passenger miles data collection process utilizing Automatic Passenger Counters and the FAX AVL/GPS system. The system drastically reduced data input errors and the amount of staff time needed to administer the data collection process. This automation allowed FAX to reduce the number of COG staff at FAX from three to two in FY08-09.

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 the long-range transit plan with the PTIS.
 - a. Manage the inclusion of the FAX Long-Range Transit Master Plan with the PTIS.
 - b. Implement FAX Bus Rapid Transit Plan
- 120.20 Manage Transit Coordination/Consolidation Process
 - a. Coordinate the Transit Consolidation with the PTIS.

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	■			■			4	■			■			■			■		
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							7	■	■	■	■	■	■						
120.20 Transit Coordination				■			5	■	■	■	■	■	■	■	■	■	■	■	■
120.21 Develop NTDB Report	■			■			18	■	■	■	■	■	■	■	■	■	■	■	■
120.22 Conduct Service Evaluation				■			1	■	■	■	■	■	■	■	■	■	■	■	■
120.23 Prepare FAX Productivity Rpt..	■	■		■	■		3		■	■	■								
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)							1												

120 REGIONAL PUBLIC TRANSPORTATION PLANNING - FCMA

Revenues	\$\$\$\$
FTA MPO 5303	60,632
FTA 5316/5317	
FTA Section 5307	388,066
FTA 5304	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUE PRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	56,378
OTHER	48,494
Total	553,570

Expenditures	\$\$\$\$	-py-
Fresno COG	274,100	2.05
County	2,000	.03
Fresno	134,970	2.70
Clovis	0	.00
FCEOC	35,000	.63
Contracts	107,500	
Total	553,570	5.41

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 includes 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 seeks to 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. It was presented to the Fresno COG Policy Board and was adopted with Resolution 2008-03 on January 24, 2008.

In addition to a coordinated plan, SAFETEA-LU requires the development of a "coordinated public transit-human services transportation project management plan" (hereinafter, a "coordinated plan project management plan") A coordinated plan project management plan describes how Fresno COG will administer the part of the FTA Section 5316 and 5317 grant program for which it has administrative responsibilities. The Fresno Urbanized Area Job Access and Reverse Commute and New Freedom Project Management Plan was presented to the Fresno COG Policy Board and adopted on July 31, 2008 with resolution 2008-35.

Because of the requirement within SAFETEA-LU, 2006 and 2007 appropriations for select Federal Transit Administration grants were delayed pending the completion of a Coordinated Plan by participating transportation planning agencies. In February 2008, the Federal Transit Agency announced the deadline for grant applications for 2006 appropriations. In response to this news, Fresno COG staff issued an accelerated call for projects and created a process to administer the grading process. A total of two projects for \$948,000 were submitted for consideration under the Section 5316 JARC grant program. One grant was selected and awarded \$439,768 for trip planning software. Such a project was identified in the Fresno County Coordinated Human Services Transportation Plan.

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. Coordinated Public Transit-Human Services Plan Project Management Plan
4. Competitive Selection Process for 5310, 5316 and 5317 Grants

TASKS

121.01 Develop Competitive Selection Process for 5310, 5316 and 5317 Grants

- a. Implement the competitive selection process created with the Fresno County Coordinated Public Transit - Human Services Project Management Plan.
- b. Administer competitive selection process
- c. Oversee and administer the Fresno COG JARC grant program

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 Competitive Selection Process for 5316 and 5317 Grants	■					■	100%	■	■	■	■	■	■						

121 PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION - JARC

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303	8,853	Fresno COG	10,000	.07
FTA 5316/5317	1,729,005	County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	1,729,005	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUE PRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	1,147			
OTHER				
Total	1,739,005	Total	1,739,005	0.07

The first section of the report is a general statement of the purpose of the study. It is followed by a description of the methods used in the study. The third section is a description of the results of the study. The fourth section is a discussion of the results of the study. The fifth section is a conclusion of the study.

The first section of the report is a general statement of the purpose of the study. It is followed by a description of the methods used in the study. The third section is a description of the results of the study. The fourth section is a discussion of the results of the study. The fifth section is a conclusion of the study.

APPENDIX

The first section of the report is a general statement of the purpose of the study. It is followed by a description of the methods used in the study. The third section is a description of the results of the study. The fourth section is a discussion of the results of the study. The fifth section is a conclusion of the study.

TABLE

The first section of the report is a general statement of the purpose of the study. It is followed by a description of the methods used in the study. The third section is a description of the results of the study. The fourth section is a discussion of the results of the study. The fifth section is a conclusion of the study.

TABLE 1	
1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16
17	18
19	20
21	22
23	24
25	26
27	28
29	30
31	32
33	34
35	36
37	38
39	40
41	42
43	44
45	46
47	48
49	50
51	52
53	54
55	56
57	58
59	60
61	62
63	64
65	66
67	68
69	70
71	72
73	74
75	76
77	78
79	80
81	82
83	84
85	86
87	88
89	90
91	92
93	94
95	96
97	98
99	100

TABLE 2

TABLE 2	
1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16
17	18
19	20
21	22
23	24
25	26
27	28
29	30
31	32
33	34
35	36
37	38
39	40
41	42
43	44
45	46
47	48
49	50
51	52
53	54
55	56
57	58
59	60
61	62
63	64
65	66
67	68
69	70
71	72
73	74
75	76
77	78
79	80
81	82
83	84
85	86
87	88
89	90
91	92
93	94
95	96
97	98
99	100

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 includes 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 seeks to 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. It was presented to the Fresno COG Policy Board and was adopted by Resolution 2008-03 on January 24, 2008.

In addition to a coordinated plan, SAFETEA-LU requires the development of a "coordinated public transit-human services transportation project management plan" (hereinafter, a "coordinated plan project management plan") A coordinated plan project management plan describes how Fresno COG will administer the part of the FTA Section 5316 and 5317 grant program for which it has administrative responsibilities. The Fresno

Urbanized Area Job Access and Reverse Commute and New Freedom Project Management Plan was presented to the Fresno COG Policy Board and adopted on July 31, 2008 with resolution 2008-35.

Because of the requirement within SAFETEA-LU, 2006 and 2007 appropriations for select Federal Transit Administration grants were delayed pending the completion of a Coordinated Plan by participating transportation planning agencies. In February 2008, the Federal Transit Agency announced the deadline for grant applications for 2006 appropriations. In response to this news, Fresno COG staff issued an accelerated call for projects and created a process to administer the grading process. A total of three projects for \$165,000 were submitted for consideration under the Section 5317 New Freedom grant program. Two grants were selected and awarded \$164,804, respectively. One project was for travel training and the second project was for the purchase of new vans. These projects were identified in the Fresno County Coordinated Human Services Transportation Plan.

In table 122 below, \$695,088 is allocated to contracts. This amount consists of the 2006 apportionment of \$164,804, the 2007 apportionment of \$182,740 and \$347,544 in matching funds that grant sub-recipients will have to put up for the 50% match. The entire amount will be disbursed to grant sub-recipients through the competitive process we developed in conjunction with the section 5316 JARC process.

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. Coordinated Public Transit-Human Services Plan Project Management Plan

4. Competitive Selection Process for 5310, 5316 and 5317 Grants

TASKS

122.01 Develop Competitive Selection Process for 5317 Grants

- a. Implement the competitive selection process created with the Fresno County Coordinated Public Transit – Human Services Project Management Plan.
- b. Administer the competitive selection process.
- c. Oversee and administer the Fresno COG Public Transit – New Freedom grant program.
- d. Develop competitive selection process
- e. Prepare draft competitive selection process for public review
- f. Adopt competitive selection process

122 Public Transit-Human Services Transportation (New Freedom)																		122	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
122.01 Competitive Selection Process for 5316 and 5317 Grants	■					■	100	■	■	■	■	■	■	■					

122 PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION (NEW FREEDOM)

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG		
FTA 5316/5317	629,853	County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	629,853	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUE PRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF				
OTHER				
Total	629,853	Total	629,853	0

TABLE 1

Table 1: Comparison of the results of the two models for the year 2015. The table shows the results of the two models for the year 2015. The first column shows the results of the model for the year 2015. The second column shows the results of the model for the year 2015. The third column shows the results of the model for the year 2015. The fourth column shows the results of the model for the year 2015. The fifth column shows the results of the model for the year 2015. The sixth column shows the results of the model for the year 2015. The seventh column shows the results of the model for the year 2015. The eighth column shows the results of the model for the year 2015. The ninth column shows the results of the model for the year 2015. The tenth column shows the results of the model for the year 2015. The eleventh column shows the results of the model for the year 2015. The twelfth column shows the results of the model for the year 2015. The thirteenth column shows the results of the model for the year 2015. The fourteenth column shows the results of the model for the year 2015. The fifteenth column shows the results of the model for the year 2015. The sixteenth column shows the results of the model for the year 2015. The seventeenth column shows the results of the model for the year 2015. The eighteenth column shows the results of the model for the year 2015. The nineteenth column shows the results of the model for the year 2015. The twentieth column shows the results of the model for the year 2015. The twenty-first column shows the results of the model for the year 2015. The twenty-second column shows the results of the model for the year 2015. The twenty-third column shows the results of the model for the year 2015. The twenty-fourth column shows the results of the model for the year 2015. The twenty-fifth column shows the results of the model for the year 2015. The twenty-sixth column shows the results of the model for the year 2015. The twenty-seventh column shows the results of the model for the year 2015. The twenty-eighth column shows the results of the model for the year 2015. The twenty-ninth column shows the results of the model for the year 2015. The thirtieth column shows the results of the model for the year 2015. The thirty-first column shows the results of the model for the year 2015. The thirty-second column shows the results of the model for the year 2015. The thirty-third column shows the results of the model for the year 2015. The thirty-fourth column shows the results of the model for the year 2015. The thirty-fifth column shows the results of the model for the year 2015. The thirty-sixth column shows the results of the model for the year 2015. The thirty-seventh column shows the results of the model for the year 2015. The thirty-eighth column shows the results of the model for the year 2015. The thirty-ninth column shows the results of the model for the year 2015. The fortieth column shows the results of the model for the year 2015. The forty-first column shows the results of the model for the year 2015. The forty-second column shows the results of the model for the year 2015. The forty-third column shows the results of the model for the year 2015. The forty-fourth column shows the results of the model for the year 2015. The forty-fifth column shows the results of the model for the year 2015. The forty-sixth column shows the results of the model for the year 2015. The forty-seventh column shows the results of the model for the year 2015. The forty-eighth column shows the results of the model for the year 2015. The forty-ninth column shows the results of the model for the year 2015. The fiftieth column shows the results of the model for the year 2015. The fifty-first column shows the results of the model for the year 2015. The fifty-second column shows the results of the model for the year 2015. The fifty-third column shows the results of the model for the year 2015. The fifty-fourth column shows the results of the model for the year 2015. The fifty-fifth column shows the results of the model for the year 2015. The fifty-sixth column shows the results of the model for the year 2015. The fifty-seventh column shows the results of the model for the year 2015. The fifty-eighth column shows the results of the model for the year 2015. The fifty-ninth column shows the results of the model for the year 2015. The sixtieth column shows the results of the model for the year 2015. The sixty-first column shows the results of the model for the year 2015. The sixty-second column shows the results of the model for the year 2015. The sixty-third column shows the results of the model for the year 2015. The sixty-fourth column shows the results of the model for the year 2015. The sixty-fifth column shows the results of the model for the year 2015. The sixty-sixth column shows the results of the model for the year 2015. The sixty-seventh column shows the results of the model for the year 2015. The sixty-eighth column shows the results of the model for the year 2015. The sixty-ninth column shows the results of the model for the year 2015. The seventieth column shows the results of the model for the year 2015. The seventy-first column shows the results of the model for the year 2015. The seventy-second column shows the results of the model for the year 2015. The seventy-third column shows the results of the model for the year 2015. The seventy-fourth column shows the results of the model for the year 2015. The seventy-fifth column shows the results of the model for the year 2015. The seventy-sixth column shows the results of the model for the year 2015. The seventy-seventh column shows the results of the model for the year 2015. The seventy-eighth column shows the results of the model for the year 2015. The seventy-ninth column shows the results of the model for the year 2015. The eightieth column shows the results of the model for the year 2015. The eighty-first column shows the results of the model for the year 2015. The eighty-second column shows the results of the model for the year 2015. The eighty-third column shows the results of the model for the year 2015. The eighty-fourth column shows the results of the model for the year 2015. The eighty-fifth column shows the results of the model for the year 2015. The eighty-sixth column shows the results of the model for the year 2015. The eighty-seventh column shows the results of the model for the year 2015. The eighty-eighth column shows the results of the model for the year 2015. The eighty-ninth column shows the results of the model for the year 2015. The ninetieth column shows the results of the model for the year 2015. The ninety-first column shows the results of the model for the year 2015. The ninety-second column shows the results of the model for the year 2015. The ninety-third column shows the results of the model for the year 2015. The ninety-fourth column shows the results of the model for the year 2015. The ninety-fifth column shows the results of the model for the year 2015. The ninety-sixth column shows the results of the model for the year 2015. The ninety-seventh column shows the results of the model for the year 2015. The ninety-eighth column shows the results of the model for the year 2015. The ninety-ninth column shows the results of the model for the year 2015. The one hundredth column shows the results of the model for the year 2015.

2015-2016 Financial Statement										2016-2017 Financial Statement										2017-2018 Financial Statement										2018-2019 Financial Statement																																																																						
Revenue					Expenses					Revenue					Expenses					Revenue					Expenses					Revenue					Expenses																																																																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	
100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200

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 Fresno COG 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 feasible
 - 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	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	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
123.02 Land Use Strategies	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
123.03 Determine Feasibility	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
123.04 Eval. Routes, Ridership, Cost	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
123.05 Final Report	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■

123 PUBLIC TRANSPORTATION INFRASTRUCTURE STUDY

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUE PRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	2,767,376
Total	2,767,376

Expenditures	\$\$\$\$	-py-
Fresno COG		
County		
Fresno		
Clovis		
FCEOC		
Contracts	2,767,376	
Total	2,767,376	0

Table 1 - Summary of Data for the Study											
Year	Month	Day	Time	Location	Temperature (°C)	Humidity (%)	Wind Speed (m/s)	Wind Direction	Cloud Cover (%)	Visibility (km)	Notes
2018	Jan	15	10:00	Station A	15.2	65	2.5	SE	10	10	Clear
2018	Jan	16	10:00	Station A	16.5	68	3.0	SE	15	10	Clear
2018	Jan	17	10:00	Station A	17.8	70	3.5	SE	20	10	Clear
2018	Jan	18	10:00	Station A	18.5	72	4.0	SE	25	10	Clear
2018	Jan	19	10:00	Station A	19.2	75	4.5	SE	30	10	Clear
2018	Jan	20	10:00	Station A	20.0	78	5.0	SE	35	10	Clear
2018	Jan	21	10:00	Station A	20.5	80	5.5	SE	40	10	Clear
2018	Jan	22	10:00	Station A	21.0	82	6.0	SE	45	10	Clear
2018	Jan	23	10:00	Station A	21.5	85	6.5	SE	50	10	Clear
2018	Jan	24	10:00	Station A	22.0	88	7.0	SE	55	10	Clear
2018	Jan	25	10:00	Station A	22.5	90	7.5	SE	60	10	Clear
2018	Jan	26	10:00	Station A	23.0	92	8.0	SE	65	10	Clear
2018	Jan	27	10:00	Station A	23.5	95	8.5	SE	70	10	Clear
2018	Jan	28	10:00	Station A	24.0	98	9.0	SE	75	10	Clear
2018	Jan	29	10:00	Station A	24.5	100	9.5	SE	80	10	Clear
2018	Jan	30	10:00	Station A	25.0	100	10.0	SE	85	10	Clear
2018	Jan	31	10:00	Station A	25.5	100	10.5	SE	90	10	Clear

Table 2 - Summary of Data for the Study

Table 2 - Summary of Data for the Study											
Year	Month	Day	Time	Location	Temperature (°C)	Humidity (%)	Wind Speed (m/s)	Wind Direction	Cloud Cover (%)	Visibility (km)	Notes
2018	Feb	1	10:00	Station A	26.0	100	11.0	SE	95	10	Clear
2018	Feb	2	10:00	Station A	26.5	100	11.5	SE	100	10	Clear
2018	Feb	3	10:00	Station A	27.0	100	12.0	SE	100	10	Clear
2018	Feb	4	10:00	Station A	27.5	100	12.5	SE	100	10	Clear
2018	Feb	5	10:00	Station A	28.0	100	13.0	SE	100	10	Clear
2018	Feb	6	10:00	Station A	28.5	100	13.5	SE	100	10	Clear
2018	Feb	7	10:00	Station A	29.0	100	14.0	SE	100	10	Clear
2018	Feb	8	10:00	Station A	29.5	100	14.5	SE	100	10	Clear
2018	Feb	9	10:00	Station A	30.0	100	15.0	SE	100	10	Clear
2018	Feb	10	10:00	Station A	30.5	100	15.5	SE	100	10	Clear
2018	Feb	11	10:00	Station A	31.0	100	16.0	SE	100	10	Clear
2018	Feb	12	10:00	Station A	31.5	100	16.5	SE	100	10	Clear
2018	Feb	13	10:00	Station A	32.0	100	17.0	SE	100	10	Clear
2018	Feb	14	10:00	Station A	32.5	100	17.5	SE	100	10	Clear
2018	Feb	15	10:00	Station A	33.0	100	18.0	SE	100	10	Clear
2018	Feb	16	10:00	Station A	33.5	100	18.5	SE	100	10	Clear
2018	Feb	17	10:00	Station A	34.0	100	19.0	SE	100	10	Clear
2018	Feb	18	10:00	Station A	34.5	100	19.5	SE	100	10	Clear
2018	Feb	19	10:00	Station A	35.0	100	20.0	SE	100	10	Clear
2018	Feb	20	10:00	Station A	35.5	100	20.5	SE	100	10	Clear
2018	Feb	21	10:00	Station A	36.0	100	21.0	SE	100	10	Clear
2018	Feb	22	10:00	Station A	36.5	100	21.5	SE	100	10	Clear
2018	Feb	23	10:00	Station A	37.0	100	22.0	SE	100	10	Clear
2018	Feb	24	10:00	Station A	37.5	100	22.5	SE	100	10	Clear
2018	Feb	25	10:00	Station A	38.0	100	23.0	SE	100	10	Clear
2018	Feb	26	10:00	Station A	38.5	100	23.5	SE	100	10	Clear
2018	Feb	27	10:00	Station A	39.0	100	24.0	SE	100	10	Clear
2018	Feb	28	10:00	Station A	39.5	100	24.5	SE	100	10	Clear
2018	Feb	29	10:00	Station A	40.0	100	25.0	SE	100	10	Clear
2018	Feb	30	10:00	Station A	40.5	100	25.5	SE	100	10	Clear
2018	Feb	31	10:00	Station A	41.0	100	26.0	SE	100	10	Clear

OBJECTIVE

The purpose of this Professional Development project is to provide a training and capacity building program for staff planners, decision makers and the development industry of the Central San Joaquin Valley.

DISCUSSION

The Central San Joaquin Valley (Valley) is the fastest growing region in the State of California, according to the 2007 California Regional Progress Report prepared by the California Center for Leadership. The Valley's planners need to learn to develop strategies to achieve the level of mobility that our region needs to increase efficiency, safety, use and expansion of rural and urban public transit systems.

This project consists of three workshops presented by established experts in developing Transit Oriented Developments (TOD). Participants will learn how to facilitate affordable housing for all income ranges, improve environmental quality, and link people and their neighborhoods to economic growth throughout the region by building mixed-use, pedestrian-friendly communities around transit stations.

COG will contact the Urban and Land Institute (ULI) to assemble a group of well known experts who have developed TOD projects. The experts will instruct participants in all aspects of TOD from concept to delivery. The trainings provided will result in increased efficiency and further the resolution of problems confronting public transportation. It will improve skills in project planning and management, and will educate planners on proven contemporary practices that help foster development while simultaneously encouraging active modes of transportation.

PREVIOUS WORK COMPLETED

The Fresno COG submitted the grant application titled, Central Valley Transit Professional Development, on behalf of the City of Fresno for a Caltrans Transit Professional Development grant.

PRODUCTS

1. Participant database
2. TOD training website
3. Three training workshops
4. Training session DVDs

TASKS

- 124.01 Planning the training sessions
 - a. Conduct stakeholder meetings
 - b. Nominate a committee to coordinate training workshops
- 124.02 Recruit speakers/presenters
 - a. Contact speakers
 - b. Negotiate speaking contracts
 - c. Execute speaker contracts

- 124.03 Secure workshop venue
- Execute contract with convention center
 - Arrange for number of rooms
 - Arrange for use of audio visuals
 - Establish parking needs
 - Secure audio visual technicians
 - Plan session breakouts
 - Coordinate snacks and refreshments
 - Select media
 - Finalize event plan

- 124.04 Market trainings
- Develop marketing database
 - Develop flyers
 - Develop website

- 124.5 Conduct workshops
- Training workshop #1 - August 2009
 - Training workshop #2 - November 2009
 - Training workshop #3 - April 2010

124 Transit Professional Development Grant																		124	
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
124.01 Planning Training Sessions	■	■	■			■									■	■	■		
124.02 Recruit Speakers	■	■	■			■													
124.03 Secure Venue	■	■	■			■													
124.04 Market Training	■	■	■			■													
124.05 Conduct Workshops	■	■	■			■													

124 TRANSIT PROFESSIONAL DEVELOPMENT GRANT

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	50,000
PARTNER SEED GRANTS	
CAL BLUE PRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	6,500
Total	56,500

Expenditures	\$\$\$\$	-py-
Fresno COG		
County		
Fresno		
Clovis		
FCEOC		
Contracts	56,500	
Total	56,500	0

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 2009-2014 was adopted by Fresno COG on June 25, 2009. It is not scheduled for revisions until 2010-12.

The latest edition of the Rural Consolidated Transportation Service Agency' Operations Program and Budget was adopted by Fresno COG on June 25, 2009. This document is scheduled for updating in 2009-10.

PRODUCTS

1. Special Rural Transit Studies to respond to unmet transit needs comments.
2. Rural Consolidated Transportation Service Agency Operations Program and Budget: 2009-2010.
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 2009-10 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	■	■					55		■			■		■	■	■	■	■	■
b Support SSTAC	■					■	5		■			■		■	■	■	■	■	■
130.02 Social Service Trns Ping																			
a Refine CTSA	■	■				■	30	■	■	■	■	■	■	■	■	■	■	■	■
130.03 Prepare environmental analysis	■						5											■	■
130.04 Agricultural Industries Trans. Svs.	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■

130 PUBLIC TRANSPORTATION - RURAL

Revenues	\$\$\$\$
FTA MPO 5303	25,232
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
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

UNIT 2: THE AMERICAN WEST

1	1840	Population	1,000,000
2	1850	Population	2,000,000
3	1860	Population	3,000,000
4	1870	Population	4,000,000
5	1880	Population	5,000,000
6	1890	Population	6,000,000
7	1900	Population	7,000,000
8	1910	Population	8,000,000
9	1920	Population	9,000,000
10	1930	Population	10,000,000
11	1940	Population	11,000,000
12	1950	Population	12,000,000
13	1960	Population	13,000,000
14	1970	Population	14,000,000
15	1980	Population	15,000,000
16	1990	Population	16,000,000
17	2000	Population	17,000,000
18	2010	Population	18,000,000
19	2020	Population	19,000,000
20	2030	Population	20,000,000
21	2040	Population	21,000,000
22	2050	Population	22,000,000
23	2060	Population	23,000,000
24	2070	Population	24,000,000
25	2080	Population	25,000,000
26	2090	Population	26,000,000
27	2100	Population	27,000,000
28	2110	Population	28,000,000
29	2120	Population	29,000,000
30	2130	Population	30,000,000
31	2140	Population	31,000,000
32	2150	Population	32,000,000
33	2160	Population	33,000,000
34	2170	Population	34,000,000
35	2180	Population	35,000,000
36	2190	Population	36,000,000
37	2200	Population	37,000,000
38	2210	Population	38,000,000
39	2220	Population	39,000,000
40	2230	Population	40,000,000
41	2240	Population	41,000,000
42	2250	Population	42,000,000
43	2260	Population	43,000,000
44	2270	Population	44,000,000
45	2280	Population	45,000,000
46	2290	Population	46,000,000
47	2300	Population	47,000,000
48	2310	Population	48,000,000
49	2320	Population	49,000,000
50	2330	Population	50,000,000
51	2340	Population	51,000,000
52	2350	Population	52,000,000
53	2360	Population	53,000,000
54	2370	Population	54,000,000
55	2380	Population	55,000,000
56	2390	Population	56,000,000
57	2400	Population	57,000,000
58	2410	Population	58,000,000
59	2420	Population	59,000,000
60	2430	Population	60,000,000
61	2440	Population	61,000,000
62	2450	Population	62,000,000
63	2460	Population	63,000,000
64	2470	Population	64,000,000
65	2480	Population	65,000,000
66	2490	Population	66,000,000
67	2500	Population	67,000,000
68	2510	Population	68,000,000
69	2520	Population	69,000,000
70	2530	Population	70,000,000
71	2540	Population	71,000,000
72	2550	Population	72,000,000
73	2560	Population	73,000,000
74	2570	Population	74,000,000
75	2580	Population	75,000,000
76	2590	Population	76,000,000
77	2600	Population	77,000,000
78	2610	Population	78,000,000
79	2620	Population	79,000,000
80	2630	Population	80,000,000
81	2640	Population	81,000,000
82	2650	Population	82,000,000
83	2660	Population	83,000,000
84	2670	Population	84,000,000
85	2680	Population	85,000,000
86	2690	Population	86,000,000
87	2700	Population	87,000,000
88	2710	Population	88,000,000
89	2720	Population	89,000,000
90	2730	Population	90,000,000
91	2740	Population	91,000,000
92	2750	Population	92,000,000
93	2760	Population	93,000,000
94	2770	Population	94,000,000
95	2780	Population	95,000,000
96	2790	Population	96,000,000
97	2800	Population	97,000,000
98	2810	Population	98,000,000
99	2820	Population	99,000,000
100	2830	Population	100,000,000

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. Another committee of importance is the San Joaquin Valley Rail Committee.

An important 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, particularly with regard to its relevance for the Public Transportation Infrastructure Study (PTIS). Also to be evaluated in the PTIS are new technologies, including Personal Rapid Transit (PRT), consistent with the Measure C New Technology Program.

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. 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 San Joaquin Valley Rail Committee. Voter approval of Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act, in November 2008 will result in much greater emphasis on high-speed rail planning and environmental review. Consequently, a separate work element, Work Element 152 - High-Speed Rail Planning, has been created to address in a comprehensive manner all the various complex issues associated with high-speed rail, including guiding the efforts to identify and propose a site appropriate for a high-speed 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 successful extension of Measure C includes \$102.5 million for rail consolidation. Currently underway is a High-Speed Rail/Rail Consolidation Study, jointly funded by the California High-Speed Rail Authority and the Fresno COG. A Technical Assessment Group was formed to assist with the Study. 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 potential FYI passengers driving to airports in the San Francisco Bay Area and Los Angeles region because of their bigger planes and lower fares. However, the magnitude of this "leakage" is considered likely to be of less significance than in the past. This is due to the presence of more airlines with more flights, the greater value passengers place on their time, and the higher fuel and other costs associated with driving and parking at airports in the major metropolitan areas. There is an ongoing 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 continues to expand its facilities for both passengers and air cargo. A new concourse completed in FY 2002-03, including passenger boarding bridges, and other more recent improvements 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 1 extension of SR-180 west, completed in FY 2003-04, and the recently completed Phase II extension, 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. Issues related to ground access and connectivity with other transportation modes will continue to be monitored and addressed.

PREVIOUS WORK COMPLETED

1. Fresno Passenger Rail Transportation Center Feasibility Study, Phases 1 & 2.
2. Updated Rail Corridor Inventory.
3. Updated Rail and Aviation Modal Elements, contained within the Regional Transportation Plan, adopted May 31, 2007.
4. 1991 Rail Concept Plan.
5. Fresno Rail Consolidation – Review, Analysis and Conceptual Design, July 1993.
6. Fresno Rail Consolidation Report, approved March 28, 2002.
7. Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study, adopted January 30, 1997.
8. High Speed Rail Position Papers, January 1999.
9. Secure funding to renovate the historic Fresno Santa Fe rail station.
10. 2005 Aeronautics Capital Improvement Program, Fresno County.
11. 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/Fresno COG High-Speed Rail/Rail Consolidation Study.

TASKS

- 150.01 Monitor rail and aviation developments and emerging issues; evaluate and promote connectivity with other transportation modes; and, integrate with air quality planning as appropriate.
- 150.02 Document issues, provide analysis and staff research, monitor consultants on High-Speed Rail/Rail Consolidation Study 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.
- 150.05 Provide staff support to the Fresno COG Rail Committee, to include meetings, related documents and staff research.
- 150.06 Participate in development of the Aviation Capital Improvement Plan as appropriate.
- 150.07 Monitor and implement appropriate recommendations of the Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study.
- 150.08 Participate in the Public Transportation Infrastructure Study (PTIS) with regard to identifying and analyzing railroad corridors for preservation and alternative transportation uses, other fixed guideway studies and proposals, and New Technologies under the Measure C New Technology Program.

150 Other Modes – Aviation and Rail																	150		
Task Description	COG	CNTY	FRES	FAX	CLOV	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
150.01 Monitor modal issues	■						15	■	■	■	■	■	■	■	■	■	■	■	■
150.02 Staff support - consolidation	■						25	■	■	■	■	■	■	■	■	■	■	■	■
150.03 Monitor aviation issues	■						1	■	■	■	■	■	■	■	■	■	■	■	■
150.04 SJV Rail Comm.	■						15	■	■	■	■	■	■	■	■	■	■	■	■
150.05 Support to COG Rail Com.	■	■	■				20	■			■			■			■		
150.06 Develop Aviation CIP	■						2	■	■	■	■	■	■	■	■	■	■	■	■
150.07 Rail Corridor Pres./Acq. Study	■						2	■	■	■	■	■	■	■	■	■	■	■	■
150.08 PTIS – New Technologies	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■

150 OTHER MODES – AVIATION AND RAIL

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	52,500
OTHER	
Total	52,500

Expenditures	\$\$\$\$	-py-
Fresno COG	45,500	.34
County	4,500	.06
Fresno	2,500	.05
Clovis		
FCEOC		
Contracts		
Total	52,500	0.45

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.

Beginning with fiscal year 2008-09, quarterly meetings of the Fresno COG Bikeways/Trails Committee have been held. This is a new committee and is an important new initiative by the COG for this transportation mode. During fiscal year 2009-10, the Committee will coordinate comprehensive updates of the Fresno, Clovis and Fresno County bikeways and trails plans. Among other responsibilities, the Committee will develop a master inventory of planned and existing bikeways and trails throughout Fresno County and its fifteen incorporated cities and will develop a prioritized list of bikeways and trails for development.

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 inventories, reports, plans and products.
2. Memoranda, letters, minutes and notes related to modal element issues.

3. Quarterly meetings of the Fresno COG Bikeways/Trails Committee.

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.
- 151.04 Quarterly meetings of the Fresno COG Bikeways/Trails Committee.
- 151.05 Develop a Master Inventory of bikeways/trails within Fresno County and its 15 incorporated cities.
- 151.06 Develop a prioritized list of bikeways/trails for construction.

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	■						15	■	■	■	■	■	■	■	■	■	■	■	■	
151-02 Local Bicycle & Trail Plans	■	■	■		■	■	10	■	■	■	■	■	■	■	■	■	■	■	■	
151.03 Rail Corridor Pres./Acq. Study	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
151.04 Quarterly meetings	■	■	■		■	■	20													
151-05 Master Inventory	■	■	■		■	■	30	■	■	■	■	■	■	■	■	■	■	■	■	
151-06 Prioritized list of projects	■	■	■		■	■	20	■	■	■	■	■	■	■	■	■	■	■	■	

151 BICYCLE AND PEDESTRIAN

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	27,600	.21
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	27,600			
OTHER				
Total	27,600	Total	27,600	0.21

OBJECTIVE

The purpose of this work element is to assist the California High-Speed Rail Authority, in conjunction with Fresno COG member agencies and interested citizens and organizations, with the development of the project level environmental document for the high-speed train system, and to identify and evaluate all other issues associated with high-speed trains in Fresno County in order to maximize its benefits.

DISCUSSION

The need for high-speed trains in California is based on several factors. The State Department of Finance projects the state's population will grow by 40% to 50 million by 2030, and employment will grow by 51%, resulting in a doubling of interregional travel. High-speed trains can meet the resulting projected transportation need at about half the cost to build the otherwise required 3,000 miles of new freeway plus five airport runways and 90 departure gates. And, high-speed trains will have far less environmental impact than expanding highways and airports.

There are numerous benefits of high-speed trains. They greatly improve accessibility to Fresno and the San Joaquin Valley, providing a frequent, affordable alternative to air travel, reducing travel times by hours compared to driving, and reducing unreliability of both air and highway travel resulting from ground fog. High-speed trains provide a third option for intercity and commuter travel, in addition to autos and airplanes, thereby promoting stability through diversity in our transportation network. A downtown Fresno station location will strengthen Fresno's urban center. About 160,000 jobs will be needed to construct the high-speed train system, with the creation of 320,000 permanent jobs, both directly and indirectly, by 2030. Fewer intercity automobile trips mean less congestion and reduced delays. Fewer intercity automobile trips also means significant pollution reduction benefits, including primary pollutants (hydrocarbons, particulate matter, carbon monoxide) from automobile travel and greenhouse gas reduction. Fewer intercity automobile trips also means fewer highway accidents. Electrically powered trains will reduce dependence on foreign oil and can be a key element in helping meet AB 32 greenhouse gas reduction goals.

In fiscal year 2008-09 work was begun on a Fresno High-Speed Rail/Rail Consolidation Study. This Study, with URS as the lead consultant, is jointly funded by the California High-Speed Rail Authority and the Fresno COG. A Technical Assessment Group (TAG) was formed by the Fresno COG to assist with this Study. With the passage on November 4, 2008 of Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act, the prospects for high-speed rail have improved. As a result, the Study is expected to receive even more attention and the TAG has been enhanced to include higher level local agency participation in order to comprehensively address the complex and varied issues of the high-speed rail/rail consolidation project. These issues include further refinement of alignment and station location; securing a maintenance facility in Fresno or its vicinity and other economic opportunities; station area planning and design; potential use of eminent domain; and numerous jurisdictional, financial, environmental and social equity issues.

PREVIOUS WORK COMPLETED

This is a new work activity for the Fresno COG.

PRODUCTS

1. Final Report: Fresno Joint High-Speed Train/Rail Consolidation Study.

2. Special high-speed rail planning studies as required (i.e. maintenance facility, transportation interface with downtown station, etc.).
3. Coordinate Fresno County efforts with the California High-Speed Rail Authority to ensure a comprehensive and cooperative approach to high-speed rail planning and environmental review.
4. Meeting agenda packages, minutes, memoranda, letters, and other documentation related to activities of the Technical Assessment Group and other committees and meetings.

TASKS

- 152.01 Finalize the Fresno Joint High-Speed Train/Rail Consolidation Study.
- 152.02 Monitor and implement appropriate recommendations of the Fresno Joint High-Speed Train/Rail Consolidation Study.
- 152.03 Coordinate, consult, and collaborate with the California High-Speed Rail Authority on development of project level environmental documents and other high-speed rail related studies.
- 152.04 Provide continuing staff support, including meeting preparation and presentation materials, to the Technical Advisory Group with quarterly, or as required, meetings.
- 152.05 Document issues, provide analyses and staff research on high-speed rail matters, as appropriate.
- 152.06 Attend and participate in meetings of the California High-Speed Rail Authority, as appropriate.

152 HIGH SPEED RAIL PLANNING																		152	
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
152.01 Finalize Study	■						10	■	■	■	■	■	■	■	■	■	■	■	■
152.02 Implement Recommendations	■	■	■		■	■	30	■	■	■	■	■	■	■	■	■	■	■	■
152.03 Environmental Document	■						30	■	■	■	■	■	■	■	■	■	■	■	■
152.04 Staff Support to TAG							10												
152.05 Other HSR Matters							15												
152.06 Attend CHSRA Meetings							5												

152 HIGH-SPEED RAIL PLANNING

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	15,400	.12
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL	88,530	FCEOC		
STIP/PPM		Contracts	100,000	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	26,870			
OTHER				
Total	115,400	Total	115,400	0.12

OBJECTIVE

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

DISCUSSION

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

PREVIOUS WORK COMPLETED

- Conducted Airport Land Use commission (ALUC) review and held the first ALUC meeting to determine consistency with the Airport Land Use Compatibility Plan.
- Created a GIS map base to facilitate ongoing and future presentations to the commission.
- Began establishing procedures and reviewed current, best-practices from other ALUCs in order to establish more meaningful and functional process for the COG.

PRODUCTS

The primary product will be providing administrative and staff support for the Airport Land Use Commission which meets generally on a bi-monthly basis.

TASKS

- 153.01 Provide staffing and administrative support functions for the Airport Land Use Commission.
- 153.02 Provide technical assistance to local agencies and airports regarding implementation of the six airport land use plans currently enforced for the nine airports in Fresno County.
- 153.03 Prepare staff reports to the Airport Land Use Commission on matters of land use compatibility or consistency. Monitor noise impacts and develop mitigation strategies for identified problems such as applying noise easements and land use controls to impact areas to reduce airport operator liability.
- 153.04 Review environmental documents by applying the criteria in the Airport Land Use Plans and guidelines from the newly updated Caltrans Airport Land Use Planning Handbook.
- 153.05 Review proposed revisions to Airport Master Plans, FAR 150 studies, general plans, heliport layout plans and proposed ordinances.
- 153.06 Coordinate with the Caltrans Aeronautics Division on the implementation of the Caltrans Airport Land Use Planning Handbook update.
- 153.07 Coordinate with the State of California, airport authorities, and local jurisdictions on matters related to airport land use policies and implementation.
- 153.08 Incorporate technical graphics for all county airports including newly adopted airport influence areas and clear and approach zones.
- 153.09 Update Airport Land Use Commission information and graphics on the Fresno COG website.

153 AIRPORT LAND USE COMMISSION																		153	
Task Description	COG	CNTY	FRES	FAX	CLOV	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
153.01 Provide staffing and Admin. support	■						50	■	■	■	■	■	■	■	■	■	■	■	■
153.02 Provide technical assistance	■	■	■		■	■	5	■	■	■	■	■	■	■	■	■			
153.03 Prepare staff reports	■						15	■		■		■		■		■		■	
153.04 Review Environmental documents	■	■	■		■		5	■		■		■		■		■		■	
153.05 Review proposed revisions to Plans and studies	■	■	■		■		5	■		■		■		■		■		■	
153.06 Coordinate with Caltrans Aeronautics Division	■						5	■		■		■		■		■		■	
153.07 Coordinate with State of CA and other authorities and jurisdictions	■						5	■	■	■	■	■	■	■	■	■	■	■	■
153.08 Incorporate technical graphics	■	■					5	■		■		■		■		■		■	
153.09 Update ALUC info on Fresno COG website	■						5	■	■	■	■	■	■	■	■	■	■	■	■

153 AIRPORT LAND USE COMMISSION

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	28,600	.21
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	3,000	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	28,600			
OTHER	3,000			
Total	31,600	Total	31,600	0.21

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 and fiscal constraint;
2. Congestion management process (CMP) and management and operations (M&O);
3. Overall Work Program (priorities for CPG funding); and,
4. State Implementation Plan (SIP) development coordination.

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 will be updating State RTP guidelines which will be adopted by the CTC. Fresno COG will follow this process as we concurrently initiate development of our next RTP. This plan will also be prepared to comply with the applicable requirement of 23 CFR Part 450. Additionally, this plan will address greenhouse gas compliance issues as addressed in OWP Element 180.

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

at a minimum every four years in compliance with California Transportation Commission Guidelines and to remain consistent with federal law. Our next update will be concurrent with our 2011 FTIP, Conformity cycle.

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. Development of the 2011 RTP, to be complete in late 2010, will begin in this FFY.

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. Development of the 2011 RTP will continue to build on the process used in 2001 and 2007.

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 Findings in conjunction with the 2007 Regional Transportation Plan and subsequent amendments.

NEW/ONGOING WORK ACTIVITIES

Continue/initiate work on the development of the next RTP. Follow the discussions on the development of the new RTP guidelines and evaluate the fit of SB 375 into this process.

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 proposed 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; specific focus on SB 375 and AB 32.
 - 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	COG	CNTY	FRES	FAX	CLOV	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN			
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 Large Scale Regional Studies	■						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	233,700	1.75
FTA 5316/5317		County	10,000	.14
FTA Section 5307		Fresno	6,000	.12
FTA 5304		Clovis	1,000	.01
FHWA PL	211,952	FCEOC		
STIP/PPM		Contracts	45,000	
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
STATE PARTNERSHIP				
FSP				
SPR				
LTF	48,968			
OTHER				
Total	295,700	Total	295,700	2.02

172 Congestion Management Process

OBJECTIVE

The objective of this work element is to develop a Congestion Management Process(CMP) to meet the new requirements in the SAFETEA-LU on how to manage congestion through travel demand reduction and operational management strategies.

DISCUSSION

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

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

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

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

1. methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions ;
2. a definition of objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods ;

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

With the issuance of the Interim Guidebook on the Congestion Management Process in Metropolitan Transportation Planning, guidance was provided on how a congestion management process could be conducted. An 8-step process was recommended:

Step 1: develop congestion management objectives

Step 2: define area of application

Step 3: define CMP network system

Step 4: develop performance measures

Step 5: develop a performance monitoring plan

Step 6: identify and evaluate strategies

Step 7: implementation & management

Step 8: develop a plan to monitor strategy effectiveness

PREVIOUS WORK COMPLETED

The update of the Fresno COG congestion management process was initiated with its kick-off meeting in January 2009. During the meeting, a CMP steering committee was formed that consists of staff of planning & public works departments of local cities, transit operators, vanpool/carpool operators, as well as representatives from Caltrans District 6. Members were brought up to date to the new planning requirements on congestion management process. Objectives were set for the Congestion Management Process in Fresno County; the Regionally Significant Road System was updated, which was used as the CMP network; performance measures were established based on the specific needs of different facilities/areas.

Based on the performance measures established, COG staff performed modeling analysis on the CMP network for both current year and 2035. Modeling results were brought back to the CMP Steering Committee for review.

After the CMP network was defined, COG staff reviewed the existing traffic count locations and added locations to the Traffic Monitoring Program that COG has operated and maintained. Cycle count maps were updated. Agencies involved in the Traffic Monitoring Program were requested to take traffic counts on the added locations.

PRODUCTS

1. Fresno County Congestion Management Draft Work Plan
2. Formed Fresno County Congestion Management Steering Committee
3. Established Congestion Management Objectives
4. Defined CMP Network

5. Updated Regionally Significant Road System
6. Established Performance Measures
7. Updated cycle count map

TASKS

- 172.01 Identify congestion management strategies for the congested corridors.
- 172.02 Identify & recommend priority congestion management projects to the RTP & TIP process
- 172.03 Establish a process to keep track of the implemented CMP projects, and assess the effectiveness of the implemented strategies
- 172.04 Write up the Fresno County Congestion Management Report

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 Identify Strategies	■	■	■	■	■	■	30	■	■										
172.02 Recommend projects	■	■	■	■	■	■	20			■	■								
172.03 Assess strategies	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
172.04 Write report	■						30	■	■	■	■	■	■						

172 CONGESTION MANAGEMENT PROCESS

Revenues	\$\$\$\$
FTA MPO 5303	3,382
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	15,652
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	2,466
OTHER	
Total	21,500

Expenditures	\$\$\$\$	-py-
Fresno COG	21,500	.16
County		
Fresno		
Clovis		
FCEOC		
Contracts		
Total	21,500	0.16

1. The following information is for the purpose of the following information only. It is not to be used for any other purpose.

1. The following information is for the purpose of the following information only. It is not to be used for any other purpose.

2. The following information is for the purpose of the following information only. It is not to be used for any other purpose.

1. The following information is for the purpose of the following information only. It is not to be used for any other purpose.									
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10

1. The following information is for the purpose of the following information only. It is not to be used for any other purpose.

1. The following information is for the purpose of the following information only. It is not to be used for any other purpose.									
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10

OBJECTIVE

The Air Quality Transportation Planning Work Element provides for the development and maintenance of a coordinated transportation and air quality planning process. The federal and California Clean Air Acts require that transportation plans, programs and projects be consistent with, or conform to, state air quality implementation plans, and establishes the criteria and procedures for determining whether or not they conform. In order to be in compliance with federal and state regulations, transportation activities can not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

DISCUSSION

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

The eight Valley transportation planning agencies and the SJVUAPCD, through a Memorandum of Understanding (MOU), have developed a coordinated, cooperative and consistent planning process. In 2009 the MPO staff is working with the Air District to update this MOU. This coordinated approach includes collaboration on submission of VMT forecasts to the SJVUAPCD to be used in the development of emission budgets; the updating of state implementation plans (SIPs); the development of new attainment demonstration plans; the joint evaluation of transportation control measures (TCMs); working with local transit agencies and Caltrans to enhance transit services; and to working in concert with the Air District on studies and projects to reduce transportation related pollutants.

Some federal programs, particularly the Congestion Mitigation and Air Quality (CMAQ) program, are intended to fund transportation-related projects that will help improve air quality in non-attainment areas. The CMAQ program requires that projects show positive emissions benefit. Funding requests and obligations must be supported by project-level emission calculations. These requirements are met using 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 an enhanced level of technical analysis of plans, programs, and projects than in the past. Conformity determinations must be conducted at least every four years in "nonattainment" or "maintenance" areas prior to the approval or acceptance of a transportation plan, transportation improvement program (TIP) or plan/TIP amendments. A conformity determination is also required prior to approval of federal projects involving FHWA/FTA approval or funding, as well as 24 months after certain SIP actions, and 12 months following the effective date of new nonattainment designations. The requirement for emissions budgets, analysis, and modeling necessitate coordinating this task with Work Elements 110, 111, 170, and 220. Conformity also requires that plans be fiscally constrained. Financial analysis and financial planning are 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 planning, transportation conformity, and transportation modeling issues. The MCC committee membership includes each of the eight Valley MPOs, the San Joaquin Valley Unified Air Pollution Control District, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans.

With the State of California taking the national and international lead on the reduction of greenhouse gas emissions which contribute to climate change, new tasks are being required of transportation planning agencies. Fresno COG has adopted a resolution to incorporate greenhouse gas policies in future plans. MPO staff took part in meetings and webcasts as Assembly Bill 32 *The Global Warming Solutions Act of 2006* was developed, along with the adoption of the Scoping Plan to implement the goals of AB32 (adopted in November 2008). MPO staff participates in the SANDAG/Center for Sustainable Energy Statewide Advisory Task Force in the development of how-to-guides and toolkits to assist regional and local governments with their energy planning. Senate Bill 375 (signed September 2008) creates the process whereby local governments and other stakeholders work together within their region to achieve reductions of greenhouse gas emissions through integrated development patterns, improved transportation planning, and other transportation measures and policies. MPO staff has actively tracked and provided comment during the development of these initiatives.

PREVIOUS WORK COMPLETED

1. Monitored revisions, amendments and guidance as developed from federal and State Clean Air Acts
2. Presented air quality transportation issues to the SJVUAPCD Governing Board
3. Assisted in the development of travel and emissions travel forecasts
4. Projected motor vehicle emission forecasts for Fresno County
5. Continued to work jointly with the SJVUAPCD in matters pertaining to transportation
6. Provided updated travel factors to the SJVUAPCD
7. Assisted in development of the SJVUAPCD's Ozone and PM2.5 attainment demonstration plans and the PM10 and CO maintenance plans.
8. Attended Valley-wide Fall Policy Conference to facilitate Valley-wide approach to transportation issues
9. CMAQ call for projects, selection, and funding of projects with air quality emission reductions
10. Prepared 2009 Interim TIP
11. Prepared 2009 Conformity Analysis
12. Assisted local project sponsors in the preparation of project level conformity determinations (hot-spot assessments)
13. Membership and active participation in the Valley-wide Model Coordinating Committee
14. Membership and active participation in the Statewide Conformity Working Group
15. Membership and active participation in the San Joaquin Valley Clean Cities Coalition
16. Participation and review of San Diego Association of Government's Sustainable Region Program

PRODUCTS

1. Development of the 2007 8-hour Ozone Plan, the 2008 PM2.5 Plan, the 2007 PM10 Maintenance Plan and Request for Redesignation and the CO Maintenance Plan, Air District Rules, and Conformity Determinations. Assist with ongoing Air Quality efforts in the San Joaquin Valley.
2. Developed new motor vehicle emission budgets for the Ozone Plan, PM10 Plan and for the PM2.5 Plan as requested by the SJVUAPCD.
3. Completed the Reasonably Available Control Measure (RACM) Process for Fresno County for inclusion in the 2007 8-hour 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.
6. Prepared Annual CMAQ Report
7. Prepared project level conformity determinations (hot-spot assessments)
8. Prepared comment letters and summaries of California Air Resources Board climate change legislation

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 Unified Air Pollution Control District (SJVUAPCD).
- 180.03 Participate with the other Valley MPOs 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 SJVUAPCD and the Air Resources Board as requested.
- 180.06 Work with the SJVUAPCD and other agencies in determining whether there are TCMs, Reasonably Available Control Measures (RACM) and/or Best Available Control Measures (BACM), which could be pursued for congestion reduction or inclusion in attainment demonstration plans.
- 180.07 Participate in truck and goods movement studies along with the SJVUAPCD, MPOs, and other government agencies.
- 180.08 Continue with the ongoing public education process and work to develop outreach programs on conformity, air quality, and other transportation issues.
- 180.09 Provide technical assistance to local agencies in order to conduct emissions calculations 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.
- 180.12 Develop MPO approach to assess and comply with climate change legislative requirements.

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	■						10	■	■	■	■	■	■	■	■	■	■	■	■
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	■	■	■	■	■	■	■	■	■	■	■	■
180.12 Climate Change Compliance	■						15	■	■	■	■	■	■	■	■	■	■	■	■

180 AIR QUALITY/TRANSPORTATION PLANNING

Revenues	\$\$\$\$
FTA MPO 5303	58,738
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	155,150
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	35,212
OTHER	
Total	249,100

Expenditures	\$\$\$\$	-py-
Fresno COG	241,600	1.81
County	5,000	0.07
Fresno	2,500	0.05
Clovis		
FCEOC		
Contracts		
Total	249,100	1.93

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 Measure C's Regional Mid-Term Program
- 210.02 Prepare Measure C Strategic Implementation Plan for Measure C's Regional Long-Term Program
- 210.03 Prepare Measure C Strategic Implementation Plan for Measure C's School Bus Retrofit Program
- 210.04 Update all Strategic Implementation Plans and Handbooks and combine into one document.

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 Regional Mid-Term Program	■	■	■	■	■	■		■	■											
210.02 Prepare Strategic Implementation Plan Regional Long-Term Program	■					■		■	■	■										
210.03 Prepare Strategic Implementation Plan for the School Bus Retrofit Program	■					■					■	■	■	■						
210.04 Combine all Implementation documents	■	■	■	■	■	■					■	■	■	■	■	■				

210 MEASURE "C" REAUTHORIZATION IMPLEMENTATION

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	220,200
Total	220,200

Expenditures	\$\$\$	-py-
Fresno COG	48,200	..36
County		
Fresno		
Clovis		
FCEOC		
Contracts	172,000	
Total	220,200	0.36

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 has met several times since then. 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 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	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
STATE PARTNERSHIP	
FSP	
SPR	
LTF	
OTHER	10,600
Total	10,600

Expenditures	\$\$\$\$	-py-
Fresno COG	10,100	.08
County		
Fresno		
Clovis		
FCEOC		
Contracts	500	
Total	10,600	0.08