

2010-2011 Overall Work Program



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

May 2010

OVERALL WORK PROGRAM FY 2010-2011

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Member Agencies:

**Cities of
Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg,
Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma
County of Fresno
State of California Department of Transportation**

Final - May 2010

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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	VTM	Vehicle Miles Traveled
HPMS	Highway Performance Monitoring System	VOR	Vehicle Occupancy Rate
IPG	Intermodal Planning Group	WE	Work Element
IPR	Initial Project Reports		
ISTEA	Intermodal Surface Transportation Efficiency Act		

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Organization and Management



Institutional Arrangements

OVERVIEW

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

Fresno COG's Member Agencies

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

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

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

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

ORGANIZATIONAL CHART

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

COOPERATIVE AGREEMENTS

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

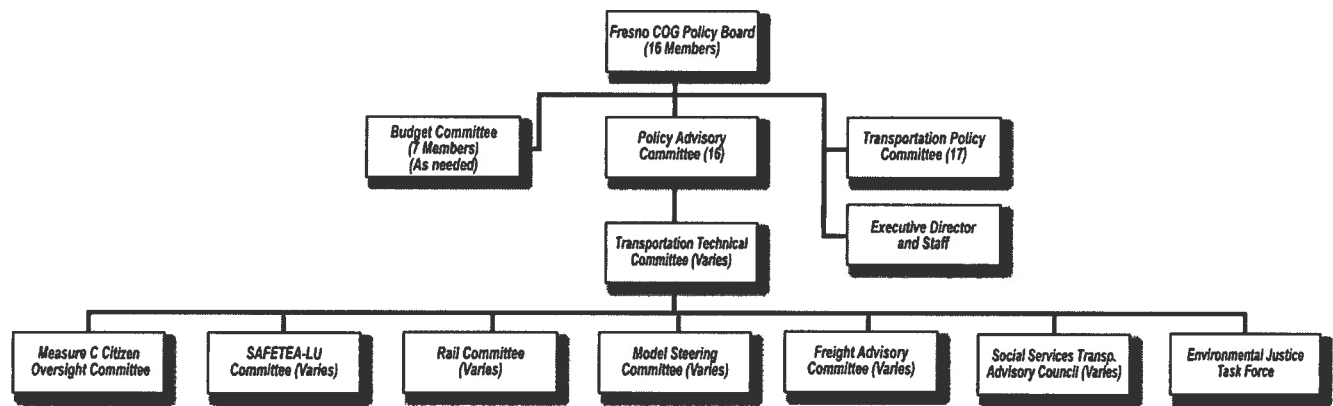
- **Member Agency Working Agreements**

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

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

Fresno COG, along with the other seven Metropolitan Planning Organizations in the San Joaquin Valley, is party to a Memorandum of Understanding (MOU) with the San Joaquin Valley Unified Air Pollution Control District which was revised and adopted September 9, 2009. 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 the Surface Transportation Act of 2009-Reauthorization Bill 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



**COUNCIL OF FRESNO COUNTY GOVERNMENTS' STAFF
BEING REVISED**

Also the MOU specifically provides for participation in development of transportation control measures required pursuant to the 1990 Clean Air Act Amendments. The eight Valley MPOs have provided the staff and analytical support necessary to develop emission inventories, emission budgets, and transportation control measures for SJVUAPCD to include in State Implementation Plans (SIPs) for the San Joaquin Valley. During the upcoming year, the eight Valley MPOs 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 Air Basin encompass 27,280 square miles, and are home to over 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 transportation characteristics which can best be served by localized planning, while the broader regional issues can be 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 regional transportation planning agencies have executed a Memorandum of Understanding in response to requirements for a coordinated, comprehensive, regional transportation planning process contained in the Surface Transportation Act of 2009-Reauthorization Bill. This MOU was revised and adopted September 21, 2006. 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.

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.

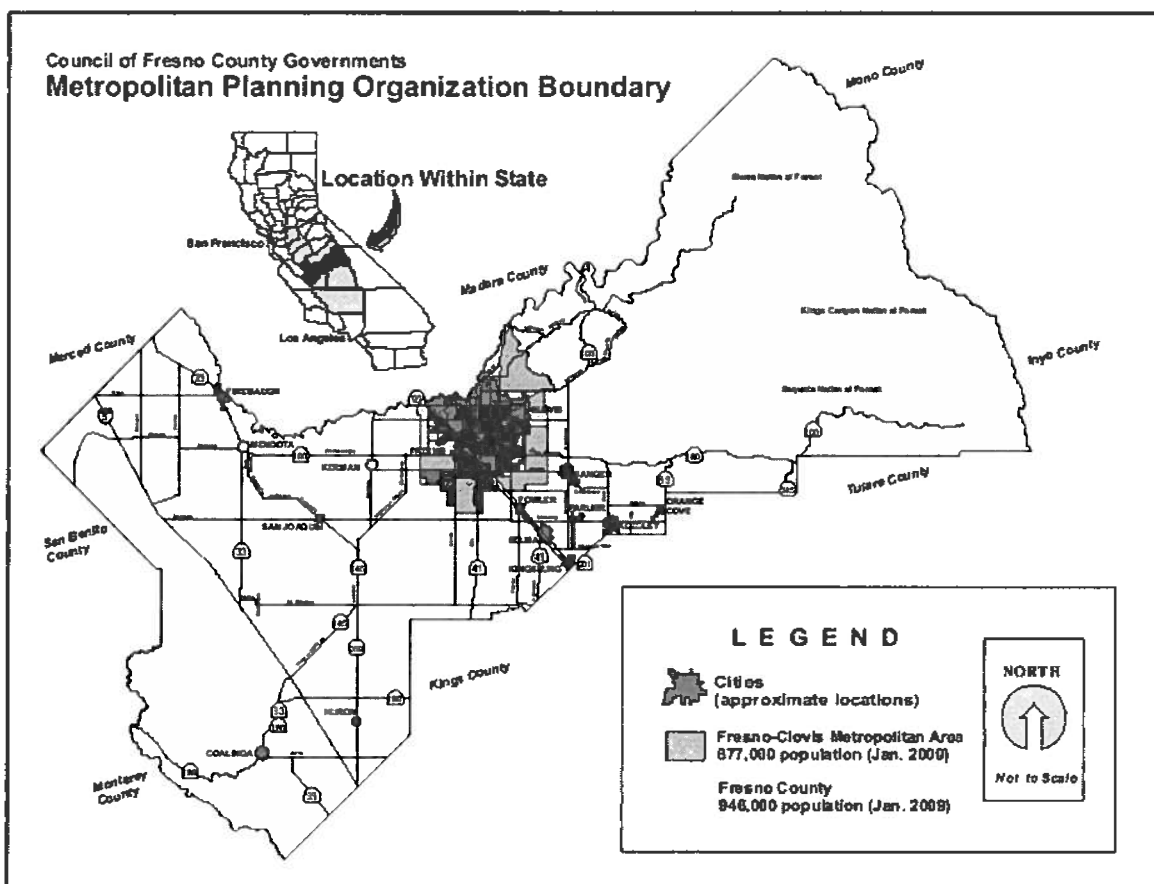
The Board is assisted in making decisions by the Policy Advisory Committee (PAC), composed of the Chief Administrative Officer of each member agency or their designated representatives. With the exception of urgency matters, all items must first be considered by the PAC before submission to the Policy 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 during 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 re 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; Association for the Beautification of Highway 99; Farmland Conservation Model Program; Land Buffer Task Force; Fresno County Model Steering Committee; Regional Transportation Plan Working Group; 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 and mass emails. 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.

In 2009 Fresno COG began emailing out a weekly newsletter on COG's activities and opportunities called "This week at Fresno COG". The newsletter directs readers back to Fresno COG's website for more information.



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. The 2011 Regional Transportation Plan update includes a Subsequent Environmental Impact Report for the project.

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 Persons with Disabilities

Previous work activities have included annual documentation that public transportation services serve the needs of transit dependents, including elderly and persons with disabilities. 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 persons with disabilities 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 led 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 have always been an important part of Fresno COG. Fresno County Environmental Justice Task Force and Fresno COG staff completed the Environmental Justice Plan for Fresno COG. The Plan was adopted by the Fresno COG Policy Board in May of 2009. .



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) was 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 \$5.7 billion a year in commercial crop production it is the nation's leading agricultural-producing county. The July 2009 population of 948,900 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 July 2009 population of about 679,600. 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 \$83,000 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 March 2009. At that time, Fresno COG was informed of two issues that needed to be addressed. These two items were resolved and compliance was documented in a letter dated November 18, 2009 where it was noted that "Fresno COG transportation planning process meets the federal transportation planning requirements for a Transportation Management Area (TMA)".

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. Transportation conformity was redetermined and adopted September 24, 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 a Memorandum of Understanding (MOU) as discussed in the "Organization and Management" chapter under the "Cooperative Agreements" section. 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. Fresno COG staff participate in coordinating valley traffic modeling activities relative to air quality requirements, and provide assistance in the consistent application of EMFAC 2007 within the San Joaquin Valley. (EMFAC 2007 is the model developed by the State of California's Air Resources Board which is used to calculate emission rates from all motor vehicles, such as passenger cars to heavy-duty trucks, operating on highways, freeways and local roads in California.)

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 2010 - 2011

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
State Route 41- Transportation Concept Report	N/A	STATE	Update the Transportation Concept Report for State Route 41	Caltrans, Tribal Governments, Local Governments, MPO's	In Progress	No
Valley-wide GIS	N/A	STATE	Coordinate Integration of Valley-wide GIS into Caltrans GIS	Caltrans	On-going	No
California Interregional Blueprint	N/A	STATE	The next full update of the CTP 2040 began in the summer of 2008 following dev. of a new Public Participation Plan that spans the entire statewide planning/programming process, the Interregional Blueprint is an interim plan for the CTP 2040, Scheduled to be approved by BTH in December 2015	Caltrans	In Progress	No
Update District 6 Bicycle Map	N/A	STATE	Current State Highway Bicycle Map	Caltrans	In Progress	No

Activity Description	MPO Work Element Number	Funding Type	Product(s)	Work Performed By	Due Date	FSTIP Prgmng.
Corridor Preservation Analysis (various locations)	N/A	STATE	Ultimate Freeway and Interchange Footprints	Caltrans	On-going	No
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 Business Plan Update	N/A	STATE	Updated Rte 99 Business Plan with an added Financial Plan for completing the remaining 54 of 67 projects with focus toward meeting the 6 lane Fwy corridor objective.	Caltrans in coordination with valleywide MPO Technical Advisory Committee	On-going	No
Tribal Consultation	N/A	STATE	Coordinating projects that impact the State Route, Big Sandy, Cold Springs, and Table Mountain Rancherias	Caltrans	On-going	No
CT Community Based Transportation Planning	N/A	STATE	Central Kingsburg Smart Land Use & Transportation Implementation Strategy	City, Caltrans, Consultant	2/28/2012	No
Transit Professional Development Grant		FED	Central Valley Transit Professional Development	Fresno COG	6/30/2010	No
Partnership Planning Grant	412	FED	FMTK Counties Multi-modal System Partnership	Fresno COG	2/28/2011	No
CT Environmental Justice Grant	N/A	STATE	Orange Cove Community Transportation Project	City of Orange Cove, Caltrans, Consultant	2/26/2010	No
Tribal Consultation	N/A	STATE/FED	Tribal Transportation Needs Assessment Project	Big Sandy, Cold Springs, Table Mountain Tribes, Caltrans, FHWA, Consultant	11/2010	No
Tribal Consultation	N/A	FED	Indian Reservation Roads Inventory Program	BIA, Caltrans, Big Sandy, Cold Springs, Table Mountain Tribes	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 West Area Transp. Circulation and Planning Study								
115 Regional Transportation Mitigation Fee								
116 National Park Transit Study								
117 Golden State Corridor Study								
120 Regional Public Transp. Plng - FCMA								
121 Public Transit-Human Services - JARC								
122 Public Transit-Human Services-New Freedom								
123 PTIS								
130 Rural Transit								
150 Other Modes - Aviation and Rail								
151 Bicycle and Pedestrian								
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.								
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 Model Farmland Conservation								
412 Mid Valley Multi-modal Partnership								
413 SB375								
813 Valleywide Modeling								
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.								



FTA/FHWA Planning Emphasis Areas

CALIFORNIA PLANNING EMPHASIS AREAS (PEA) FISCAL YEAR 2010/2011

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 attached PEAs address objectives identified in FHWA/ 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, in consultation with FTA Region IX, has determined that the areas of emphasis for California's transportation planning and air quality program in Federal FY 2010 are:

- Performance management;
- Implementation of Certification Review corrective actions and recommendations; and,
- Public Involvement Procedures/ documentation of planning and programming process.

Performance Management

FHWA and FTA anticipate that an emphasis on measuring the outcomes of the planning process via performance measures will be a key feature of the reauthorization of the Federal transportation bill. The primary purpose of this PEA is to assist Metropolitan Planning Organizations (MPO) in making a transition to performance based planning. While details of the final legislation are uncertain, the proposed bills filed in both houses of Congress require the States to adopt system performance goals and measures.

Our challenge in California is to position MPOs to successfully integrate the new legislation with their planning and program delivery processes. Once performance measures have been identified, MPOs in conjunction with State and Federal agencies, will work to develop a fiscally-constrained package of transportation investments that constitute the most effective solution to improving mobility in each MPO region. The performance measures are anticipated to be used as a feedback mechanism to guide the development and implementation of future investment packages, based on continuing analysis of what the performance measures say about the effectiveness of implemented projects for improving mobility.

Therefore, the MPOs and the State, in cooperation with FHWA and FTA, will establish and implement at least one performance measure for transportation programming. The FHWA and FTA planners for each region can assist the MPO with the implementation of any agreed-upon performance measures in the Statewide and/or metropolitan planning processes.

Implementation of Certification Review corrective actions and recommendations

Certification reviews occur in Transportation Management Areas (TMA) every four years under 23 CFR 450.334, when the USDOT is required to send a team to each TMA to assess compliance with the Federal Aid Highway Program requirements. At the end of each review cycle, a report containing the recommendation for continued certification of the TMA is proffered containing notable practices, recommendations for improvement and corrective actions, which are subjects that need to be improved upon for the TMA to operate in compliance with Federal requirements.

This year, USDOT will continue a practice of following up with TMAs to discuss the status of any corrective actions, as well as the implementation status of recommendations from the federal partners. During FY 2010, this process will occur as a component of the Annual Meeting cycle, allowing for an in-depth review of the MPO practices to assess any progress made in addressing the recommendations or corrective actions. Each TMA should be prepared to detail what recommendations and corrective actions were received during the last certification review, and what has been done to address those issues.

Public Involvement Procedures/documentation of planning and programming process

The completeness of documentation regarding how the planning and programming processes are carried out varies widely from MPO to MPO. While the State has developed guidance/reference materials for development of the OWP and RTP, often documentation of core MPO-specific processes – RTP, FTIP, fiscal constraint, conformity, public involvement – are located in several documents with no central repository to explain to the public what the planning requirements are (including statutory references) and how each individual MPO executes the necessary work to develop the core MPO products. While the public involvement procedures in most cases explain in plain language how to participate in the planning process, there is very little documentation regarding what the process is, how it works, and how the input received from the public is utilized.

The optimal place to fully document the entire planning process is through the public involvement procedures (PIP). It provides an opportunity for the agency to explain to the public what an MPO is, the products that are required and their purpose; it can also be used to show the public how they can become involved in the process and how their input will be used in shaping an effective investment package for improving mobility that meets Federal planning requirements.

At this year's Annual Meeting, all MPOs regardless of size should be prepared to discuss their current means of documenting procedures for all Federally-mandated transportation planning processes. FHWA and FTA are encouraging all MPOs to consider centralizing all of their process documentation in the PIP during their next update cycle.

**Federal Highway Administration
California Division**

November 18, 2009

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA

Mr. Tony Boren, Executive Director
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Mr. Boren:

SUBJECT: Fresno COG 2009 Planning Certification Review Corrective Actions

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have received and reviewed the materials pertinent to the 2 Corrective Actions stemming from the 2009 Certification Review:

- Transit Agreement (Memorandum of Understanding (MOU)) with the City of Clovis
- Congestion Management Process (CMP)

The Memorandum of Understanding between Fresno COG and the City Clovis regarding transit planning responsibilities was signed on September 25, 2009 by the City of Clovis. The Fresno COG Board adopted the revised CMP Fresno COG on October 29, 2009. Therefore, FHWA and FTA hereby certify that the Corrective Actions have been satisfactorily addressed and the Fresno COG transportation planning process meets the federal transportation planning requirements for a Transportation Management Area (TMA).

We wish to again thank you and your staff for the time and assistance provided during the certification review process. Additionally, we commend Fresno COG for the substantial staff time and effort over the past several months in updating your CMP to meet SAFETEA-LU planning requirements.

If you have any questions or need further information, please contact Scott Carson (scott.carson@dot.gov) of the FHWA at (916) 498-5029, or Paul Page (paul.page@dot.gov) of the FTA at (415) 744-2734.

Sincerely,

/s/ Leslie T. Rogers

Leslie T. Rogers
Regional Administrator
Federal Transit Administration

/s/ Aimee Kratovil

For
Walter C. Waidehlich, Jr.
Division Administrator
Federal Highway Administration

Enclosure

cc: (e-mail)
Ray Sukys, FTA
Paul Page, FTA
Barbara Steck, Fresno COG
Kristine Cai, Fresno COG
Abhijit Bagde, Caltrans HQ
Dara Wheeler, Caltrans HQ
Garth Hopkins, Caltrans HQ
Karina O'Connor, EPA
Cari Anderson, Consultant



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

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Enclosure



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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.

Fresno COG's 25-year Regional Transportation Plan will include a comprehensive review, in conjunction with member agencies, of project evaluation criteria to incorporate Blueprint Smart Growth Principles. The San Joaquin Blueprint process addresses livable communities and favors environmental practices that improve air quality in its 12 Smart Growth principles. On April 1, 2009 the San Joaquin Valley Regional Policy Council reviewed the Valley COG's collaborative work on the Blueprint and adopted the following 12 principles:

1. Create a Range of Housing Opportunities and Choices
2. Create Walkable Neighborhoods
3. Encourage Community and Stakeholder Collaboration
4. Foster Distinctive, Attractive Communities with a Strong Sense of Place
5. Make Development Decisions Predictable, Fair and Cost Effective
6. Mix Land Uses
7. Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
8. Provide a Variety of Transportation Choices
9. Strengthen and Direct Development towards Existing Communities
10. Take Advantage of Compact Building Design
11. Enhance the Economic Vitality of the Region
12. Support Actions that Encourage Environmental Resource Management.

As Fresno moves toward the development of sustainable and livable communities, planning will accommodate the needs of the growing population resulting in public involvement during the project planning and design process, projects that reduce automobile dependency such as transit, pedestrian and bicycle access compatible with land use that will easily and safely link individuals to alternative modes of transportation, neighborhoods, parks, commerce, social services, job opportunities, etc.

The Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP) will include projects that focus on improving the quality of life in urban and rural communities while leveraging transportation funds.

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. Document.
- 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	■	■	■	■	■	■	■	■	■	■	■	■

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 State and 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 choice 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, conformity analysis and green house gas emissions 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) has added significant additional modeling requirements on MPOs. Fresno COG staff has participated in the statewide RTP Guidelines Modeling Sub-Committee and SB 375 committees which are tasked with developing recommendations for modeling guidelines that support regional transportation plan (RTP) development and SB 375 requirements. It is anticipated that significant additional modeling tools and model development will be required to support the SB 375 needs 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 Fresno COG model is also being used in development of Green House Gas targets for submittal to the California Air Resources Board as outlined in the SB 375 legislation.

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.

Fresno COG was a key player in the successful application for \$2.5 million dollars in Proposition 84 funds from the Strategic Growth Council. The funds will be used to upgrade and improve the 8 San Joaquin Valley MPO traffic models. These upgraded models will be used to analyze green house gas reductions as a result of our sustainable communities strategies in our 2014 RTP. Fresno COG is the project manager for this endeavor.

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: 2003, through 2035.
7. Model documentation.

8. Numerous Transportation Conformity Findings for Fresno County.
9. San Joaquin Valley Truck Model
10. Green House Gas targets developed for submittal to the CARB

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 Update the current model and develop 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	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	192,969	1.44
FTA 5316/5317	0	County	2,500	.03
FTA Section 5307		Fresno	0	.00
FTA 5304		Clovis	1,000	.01
FHWA PL	403,228	FCEOC	0	.00
STIP/PPM		Contracts	259,000	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP. 84				
FSP				
SPR				
LTF	52,241			
OTHER				
Total	455,469	Total	455,469	1.48

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 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
4. Update HPMS database and submit required HPMS information to Caltrans annually, as well as updates to the triennial HPMS database.

TRAFFIC MONITORING TASKS

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

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

112 REGIONAL TRAFFIC MONITORING

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	230,987
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARNTER SEED GRANTS	
CAL BLUEPRINT	
PROP 84	
FSP	
SPR	
LTF	29,927
OTHER	
Total	260,914

Expenditures	\$\$\$\$	-py-
Fresno COG	77,184	.58
County	103,000	1.03
Fresno	53,230	.53
Clovis	7,500	.08
FCEOC	0	.00
Contracts	20,000	
Total	260,914	2.22

214 Measure C ADA/Seniors/Paratransit Taxi Scrip Program

214

OBJECTIVE

To maintain the Measure C Taxi Scrip Program for enhanced taxicab transportation services for persons 70 years of age and older living in the Fresno County (service area) region.

DISCUSSION

The 2006 Measure C Extension Expenditure Plan, and passed by the voters in November 2006, funds the Taxi Scrip Program as a subsidy program. Taxi Scrip Program participants may purchase five books of scrip monthly at \$5.00 per book (valued at \$20.00), that is a 75% purchase discount per ticket booklet. Each book of scrip includes 20 tickets at a \$1.00 value per ticket. Users may not purchase more than 5 books in any calendar month. Persons who are qualified to use the program, and who have completed and submitted the proper paperwork may purchase Taxi Scrip Booklets at the Fresno COG office and various vendor locations throughout Fresno County. Users are responsible for scheduling, changing and canceling trip reservations. Fresno COG shall be indemnified from and against any and all actions, claims, demands, and liabilities arising out of or in any way connected with Taxi Scrip Program, regardless of any negligent act of Fresno COG.

The program will be evaluated yearly to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the Taxi Scrip Program. The Taxi Scrip program should provide an equal opportunity for potential public and private partnerships.

Fresno County Transportation Authority (FCTA), Measure C's implementing agency, charged the Fresno COG with administering the Measure C Taxi Scrip Program due to their staff expertise in Ridesharing.

PREVIOUS WORK COMPLETED

Fresno COG developed implementing guidelines for the Taxi Scrip Program that was approved by the Fresno COG and FCTA Boards in February 2008. The program began implementation in 2008 with program information extended to the media and all Fresno COG contacts via email and hard copy letter, as well as posting all of the information and forms on Fresno COG's website and on Valleyrides.com, Fresno COG's ridesharing website.

PRODUCTS

Listed by Task

TASKS

- 214.01 Evaluate reporting procedures
- 214.02 Develop and release notification of funds available via website, email, public service announcements, news articles, and other means available to all Fresno County residents including the Tribal membership and employees
- 214.03 Post all related information and forms on websites and keep updated
- 214.04 Field calls from the public and assist walk-in traffic
- 214.05 Receive and evaluate all applications for Taxi Scrip Program and Proxy Designation Forms
- 214.06 Prepare, Print and mail Taxi Scrip Books and User ID Card renewals.

- 214.07 Receive and process invoices, subsidies, reimbursements and sales. Review taxi vendor logs and returned taxi scrip for accuracy and reimbursement.
- 214.08 Partnership with various local vendors to act as currency distributors.
- 214.09 Complete an annual report for submittal to the FCTA

214 Measure C ADA/Seniors/Paratransit Taxi Scrip Program																		214	
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
214.01 Reporting Procedures	■					■	7	■	■	■									
214.02 Notification of funds	■					■	8	■	■	■									■
214.03 Post on websites	■					■	9	■	■	■	■	■	■	■	■	■	■	■	■
214.04 Calls and walk-in traffic	■					■	13	■	■	■	■	■	■	■	■	■	■	■	■
214.05 Review applications	■					■	11	■	■	■	■	■	■	■	■	■	■	■	■
214.06 Taxi Scrip & ID Processing	■					■	19	■	■	■	■	■	■	■	■	■	■	■	■
214.07 Process A/P & A/R	■					■	19	■	■	■	■	■	■	■	■	■	■	■	■
214.08 Partnership with vendors	■					■	12	■	■	■	■	■	■	■	■	■	■	■	■
214.09 Annual Report	■					■	2											■	■

214 MEASURE C ADA/Seniors/ Paratransit Taxi Scrip Program

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	108,621	.81
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	94,600	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF				
OTHER	203,221			
Total	203,221	Total	203,221	0.81

OBJECTIVE

To maintain the Measure C Farmworker Vanpool Program, encouraging an increase in farmworker vanpooling participation in Fresno County.

DISCUSSION

The 2006 Measure C Extension Expenditure Plan, passed by the voters in November 2006, provides funds for a farmworker vanpool program. The program will be evaluated for funding allocation based upon an open competitive process, and prioritized based on overall cost effectiveness and air quality benefit. The Farmworker Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. The Farmworker Vanpool Program offers subsidies and reimbursements for new and existing vanpools that originate within Fresno County.

Fresno County Transportation Authority (FCTA), Measure C's implementing agency, charged the Fresno COG with administering, overseeing, and implementing the Measure C Farmworker Vanpool Program due to COG's staff expertise in Ridesharing.

PREVIOUS WORK COMPLETED

Fresno COG developed implementing guidelines for the Farmworker Vanpool program that was approved by the Fresno COG and FCTA Boards in February 2008. The program began implementation in March of 2008 with program information extended to the media and all Fresno COG contacts via email and hard copy letter, as well as posting all of the information and forms on Fresno COG's website and on Valleyrides.com, Fresno COG's ridesharing website.

PRODUCTS

Listed by Task

TASKS

- | | |
|--------|---|
| 215.01 | Evaluate reporting procedures |
| 215.02 | Develop and release notification of funds available via website, email, public service announcements, news articles, and other means available to all Fresno County residents including the Tribal membership and employees |
| 215.03 | Post all related information and forms on websites and keep updated |
| 215.04 | Receive and evaluate all applications for each vanpool program |
| 215.05 | Notify recipients and sign agreements/forms with vanpool providers |
| 215.06 | Receive and process monthly vanpool invoices and mail out subsidies and reimbursements |
| 215.07 | Submit Claim Forms to the FCTA |
| 215.08 | Complete an annual report for submittal to the FCTA |

215 Measure C Farmworker Vanpool Program																		215	
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
215.01 Reporting Procedures	■					■	8	■	■	■									
215.02 Notification of funds	■					■	12	■	■	■									■
215.03 Post on websites	■					■	12	■	■	■	■	■	■	■	■	■	■	■	■
215.04 Vanpool applications	■					■	25	■	■	■	■	■	■	■	■	■	■	■	■
215.05 Notify/sign providers	■					■	17	■	■	■	■	■	■	■	■	■	■	■	■
215.06 Monthly vanpool invoices	■					■	16	■	■	■	■	■	■	■	■	■	■	■	■
215.07 Claim forms to FCTA	■					■	8	■	■	■	■	■	■	■	■	■	■	■	■
215.08 Annual Report	■					■	2											■	■

215 MEASURE C FARMWORKERVANPOOL PROGRAM

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	51,315	.38
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	72,500	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF				
OTHER	123,815			
Total	123,815	Total	123,815	0.38

OBJECTIVE

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

DISCUSSION

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

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

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

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

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

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009 (subject to reauthorization in 2010). FTIP development will operate under Federal law, (SAFETEA-LU) guidance. Fresno COG has been responsible for three specific Federal funding programs: the Regional Surface Transportation Program (RSTP); the Congestion Mitigation and Air Quality (CMAQ) Program; and the Transportation Enhancement (TE) Program. Project funding decisions on these three sources are under the COG's control within Federal program guidance. Appropriate prioritization and selection processes for the region have been established, and have been modified as the need has arisen. Special emphasis has been given to selecting transportation projects that emphasize "safety" and "security" concerns through the Regional Bid Process. Fresno COG successfully completed the programming of the first three years of SAFETEA-LU funds during 2004, and the final three years during 2006.

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

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

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

In 2000, the State Department of Transportation (Caltrans) in cooperation with State Metropolitan Planning Organizations and Regional Transportation Planning Agencies (RTPAs) developed the California Transportation Improvement Program System (CTIPS). CTIPS is a project programming database that among other things, enables secure electronic information sharing between Caltrans and MPOs. CTIPS consolidates three existing Caltrans programming databases into a single system. State and Regional Transportation programmers enter STIP and FTIP data into the system. Basic benefits are that CTIPS allows both Caltrans and MPOs instant access to vital programming information and reduces the volume of hard copy documents by providing for an electronic format. In 2009, to further streamline the programming process, Fresno COG entered into an agreement with EcoInteractive Inc. to utilize a customized ProjectTrak Software that interfaces with CTIPS and local agencies. Fresno COG’s ProjectTrak system has been named FresnoTrak and allows Fresno COG and its member agencies to enter, maintain, and track all FTIP and RTP projects. This software is used by several other state MPOs and has proven to be successful in supporting government agencies with the necessary tools to manage the RTIP project programming information. This software also reduces software management costs, speeds implementation, enhances security and performance, improves hosting infrastructure, and supports easier upgrades.

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

PREVIOUS WORK COMPLETED

1. Maintained an RSTP/CMAQ/TE Appropriation Process.
2. Provided for consistent presentation of Federal TIP by eight Valley Transportation Planning Agencies, derived from a cooperative process.

3. Maintained a tracking system for RSTP, CMAQ, and TE projects to insure Federal funds are either encumbered or reappropriated within the region in a timely manner.
4. Implemented Policies and Procedures for reprogramming surplus RSTP and CMAQ funds.
5. Attended State-wide California Federal Programming Group meetings on a monthly basis and provided help in refining the California Transportation Improvement Program System (CTIPS).
6. Prepared "local" Obligation Plans for RSTP, CMAQ, and TE Programs in order to track regional obligation progress in meeting AB 1012 requirements.
7. Prepared an annual listing of transportation projects for which Federal funds were obligated during the previous fiscal year. The annual report is required by SAFETEA-LU, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B).
8. Continue to work within the FTIP Amendment Procedures reducing the numbers of FTIP Amendment Cycles to a maximum of six cycles per year.
9. Continue to use the Amendment Procedures that authorize the Executive Director to approve Administrative Modifications and specific types of Formal Amendments in lieu of Policy Board approval.
10. Convene the Programming Task Force on an as needed basis to advise COG staff as it strives to develop a programming process that will facilitate member agencies timely delivery of projects.
11. Continue to use adopted Expedited Project Selection Procedures (EPSP). All projects listed in the four year FTIP are now considered selected and may be advanced within the four year period of the California Federal Statewide Transportation Improvement Program (FSTIP).
12. Implemented a programming project tracking system (FresnoTrak).

PRODUCTS

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

TASKS

- 220.01 Review California Transportation Commission's Fund Estimate and Policies, and Federal estimates. Track STIP augmentation as related to programming and delivery of projects.
- 220.02 Participate in the Statewide RTPA group, monitor regional, state and Federal transportation issues.
- 220.03 Review the Caltrans Proposed State TIP, compare with prior State TIPs, and solicit local agency input.
- 220.04 Track and provide for the implementation of new project proposals from member agencies and other eligible public. Ensure coordination of projects evolving through the Congestion Management Program.

- 220.05 Establish project priorities using locally adopted criteria; revise Project Selection Procedures as necessary .
- 220.06 Document implementation progress of prior Regional TIPs.
- 220.07 Work with valley transportation planning agencies to cooperatively and consistently present the RTIP and provide for ITS Architecture maintenance.
- 220.08 Prepare Regional TIPs, (Federal and State) for adoption and submittal to the California Transportation Commission and appropriate Federal agencies.
- 220.09 Process Federal TIP amendments.
- 220.10 Prepare and document project information suitable to making necessary air quality conformity findings.
- 220.11 Prepare compliance certifications.
- 220.12 Track RSTP/CMAQ/TE project and fund usage, and provide project liaison.
- 220.13 Program new transportation projects utilizing future funding.
- 220.14 Participate in the California Federal Programming Group (CFPG) Group and related subgroups.
- 220.15 Track STIP augmentation as related to programming and delivery of projects.
- 220.16 Coordinate, consult and collaborate with all Tribal Governments
- 220.17 Maintain, update and continue the development process of the programming project tracking system (FresnoTrak).

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

220 TRANSPORTATION PROGRAM DEVELOPMENT

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	
STIP/PPM	280,744
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
PROP 84	
FSP	
SPR	
LTF	10,000
OTHER	
Total	290,744

Expenditures	\$\$\$\$	-py-
Fresno COG	236,744	1.77
County	4,000	.04
Fresno		
Clovis		
FCEOC		
Contracts	50,000	
Total	290,744	1.81

Objective

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

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

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

To coordinate the submittal of Caltrans Transportation Planning Grants applications to Caltrans on an annual basis, if needed, from our member agencies and other organizations that qualify for the grant programs but that require the Fresno COG to be the lead applicant.

Discussion

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

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

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

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

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

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

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

A particular success has been the establishment of a Memorandum of Understanding between Fresno COG and the Big Sandy Rancheria to provide a mutually beneficial protocol for the Tribe and Fresno COG to jointly identify, communicate, and coordinate actions of common concern relating to the Fresno COG's and the Tribe's transportation plans and programs. Fresno COG staff also assisted the Big Sandy Rancheria in updating their Tribal Transportation Plan. For FY 2009/10 Fresno COG will continue the outreach activities that have been established for the Indian Tribes as well as seek new ways to enhance the government-to-government relationship between Fresno COG and the Tribes. In particular, Fresno COG will make every effort to consult and involve the Tribes in development of future plans and programs including, but not limited to the Short and Long-Range Transit Plans and the Federal Transportation Improvement Program.

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

- The first order of the Task Force should be to discuss and determine whether, and where, land buffers or transition areas are desirable, and to define the terms of "land buffer" and "transition areas".
- Identify funding and management mechanisms necessary to purchase/hold the identified land-buffer areas in perpetuity for land buffer/greenbelt purposes
- Develop implementation policies for the Board of Supervisors to consider and adopt in order to preserve those identified geographical areas.
- The Task Force should also, with participation of the affected cities, designate subcommittees to identify potential areas between the Fresno/Clovis Metropolitan Area and the cities of Sanger and Kerman, between the cities of Reedley, Parlier and Selma, and between the cities of Fresno, Selma, Fowler, and Kingsburg for land buffer or transition areas to maintain identity between the cities (land buffers can be maintained as agricultural, natural open space and park/trail uses). This discussion will also include appropriate boundaries between Fresno and Clovis.

It is anticipated that the Task Force would function through the FY 2009/10 year with a determination on whether to continue the effort beyond that time frame to be made by the Committee based on overall progress toward the identified goals.

Caltrans invites applications for transportation planning grant programs on an annual basis. The funds are available from the following six grant programs and may be used for a wide range of transportation planning projects:

1. Environmental Justice: Context-Sensitive Planning.
2. Community-Based Transportation Planning.
3. Partnership Planning.
4. Transit Planning
 - a. Statewide Transit Planning Studies.
 - b. Transit Technical Planning Assistance.
 - c. Transit Professional Development.

Four of the six planning grants require the Fresno COG to apply directly to Caltrans for funds with our member agencies and other types of organizations applying as a sub-recipient only.

Previous Work Completed

1. Maintained coordinated planning process involving local, Tribal, state and federal agencies.
2. Monitored and provided analysis to members on the federal transportation bill, SAFETEA-LU.
3. Continued to provide review and comment on major federal and state assistance programs to the Fresno COG Policy Board.
4. Continued to provide support for the Environmental Enhancement and Mitigation Program to member and other interested agencies.
5. Monitored and provided analysis to members on AB 1012.
6. Continued to provide staff support to the Association for Beautification of Highway 99.
7. Continued to provide ongoing consultation with Native American Tribal Governments in Fresno County to enable the Tribes to participate in Fresno COG's planning process and to provide input in the development of Fresno COG's transportation plans and programs.
8. Continued to provide information that may have potential effects on the Tribe's land to the Tribes in a timely manner.
9. Continued to coordinate the submittal of Caltrans Transportation Planning Grants applications to Caltrans on an annual basis, if needed, from our member agencies and other organizations that qualify for the grant programs but that require the Fresno COG to be the lead applicant.
10. Coordinated interagency consultation with Madera County, Merced County, and the National Parks Conservation Agency on the National Parks Transit Study.

Products

1. Organized files and library of documents.
2. Improved exchange of information and coordination of governmental activities at the public, local, regional, tribal, state and federal levels.
3. Various technical and legislative information assembled, analyzed, reproduced and disseminated to member agencies. Coordinated with other agencies and groups.
4. Planning certification report coordination.
5. Support efforts of the policy, technical and citizens' advisory committees to resolve regional transportation issues.
6. Review commentary and committee participation.
7. Review and comment on proposals for federal assistance and State Plans and Programs.
8. Provide input into State planning efforts.

9. Work relevant to developing required products, e.g., OWPs; RTPs; RTIPs.
10. Coordinate the local clearinghouse review process.
11. Review and comment upon local agency environmental reports and planning studies.
12. Provide staff support to the Association for the Beautification of Highway 99 committee.
13. Document Native American Tribal government-to-government relations in Fresno County.
14. Memorandum of Understanding between the Big Sandy Rancheria and the Fresno COG.
15. Assisted the Big Sandy Rancheria in updating their Tribal Transportation Plan.
16. Monthly legislative reports and bill and policy analysis to local agencies.
17. Submit transportation planning grant applications to Caltrans on annual basis, if needed.

Tasks

- 310.01 Maintain the coordination necessary to execute the OWP objectives, tasks, and schedules.
- 310.02 Carry out Fresno COG's monthly process of dissemination, coordination and involvement, evaluation, and review and comment on federally-assisted program and projects.
- 310.03 Facilitate and aid the review of environmental documents and Direct Federal Development Procedures.
- 310.04 Carry out the review and coordination process for State Plans and Programs as they relate to local and regional plans and as an overall impact on the region.
- 310.05 Execute agreements with other single purpose planning organizations to ensure complete and coordinated review.
- 310.06 Carry out liaison with various federal, state, Tribal, and local agencies.
- 310.07 Participate with and communicate with other regional agencies on planning matters.
- 310.08 Carry out Fresno COG committee activities.
- 310.09 Encourage public representation within the Fresno COG committee structure.
- 310.10 Fulfill delegated clearinghouse responsibilities.
- 310.11 Provide that all regional planning be carried out in conformance with the provisions of the NEPA-404 MOU.
- 310.12 Continue coordination, consultation and collaboration with Native American Tribal Governments, either federally recognized or not, in Fresno County both at the staff and Policy Board levels including attempts to negotiate MOUs with those tribes not presently covered by an MOU.
- 310.13 Provide staffing for San Joaquin River Crossing Study
- 310.14 Provide staffing for the Association for the Beautification of Highway 99.
- 310.15 Coordinate Submittal of Caltrans Transportation Planning Grant applications to Caltrans.

310 Intergovernmental Coordination																	310			
Task Description	COG	CNTY	FRES	FAX	CLOV	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
310.01 Maintain interagency coord	■						10	■	■	■	■	■	■	■	■	■	■	■	■	
310.02 Maintain COG process	■						10	■	■	■	■	■	■	■	■	■	■	■	■	
310.03 Review environmental doc	■						2	■	■	■	■	■	■	■	■	■	■	■	■	
310.04 Review state plans	■						3	■	■	■	■	■	■	■	■	■	■	■	■	
310.05 Execute review agreements	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.06 Liaison w/ gov. agencies	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.07 Coordinate w/ regional agen	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.08 Staff COG committees	■	■	■		■		10	■	■	■	■	■	■	■	■	■	■	■	■	
310.09 Public partic. on committee	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.10 Local Clearinghouse Review	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.11 Conform with NEPA 404 MOU	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.12 Consult with Indian Tribes	■						5	■	■	■	■	■	■	■	■	■	■	■	■	
310.13 SJ River Crossing Study	■						15	■	■	■	■	■	■	■	■	■	■	■	■	
310.14 Staff for SR 99 Committee	■						10	■	■	■	■	■	■	■	■	■	■	■	■	
310.15 Coordinate Planning Grants	■						5	■	■	■	■	■	■	■	■	■	■	■	■	

310 INTERGOVERNMENTAL COORDINATION

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303	27,401	Fresno COG	132,668	.99
FTA 5316/5317		County	16,000	.16
FTA Section 5307		Fresno	2,500	.03
FTA 5304		Clovis	9,000	.09
FHWA PL	90,051	FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF	42,716			
OTHER				
Total	160,168	Total	160,168	1.27

OBJECTIVE

To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on Fresno COG's planning activities. This work element is intended to highlight the COG's desire to encourage more public participation in the transportation planning process, consistent with Federal requirements. This will include public participation in the development stages of plans and programs as well as throughout the adoption process. Fresno COG's newly adopted 2007 Public Participation Plan will be consulted and followed during each phase of plan or program development.

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

DISCUSSION

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

SAFETEA-LU legislation also requires Fresno COG – when developing the Regional Transportation Plan and the Federal Transportation Improvement Program (FTIP) – to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, Fresno COG's Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments including conducting outreach efforts to the traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and their leaders. There are other public participation requirements under Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166, the Americans with Disabilities Act and other federal and state laws. For additional information on those requirements and Fresno COG's application of them see the Council of Fresno County Governments 2007 Public Participation Plan.

Much of the information that we prepare in “hard copy” is now also available over the Internet on the Fresno COG website – www.fresnocog.org (see Work Element 312). Fresno COG is continuing to expand the interactive nature of the website, providing the public with an opportunity to comment on projects online. Comments will be received, answered by project staff if requested, and then become a part of the public record. Fresno COG also provides information on and links to public meetings, open houses, documents under review, surveys, public hearings, news releases and the Fresno COG Transportation Guide. Fresno COG's website also contains links to other governmental, transportation and air quality related sites.

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

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

PREVIOUS WORK COMPLETED

1. A completely revised "Public Participation Plan" manual in compliance with FHWA/FTA recommendations during the 2007 Certification Review.
2. A public participation process that involved speaking engagements; summaries of plans, programs, and technical processes; news releases, newsletters and other informative publications, citizen participants on working committees; participation in Chamber of Commerce committees and events; library circulation of key documents; public notices; public hearings; and the biannual Transportation Forum (a conference hosted by Fresno COG for member jurisdictions and interested public representatives to discuss transportation issues throughout the region).
3. Developed a new Fresno COG Brochure

PRODUCTS

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

TASKS

- | | |
|--------|---|
| 311.01 | Maintain and carry out the adopted public participation process of the COG |
| 311.02 | Publish newsletters on a quarterly basis |
| 311.03 | Prepare news releases |
| 311.04 | Conduct public hearings and public meetings/workshops |
| 311.05 | Make presentations to local businesses and community groups |
| 311.06 | Publish summaries of plans, programs, maps, brochures and technical processes |
| 311.07 | Publicize Fresno COG activities through a variety of media sources |
| 311.08 | Publish Annual Report |
| 311.09 | Respond to public comment |
| 311.10 | Revise and publish Regional Directory |
| 311.11 | Update Fresno COG's brochure when needed |
| 311.12 | Prepare questionnaires and conduct surveys as required |
| 311.13 | Revise and Publish update of 2007 Regional Transportation Guide |

- 311.14 Conduct news conferences as needed
 311.15 Host the Social Service Technical Advisory Committee
 311.16 Conduct outreach efforts to and provide informational materials in other languages to other community groups

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

311 PUBLIC INFORMATION AND PARTICIPATION

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303	34,527	Fresno COG	81,355	.61
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5305		Clovis		
FHWA PL	72,024	FCEOC		
STIP/PPM		Contracts	44,000	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF	13,804			
OTHER	5,000			
Total	125,355	Total	125,355	0.61

OBJECTIVE

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

DISCUSSION

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

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

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

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

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

PREVIOUS WORK COMPLETED

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

PRODUCTS

1. Maintenance of all information currently posted to the website sections.
2. Posting of updated Regional Directory information including demographic information for each member agency with links to their local websites
3. Continuous posting of Fresno COG calendar and member agency calendars.
4. Posting minutes and agendas of upcoming Fresno COG meetings
5. Posting of public information materials, requests for proposals, meeting announcements and other notifications on the homepage announcements
6. Updates of the commute option information such as the Fresno County Bikeway Maps, the Fresno County Transportation Guide, and a link to Fresno COG's Valleyrides.com website

7. Significant updates and additions to the following sections: Measure C, Blueprint, One Voice, RTP/FTIP, Documents, Planning, Get Involved and Announcements.
8. Developing a new Fresno COG website with improved functionality and accessibility.

TASKS

312.01 Maintain and enhance the COGView internet home page.

312 COGView Internet Home Page																		312	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
312.01 Maintain internet site	■						75	■	■	■	■	■	■	■	■	■	■	■	■
312.02 Develop new website							25	■	■	■	■	■	■						

312 COGVIEW INTERNET HOME PAGE

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	15,979	.12
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	2,500	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF	18,479			
OTHER				
Total	18,479	Total	18,479	0.12

OBJECTIVE

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

DISCUSSION

Presidential Executive Order (#12898) issued in 1994 directed every Federal Agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations". Recipients of Federal-aid are required to certify and the U.S. Department of Transportation (DOT) must ensure non-discrimination under Title VI of the Civil Rights Act of 1964 and many other laws, regulations and policies.

There are three main environmental justice principles:

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

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

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

The Environmental Justice plan responds to Federal guidelines by helping agencies:

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

6. Avoid disproportionately high and adverse impacts on elderly, disabled, minority and low-income populations, and
7. Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

In the past year, Fresno COG has significantly increased its association with tribal populations through participation in the Kern COG Environment Justice tribal mapping project. Dialogue and channels of communication have been established with all of the recognized and the majority of the non-recognized tribes in the Fresno County area. Frequent dialogue with tribes has been taking place for the past year in the form of conference calls and workshops arranged as part of the Kern COG tribal EJ project. In fact, Fresno COG is in the process of putting together a meeting between one of the local recognized tribes and Fresno County to facilitate dialog between the two parties on a project of great concern to the Tribe. Fresno COG fully intends to maintain the channels of communication established with local tribes through the Kern COG Tribal EJ project once it is completed.

PREVIOUS WORK COMPLETED

- Fresno COG staff has completed the Fresno COG Environmental Justice Report and has submitted it to the Fresno COG Policy Board for adoption.
- Participation in the Kern COG Environmental Justice Tribal Mapping project.

PRODUCTS

1. Fresno COG Environmental Justice Draft Report.
2. Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders.

TASKS

- 313.01 Hold public meetings with the Fresno County Environmental Justice Task Force on an as-needed basis to review how Fresno COG projects impact environmental justice populations identified in the Fresno County Environmental Justice Plan.
- 313.02 Conduct outreach efforts to and provide informational materials in other languages to other community groups.
- 313.03 Implement recommendations outlined in the Fresno COG Environmental Justice Plan.

313 FRESNO COG ENVIRONMENTAL JUSTICE																	313		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
313.01 Convene the EJ Task Force on an as-needed basis.	■						100	■	■	■	■	■	■	■	■	■	■	■	■
313.02 Conduct outreach																			
313.03 Implement recommendations								■	■	■	■	■	■	■	■	■	■	■	■

313 FRESNO COG ENVIRONMENTAL JUSTICE

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5305	
FHWA PL	41,460
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
PROP 84	
FSP	
SPR	
LTF	5,372
OTHER	
Total	46,832

Expenditures	\$\$\$\$	-py-
Fresno COG	46,832	.35
County		
Fresno		
Clovis		
FCEOC		
Contracts		
Total	46,832	0.35

OBJECTIVE

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

DISCUSSION

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

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

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

PREVIOUS WORK COMPLETED

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

12. Currently assisting rural communities with establishing videoconferencing platforms in order to help cut the cost, time and air quality detriment associated with frequent travel to required meeting.
13. COG staff is providing additional support to help fund the project through various competitive as well as available, government formula grants.

PRODUCTS

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

TASKS

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

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

320 TECHNICAL ASSISTANCE TO MEMBERS

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	42,356	.32
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				
PROP 84				
FSP				
SPR				
LTF				
OTHER	42,356			
Total	42,356	Total	42,356	0.32

330 Outside Technical Assistance

330

OBJECTIVE

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

DISCUSSION

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

PREVIOUS WORK COMPLETED

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

PRODUCTS

1. As per service requested.

TASKS

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

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

330 OUTSIDE TECHNICAL ASSISTANCE

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
PROP 84	
FSP	
SPR	
LTF	
OTHER	35,218
Total	35,218

Expenditures	\$\$\$\$	-py-
Fresno COG	35,218	.26
County		
Fresno		
Clovis		
FCEOC		
Contracts		
Total	35,218	0.26

OVERVIEW

Transportation Demand Management (TDM) includes a wide variety of transportation control measures having a goal of reducing overall motor vehicle usage. In prior years, the predominate effort of this activity has been promotion of ridesharing.

OBJECTIVE

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

DISCUSSION

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

PREVIOUS WORK COMPLETED

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

PRODUCTS

Listed by Task

TASKS

340.01 Ridematching

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

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

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

340 TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	3,500	.03
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	13,250	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF	16,750			
OTHER				
Total	16,750	Total	16,750	0.03

Supplemental Schedule Transportation Demand Management FY 2010/11

COG Staff	3,500
Office Expense	2,500
Travel	750
Printing	10,000
	16,750

Supplemental Schedule Transportation Demand Management FY 2009/10

COG Staff	3,500
Office Expense	2,500
Travel	750
Printing	10,000
	16,750

OBJECTIVE

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

DISCUSSION

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

Fresno COG will participate in the CTPP TAZ (Census Transportation Planning Package Traffic Analysis Zone) Delineation Program. Through this program, COG will work with Caltrans and the U.S. Census Bureau to determine the 2010 census block equivalencies for TAZs within Fresno County. These new TAZ boundaries will become part of the Census TIGER mapping file and will be used for the Census Transportation Planning Package, a set of special tabulations from of Census data for transportation planning.

Fresno COG will continue to oversee Fresno County's participation in the Participant Statistical Areas Program (PSAP) which allows the jurisdictions and public to suggest changes to the County's census tracts, block groups, census county divisions and census designated places, as the Census Bureau works to enter those boundaries into its TIGER mapping files.

An equally important function is the development and maintenance of demographic databases and projections to be used by member agencies in their planning programs and by Fresno COG to support areawide traffic modeling. As such, Fresno COG will conduct a population and employment forecast study to update the data it uses for various studies. The latest State of California Department of Finance (DOF) forecast was released in July 2007 before the start of the recession and the County's drought coupled with a sharply-reduced water allocation and there are no plans to update this forecast in the near-term. The COG study will analyze the impacts of the economic turndown and develop revised forecasts.

In addition to general maintenance and support functions, this work element will provide for the production of data for the Regional Transportation Plan, the long-range vision for Fresno County and the San Joaquin Valley, the requirements of SB 375, the California law to control greenhouse gases, and other mandated programs..

PREVIOUS WORK COMPLETED

1. Development of socioeconomic data to support traffic modeling.
2. Assistance to 150 data requests during the last calendar year from governmental agencies, businesses, academic institutions, and the public.

3. Dissemination of Census, State Department of Finance, and other information to member agencies and the public.
4. Hosted Local Update of Census Addresses (LUCA), Block Boundary Suggestion Program (BBSP) and Participant Statistical Area (PSAP) workshops for member agencies in preparation for Fresno County involvement in the 2010 U.S. Census.
5. Development of socio-economic data for Fresno COG-prepared reports and plans.

PRODUCTS

1. Develop socioeconomic information for Fresno COG-prepared reports and plans such as "One Voice", the Regional Transportation Plan, and SB 375 requirements.
2. Develop reports based on Census 2000 data releases.
3. Special census reports in response to member agency and public requests.
4. Affiliate State Census Data Census Reports and other data.
5. Fresno County data book.
6. Develop demographic and socioeconomic information in support of traffic modeling activities

TASKS

- 350.01 Maintain Fresno Regional Data Center.
- 350.02 Prepare Affiliate State Census Data Center reports as required.
- 350.03 Dissemination of Census 2000 data and other special census reports to member agencies.
- 350.04 Provide assistance in obtaining, analyzing and utilizing demographic information to member agencies and the general public upon request.
- 350.05 Prepare Fresno County data book.
- 350.06 Participate in the Census Transportation Planning Package Traffic Analysis Zone Delineation Program.
- 350.07 Develop and provide demographic information needed for other Fresno COG-prepared documents
- 350.08 Develop and provide demographic information to support traffic modeling activities as needed.
- 350.09 Conduct a population and employment forecast study.

350 Fresno Regional Data Center											350											
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N			
350.01 Maintain Regional Data Center	■						10	■	■	■	■	■	■	■	■	■	■	■	■	■		
350.02 Prepare ASCDC Reports	■						5	■	■	■	■	■	■	■	■	■	■	■	■	■		
350.03 Disseminate Census 2000 data	■						5	■	■	■	■	■	■	■	■	■	■	■	■	■		
350.04 Assist with demographic data	■						10	■	■	■	■	■	■	■	■	■	■	■	■	■		
350.05 Prepare data book	■						10	■	■	■	■	■	■									
350.06 Participate in CTPP TAZ program	■						10								■	■	■	■	■	■		
350.07 Support Fresno COG reports	■						10	■	■	■	■	■	■	■	■	■	■	■	■	■		
350.08 Support traffic modeling	■						25	■	■	■	■	■	■	■	■	■	■	■	■	■		
350.09 Study population/employment	■						15	■	■	■	■	■	■	■	■	■	■	■	■	■		

350 FRESNO REGIONAL DATA CENTER

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	86,331
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
PROP 84	
FSP	
SPR	
LTF	11,185
OTHER	
Total	97,516

Expenditures	\$\$\$\$	-py-
Fresno COG	97,516	.73
County		
Fresno		
Clovis		
FCEOC		
Contracts		
Total	97,516	0.73

Objective

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

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

To provide local agencies with information on federal and state legislation, regulations, guidelines, and policies that affect the Fresno COG and our member agencies.

Discussion

For the past eight years Fresno COG has sponsored a group of member agency elected officials, public administrators and selected staff, to lobby in Washington DC for a number of regionally significant projects that had been identified by Fresno COG member agencies and various stakeholders. This effort, known as the Fresno COG "One Voice" effort, was deemed successful by the Fresno COG Policy Board and will be continued in FY 2010/11. Because of the success with the Washington DC effort, Fresno COG now sponsors a similar effort in Sacramento.

Also, at the Valleywide level, the eight San Joaquin Valley Regional Transportation Planning Agencies have united through the San Joaquin Valley Regional Policy Council to build consensus on projects and legislative priorities in order to advocate at the state and federal level through their own lobbying effort, termed "Valley Voice". This effort takes the Valley COG's and their respective elected officials to Sacramento and Washington D.C. on an annual basis beginning in 2008.

The "One Voice" and "Valley Voice" efforts heighten the COGs' visibility and solidify relationships with both elected and staff representatives in Washington D.C. as well as in Sacramento. Following is a brief history on the efforts.

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

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

Although the "One Voice" effort does not represent the sole advocacy for the Fresno region (Fresno County, individual cities and other public authorities pursue important objectives in Washington and Sacramento as

well), it does provide an opportunity to give special focus to a core group of projects and legislative priorities around which the broadest group within the county can unite.

The “One Voice” advocacy effort has been so successful at the local level that in 2008, Fresno COG embarked on our first advocacy trip to Sacramento along with the other seven Regional Transportation Planning Agencies in the San Joaquin Valley and the San Joaquin Valley Regional Policy Council. This advocacy effort termed, “Valley Voice” brings together elected officials from each of the eight San Joaquin Valley counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern) and the Executive Directors and staff representing each of the San Joaquin Valley Regional Transportation Planning Agencies. We are pleased to report that we have already experienced success from this initial effort through additional funds to improve our transportation system and combat air quality issues in the San Joaquin Valley. The trip is now an annual event and has been expanded to include a “Valley Voice” trip to Washington D.C.

Fresno COG staff also devotes significant time to on-going legislative activities including, but not limited to, monthly reports detailing pending state and federal legislation in current sessions, bill analysis, regular correspondence to state and federal representatives communicating positions on bills of interest by our Policy Board, and the development of an annual Fresno COG Legislative Platform.

Previous Work Completed

Fresno COG has organized seven annual (2003-2009) “One Voice” lobbying trips to Washington D.C., four annual (2006-2009) “One Voice” lobbying trips to Sacramento and coordinated with other Valley COGs for “Valley Voice” advocacy trips to Sacramento (2008-2009) and Washington D.C. (2009).

Fresno COG created the first annual Legislative Platform in 2008 that outlined the COG’s priority legislative and policy issues for advocacy during that year. A new 2009 Fresno COG Legislative Platform was finalized in January of 2009.

Products

1. “One Voice” community advocacy trip to Washington D.C.
2. Appropriations requests and other funding applications following Washington D.C. visit.
3. “One Voice” community advocacy trip to the state capitol in Sacramento.
4. Follow up Sacramento visit with appropriate action initiatives.
5. Plan and carry out with the other SJV COGs “Valley Voice” advocacy trips to Sacramento and Washington D.C.
6. Follow up “Valley Voice” with appropriate action initiatives.
7. Monthly legislative reports, bill analysis, and regular correspondence to state, federal, and local agency representatives on legislation and policy areas of interest to the Fresno COG.
8. 2009 Fresno COG Legislative Platform.

Tasks

- 360.01 Call for Projects for Fresno COG “One Voice ” to Washington D.C
- 360.02 Project Selection for Fresno COG “One Voice ” to Washington D.C
- 360.03 Delegate briefings for Fresno COG “One Voice ” to Washington D.C
- 360.04 Logistics and materials for Fresno COG “One Voice ” to Washington D.C
- 360.05 Travel associated with Fresno COG “One Voice ” to Washington D.C
- 360.06 Identify legislative platform for Fresno COG “One Voice ” to Sacramento
- 360.07 Delegate briefings for Fresno COG “One Voice ” to Sacramento
- 360.08 Logistics and materials for Fresno COG “One Voice ” to Sacramento

- 360.09 Travel associated with Fresno COG "One Voice " to Sacramento
 360.10 Identify legislative platform for Valley COG's "Valley Voice " to Sacramento
 360.11 Delegate briefings for Valley COG's "Valley Voice " to Sacramento
 360.12 Logistics and materials for Valley COG's "Valley Voice " to Sacramento
 360.13 Travel associated with Valley COG's "Valley Voice " to Sacramento
 360.14 Identify legislative platform and projects for Valley COG's "Valley Voice " to Washington D.C.
 360.15 Delegate briefings for Valley COG's "Valley Voice " to Washington D.C.
 360.16 Logistics and materials for Valley COG's "Valley Voice to Washington D.C.
 360.17 Travel associated with Valley COG's "Valley Voice " to Washington D.C.
 360.18 Continue to produce monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies.
 360.19 Develop 2010 Fresno COG Legislative Platform.

360 "One Voice" and "Valley Voice" Advocacy																	360			
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N	
360.1 Call for Projects for Washington D.C	■					■	5					■	■							
360.2 Project Selection for Washington D.C	■					■	5					■	■							
360.3 Delegate briefings for Washington D.C	■					■	2						■							
360.4 Logistics and materials for Washington D.C	■					■	5				■	■	■	■						
360.5 Travel associated with Washington D.C	■					■	3								■					
360.6 Identify legislative Platform for Sacramento	■					■	9				■	■								
360.7 Delegate briefings for Sacramento	■					■	2								■					
360.8 Logistics and materials Sacramento	■					■	5						■	■						
360.9 Travel associated with Sacramento	■					■	2									■				
360.10 Identify legislative platform for Valley COG's to Sacramento	■					■	10						■	■	■					
360.11 Delegate briefings for Valley COG's to Sacramento	■					■	2									■				
360.12 Logistics and materials for Valley COG's to Sac.	■					■	5							■	■					
360.13 Travel associated with Valley COG's to Sacramento	■					■	5									■				
360.14 Identify legislative platform and projects for Valley COG's Washington D.C.							10				■	■	■							
360.15 Delegate briefings for Valley COG's for Washington D.C.							5							■						
260.16 Logistics and materials for Valley COG's for Washington D.C.							5							■	■					
360.17 Travel associated with Valley COG's for Washington D.C.							5								■					
360.18 Legislative Analysis, Education, Outreach	■						10													
360.19 Develop Legislative Platform	■						5													

360 ONE VOICE ADVOCACY

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	93,786	.70
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	89,200	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF	10,262			
OTHER	172,724			
Total	182,986	Total	182,986	0.7

Work Element 360

**Supplemental
Schedule
One Voice Advocacy
FY 2010/11**

LTF	93,786
Donations	6,200
Member Dues	81,000
Subtotal	180,986
Revenues	
Salaries & Benefits	93,786
Simon & Co.	9,000
California	37,650
Consulting	
Travel Expenses	40,550
Subtotal	180,986
Expenses	

OBJECTIVE

The San Joaquin Valley Regional Blueprint has included an integrated planning process and is producing products to support long-range planning for the eight MPOs and local agencies in the region and compliments the work of the San Joaquin Valley Partnership.

DISCUSSION

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

Today, 3.9 million people live in the San Joaquin Valley. According to the Department of Finance, the Valley's population will grow to over 9.4 million by 2050. How will the region accommodate this anticipated growth? Will it be through expansion of current cities or the development of new ones? How will intra and interregional transportation accommodate commuters, travelers, and goods movement? And how will the balance be maintained between the development of new infrastructure and the need to preserve the region's most important resources?

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

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

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

PREVIOUSLY COMPLETED & ONGOING WORK

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

- Coordination of SJ Valley TPA sub-committees.
- Continuity of air quality transportation planning approaches with the SJ Valley Air District.
- Joint Blueprint grant submittals for the SJV Region
- Coordinate, consult and collaborate with Tribal Governments
- Coordinated Valleywide Blueprint Planning Process.
- Manage the consultant in preparing a summary report of the first three years of San Joaquin Valley Blueprint planning and develop a toolkit that will assist local planners integrate Blueprint planning into their local general plans. The first major deliverable was the summary report, which will also include a transitional "next steps" piece. The final product, the toolkit, is due October 2010.
- Several studies are underway or forthcoming. A consultant has been hired to report on the financial-institutional barriers to higher density development and to recommend strategies to overcome these barriers. In addition, an RFP is expected to be released in mid 2010 to study the two additional aspects of higher density development. The first part will examine the cost/benefit to the public of sprawl vs. more compact (higher density) development. As part of the deliverables for the first part, the consultant will develop a tool that local planners can use to assess the cost of different types of developments. The second part of the study will examine the marketability of different types of development. The outcome should help inform the development community about what is marketable in the current climate of higher density development planning.

PRODUCTS

- Blueprint Governing Board Workshop – August 2005
- Blueprint Grant application package (COG MOU, letters of support)– October 2005
- Blueprint Grant Award Notifications – 2006, 2007, 2008 and ?????
- Overall Work Program Amendment for first grant–
- Systematic Development of Informed Consent (SDIC) training
- Establish SJV COG Directors Association Policy Subcommittee
- Establish the Blueprint Coordinating Committee (BCC)
- Institutional Framework for SJ Valley Regional Blueprint Planning
- Community Outreach Plans
- SJ Valley Modeling group established
- SJ Valley Regional Traffic Model Plan Update – Dowling contract,
- GIS Data Inventory and Conversion – In progress, Blueprint Modeling Subcommittee
- GIS Standards October 2006 – In progress, Blueprint Modeling Subcommittee
- Blueprint Vision Summit –June 28, 2006
- Established and Convened Blueprint Regional Advisory Committee (BRAC)
- Blueprint Media Campaign – Ongoing, Blueprint Media Subcommittee
- Stakeholder and committee meetings
- Introductory
- Institutional Framework
- Decision Making Structure
- Process Matrix
- Schedule
- Citizen Participation Plan
- Attended Blueprint Learning Network Workshops (May, 2006; September, 2006; November, 2006; June, 2007; Sept. 2007; November 2007)
- Evaluate "Status Quo"
 - Goals and Objectives
 - Performance Measure
- Alternative Blueprint Scenarios
- Hybrid Alternative Blueprint Scenarios
- Choose Preferred SJV Regional Blueprint Scenario
- County level Blueprint Reports – 2008 - 2010

- Valleywide Blueprint Summit – Jan 2009
- Blueprint adoption by Regional Policy Council – April 2009
- SJV Partnership collaboration on Strategic Action Plan recommendations - *ongoing*
- Blueprint grant administration - *ongoing*
- Document Tribal government-to-government relations - ongoing.

TASKS

- 410.1 Continue to work with Valleywide local agency planners group
- 410.2 Promote Regional Policy Council's adoption of Valleywide Scenario to member agencies
- 410.3 Hire consultant to complete SJV Blueprint Roadmap and Toolkit for implementation
- 410.4 Translate Blueprint principles into local implementation strategies; develop local commitment
- 410.5 Convene meetings with local officials to discuss funding challenges of local government
- 410.6 Address new greenhouse gas directives (SB 375)
- 410.7 Develop adequate modeling tools for compliance with SB 375
- 410.8 Address the increasing of residential densities
- 410.9 Determine the impact of various densities on the fiscal health of cities and counties in the SJV
- 410.10 Determine the market demand for higher density residential housing projects
- 410.11 Identify institutional barriers to smart growth development
- 410.12 Greenprint - incorporate Farmland Conservation Model Program concepts into the Blueprint
- 410.13 Work with Central California EDCs and Partnership for SJV to address jobs/housing issue
- 410.14 Continue Using Adopted Methods to Measure the Effectiveness of the Regional Blueprint Plan
- 410.15 Work with Great Valley Center on complete overhaul of Valley Blueprint website
- 410.16 Continue extensive public outreach efforts
- 410.17 Prepare reports and monitor contractors
- 410.18 Participate in Blueprint related meetings and workshops
- 410.19 Coordinate Tribal consultation with Kern COG's outreach activities
- 410.20 Support and advise Public Television on Great Valley Series.

410 San Joaquin Valley Regional Blueprint Planning															
Task Description	C O G	O T H E R	% of work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
410.1 Continue to work with Valleywide local agency planners group	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
410.2 Promote Policy Council's adoption of Valleywide Scenario to member agencies	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
410.3 Manage consultant to complete SJV Blueprint Final Report and Toolkit for implementation	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
410.4 Translate Blueprint principles into local implementation strategies; develop local commitment	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
410.5 Convene meetings with local officials to discuss funding challenges of local government	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
410.6 Address new greenhouse gas directives (SB 375)	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
410.7 Develop adequate modeling tools for compliance with SB 375	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
410.8 Address the increasing of residential densities	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
410.9 Determine the impact of various densities on the fiscal health of cities and counties in the SJV	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
410.10 Determine the market demand for higher density residential housing projects	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
410.11 Identify institutional barriers to smart growth	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
410.12 Greenprint - incorporate Farmland Conservation Model Program concepts into the Blueprints	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
410.13 Work with Central California EDCs and Partnership for SJV to address jobs/housing issue	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
410.14 Continue Using Adopted Methods to Measure the Effectiveness of the Regional Blueprint Plan	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
410.15 Work with Great Valley Center on overhaul and management of Valley Blueprint website r)	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
410.16 Continue Extensive Public Outreach Efforts:	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

OBJECTIVE

Develop a Model Farmland Conservation Program to provide stakeholders and elected officials with a toolbox of policies and best practices for farmland conservation in Fresno County that could be applied to the remaining San Joaquin Valley Counties.

DISCUSSION

Fresno County has recently experienced unprecedented growth. Within the next generation, the population of Fresno County is expected to more than double to 1.93 million people. Because most of the county's cities are located in the midst of agricultural land, this will place tremendous pressure on agricultural resources. If current trends continue, urban development and rural residences will expand from 234 to 448 square miles by 2050. At that point, there would remain only about 4 acres of prime, unique and statewide important farmland for every developed acre, compared with 8 acres today.

In October 2006, the California Partnership for the San Joaquin Valley adopted a Strategic Action Plan that included recommendations for conserving important farmland as a strategy for maintaining agricultural economic viability. In March 2007, the Partnership awarded a \$200,000 grant to the Fresno Council of Governments to design and implement a Model Farmland Conservation Program (MFCP) that would help achieve this goal and serve as an example to other counties in the Valley.

The Fresno Model Farmland Conservation Program project included three basic tasks.

- Identify and map characteristics that make farm and ranch lands strategic resources for agriculture. This will result in a gradation of values, not hard and fast lines.
- Document and analyze current trends affecting agricultural lands, as well as public policies, market forces and other factors that contribute to them.
- Select a coordinated set of policies and techniques that will effectively conserve the most strategic farmland for agricultural use while accommodating urban growth. To the extent possible, we intend to build on the strategies outlined in *Landscape of Choice*, which appear to represent a fairly recent, broad consensus on growth and conservation policy.

Day to day conduct of the project were overseen by a steering committee composed largely of COG staff and representatives of the agriculture community. An Advisory Committee, broadly representative of agriculture and other local stakeholder groups, provided input and advice on substantive issues, including the ultimate selection of policies and techniques. Both committees met on a regular basis throughout the duration of the project. Additionally, several public outreach meetings were held with the general public and the agricultural community.

The draft of the Fresno COG Model Farmland Conservation Program was released on January 16, 2009 for public review and comment. The plan proved to be very controversial and was extended indefinitely. In the second quarter of 2009, Fresno COG held meetings with agricultural stakeholders to address their concerns regarding the draft plan. In the second half of 2009, the services of a professional consensus builder was retained to find common ground between stakeholders and come up with a plan that appeases all major stakeholders. This process is ongoing at the current time.

When consensus amongst key stakeholders can be met, the draft plan for the Fresno County Model Farmland Conservation Program will be re-released for public review and comment.

PRODUCTS

1. Creation of a Model Farmland Conservation Program Steering Committee
2. Creation of a Model Farmland Conservation Program Advisory Committee
3. Prepare a Model Farmland Conservation Program Map
4. Convening meetings with agricultural stakeholders in Fresno County.
5. Preparing briefing reports.
6. Producing a final report with policy recommendations

TASKS

- 411.01 Convene meetings with all land use jurisdictions in Fresno County.
 411.02 Prepare briefing reports
 411.03 Prepare a draft report including policy recommendations
 411.04 Circulate a draft report for public review and comment
 411.05 Release a final report including policy recommendations.

411 Model Farmland Conservation Program																		411	
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R		J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
411.01 Convene meetings	■					■	20%	■											
411.02 Prepare briefing reports						■	30%			■	■								
411.03 Prepare a draft report						■	30%					■							
411.04 Circulate for public review						■	10%						■	■	■				
411.05 Prepare a final report	■					■	10%						■	■					

411 MODEL FARMLAND CONSERVATION PROGRAM

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	6,924	.05
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	25,000	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS	6,924			
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF				
OTHER	25,000			
Total	31,924	Total	31,924	0.05

OBJECTIVE

A regional collaboration of the 4 counties of Fresno, Madera, Tulare and Kings (FMTK) and their 30 incorporated cities, in Mid-San Joaquin Valley, is emerging and coming together with the goal of evaluating and assessing the feasibility of a bold concept for a high-capacity, mass transit-based, multi-modal corridor system. This system is proposed as part of the Regional Blueprint process to efficiently link these cities and counties together into an effective regional metropolitan area that will balance the economy, the environment and equity for the 7.7 million residents projected to live and work in the 4 county region in the next 100 years. This project will deliver a study extending previous work on the four-county Metro Rural Loop multi-modal system to work with all jurisdictions to define specific regional land use policies, recommendations for jurisdictional General Plan updates and zoning district designations, and proposed inter-jurisdictional cooperation policies and protocols that are required to protect and preserve potential four-county (Fresno, Madera, Tulare and Kings) inter-connecting multi-modal corridors and rights-of-ways.

DISCUSSION

The City of Fresno (COF) received \$125,000 seed grant from the California Partnership for the San Joaquin Valley, and matched it with another \$175,000, to study and test the feasibility of corridor preservation for a multimodal metro rural loop corridor system involving Fresno and Madera Counties and their 17 incorporated cities. The first phase study is focusing upon general corridor locations, regional cooperation, farmland and environmental resource preservation, and economic development potential. Fresno COG and the COF have launched a strategic campaign, initiating preliminary studies, disseminating information, and making formal presentations to all 17 elected bodies in the two counties. The response has been overwhelmingly positive and supportive. In addition, COG and the COF have engaged with TCAG and KCAG, and have been encouraged to include Tulare and Kings Counties, and their 13 incorporated cities, in testing and feasibility for the multimodal metro rural loop corridor system. This project is a logical next step to the feasibility study allowed by the California Partnership and will now include these 2 additional counties and their 13 incorporated cities. The high-capacity, mass transit-based, multi-modal corridor system is an innovative regional development approach envisioning a multi-modal, multi-city and multi-county transit oriented, transportation system that will have multi-regional and statewide benefit. It is defined as a connected wheel and spoke system in the Valley that will promote alternative mass transportation modes for commuting and recreation, providing routes for vehicles, trains, public transit systems, walking and bicycling. It is jointly performed by Fresno COG, the MPO and RTPA for the region, Caltrans, the City of Fresno, the RTPAs/MPOs in the counties of Madera, Tulare and Kings, and the incorporated and unincorporated cities within the four counties.

The high-capacity multi-modal corridor system can be used as a prototype for the larger cities in the San Joaquin Valley. It will result in improvement to the state and regional transportation system by setting the stage for connecting the major cities and the smaller communities east and west of the 99 corridor using multi-modal options.

The project will provide greater investment, local and global scale economic development and business opportunities, diversified employment, affordable housing and efficient transportation throughout the regional metropolitan system. It will preserve significant amounts of prime farmland within and without the corridors, preserve wildlife habitat, regional recreation and other environmentally sensitive lands, and conserve natural resources. It will improve public involvement and government-to-government

relations as its partners strategically assess collaboration of multi-jurisdictional support and continuous regional consensus building through the development of transportation network and land use concept.

Completion of this grant's work products sets the stage for next steps that include - seeking inter-jurisdictional consensus, additional funding, and state and federal endorsements to consider and adopt joint powers agreements by delivering a study encapsulating the specific regional land use policies to protect and preserve corridors and right of ways alignment studies; draft joint powers agreements for adopting alignments, developing coordinated land use and zoning, and shared long-term corridor governance; natural resources management and specific agriculture preservation plans, policies and funding strategies by all participating jurisdictions. The next stage will be to adopt the joint power agreements by the participating jurisdictions, the adoption of specific corridor alignments and land use policies in each participating jurisdiction's General plans, and pursue legislation to encourage and preserve the joint powers or regional authorities to increase local regional and state bonding capacity and provide formal priority for infrastructure funding from the State for agreed-upon phases of the land acquisition and system facility construction.

PRODUCTS

Fresno COG, the City of Fresno, Caltrans, and their collaborating partners are aware that to preserve transportation options for the future of this region, we must act quickly. Therefore, this project, working cooperatively with the four counties and their multiple jurisdictions, will deliver the following which are required to protect and preserve potential four-county (Fresno, Madera, Tulare and Kings) inter-connecting multi-modal corridors and rights-of-ways. :

- a. Definitions of specific regional land use policies;
- b. Recommendations for jurisdictional General Plan updates and zoning district designations; and
- c. Proposed inter-jurisdictional cooperation policies and protocols

TASKS

Project Set-Up:

This phase includes initial administrative tasks:

- Task 1.1: Develop Planning Agreement: Fresno COG, the City of Fresno (hereinafter Grantees) and partners from other jurisdictions will develop an operating agreement that describes how the partners will work together, decision-making structure, cost sharing and process of joining or leaving the group
- Task 1.2: Attend Working Group Meetings: Grantees will attend working group meetings to refine and edit the Planning Agreement language as needed
- Task 1.3: Presentation and Training: Grantees will develop and present training modules to highlight and explain key issues such as coordinated land use and zoning, long-term corridor governance, natural resources management, specific agriculture preservation plans, and policies and funding strategies for all participating jurisdictions.

Project Administration and Meetings:

- Task 2.1: Contracting: Grantees will select consultants as needed to develop the technical and specific legal portions of the project and execute the contracts including the services to be performed, the fee and the expenses.
- Task 2.2: Agreements: Grantees will establish and design the role of the various jurisdictions and stakeholders participating in this planning project.
- Task 2.3: Internal Project Meetings: Grantees and partnering jurisdictions will attend group and subgroup meetings to support and update project status.

Task 2.4: Public Presentations: Grantees will have periodic presentations at , Policy Board meetings, Council meetings, board of supervisors meetings, and other local agencies meetings to outreach and encourage other jurisdictions to participate in the regional process

Development of Policies and Funding Strategies for all Participating Jurisdictions:

Task 3.1: Develop preliminary policies and funding strategies: Grantees and consultants will meet with participating jurisdictions to present and develop preliminary funding strategies

Task 3.2: Develop Refined Funding Strategies: Grantees, consultants and participating jurisdictions will draft refined funding strategies

Task 3.3: Cost and Funding Plan: Consultants will develop a funding plan as defined by Grantees and participating Jurisdictions.

Task 3.4: Define Regional Land Use Policies, and Recommend General Plan Updates, Zoning, and Inter-jurisdictional Cooperation Polices and Protocols: Grantees and consultants will work cooperatively with the four counties and their multiple jurisdictions, to deliver the following which are required to protect and preserve potential four-county (Fresno, Madera, Tulare and Kings) inter-connecting multi-modal corridors and rights-of-ways.

Task 4.1: Definitions of Specific Regional Land Use Policies: Grantees, consultants and participating jurisdictions will draft and develop specific regional land use policies to protect and preserve corridors and right of ways alignment studies surrounding the multi-modal system.

Task 4.2: General Plan Updates and Zoning: Develop recommendations for jurisdictional General Plan updates and zoning district designations.

Task 4.3: Cooperation Polices and Protocol: Develop inter-jurisdictional cooperation policies and protocols.

412 Mid-Valley Multi-Modal Partnership																	412		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R		J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
Task 1.1 Develop Planning Agreement	■					■	5%	■											
Task 1.2: Attend Working Group Meetings	■					■	5%		■	■	■	■	■	■	■	■	■	■	■
Task 1.3: Presentation and Training	■					■	5%	■	■	■	■	■	■	■	■	■	■	■	■
Task 2.1: Contracting	■					■	5%					■	■	■	■	■	■	■	■
Task 2.2: Agreements	■					■	5%							■	■	■	■	■	■
Task 2.3: Internal Project Meetings	■					■	5%	■	■	■	■	■	■	■	■	■	■	■	■
Task 2.4: Public Presentations	■					■	5%	■	■	■	■	■	■	■	■	■	■	■	■
Task 3.1: Develop preliminary policies and funding strategies	■					■	10%									■	■	■	■
Task 3.2: Develop Refined Funding Strategies	■					■	10%									■	■	■	■
Task 3.3: Cost and Funding Plan	■					■	10%											■	■
Task 3.4: Define Regional Land Use Policies, and Recommend General Plan Updates, Zoning, and Inter-jurisdictional Cooperation Polices and Protocols	■					■	10%											■	■
Task 4.1: Definitions of Specific Regional Land Use Policies	■					■	10%											■	■
Task 4.2: General Plan Updates and Zoning	■					■	10%											■	■
Task 4.3: Cooperation Polices and Protocol	■					■	5%											■	■

412 MID-VALLEY Multi-Modal Partnership

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	
STIP/PPM	
STATE SPR	
PARTNER PLANNING	276,000
PARTNER SEED GRANTS	
CAL BLUEPRINT	
PROP 84	
FSP	
SPR	
LTF	
OTHER	69,000
Total	345,000

Expenditures	\$\$\$\$	-py-
Fresno COG	6,100	.05
County		
Fresno		
Clovis		
FCEOC		
Contracts	338,900	
Total	345,000	0.05

OBJECTIVE

To engage member agencies and the public in formulating a Sustainable Community Strategies for Fresno County as required by the Senate Bill 375, and work with member agencies to strive towards SB 375 compliance as a region.

DISCUSSION

SB 375, by Senator Darrell Steinberg, is a landmark legislation that aligns regional land use, transportation, housing and greenhouse gas reduction planning efforts. It builds on the existing regional transportation planning process (which is overseen by local officials with land use responsibilities) to connect the reduction of greenhouse gas (GhG) emissions from cars and light trucks to land use and transportation policy. In 2006, the Legislature passed AB 32—The Global Warming Solutions Act of 2006,—which requires the State of California to reduce GhG emissions to 1990 levels no later than 2020. In December, 2008, the Air Resources Board (ARB) adopted the Climate Change Scoping Plan which provides a framework to achieve the greenhouse reduction goals set in AB 32. The plan proposes actions for all sectors to reduce greenhouse gas emissions and points to SB 375 as the tool to reduce transportation related greenhouse gas through sustainable transportation and land use planning.

SB 375 has three goals: (1) to use the regional transportation planning process to help achieve AB 32 goals; (2) to use the California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential projects which help achieve AB 32 goals to reduce GhG emissions; and (3) to coordinate the regional housing needs allocation process with the regional transportation planning process.

The Legislation requires that ARB set greenhouse gas reduction target for passenger vehicles and light-duty trucks for 2020 and 2035. The targets are for 18 Metro Planning Organizations (MPO) in California. The Regional Target Advisory Committee (RTAC) was formed to recommend factors and methodologies to be used by ARB when setting target. The RTAC made their final recommendation in September 2009, which includes a 7- step process as a way to set the level of expectation for the interaction between ARB and the MPOs. The RTAC recommended that ARB release a draft state-wide uniform target and MPOs submit their regional target to the ARB by March 1, 2010; the ARB recommend draft targets for each MPO to its Board by June 30, 2010; and the final target will be set by September 30, 2010.

SB 375 integrates AB 32's goal of greenhouse gas reduction by requiring MPOs develop a Sustainable Community Strategy (SCS) in their Regional Transportation Plan (RTP), which, if feasible, will meet the greenhouse gas reduction target set during the target-setting process. If not, an Alternative Planning Strategy (APS) should be developed. A SCS is a sustainable land use pattern integrated with supportive transportation infrastructures. The forecast growth pattern in the SCS must be based on the "latest planning assumptions," which is required by the federal conformity rules for RTPs. The "latest planning assumptions" come from local general plans, which reflect future local land use growth patterns. Since the SCS is part of the RTP, it has to meet the same financial constraint requirement as the RTP. An APS, which is not part of the RTP, does not need to be financially constrained. Local land use projects that are consistent with the SCS or APS will be rewarded with CEQA streamlining benefits.

Before SB 375, federal and state law ignored the fact that in most areas in California, regional transportation plans and Regional Housing Allocation Plans (RHNA) are prepared by the same regional organization. Conflicting deadlines policies have historically caused a disconnect between regional transportation planning and regional housing policy. SB 375 eliminates this disconnection by requiring

the RTP to plan for the RHNA and by requiring the RHNA plan to be consistent with the projected development pattern used in the RTP. Under SB 375, local governments within a region classified as “non-attainment” under the Clean Air Act and local governments within a region that has elected to adopt a regional transportation plan every four years are required to revise their housing element every eight years (instead of the current five years). All other local governments remain on the five-year schedule.

Fresno COG has been closely following the development of SB 375, and other related planning activities. Working closely with the other seven MPOs in the San Joaquin Valley, Fresno COG led the efforts in successfully securing \$2.5 million of Proposition 84 funding for valley-wide model improvement, which is necessary in order to measure the greenhouse gas reduction benefits resulting from sustainable land use and transportation planning under SB 375. Engagements\ efforts with local jurisdictions inside Fresno County have also been launched. In order to develop an “ambitious and achievable” target for Fresno County, Fresno County SB 375 Task Force met monthly during the target-setting process. The Task Force consists of representatives from local jurisdictions, building industries, the San Joaquin Valley Air District, Caltrans, environmental advocates, and concerned citizens. As required by the legislation, the SB 375 process in Fresno County has been a bottom-up approach. Although Fresno COG will not have to develop a SCS until the 2014/2015 RTP, planning efforts at various levels will be geared towards SB 375 compliance for the region by the next RTP update in 2014/2015.

PREVIOUS WORK COMPLETED

Fresno COG developed a valley-wide model improvement plan to improve models’ sensitivity to smart growth in response to SB 375. As a result the eight MPOs in the San Joaquin Valley were awarded \$2.5 million dollars for short and long term valley modeling improvements.

The Fresno County SB 375 Task Force Committee met regularly since October 2009 for target-setting purposes. The Committee approved the adjusted 2035 growth forecast, which accounted for the economic downturn as recommended in the RTAC report. The Task Force also formulated scenarios for SB 375 target-setting purposes.

Working collaboratively with ARB staff, as well as with other Valley COGs, Fresno COG staff completed analysis of each of the scenarios and modeled the greenhouse gas reduction effects for all the scenarios. 4-D (Density, Diversity, Design, and Destination) was applied in the modeling process in order to capture the greenhouse gas reduction benefits from smart growth development. A regional greenhouse gas reduction target for the Fresno region was recommended by the Task Force and approved by COG’s Policy Board in Feb. 2010, and the target was submitted to ARB by March 1.

As required by the legislation, a public workshop was held to inform the public about the target-setting process and the RTAC report

State level target-setting activities were also monitored. COG staff continued the exchange of the most up-to-date information with the ARB after submittal of target on March 1, 2010.

COG staff also attended the SB 375 MPO Planning Directors Committee meetings regularly, and exchanged information and methodologies with the MPOs on the Committee (SACOG, SCAG, SANDAG, MTC, ABAG, SJCOG and Fresno COG).

PRODUCTS

- Held engagement meetings with City of Fresno, Clovis and other small cities
- Formed Fresno County SB 375 Task Force Committee
- Developed baseline greenhouse gas emission inventory for 2005, 2020 and 2035 based on the adopted 2007 RTP
- Revised population and employment forecast for Fresno County to account for the economic downturn
- Developed scenarios for target-setting purposes
- Modeled greenhouse gas emissions for the alternative scenarios
- Developed regional greenhouse gas emission target for Fresno County
- COG Policy Board adopted the recommended regional target for Fresno County
- Submitted regional target for Fresno County to ARB

TASKS

- 413.01 Continue to participate and monitor SB 375 related activities at the Valley and state level
- 413.02 Continue to work with member agencies on their general plan update and provide technical assistance on SB 375 integration in the local general plans
- 413.03 Improve Fresno COG traffic model to be more sensitive to smart growth as specified in the Model Improvement Plan
- 413.04 Develop parcel based land use database for use in I-places for SCS development
- 413.05 Continue to monitor and be involved with PTIS
- 413.06 Develop a pilot project for the small/rural communities to implement SB375/Blueprint principles

413 Fresno County SB375 Implementation																413			
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
413.01 Monitor state & Valley activities	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
413.02 Assist with GP update	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
413.03 Improve traffic model	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
413.04 Develop parcel database	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
413.05 Monitor PTIS	■	■	■	■	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
413.06 Develop a pilot project	■	■	■	■	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■

413 FRESNO COUNTY SB375 IMPLEMENTATION

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	37,500	.28
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL	33,201	FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
PARNTER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF	4,302			
OTHER				
Total	37,503	Total	37,500	0.28

OBJECTIVE

This project will develop an I-PLACE³S land use application that represents the current conditions for the 8 Metropolitan Planning Organizations in the Central Valley, consisting on the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and Kern.

DISCUSSION

I-PLACE³S enables planners and the public to evaluate several land use options and to objectively evaluate each scenario against quantifiable criteria. Scenario planning is more flexible and allows for more creativity than conventional planning, and can lead to solutions that are not initially obvious. All alternative development scenarios are compared to the “Base Case” to determine long term net change. The “Base Case” represents how the community would be expected to develop if the current development path remains unchanged.

I-PLACE³S can be a valuable tool for land use planning at any scale, including developing General Plans, Community Plans, Transit-Oriented Developments, etc. For this reason, this project is seeking to provide MPOs in the Central Valley with access to the I-PLACE³S software, training and support.

For this project EcoInteractive, UC Davis, and SACOG will partner to form an I-PLACE³S technical support team. This team will work directly with the San Joaquin Valley MPOs to conduct training, help load the GIS data, set-up project place types, and provide vital help desk support to the COG staff. EcoInteractive’s role will be to provide robust access to the I-PLACE³S web service and to maintain the integrity and security of the SaaS system. UC Davis and SACOG will provide training and support so that the MPO staff can develop a “current conditions” dataset, and in doing that get the training and education in the use of I-PLACE³S.

TASKS

Task 1

EcoInteractive will provide the I-PLACE³S software solution via software as a service (SaaS) over the Internet. EcoInteractive will implement reasonable practices to help ensure the integrity of I-PLACE³S information, including: measures to help protect I-PLACE³S information from unauthorized access, modification, destruction, or disclosure and measures to help ensure the physical security of those resources.

Task 2

Convert existing data on land use in the 8 counties into I-PLACE³S compatible datasets. The blueprint process in the MPOs developed datasets that was applied with the UPLAN model. In this task, UC Davis and SACOG staff will work with MPO staff to convert that data and other available data into I-PLACE³S datasets.

Task 3

Training for MPO staff. UC Davis and SACOG will provide training on I-PLACE³S data types, protocols, and procedures. A series of classes and co-operative work sessions will be held to accomplish both major goals, 1. the current conditions dataset and 2. staff training.

Fresno COG as the lead in the Valley model improvement planning process and will issue and manage the contracts for San Joaquin valley I-Place³s Pilot Project.

PREVIOUS WORK COMPLETED

Fresno COG developed a valley-wide model improvement plan to improve the valley transportation models' sensitivity to smart growth in response to SB 375. As a result the eight MPOs in the San Joaquin Valley were awarded \$2.5 million dollars for short and long term valley modeling improvements. The I-Place³s Pilot project will build upon the previous work accomplished

PRODUCTS

- Development of the scope and tasks for the San Joaquin Valley I-Place³s Pilot ject

TASKS

415.01 Provide the I-PLACE³S software solution via software as a service (SaaS)

415.02 Convert existing data on land use in the 8 counties into I-PLACE³S compatible datasets.

415.03 Training for MPO staff

415 San Joaquin Valley I-Place ³ s Pilot Program																	415		
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
415.01 Provide the I-PLACE ³ S software solution via software as a service (SaaS)	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
415.02 Convert existing data on land use in the 8 counties into I-PLACE ³ S compatible datasets.	■	■	■	■	■	■	50	■	■	■	■	■	■	■	■	■	■	■	■
415.03 Training for MPO staff	■	■	■	■	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■

415 SAN JOAQUIN VALLEY I-PLACE³S PILOT PROJECT

Revenues	\$\$\$\$
FTA MPO 5303	
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	
STIP/PPM	
STATE SPR	350,000
PARTNER PLANNING	
PARNTER SEED GRANTS	
CAL BLUEPRINT	
PROP 84	
FSP	
SPR	
LTF	
OTHER	
Total	350,000

Expenditures	\$\$\$\$	-py-
Fresno COG		
County		
Fresno		
Clovis		
FCEOC		
Contracts	350,000	
Total	350,000	

OBJECTIVE

To develop and manage a short range and long range San Joaquin Valley model improvement plan that will improve each San Joaquin Valley MPO travel model's sensitivity to smart growth strategies in response to the requirements of SB 375

DISCUSSION

Senate Bill (SB) 375 changes California's approach to land use and transportation planning by integrating the processes and including the state's greenhouse gas emission reduction targets.

Senate Bill (SB) 732, created the Strategic Growth Council (SGC) which was charged with, among other things, the allocation of Proposition 84 planning grants and planning incentive funds for encouraging the planning and development of sustainable communities.

The Budget Act of 2009 made available funds for data gathering and model development necessary to comply with Senate Bill 375.

Fresno COG has been closely following the development of SB 375, and other related planning activities. Working closely with the other seven MPOs in the San Joaquin Valley, Fresno COG led the efforts in successfully securing \$2.5 million of Proposition 84 funding for valley-wide model improvement, which are necessary in order to measure the greenhouse gas reduction benefits resulting from sustainable land use and transportation planning under SB 375.

The San Joaquin Valley Modeling Improvement Plan (MIP) consists of short term and long term tasks.

The Short Term Model Improvement Task consists of:

- updating and improving each of the 8 MPO transportation models to improve their sensitivity to smart growth strategies,
- integration of the 4D elasticity process into each model,
- the improvement of interregional travel estimates

The Short Term Improvement Plan is focused on fulfilling the SB 375 requirements for the first cycle of Regional Transportation Plans to be completed in 2014.

The Long Term Model Improvement Plan Task consists of:

- Undertaking development of a detailed Long-Term Model Improvement Plan.
- Inventory each MPO's modeling capabilities and determine the best fit of long term improvements to meet the requirements of SB375.

Upon completion of the Long Term Improvement Plan the Valley MPOs may jointly issue an RFP to implement the recommended long term improvements to the regions model and/or models.

Fresno COG as the lead in the Valley model improvement planning process and will issue and manage the contracts for valley model improvements.

PREVIOUS WORK COMPLETED

Fresno COG developed a valley-wide model improvement plan to improve the valley models' sensitivity to smart growth in response to SB 375. As a result the eight MPOs in the San Joaquin Valley were awarded \$2.5 million dollars for short and long term valley modeling improvements.

Developed RFP and awarded contract for initial San Joaquin valley MPO model improvements.

PRODUCTS

- Developed San Joaquin Valley Model Improvement Plan
- Developed MPO Director's agreement for use of Proposition 84 funds for valley model improvements
- Formed valley MPO modelers SB 375 Model Improvement Task Force
- Developed RFP for initial Valley MPO short range model improvements
- Awarded contract for initial Valley MPO short range model improvements

TASKS

813.01 Continue management of the San Joaquin Valley Short Range Model Improvement contract

813.02 Refine long range model improvement plan

813.03 Develop long range model improvement RFP

813.04 Award and manage contract for long range model improvement plan

813.05 Continue leadership of Valley MPO modelers SB 375 Model Improvement Task Force

813 Valley Model Improvements for SB 375																	813		
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
813.01 Manage short range model improvement contract	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
813.02 Refine long range model improvement plan	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
813.03 Develop long range model improvement RFP	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
813.04 Manage long range model improvement contract	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
813.05 Valley model improvement task force	■	■	■	■	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■

813 VALLEY MODEL IMPROVEMENTS FOR SB 375

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	14,188	.11
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL	12,561	FCEOC		
STIP/PPM		Contracts	2,500,000	
STATE SPR				
PARTNER PLANNING				
PARNTER SEED GRANTS				
CAL BLUEPRINT				
PROP 84	2,500,000			
FSP				
SPR				
LTF	1,627			
OTHER				
Total	2,514,188	Total	2,514,188	0.11

OBJECTIVE

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

DISCUSSION

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

Coordination of Valley Regional Policy Council

The day-to-day coordination of the Valley Regional Policy Council is guided by the current Chair of the Executive Directors' Committee, which will be Tony Boren from the Council of Fresno County Governments. The Chair consults with the other Valley Executive Directors to develop the agendas for the Regional Policy Council, and is charged with circulating the agenda and attached materials to the Directors for them to forward to their individual Policy Council members. The Chair will be responsible for the minutes (action minutes) of the Policy Council and will also be charged with keeping all pertinent records concerning the Policy Council. However, it is the charge of each Executive Director to aid the Chair in fulfilling these tasks by providing appropriate documents and agenda materials in a timely manner. At this time the regular meetings will likely be held in Fresno, with the exception of any special events, such as the annual meeting. In fall of 2010, Vince Harris, Executive Director of the Stanislaus Council of Governments, will be the Vice Chair of the Executive Director's Committee and will be responsible for organizing and holding a Fall Policy Conference in Modesto with the eight Valley Regional Transportation Planning Agencies and the Valley Regional Policy Council to discuss current topics of interest, discuss the development of the annual Valley Legislative Platforms, and outline plans for the coming year.

Coordination of Executive Directors' Committee

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

Valley Legislative Affairs Committee

The Valley Legislative Affairs Committee (VLAC) has been established at the staff level. They are responsible for tracking legislation and policy which would have a Valley impact, in particular with legislation affecting the duties and responsibilities of the Valley's Regional Transportation Planning Agencies. Not only do they track the bills, but they will also exchange pertinent information that may be crucial towards developing a support/oppose/amend position for each of the agencies. Where legislative positions appear to have a

consensus building within the Valley, the Policy Council should be informed so they may make a unified statement. The intent is to increase the awareness at the State level that the Valley is actively engaged in the process, and deserves being acknowledged as having a unified position. Too often, in looking at a bill analysis, the larger planning agencies will have been consulted and their positions will be posted. The San Joaquin Valley needs to weigh in on the legislative process in order to be more effective. This committee meets on a monthly basis and more often, during busy legislative times.. The VLAC has a Chair and Vice-Chair. The VLAC has developed a set of By-laws for their committee and has developed Legislative Platforms on an annual basis that include the legislative priorities of the Valley COG's and the Regional Policy Council for each calendar year. The Chair of the VLAC provides the COG Directors and the Regional Policy Council with ongoing reports throughout the legislative sessions.

Coordination with the California Partnership for the San Joaquin Valley

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

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

Fresno COG's legislative staff member attends monthly meetings with the Partnership's Legislative Advocacy team to discuss legislation and policies with our state representatives that are important to the San Joaquin Valley and further the goals of the Partnership.

Coordination of the San Joaquin Valley Blueprint Planning Process

In early 2006 the eight Councils of Governments in the San Joaquin Valley came together in an unprecedented effort to develop a coordinated valley vision – the San Joaquin Valley Regional Blueprint. This eight county venture is being conducted in each county, and has recently been integrated to form a preferred vision for future development throughout the Valley to the year 2050. Merced County Association of Governments coordinated the project for the first three years; The Council of Fresno County Governments has assumed the lead agency role for the fourth year and forward.

The eight individual Valley COGs, planning in unison, have completed Phases 1 - 3 that produced community values, vision, goals, objectives and performance measures. In addition, scenario planning resulted in a shared vision for future growth in the Valley based on smart growth planning principles.

4th Year and Beyond:

The eight Valley COGs are committed to work with their member agencies – the 62 cities and eight counties in the Valley – to integrate the Valley Blueprint principles into their general plans. The goal is to achieve the outcomes necessary for an improved quality of life for all who live here.

Federal Transportation Act Reauthorization

Federal transportation acts establish programs and policies, and provide significant transportation funding to the state, regional and local governments and transit agencies. The current six-year federal transportation act, SAFETEA-LU, expired on September 30, 2009, but received a continuing resolution until October 2010. Efforts are underway in Congress, USDOT and national organizations to develop the next act. In the past, state agencies and organizations have worked together to influence reauthorization. Various agencies, interest groups and stakeholders have discussed how to collaborate to best position the state in reauthorization deliberations. The Fresno COG Policy Board has adopted the California Department of Transportation and the California Department of Business, Transportation, and Housing's consensus principles that include statewide principles for the next federal transportation act.

Regional Transportation Plans

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

State Route 99 Coordination

There has been active coordination and consultation with Caltrans (owner/operator of SR 99). Working with the Great Valley Center and Caltrans, a Business Plan and a Master Plan were developed for the SR 99 corridor running through the Valley. It was in major part due to that coordination that the recent Proposition 1B bond included a SR 99 earmark, the only transportation earmark in the bond placed before the voters. Those funds have been awarded to needed projects, but there is an additional \$5 billion plus in projects remaining to be funded. The next objective is to develop the necessary Corridor System Management Plans required by the State.

Fresno COG, along with staff from the other seven Regional Transportation Planning Agencies and Caltrans, have updated the original SR 99 Business Plan Dated 2005. The new Business Plan finalized in 2009 includes an updated list of Valley projects on this important north/south trade corridor, a financial plan on how best to make these projects a reality, and highlights the successes since the original Business Plan. The Business Plan also includes discussion about the economic impacts of designating SR 99 as an Interstate.

High Speed Rail

Throughout the discussions that have taken place over the past couple of decades, the Valley Regional Planning Agencies have occasionally met jointly or in smaller groups with the California High-Speed Rail Authority overseeing the High Speed Rail effort. Although positions have varied to some degree regarding the exact details of High Speed Rail, including alignment and station location, the Regional Transportation Planning Agencies have cooperated extensively on exchanging information and tracking our various positions. The Regional Policy Council, in cooperation with the California Partnership for the San Joaquin Valley, crafted a joint position on the desired routing through the Valley and has presented and continues to present this information to our Legislators and to the High Speed Rail Authority. In addition to its consistent support for the high-speed rail project, the Regional Policy Council has advocated for additional state and federal financial resources for the project.

Intercity Rail

As with High Speed Rail, there is a high degree of involvement and exchange of information between our agencies on the Amtrak services provided throughout the Valley. The Valley's Regional Planning Agencies regularly have staff in attendance at the quarterly meetings of the San Joaquin Valley Rail Committee. More recently, the Kern Council of Governments, the Tulare County Association of Governments and the Council of Fresno County Governments have entered into a Memorandum of Understanding to coordinate and cooperate with one another on the preservation of interregional short-line railroad corridors threatened with abandonment. These corridors are important to the economic development prospects of many Valley communities.

511 Information System

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

In 2009, Caltrans District 6 provided \$300,000 to help build out a 511 system for the San Joaquin Valley. Telephonic access will be provided through the SACOG 511 and the monies provided by Caltrans will be used to develop a website. Participating COGs along with the City of Fresno are creating an oversight committee that will manage the 511 system for the San Joaquin Valley as well as identify and pursue funding opportunities to further develop the 511 system.

Networking

One of the greatest values to our coordinative efforts is the networking between staff at the various Regional Planning Agencies. The Executive Directors have encouraged this networking, recognizing that our enhanced communication poises all of us to have better information on activities going on at the state and federal level. Beyond that staff is able to learn from each other and increase their individual skills, adding value to each of our agencies. In addition, when too many meetings outside of the Valley are scheduled, such coordination (identifying who from the Valley might be in attendance) and subsequent communication allows a better coverage of important topics.

Video Conferencing

The goal of this video teleconferencing project is to provide the Valley Regional Planning Agencies (RPAs) with the technological tools necessary to improve air quality by reducing vehicle trips and vehicle miles traveled (VMT). There are currently between 3 to 6 interagency meetings held every month; the number of these meetings is only expected to increase as the Valley RPAs collaborate on more and more interagency issues. The video teleconferencing project will eliminate the need for most, if not all, of these vehicle trips and reduce thousands of vehicle miles traveled per year. In addition, this project will provide access to the video conferencing equipment to other government, non-profit or other agencies to reduce VMT, as well as provide a forum for distance learning, interviews and professional conferences and seminars. It is estimated that over 100,000 vehicle miles traveled (VMT) have been saved this year through the ongoing use of VTC meeting in lieu of face to face meetings.

As of December 2009, eight cities in the County of Fresno have also adopted videoconferencing platforms to cut down of the number of meeting requiring vehicle travel.

Administrative and Policy Support

Coordination of the activities in OWP Section 820 requires significant efforts by Regional Planning Agency Executive Directors and staff. Recent efforts, such as the Regional Blueprint Process, indicate that this coordination will continue to be an important part of planning in the future. Fresno COG will again be soliciting proposals from qualified consultants who wish to enter into a contract on behalf of the San Joaquin Valley COGs as the San Joaquin COGs Valley-wide Coordinator.

San Joaquin Valley Goods Movement Activities

The San Joaquin Valley region is one of the four major international trade regions in California. The San Joaquin Valley (SJV) Goods Movement Study project has completed three phases of goods movement related studies in the valley. The project will provide for improvements to the 8-county San Joaquin Valley truck model and integration with local models. The first phase of the study described the goods movement system and freight flows for the region and generated a list of key goods movement issues and problems. Phase II of the study developed the San Joaquin Valley Truck model tool. In Phase III, the SJV truck model tested modified scenarios from Phase II and other goods movement scenarios in future years. The completed model product will be used by each of the county Regional Planning Agencies and HQ Modeling and Travel Analysis Branch.

The San Joaquin Valley Regional Planning Agencies recently developed the *2007 San Joaquin Valley Regional Goods Movement Action Plan*. The purpose of the plan is to provide a knowledge base for the understanding of

freight and goods movement issues facing the San Joaquin Valley. The Plan also provides a platform for promoting strategies to improve overall movement of goods in the Valley and identifies goods movement projects to compete for some of the \$2.0 billion Proposition 1B Trade Corridor Improvement Funds.

This year Fresno COG met with a group of freight owners-operators to engage in a discussion about goods movement related issues. As part of Fresno COG's ongoing commitment to public participation and collaboration from community stakeholders, the freight subcommittee will be meeting again as part of our goods movement planning platform.

For the past several years, Fresno COG has served as the Valleywide coordinator for goods movement in the San Joaquin Valley. This year, Tulare County Association of Governments (TCAG) has assumed that role. A series of meeting and an exchange of information, documentation and publications has conducted between TCAG and Fresno COG.

In addition, Fresno COG entered into an MOU with Kern COG and TCAG to work on goods movement issues common to the South-Valley. An origin and destination truck study was conducted last year which was supported by the members of the MOU and a second phase is set to begin soon.

Valley Air Quality Coordination

Valley Air Quality Coordination has been established to ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD). The goal is to attain and subsequently maintain federal and state air quality standards. A new aspect of this particular coordination effort will be the issue of greenhouse gases and the need to comply with AB 32 and SB 375 in the future.

Transportation and air quality planning historically have been undertaken through a continuous, cooperative and comprehensive process. The importance of the "three-C" approach has become even more significant given the broader and more complex framework of transportation and air quality planning in the San Joaquin Valley today.

Coordination among the RTPAs, the SJVUAPCD, and other air quality and transportation agencies is proving to be a very effective process.

This coordinated approach also includes such items as submission of Vehicle Miles Traveled forecasts to the SJVUAPCD to be used in developing emission budgets, updating existing plans, and developing attainment demonstration plans; the joint evaluation of transportation control measures (TCMs); working with local transit agencies and Caltrans to enhance transit services; and to work jointly with the SJVUAPCD on any studies or projects that work to assure that reductions in criteria pollutants are achieved as well as continuing the ongoing public education programs.

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

Transportation conformity is required by the federal Clean Air Act and ensures that federal funding is given to transportation activities that are consistent with air quality goals. The Clean Air Act strengthened conformity requirements for transportation projects, necessitating a more enhanced level of technical analysis of plans,

programs, and projects than had been required in the past. Conformity determinations must be conducted at least every four years, or as formal amendments are made to plans or projects. The federal transportation conformity rule requires interagency consultation on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Consultation is generally conducted through the San Joaquin Valley COG Director's Association-Interagency Consultation Group (IAC). The IAC has been established to provide a coordinated approach to Valley air quality, conformity and transportation modeling issues. Each of the eight Valley Regional Transportation Planning Agencies (RTPAs) and the SJVUAPCD are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are represented on the committee.

Valley Wide Model Improvement Plan

In 2008, the Governor signed SB 732, creating the Strategic Growth Council. The strategic Growth Council is tasked with, among other things, making Proposition 84 funds available for data gathering and model development necessary to comply with SB 375.

In 2009 the San Joaquin Valley MPOs jointly developed a model improvement plan to deal with SB 375.

Subsequently the Valley MPOs applied to the Strategic Growth Council for and received \$2.5 million to help improve the valley models in response to SB 375.

Fresno COG is the lead in the valley model improvement program. COG staff will manage the valley wide contract for improving the models for SB 375.

The San Joaquin Valley Modeling Improvement Plan (MIP) consists of short term and long term tasks.

The Short Term Model Improvement Task consists of:

- updating and improving each of the 8 MPO transportation models to improve their sensitivity to smart growth strategies,
- integration of the 4D elasticity process into each model,
- the improvement of interregional travel estimates

The Short Term Improvement Plan is focused on fulfilling the SB 375 requirements for the first cycle of Regional Transportation Plans to be completed in 2014.

The 8 valley MPOs will also undertake development of a detailed Long-Term Model Improvement Plan.

The Long Term Improvement Plan will inventory each MPO's modeling capabilities and determine the best fit of long term improvements to meet the requirements of SB375 which may include the development of advanced 3 - 4 step models or even activity based models

Finally, depending on funds available the valley will implement the long term plan.

PRODUCTS

1. Regularly scheduled Regional Policy Council and Executive Directors' Committee meetings.
2. Regularly scheduled Valley Legislative Affairs Committee meetings.
3. San Joaquin Valley Legislative Platform and advocacy trips to Sacramento and Washington D.C.

4. Continued participation in the California Partnership for the San Joaquin Valley.
5. SJV Blueprint Coordination
 - Goals, Objectives and Performance Measures based upon Values and Vision
 - Evaluation of alternative “what if” growth scenarios in each county.
 - Values and Vision – gathered from community input
 - a. Selection of preferred county level scenarios for Valleywide analysis.
 - b. Evaluation of four Valleywide alternative scenarios
 - c. Adoption of Smart Growth Principles and Preferred Growth Scenario for Valley
6. Work to develop relevant information and documentation for federal transportation legislation reauthorization.
7. Regional Transportation Plan (RTP) valley-wide chapter.
8. Coordination on policies related to regional transportation needs, including SR 99 and High Speed Rail.
9. Planned development of a valley-wide video teleconference system.
10. Coordination on goods movement activities, including efforts related to Proposition 1B funding.
11. Assist with ongoing air quality efforts in the San Joaquin Valley; development of State Implementation Plans (SIPs), SJVUAPCD rule development process, and Conformity Determinations.
12. Assist the SJVUAPCD in developing new motor vehicle emission budgets for State Implementation Plans (SIPs).
13. Complete the Reasonably Available Control Measure (RACM) Process as needed for State Implementation Plans (SIPs)
14. Coordinate efforts with the SJVUAPCD to ensure a comprehensive and cooperative approach to air quality transportation planning.
15. Participate with the other Valley TPAs in the San Joaquin Valley COG Director’s Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues.
16. Provide comments on proposed air quality plans, rules, regulations and new standards.
17. Continue to monitor, evaluate, and propose how AB 32 and SB 375 requirements for a reduction of Greenhouse Gases can reasonably be moved forward for consideration and implementation

TASKS

- | | |
|--------|--|
| 820.01 | Coordinate Regional Policy Council and Executive Directors’ Committee meetings, including tracking of minutes and other relevant records. |
| 820.02 | Participate in the Valley Legislative Affairs Committee, including tracking of legislation, development of advocacy positions, development of a Valley Legislative Platform, and advocacy trips to Sacramento and Washington D.C.. |
| 820.03 | Participate in meetings of the California Partnership and continued completion of projects that received seed grant funding. |
| 820.04 | Serve as lead agency in coordination of Valleywide Blueprint planning process. |
| 820.05 | Organize and hold a Fall Policy Conference in Fresno with Valley RTPAs and Regional Policy Council. |
| 820.06 | Work to develop a unified position and outreach related to the reauthorization of SAFETEA-LU |
| 820.07 | Develop a valley-wide chapter for the Regional Transportation Plans. |
| 820.08 | Continue to work with Caltrans and other RPAs on issues related to plans, projects, and other needs associated with SR 99. |
| 820.09 | Develop joint positions and participate in meetings related to High Speed Rail and Intercity Rail. |
| 820.10 | Coordinate efforts related to the implementation of a 511 information system in the San Joaquin Valley. |

- 820.11 Pursue development of a videoconference system to reduce trips and vehicle miles traveled related to valley-wide meetings.
- 820.12 Continue to investigate alternative methods of coordination of valley-wide activities.
- 820.13 Coordination and consultation on efforts to address goods movement plans and projects.
- 820.14 Ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District.
- 820.15 Coordinate *Valley Wide Model Improvement Plan* and implementation

820 Valley Coordination Activities																	820		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
820.01 Regional meetings	■					■	15	■	■	■	■	■	■	■	■	■	■	■	■
820.02 Legislative Advisory Comm.	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.03 CA Partnership	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.04 Valley Blueprint	■					■		■	■	■	■	■	■	■	■	■	■	■	■
820.05 Fall Policy Conference	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.06 SAFETEA-LU reauthorization	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.07 RTP Valley-wide chapter	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.08 SR 99	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.09 High Speed/Intercity Rail	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.10 511 Information System	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.11 Videoconference	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.12 Coordination Support	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.13 Goods Movement	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.14 Air Quality Coordination	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.15 Valley Wide Modeling	■					■		■	■	■	■	■	■	■	■	■	■	■	■

820 VALLEY COORDINATION ACTIVITIES

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	27,280	20
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL	60,448	FCEOC		
STIP/PPM		Contracts	113,000	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF	19,832			
OTHER	60,000			
Total	140,280	Total	140,280	0.2

OBJECTIVE

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

DISCUSSION

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

PREVIOUS WORK COMPLETED

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

PRODUCTS

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

TASKS

910.01 Program Management:

- a. Maintain Administrative Manual.
- b. Maintain personnel files.
- c. Meet and confer with staff regarding wages, benefits and working conditions.
- d. Prepare grants and contracts.
- e. Coordinate development and administration of OWP and Budget.
- f. Insure program adherence to applicable Federal and State regulations and directives to include Affirmative Action Plan and DBE objectives.
- g. Monitor program delivery under the OWP.
- h. Coordinate annual audits and response to audits.
- i. Provide legal counsel when necessary.
- j. Hold monthly internal staff meetings.

910.02 Fiscal Management and Reporting.

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

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

910 FRESNO COG ADMINISTRATION

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	72,608	.54
FTA 5316/5317		County	3,500	.04
FTA Section 5307		Fresno	5,000	.05
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	77,308	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF	158,416			
OTHER				
Total	158,416	Total	158,416	0.63

911 Overall Work Program & Budget Development

911

OBJECTIVE

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

DISCUSSION

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

PREVIOUS WORK COMPLETED

1. Adopted 2009/10 Fresno COG Overall Work Program and Budget

PRODUCTS

1. Adopted 2009/10 Fresno COG Overall Work Program and Budget
2. Draft 2010-11 Fresno COG Overall Work Program and Budget

TASKS

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

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

911 OVERALL WORK PROGRAM AND BUDGET

Revenues	\$\$\$\$
FTA MPO 5303	20,050
FTA 5316/5317	
FTA Section 5307	
FTA 5304	
FHWA PL	3,511
STIP/PPM	
STATE SPR	
PARTNER PLANNING	
PARTNER SEED GRANTS	
CAL BLUEPRINT	
PROP 84	
FSP	
SPR	
LTF	20,341
OTHER	
Total	43,902

Expenditures	\$\$\$\$	-py-
Fresno COG	42,402	.32
County	1,500	.02
Fresno		
Clovis		
FCEOC		
Contracts		
Total	43,902	0.34

912 Local Transportation Funds Administration

912

OBJECTIVE

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

DISCUSSION

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

PRODUCTS

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

TASKS

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

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

912 LOCAL TRANSPORTATION FUNDS ADMINISTRATION

Revenues	\$\$\$	Expenditures	\$\$\$	-py-
FTA MPO 5303		Fresno COG	91,001	.68
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	57,000	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF	148,001			
OTHER				
Total	148,001	Total	148,001	0.68

Work Element 912

**Supplemental Schedule
Transportation Development Act Funds
FY 2010/11**

COG Administration	91,001
County Counsel	21,000
Auditor/Controller	8,000
Financial Audit	28,000
	148,001

**Supplemental Schedule
Transportation Development Act Funds
FY 2009/10**

COG Administration	80,000
County Counsel	19,000
Auditor/Controller	8,000
Financial Audit	28,000
	135,000

OBJECTIVE

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

DISCUSSION

The FCRTA was formed, thirty-one (31) years ago in 1979 as a Joint Powers Agency, responsible for rural transit operations. Its membership is composed of Fresno County and thirteen rural incorporated cities. By the mutual agreement of its members, the FCRTA is administered by its designated General Manager. An annual fiscal year contract providing for such administrative, fiscal and support services has been, and may continue to be, executed between FCRTA and Fresno COG.

PRODUCTS

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

TASKS

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

Fresno County Rural Transit Agency Administration																	920		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
920.01 Participate in planning process						■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.02 Monitor rural transit systems						■	10	■	■	■	■	■	■	■	■	■	■	■	■
920.03 Participate in CTSA process						■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.04 Update RTP and SRTP						■	5	■	■	■						■	■	■	■
920.05 Prepare & administer grants						■	5		■	■						■	■	■	■
920.06 Prepare annual budget						■	10								■	■	■	■	■
920.07 Negotiate service contracts						■	5										■	■	■
920.08 Broker fleet transit services						■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.09 Maintain DBE Files						■	2	■	■	■	■	■	■	■	■	■	■	■	■
920.10 Acquire fiscal assets						■	8	■	■	■	■	■	■	■	■	■	■	■	■
920.11 Coordinate w/ rideshare						■	2	■	■	■	■	■	■	■	■	■	■	■	■
920.12 Air quality response						■	3	■	■	■									
920.13 ADA, drug & alcohol response						■	3	■	■	■	■	■	■	■	■	■	■	■	■
920.14 Maintain finance records	■						15			■	■	■	■	■	■	■	■	■	■
920.15 Issue warrants	■						2	■	■	■	■	■	■	■	■	■	■	■	■
920.16 Comply with TDA audit	■					■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.17 Attend required meetings	■					■	10	■	■	■	■	■	■	■	■	■	■	■	■

920 FCRTA ADMINISTRATION

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	287,637	2.15
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts		
STATE SPR				
PARTNER PLANNING				
EPA				
CAL BLUEPRINT				
PROP 84				
FSP				
SPR				
LTF				
OTHER	287,637			
Total	287,637	Total	287,637	2.15

Work Element 920

Supplemental Schedule Fresno County Rural Transit Agency FY 2010/11

Salaries	192,486
Benefits	78,681
COG Administration	16,470
	287,637

Supplemental Schedule Fresno County Rural Transit Agency FY 2009/10

Salaries	192,486
Benefits	73,692
COG Administration	23,122
	289,300

930 Fresno County Transportation Authority Administration

930

OBJECTIVE

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

DISCUSSION

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

TASKS

1. Provide personnel services to the Authority.

Revenues	\$\$\$	Expenditures	\$\$\$	-py-
FTA MPO 5303		Fresno COG	2,600	.02
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				
PROP 84				
FSP				
SPR				
LTF				
OTHER	2,600			
Total	2,600	Total	2,600	0.02

OBJECTIVE

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

DISCUSSION

The Fresno County Freeway Service Patrol (FSP) provides free assistance, including changing flat tires, refilling radiators, taping leaking hoses, providing one gallon of fuel, and removing stalled vehicles from the freeway, to morning and evening peak-hour commuters. The program currently operates along approximately 21.4 miles of SR 41, SR-99, SR-168 and SR-180 in the City of Fresno. Program operation began on September 1, 1993 with the seventeenth year of operation ending on June 30, 2010. The eighteenth year of program operation is from July 1, 2010 to June 30, 2011.

Beginning with the sixth year of the FSP program, the Fresno COG has been responsible for administering the tow contract for the Fresno area FSP. The current three-year contract expires June 30, 2011.

Beginning with the seventh year, the FSP Program was expanded to include additional segments of the metropolitan freeway system, including SR-99 between Ashlan and Jensen Avenues and SR 180 between SR-99 and SR-41. The FSP Program was further expanded during Fiscal Year 2002-2003 to include SR-180 between SR-41 and SR-168 and SR-168 between SR-180 and Ashlan Avenue. However, in order to improve its benefit/cost ratio, the geographic extent of Fresno's FSP Program has been reduced and the hours of operation have been adjusted slightly beginning in Fiscal Year 2005-06. From Monday through Friday, except for holidays, the three FSP beats operate from 7:00 to 9:00 a.m. and from 3:30 to 6:00 p.m.

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

PREVIOUS WORK COMPLETED

1. Joint development of the Fresno County Freeway Service Patrol Memorandum of Understanding among Caltrans, Fresno COG and the California Highway Patrol, and subsequent amendment to the MOU shifting responsibility for tow contract development and administration from Caltrans to the Fresno COG.
2. Joint development of the Fresno County Freeway Service Patrol Cooperative Agreement between Caltrans and the Fresno COG and subsequent annual amendments to the Agreement through Fiscal Year 1997-98.
3. Joint development of Program Supplement Agreements and Fund Transfer Agreements between Caltrans and the Fresno COG for the Fiscal Year 1998-99 through Fiscal Year 2009-10 Freeway Service Patrol.
4. An application to the SJVUAPCD, through its REMOVE program, for a \$12,900 grant to fund 50 percent of the required local match for fiscal year 1995-96 FSP program operation.
5. Continuous operation of the Freeway Service Patrol since September 1, 1993.
6. Comprehensive evaluations and subsequent Policy Board approvals of FSP Program expansion and contraction beginning in Fiscal Year 1999-00 for the first expansion, in Fiscal Year 2002-03 for the second expansion, and in Fiscal Year 2005-06 for the contraction.

7. Preparation, submittal and approval of applications for federal transportation funds for the additional local match required for the earlier expanded FSP Program.
8. Development and advertisement of a Request for Proposals for towing services for the FSP Program and subsequent award of an FSP contract for the fiscal year periods 1999-00 through 2001-02, 2002-03 through 2004-05, 2005-06 through 2007-08, and 2008-09 through 2010-11.

PRODUCTS

1. Administration of the FSP tow contract and operation of the Program during Fiscal Year 2009-10.
2. Report, prepared with Caltrans and the CHP, evaluating the performance, effectiveness and potential expansion or contraction of the FSP.

TASKS

- 940.01 Coordinate with Caltrans the preparation and execution of a Fund Transfer Agreement for the Freeway Service Patrol for Fiscal Year 2010-11.
- 940.02 Participate with Caltrans and the CHP in monitoring, evaluating, and promoting the FSP.
- 940.03 Administer the FSP tow contract for Fiscal Year 2010-11.
- 940.04 Develop and approve a contract(s) between Fresno COG and a towing provider(s) for FSP service for Fiscal Years 2011-12 through 2013-14, including preparation and circulation of a Request for Proposals and outreach to towing companies in order to stimulate submittal of Proposals in response to the RFP.
- 940.05 Monitor and participate as a member of the Statewide Motorist Aid Committee (formerly the FSP Statewide Oversight Committee) and appropriate subcommittees.

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

940 FREEWAY SERVICE PATROL

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	7,200	.05
FTA 5316/5317		County		
FTA Section 5307		Fresno		
FTA 5304		Clovis		
FHWA PL		FCEOC		
STIP/PPM		Contracts	293,600	
STATE SPR				
PARTNER PLANNING				
PARTNER SEED GRANTS				
CAL BLUEPRINT				
PROP 84				
FSP	242,080			
SPR				
LTF	58,720			
OTHER				
Total	300,800	Total	300,800	0.05

OBJECTIVE

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

DISCUSSION

Fiscal Year 20010-11 marks the seventh year operation of the Abandoned Vehicle Abatement Program in Fresno County. The Council of Fresno County Governments has been designated the local Abandoned Vehicle Abatement Service Authority to administer the AVA Program and Plan. The program is funded by an assessment of a \$1 additional vehicle registration fee to be used exclusively for the purpose of abandoned vehicle abatement within Fresno County.

PREVIOUS WORK COMPLETED

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

PRODUCTS

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

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

TASKS

950.01 Administer AVA Program.

950.02 Prepare agenda materials and conduct meetings of the AVA Working Group and the Fresno County AVA Service Authority.

950.03 Review AVA quarterly reports and claims and disburse funds to claimants.

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

950 ABANDONED VEHICLE ABATEMENT PROGRAM

Revenues	\$\$\$\$	Expenditures	\$\$\$\$	-py-
FTA MPO 5303		Fresno COG	13,502	.10
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				
PROP 84				
FSP				
SPR				
LTF				
OTHER	13,502			
Total	13,502	Total	13,502	0.1

- c. Amendment to these By-Laws shall require the approval of a majority of the governing bodies of the Joint Powers Agreement representing no less than 40% of the total population of the member agencies.

(By-Law Amendment accompanying JPA Amendment No. 5)

**Typographical error contained in original document.*

JPA Amendment No. 3, dated March 25, 1976, replaced the JPA in its entirety, with accompanying full-replacement of By-Laws

JPA Amendment No. 4, dated June 25, 1985, no formal amendment to By-Laws

JPA Amendment No. 5, dated April 27, 1989, with formal amendment to By-Laws

Appendices

**Appendix A - FHWA Metropolitan Planning Process
Certification**

A



APPENDIX A

FHWA Metropolitan Transportation Planning Process Certification

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

FHWA Metropolitan Transportation Planning Process Certification

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

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MPO Authorizing Signature

Executive Director

Title

5/11/10

Date



Caltrans District Approval Signature

Planning Deputy

Title

5-11-2010

Date





APPENDIX B

FTA Certifications and Assurances

**FEDERAL FISCAL YEAR 2010 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT
ADMINISTRATION ASSISTANCE PROGRAMS**

Name of Applicant: **Council of Fresno County Governments**

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

OR

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

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

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

FEDERAL FISCAL YEAR 2010 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Council of Fresno County Governments

Name and Relationship of Authorized Representative: Tony Boren, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and directives applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2010.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2010.

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

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

Signature Tony Boren

Date: 5/11/10

Name Tony Boren, Executive Director

Tony Boren, Executive Director
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For: Council of Fresno County Governments

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

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

Signature

Janelle E. Kelley

Date:

May 10, 2010

Name

Janelle E. Kelley

Attorney for Applicant

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

Appendix C - Caltrans Debarment and Suspension Certification

C



APPENDIX C

California Department of Transportation

Debarment and Suspension Certification for Fiscal Year 2010/2011

As required by U.S. DOT regulations on governmentwide Debarment and Suspension (Nonprocurement), 49 CFR 29.100:

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

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION**

FISCAL YEAR 2010/2011

SIGNATURE PAGE

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

Signature Tony Boren Date 5-10-2010

Printed Name: Tony Boren, Executive Director

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

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

AFFIRMATION OF APPLICANT'S ATTORNEY

For: Council of Fresno County Governments

Signature Janelle Kelley Date May 10, 2010

Printed Name: Janelle Kelley

Applicant's Attorney

Appendix D - Planning Funds - Eligible Uses

D



APPENDIX D

Planning Funds – Eligible Uses

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

Regional planning studies and activities:

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

- Develop life cycle cost analyses for all proposed transportation projects and services, and for transportation rehabilitation, operational and maintenance activities.

Regional planning consensus efforts:

- Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure.
 - Conduct collaborative public participation efforts to further extend transportation planning to communities previously not engaged in discussion.
 - Create, strengthen and use partnerships to facilitate and conduct regional planning activities among California Department of Transportation (Department), MPOs, RTPAs, Native American Tribal Governments, transit districts, cities, counties, the private sector and other stakeholders.
 - Develop partnerships with local agencies responsible for land use decisions to facilitate coordination of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management.
 - Utilize techniques that assist in community-based development of innovative transportation and land use alternatives to improve community livability, long-term economic stability and sustainable development.
 - Work with appropriate agencies and developers to reach agreement on proper mitigation measures, and strategies to finance, implement and monitor these mitigation measures; after mitigation measures are implemented and determined to be effective, report status to project sponsors.
 - Use partners to identify policies, strategies, programs and actions that enhance the movement of people, goods, services and information.
 - Ensure that projects developed at the regional level are compatible with statewide and interregional transportation needs.
 - Review the regional project screening process, ranking process, and programming guidelines ensuring comprehensive cost/benefit analysis of all project types are considered.
 - Develop and implement joint work programs with transportation and air quality agencies, including transit operators, to enhance coordination efforts, partnerships, and consultation processes; eliminate or reduce redundancies, inefficient or ineffective resource use and overlapping review and approvals.
 - Identify and address issues relating to international border crossings, and access to seaports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, military installations; and military base closures.
 - Conduct planning and project activities (including corridor studies, and other transportation planning studies) to identify and develop candidate projects for the FY 2008/2009 Federal Transportation Improvement Program (FTIP).
 - Preserve existing transportation facilities, planning ways to meet transportation needs by using existing transportation facilities more efficiently, with owners and operators of
-

transportation facilities/systems working together to develop operational objectives and plans which maximize utilization of existing facilities.

- Involve federal and state permit and approval agencies early and continuously in the regional transportation planning process to identify and examine issues to develop necessary consensus and agreement; collaborate with Army Corps of Engineers, National Fish and Wildlife Service, Environmental Protection Agency and other federal agencies responsible for permits and National Environmental Protection Act (NEPA) approvals and with state resources agencies for compliance with California Environmental Quality Act (CEQA).
- Document environmental and cultural resources, and develop and improve coordination between agencies using Geographic Information Services (GIS) and other computer-based tools.

Regional planning documents, consistent with federal and state requirements:

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

Transportation planning funds cannot be used for project implementation, such as rideshare activities or transit administration.

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

E

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

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

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

GOVERNANCE

Statute

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

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

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

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

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

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

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

Transportation Planning and Programming:

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

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

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

Regulations

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

Part 450, Planning Assistance and Standards:

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

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

Subpart B, § 450.210, Coordination,

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

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

Subpart B, § 450.214, Statewide transportation plan,

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

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

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

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

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

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

(f): The TIP shall include:

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

Guidelines

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

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

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

TRIBAL GOVERNMENT CONSULTATION vs. NATIVE AMERICAN PUBLIC PARTICIPATION

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

Consultation with Tribal Governments

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

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

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

CFR 23, Subpart B § 450.208(b): "The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation problems, land use, employment, economic development, environmental and housing and community development objectives . . ."

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

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

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

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

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

Public Participation

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

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

RESOLUTION TO BE EXECUTED MAY 27, 2010
BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2010-04

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

RESOLUTION ADOPTING
THE OVERALL WORK
PROGRAM AND LINE ITEM
BUDGET FOR FISCAL YEAR
2010-11

WHEREAS, the Council of Fresno County Governments (Fresno COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to the joint regulations - Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

WHEREAS, the Fresno COG is the State designated Areawide Clearinghouse to coordinate the evaluation and review of Federal and Federally assisted programs and projects as required by the Presidential Executive Order 12372; and

WHEREAS, the Fresno COG is required by Federal and State funding agencies to prepare and submit an Overall Work Program pursuant to the Department of Transportation, Intermodal Planning Group Region IX Guidelines for Metropolitan Planning Organizations; and

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

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

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

WHEREAS, the Overall Work Program is considered to be a guide for work activity and may be considered for amendment by the Fresno COG Policy Board during the 2010-11 fiscal year; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG adopts the 2010-11 Overall Work Program and Line Item Budget for 2010-11 including statements of commitment to satisfy all Federal and State requirements for grant approval.

BE IT FURTHER RESOLVED that the Fresno COG Executive Director and/or Policy Board Chairman are authorized to execute and submit certifications, applications for funding to State and Federal agencies identified as proposed sources of funding by the 2010-11 Overall Work Program; and execute and submit agreements with participating member agencies and auditors; and

BE IT FURTHER RESOLVED, that the Fresno COG will continue to work with State and Federal funding agencies in addition to member agencies on any adjustments to the Overall Work Program and Line Item Budget which may occur subsequent to July 1, 2010.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 27th day of May, 2010.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 27th day of May, 2010.

Signed: _____
Tony Boren, Executive Director

Appendix L – Intermodal Planning Group Comments

L

COUNCIL OF FRESNO COUNTY GOVERNMENTS
Intermodal Planning Group Meeting –Response to Comments

FTA Comments

General Comments:

Thank you for the timely submission of the 2010-2011 Overall Work Program on February 16. It is thorough and covers the key points. I have only a few questions and comments on the OWP, most of which involve SAFETELU's new grant programs and planning requirements.

Section Specific Comments

1. Certification Review update on the status/implementation of the transit MOU with Clovis.
[Beshears]

Fresno COG Response: Transit MOU with Clovis has been accomplished.

2. DOT priorities are: Safety, Livable Communities, State of Good Repair, Economic Competitiveness, and Environmental Sustainability. How will proposed planning activities align with these objectives? [Boren/Steck]

Fresno COG Response: Many of our work elements address safety and the state of good repair of our transportation system, which in turn have a huge impact on our economic competitiveness. Other elements such as the SJV Blueprint planning process are directly related to livability, quality of life and sustainable communities. In this context, the themes of Economy, Environment and Equity are prevalent.

3. Performance Management, p. xxix, what performance measure is being developed, if known.
[Bitner]

Fresno COG Response: We will be revising scoring criteria for evaluating projects in our future RTP to address performance measures related to several variables. We have also developed performance measures for EJ plan.

4. WE 121/122: Among the listed tasks, what is the contractor expected to complete? [Sobrado]

Fresno COG Response: Fresno COG charges \$25,368 to each work element for a total of \$50,736 to administer the JARC / NF Grant program. The balance of the funds goes to program applicants (transit operators) for capital and operating expenses to provide service.

5. WE 152: Who is doing the environmental document for the HSR? Last year, FHWA PL funds were used for this element, but this year, FTA 5303 funds. Is that correct? Why the change? [Thompson]

Fresno COG Response: The consulting firm URS is preparing the environmental document for the HSR segment from Fresno south to Palmdale. The consulting firm AECOM is preparing the environmental document for the HSR segment from Fresno north to Merced and west to San Jose. It is correct that FHWA PL funds were used last year for this element and that FTA 5303 funds will be used this year.

6. WE 116: P. 20 shows the funding source as FHWA PL, but the table “Other Project Detail” in the appendix shows the funding as FTA 5303. [Beshears]

Fresno COG Response: Thanks ... Typo on page 20. Dollars should be on 5303 line.

7. Would you be able to update us on new developments for the FAX BRT project? [Downs]

Fresno COG Response: Yes, COG/FAX staff will be at the meeting to provide an update.

FHWA Comments

General Comments

Fresno COG has continued to improve on the overall quality and comprehensiveness of the OWP document. The regional process, participants and explanation of regional transportation planning issues and challenges are presented in thoughtful and concise matters. We wish to commend the Fresno FOG on including Livable Communities in the section Regional Transportation Planning Issues.

The financial summary tables at the back of the document also continue to show improvements in giving clearer explanation of how transportation planning funds are divided between the various work tasks. Fresno COG has improved the task description tables in each work item section.

A secondary improvement that could be implemented to the tables would adding a “Year to Date” column in front of each work task showing how much was completed in the previous year. Obviously, for ongoing work tasks that are the same every year, this figure would usually be 100% unless there is work for a given item that is being carried into the new OWP year. [Beshears]

Fresno COG Response: Comment noted. We can discuss in more detail at the meeting.

Section Specific Comments

Page xxxi: The title of the table is somewhat confusing as it follows the previous discussion on pages xxix and xxx about the California Planning Emphasis Areas (PEA). These are not shown on this table. We recommend either changing the title of the table or developing a second table that shows how the work program tasks relate to the PEAs. [Steck]

Fresno COG Response: Comment noted. We will edit in final document.

110 Regional Streets and Highway Planning: Many of the individual tasks under this work item could contain some analysis of livable community principles. Please consider adding a notion about livable communities in the Discussion Section of this work task. [Garza]

Fresno COG Response: Comment noted. We will add to the discussion in final document.

111 Regional Transportation Modeling: In subtask 111.11. has there been a consideration – aside from the Valley Wide Blue Print modeling effort in 111.08 – develop unitary Valley Wide tools for analyzing greenhouse gases? [Bitner]

Fresno COG Response: Yes, the San Joaquin Valley MPOs have created a “Senior Staff SB 375 Committee” tasked to deal with developing the methods and tools for analyzing GHGs. In addition we are working with the ARB in creating a “Developmental valley wide model” for analyzing GHGs. Furthermore, the Valley has received \$2.5 million dollars from the Strategic Growth Council for model development and database enhancement for dealing with SB 375. The valley MPOs have developed a Short Term and Long Term model improvement plan and have issued our first RFP for modeling enhancements. Fresno COG is the lead in the valley Model Improvement Planning process.

113 West Area Transportation Circulation and Planning Study: Given the close link between land use and transportation planning, and the need to integrate land use and transportation planning more closely. Particularly in regards to livable communities and sustainability. This work element seems to be weighted heavily in favor of traffic engineering rather than integrated land use/transportation planning solutions. [TWebster]

Fresno COG Response: The West Area Transportation Circulation and Planning Study (WATPCS) does have an engineering component designed to look at roadway and intersection standards and make recommendations for the area. This area is impacted from a design perspective due to its mix of development standards. They stem from the fact that the area is a mix of City of Fresno and unincorporated County of Fresno pockets.

In the study, planning for future higher density and transit oriented development (TOD) is a key component. Quarter-mile rights-of-way preservation for infill development and more walkable neighborhoods; boundary-design collector streets framing and containing growth to the study area; roundabouts; bike and transit activity corridors; and a dedicated “farm-to-market” corridor for west side agricultural product deliveries, are all a part of the study.

116 National Park Transit Study: This study also presents an excellent opportunity for Fresno COG to actively take credit for interagency consultation and coordination activities as part of this work program item. [Downs]

Fresno COG Response: Fresno COG has coordinated the RFP development and review as well as consultant selection with Madera County, Merced County and the National Parks Conservation Agency. National Parks staff will be encouraged to participate as well. At this time the Fresno COG has received comments from Madera County residents who appose any new transit services to the national parks.

120 Regional Public Transportation Planning – FCMA: Fresno COG may also want to include a short description of how livability and sustainability, the work form Blueprint, etc. may be integrated into this work program item and subsequent products and activities. [Downs]

Fresno COG Response:: COG/FAX staff members are active participants in other relevant planning activities including the Blueprint, Public Transit Infrastructure Study, and the SB 375 Steering Committee. This ensures a high-level of coordination in regional sustainability and livability planning. Other coordinating activities include active participation in the City of Fresno Fulton Corridor Specific Plan and the Downtown Neighborhoods Community planning effort, and City of Fresno General Plan update.

151 Bicycle and Pedestrian Planning: FHWA commends Fresno COG for including consideration of non-motorized transportation in its planning process and also committing its own funds to this work program item. [Thompson]

Fresno COG Response: Comment noted. Non-motorized transportation is receiving increasing attention in the planning process largely due to the dedicated funding available for bikeways, trails and pedestrian improvements from Measure "C" (Fresno County's sales tax program for transportation improvements) and increased interest from several of our member agencies and interested citizens and organizations.

170 Regional Transportation Plan: Will there be a discrete activity or work effort to improve the Methodology and/or the documentation for determining the operation and maintenance costs necessary to maintain the entire transportation system in an acceptable state of repair? [Thompson]

Fresno COG Response: A discrete activity or work effort is not identified in this Work Element, but operation and maintenance costs (O & M) associated with Fresno County's current transportation system are a concern to the Fresno COG, as reflected in several of the OWP Elements. For example, our Measure "C" program directs a greater percentage of resources to transit and system preservation than did the earlier measure. Our Congestion Management Program similarly reflects a shift in emphasis from system expansion to system operation and efficiency. The inclusion of a "Complete Streets" policy in the 2011 Regional Transportation Plan, as recommended by the Fresno

COG Bikeways/Trails Working Group, is supportive of a more multi-modal transportation system and O & M of the entire transportation system.

172 Congestion Management Process: The table showing the percent of work complete for individual CMP work tasks only adds to 70% of the total effort. Where is the other 30% of effort to be directed? [Cai]

Fresno COG Response: Typo. We will edit in final version.

We also commend Fresno COG on including the following well-thought out documentation of the following work program items:

220 Transportation Program Development
310 Intergovernmental Coordination
311 Public Information and Participation
313 Environmental Justice Activities
410 San Joaquin Valley Regional Blueprint Planning
413 Fresno County SB 375 Implementation
813 San Joaquin Valley Model Improvements for SB 375

820 Valley Coordination Activities: Please be prepared to discuss at the Annual Meeting why Federal funds are being used to fund activities of a legislative nature as identified in this work item. Federal funds may not be used for lobbying or coordination activities in any form which lead to lobbying. As it reads now, much of this item is potentially eligible for Federal transportation planning funds. [Steck/Fawcett]

Fresno COG Response: Reference to lobbying activities in this element was in error and will be deleted. All advocacy efforts should be in WE 360. Advocacy activities are not paid out of Federal funding sources.

DISTRICT 06 – Planning

Work Element 113-Regional Transportation Planning Studies: The District is pleased that Fresno COG, the City of Fresno and the County of Fresno is conducting the West Area Transportation Study. Given that the study area encompasses State Route (SR) 99, SR 180 and several interchanges along SR 99, Caltrans District Planning staff should be included as a partner and resource for this study. Caltrans can provide invaluable information relating to SR 99 and SR 180. One such document is the Fresno/Madera Urban Route 99 Corridor System Management Plan (CSMP), which was a requirement for the Proposition 1B bond funds allocated to the 6-Lane Widening Projects along SR 99. More importantly, the CSMP identifies recommended management strategies for this portion of the SR 99 corridor which encompasses the highway, major local parallel arterials, local road intersections, ramps and ramp meters, signal controls, transit, rail, bikes and pedestrians. The CSMP provides one unified

concept for managing, operating, improving and preserving the corridor across all modes and jurisdictions for the highest productivity, reliability, accessibility, safety and preservation outcomes. The document includes improvement plans for 10 years, 20 years and beyond 20 years with operational and capacity-increasing improvement projects along SR 99. [TWebster]

Fresno COG Response: Thank you for your comments. Caltrans continues to be an invaluable partner and resource to Fresno COG. Due to a comprehensive, transportation model update which came after the initial work on the West Area Study had begun; the initial analysis of the area is still underway. An initial report is expected shortly (mid-April) and Fresno COG will reach out to Caltrans to be included in this study.

Fresno COG is constantly seeking ways to include work already underway in order to maximize co-benefits and reduce duplication of work in all of our planning endeavors. The above mentioned CSMP will be reviewed and integrated into the study where applicable.

Work Element 117-Golden State Corridor Study: The District appreciates that Fresno COG included Caltrans in the consultant selection team for the Golden State Corridor Study. This corridor parallels SR 99 in Fresno County. We would like to continue our participation in this economic development infrastructure improvements study, which may impact travel on SR 99. [Dawson]

Fresno COG Response: Thank you for your comment. Fresno COG along with Project Lead Contractor: Quad Knopf will continue to include Caltrans as the project moves forward. Fresno COG thanks Caltrans for your important participation, comments, and input on the Golden State Corridor Economic Development and Infrastructure Project.

Work Element 123-Public Transportation Infrastructure Study: The District commends Fresno COG for their work on the Public Transportation Infrastructure Study (Phase II) to identify and evaluate viable alternative mass transportation options for Fresno County and to establish a long-range plan for connectivity within the region. Caltrans is interested in the transit routes, existing and future, that may impact our State facilities, particularly along SR 99, 41, 168 and 180. Caltrans has a Complete Streets Policy to look at multi-modal opportunities along State facilities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. [JDowns]

Fresno COG Response: It is also important to note that this planning effort is being undertaken at a time when there are numerous other efforts either underway or soon to be underway which will be very valuable in informing each other. One of the significant challenges and opportunities continues to be coordinating all of the great planning activities to insure clear and comprehensive plans. It is vital that CalTrans continue to play an active role in the PTIS and other planning activities that could have significant impacts on state facilities. It is also important to recognize the impacts that state facilities have on our ability to encourage multi-modal transportation decisions.

Work Element 313-Environmental Justice Activities: The number (#12898) of the 1994 Presidential Executive Order should be noted in the first sentence of the Discussion section. [Sobrado]

Fresno COG Response: Comment noted with the change made. Thank you for bringing this to our attention.

Work Element 412-Mid Valley Multi-Modal Partnership: The District is concerned that the planning activities for Mid-Valley Multi-Modal Partnership grant, which was awarded from the FY 2008-09 grant cycle, have yet to commence. The funding for this grant expires in February 2011; therefore the planning activities should be completed by the end of this calendar year. We appreciate that Fresno COG and City of Fresno are starting to work with us regarding the scoping issues of the grant. District Planning staff would like to offer our continued assistance to insure that the grant funds are expended appropriately and in a timely manner. This section should also note the Partnership Planning Grant of \$276,000 financing the FMKT Counties Multi-Modal System Partnership Project.

Appendix E-Tribal Governments Requirements for Transportation Planning and Programming: The requirements are noted in this section, but there are no specific work elements that indicate exactly how these requirements will be addressed. Comments from the Headquarters Native American Liaison Branch included recommendations as how to address tribal consultation within specific work elements. [TWebster]

Fresno COG Response: Fresno COG has reached out to Caltrans District 6 on this study. Together with the City of Fresno, and in consultation with District 6, Fresno COG is working on an application amendment and scope change for the study. While the focus will remain on intermodal, interregional corridors, the focus of the study will be on demand management, through a sustainable land use/smart mobility framework, on State Route 99. Caltrans Headquarters was recently apprised that a scope change is forthcoming.

Work Element 124-Transit Professional Development Grant: This work element was listed in Fresno COG's 2009-10 OWP and is not listed in the current 2010-11 OWP Draft. This grant is titled, "The Central Valley Transit Professional Development" and is funded with a FTA Section 5304 Transit Professional Development Grant. Caltrans had been notified that this project will be completed June 30, 2010 and, therefore, was not added to the current 2010-11 OWP Draft. Caltrans recommends if this project extends into the next fiscal year, then it should be added and discussed within a Transit Work Element.

The District would like to commend Fresno COG on its success in receiving a variety of transportation planning grants to benefit the Fresno County region, neighboring regions and the San Joaquin Valley. These grants require transportation and transportation-related planning activities. Some of these grants require land use and transportation planning coordination. For the 2010/11 grant cycle, the federal Partnership Planning and Transit Planning grant applications have a due date of March 1, 2010 to the District Planning Office. The state Environmental Justice and Community-Based Transportation Planning grants are due on April 1, 2010. [Sobrado]

Fresno COG Response: Fresno COG is working on this project with the City of Fresno. The City of Fresno has assured us that the project is on track to be completed by June 30, 2010.

Office of Regional & Interagency Planning, Regional Outreach Branch
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The Office of Regional and Interagency Planning, Regional Outreach Branch has reviewed the Council of Fresno County Governments (Fresno COG) Draft 2010/2011 Overall Work Program (OWP). We offer the following comments:

Fresno COG is commended on:

- A well organized and well written OWP.
- Including SAFETEA-LU in the planning process and work elements.
- Incorporating Planning Emphasis Areas in the planning process and work elements.
- Regional coordination with regional partners, local government, transit operators, etc.
- Work elements incorporating blueprint planning, SB 375 implementation, and farmland conservation.

The OWP includes multiple work elements (113, 116, 123) that report consultant costs only with no staff costs to manage these consultants. Please explain how Fresno COG will manage these consultants? [Beshears]

Fresno COG Response: Administration of WE 113, 116, & 123. Grants that have a substantive amount of staff input or participation will have a component for COG administration that is charged against the grant funding source. However if the oversight is minimal, it is covered in another work element. The planner overseeing WE 133 West Area Circulation Study would charge his time to WE 110 0- Regional Streets and Roads, whereas the planners overseeing WE 116-Yosemite Transit Feasibility Study and WE 123 PTIS would charge his time to WE 120 Regional Public Transit.

Please ensure that Measure C expenditures are accurately reported in all activities/tasks.
[Beshears/Garza/Lauchner]

Fresno COG Response: Measure "C" expenditures are properly accounted for and budgeted in the Other Local Funds category.

Please note that FTA Section 5313(b) is now identified as FTA section 5304.

Fresno COG Response: We haven't received 5304 funds for some time, however we have gone through and changed any references from 5313(b). However if there is a reference we overlooked please advise the page number.

Work Element 130-Regional Public Transportation Planning-Rural: Products: Products such as, Meeting Agenda packages and Executive Minutes are indirect in nature. Please ensure that all indirect costs are included in Fresno COG's ICAP and are consistent with OMB A-87. [Beshears]

Fresno COG Response: See comments under WE 170

Work Element 152-High Speed Rail Planning: Products such as meeting agenda packages, minutes, memoranda, letters are indirect in nature. Please ensure that all indirect costs are included in Fresno COG's ICAP and are consistent with OMB A-87. [Beshears]

Fresno COG Response: See comments under WE170

Work Element 170-Regional Transportation Plan: Products such as meeting agenda packages, minutes, memoranda, letters are indirect in nature. Please provide the funds that are being used to administer this work element. Please also ensure that all indirect costs are included in Fresno COG's ICAP and are consistent with OMB A-87. [Beshears]

Fresno COG Response: Regarding the Indirect Overhead comments in WE 130, 152, 170, 311, 312, and 910, please note that we expend considerable effort each year providing a detailed Indirect Cost Proposal in accordance with A87 which is submitted to and approved by Caltrans Audits and Investigations. The treatment of indirect cost is a complex subject and many costs may be treated as either Direct or Indirect as long as they are consistently treated that way. Normally our proposed indirect cost submission would be included in the draft OWP, however due to other pressing priorities, it couldn't be included in the initial draft, however expense items that will be included in the indirect cost pool are clearly identified in an Indirect Overhead expense budget category. Items that are charged as a direct cost specifically to work elements are itemized on the other project detail spreadsheet. Indirect costs do not appear in any one particular work element. By their very nature they are spread through out all work elements as a percentage of direct labor charged to that work element in accordance with A87 and federal policy.

Work Element 310-Intergovernmental Coordination:

Task 310.08: Maintain communications with federal and state legislative representatives on matters of importance to Fresno COG. This task is a lobbying activity and is not eligible for federal reimbursement. This task should be eliminated, noted as funded with non-federal funds, or moved to an element without federal funding. [Steck]

Task 310.14: Measure C Reauthorization Effort: Staffing this activity should be paid for by local funding only. Please include Measure C funding in this work element. [Beshears]

Fresno COG Response: In order to be transparent with our lobbying efforts all lobbying activities were transferred to WE 360 - One Voice Advocacy and funded with non federal funds and donations. If we overlooked removing a reference in WE 310 that makes it appear that lobbying is occurring in this work we will remove that language. Communications with federal and state officials per 310.08 will be

deleted. The reference to Measure C Reauthorization will be removed as that activity is funded in WE 210.

Work Element 311-Public Information and Participation: Products such as, “News Releases, Fresno COG Brochure, Regional Directory, News Conferences, etc.” are indirect in nature. Please ensure that all indirect costs are included in Fresno COG’s ICAP and are consistent with OMB A-87. [Beshears]

Task 311.15: Citizen Oversight Committee: This activity is ineligible for federal funds. Please ensure that these activities are not using federal funds.

Fresno COG Response: See comments under WE170

Work Element 312- COGView Internet Home Page: This element is indirect in nature. Please ensure all indirect costs are included in Fresno COG’s ICAP and are consistent with OMB A-87. [Beshears]

Fresno COG Response: See comments under WE170

Work Element 910-Fresno COG Administration: Fresno COG has an indirect cost rate that is used for COG administration. This element only shows Local Transportation Funds (LTF) funds. [Beshears]

Fresno COG Response: Eligible administrative indirect costs are spread over all work elements per A87. This work element covers non federal direct costs.

Appendix I, Annual Expenses- Under proposed Annualized Budget for FY 09-10 is listed twice. [Beshears]

Fresno COG Response: Proposed Annualized Budget for 09-10 is a typo that will be corrected. It should say 2010/11 annualized budget.

Air Quality Branch:

The work elements related to air quality provide sufficient detail. [Dawson]

Fresno COG Response: Thank you, Comment noted.

Native American Liaison Branch (NALB):

The Native American Liaison Branch appreciates the opportunity to participate in the review and comment process on the Overall Work Program (OWP) submitted by the Council of Fresno County Governments (Fresno COG) Draft Overall Work Program 2010/11.

We commend Fresno COG's ongoing efforts in working proactively with the Tribal Governments and Native communities within the region.

Our following comments should be incorporated into the Fresno COG 2010/11 OWP.

Work Element 110-Streets and Highways Planning: In task 110.11-Coordinate, Consult and Collaborate with all Tribal Governments, please add the following to the task: [Garza]

Document Tribal government-to-government relations

Fresno COG Response: Statement will be added to task 110.11

Work Element 130-Regional Public Transportation Planning – Rural: In task 130.01 Rural Public Transportation Planning, please add the following on page 44: [J Webster]

Coordinate and consult with the Tribal Governments. Document Tribal government-to-government relations.

Fresno COG Response: Comment noted. This will be added to task 130.01

Work Element 170-Regional Transportation Plan: Under Products, please add the following product: [Thompson]

4. *Document Tribal government-to-government relations.*

Fresno COG Response: Comment noted. The additional product noted will be added in the final document.

Please see Attachment "B" for additional comments regarding coordination and consultation with Tribal Governments; public participation process with Native American communities; guidelines, regulations and statutes applicable to tribes.

Office of Community Planning:

OCP would first of all like to commend Fresno COG's efforts at inclusive planning. The acknowledgement of the need for Environmental Justice and increased public participation speaks to the values of the agency.

In addition, the recognition of SB 375 and other policies that affect how planning will be performed is important. OCP recommends adding some of the strategies/policies that are being implemented/ explored to comply with these new policies. Such as, “context sensitive solutions” and “complete streets.” Fresno COG could possibly speak of the multiple goals these policies have begun to address in their area. Perhaps by linking to health, VMT reduction, GHG reduction, Bike/Pedestrian access and so forth. [Cai]

Fresno COG Response: As we are still in the target-setting stage for the SB375 process, and Fresno COG will not need to develop a SCS until 2014/2015 RTP, there are not specific strategies developed/implemented for that purpose. However, with that said, smart growth/sustainable planning has been integrated in Fresno COG's planning efforts, in elements such as the Public Transportation Infrastructure Study (PTIS), Congestion Management Process (CMP), San Joaquin Valley Regional Blueprint Planning, etc. All such elements look at reducing VMT, greenhouse gas, and improving air quality by exploring high capacity transit, promoting alternative modes, and integrating transportation and land use planning.

Division of Mass Transportation

Thank you for the opportunity to review and provide comments on the draft 2010/11 Overall Work Program (OWP). DMT would like to commend the Council of Fresno County Governments on a thorough OWP for the following items:

- Utilizing various Federal Transit Administration (FTA) funding that we provide oversight for such as FTA Section 5307, 5311, 5316, and 5317 (General Info, p. xvi).
- Developing a Livable Communities and Transit Oriented Development that will improve mobility and the quality of life for the public (Regional Public Transportation Planning - FMA, p. 25).
- Continuing efforts to make transportation viable to all community members through public transit-human service programs and such as the Job Access and Reverse Commute Program, New Freedom, and the Public Transportation Infrastructure Study (Work Element 120, 121, 122, 130, and 150 pp. 25 - 50).
- Incorporating transit networks into the organization's modeling efforts (Regional Transportation Modeling, p. 5).
- Conducting efforts to improve the public's transit connectivity to various areas such as national parks (National Park Transit Study, p. 19) and corridors (Golden State Corridor Study, p. 21).

DMT would like to offer the following comment for your consideration:

Please consider replacing the term “handicapped” with “people with disabilities” as it may be offensive to some individuals (General Info, p. ix). The United States Department of Labor’s Office of Disability Employment Policy suggests addressing members of this community with people first language. Please visit the following website for more info: <http://www.dol.gov/odep/pubs/fact/comucate.htm> [Downs]

Fresno COG Response: Fresno COG Response: We completely agree. The term ‘handicapped’ is pejorative and must be replaced.

Division of Aeronautics

Thank you for the opportunity to comment on the Council of Fresno County Government’s Overall Work Program for Fiscal Year 2010/2011.

Of exceptional note on **page 48 under Other Modes, Aviation and Rail**, the Council of Fresno County Governments has excellent coverage of the Caltrans documents regarding aviation and the purpose of the various documents required by the state.

Also, the improvements identified on page 48 regarding the Fresno Chandler Executive Airport are gratifying to see and Caltrans staff supports all upkeep and airport improvements. Once completed, a visit will be undertaken for inclusion into the Division of Aeronautics quarterly newsletter. The legal name of the airport as it exists today and is formally called, “The Fresno-Chandler Executive Airport.” It is also listed that way in the “Airport Facility Directory” and the “Airport Flight Guide,” both documents originating from the FAA. Staff attempted to verify the name change for this airport with the State’s safety inspector for that airport and they have no record of an official name change through Caltrans. This needs to be clarified for accuracy. If the Fresno-Chandler Executive Airport is now called “The Fresno Executive Airport” then paper work must be completed for official name change through the state and a safety inspector would need to reissue a safety permit for proper use of this airport.

The Council of Fresno County Government continues to encourage citizen participation and intergovernmental coordination fulfilling the requirements of SAFETEA-LU. Moreover, the accomplishment to promote public participation throughout the planning process which lists several methods over and above standard efforts of public contact is extraordinary and commended.

While the OWP does not mention any emergency evacuation plans for the county, staff offers that the Council of Fresno County Governments should include aviation, in any future “disaster plans” for the county. Staff is always available for early comments to these processes. [Thompson]

Fresno COG Response: Staff will correct the OWP to reference “The Fresno-Chandler Executive Airport.” Staff concurs that any future disaster plan for Fresno County should include aviation.

Additional Comments from Caltrans

District 6 - Planning

The District 6 Office of Traffic Operations has completed its review of the Council of Fresno County Governments' 2010-2011 Overall Work Program. The majority of the document relates to administrative issues and is also a compilation of work element descriptions.

Work Element (W.E.)115-Regional Transportation Mitigation Fee Study Phases I and II:

This work element relates to a proposed Regional Transportation Mitigation Fee. It is indicated that the primary objective of this work element is to develop a Regional Transportation Mitigation Fee Program for Fresno County that is consistent with the requirements of Measure C.

It is indicated in the Discussion section that it is anticipated that 20% of the Measure C Tier 1 Program would be funded through the implementation of a Regional Transportation Mitigation Fee (RTMF). The RTMF is to be developed by the Fresno COG and approved by the Fresno COG and the Fresno County Transportation Authority in coordination with all local jurisdictions. The process will require an analysis of growth and travel demand for each agency, identifying the regional road improvements to meet the demands, determining an appropriate nexus between demand and improvements, and adopting an appropriate mitigation fee that shall be adjusted to reflect actual construction costs every 5 years. It is indicated that the RTMF was to be enacted by the cities and County no later than January 1, 2009 as a condition of receiving Measure C Local Transportation Program Street Maintenance Allocation; however, it is unclear if this RTMF program is currently in effect given that the work element is tasked with developing the program.

It is indicated in Task 115.02 that existing and projected volumes for the improvement projects included in the Freeway Deficiency Study (phase 1 and 2) will be provided by Fresno COG. Please clarify if this task has already been completed. Also, please let us know how the findings and recommendations of the Freeway Interchange Deficiency Study will be integrated into the City of Fresno's transportation fee program.

It is indicated in Task 115.03 that specific highway, street, roadway, interchange, and intersection improvements necessary to accommodate current and anticipated future (Year 2030) traffic at a minimum level-of-service LOS D or better are to be identified. Please be advised that Caltrans already maintains a list of such improvements for state owned facilities. This list is available upon your request.

It is indicated in Task 115.04 that cost estimates for each proposed future year improvement should be developed. It directs the consultant to work with Caltrans and each of the member agencies to estimate project costs using acceptable methodologies and current unit costs estimates. Please be advised that Caltrans has an established methodology for conducting preliminary engineering cost estimates. This methodology can be found in the California Department of Transportation's Project Development Procedures Manual. Caltrans also maintains construction estimates for most of the future improvements that Caltrans has already identified as needed to accommodate projected future demand. This list is also available upon your request.

It is indicated in Task 115.08 that an appropriate method to establish a nexus between the need for facility improvements and the impact caused by new development should be determined. It also directs

that the estimated traffic impact fees resulting from that process should be recommended. It is therefore recommended that the consultant review the Caltrans Guide for the Preparation of Traffic Impact Studies for direction regarding nexus and method determining proportional fee.

It is indicated in Task 115.09 that impact fees will need to be revised from time to time in response to inflation and other factors. Caltrans concurs that this element is essential and that a formal process will need to be put in place to insure its implementation. [Boren/Beshears]

Fresno COG Response: The RTMF study was completed with the fee adopted on 10/29/09. The focus is now on implementation. This work element will be rewritten to reflect that. The ongoing implementation is funded by RTMF administration fees.

DIVISION OF TRANSPORTATION PLANNING-HQ

Division of Goods Movement

Fresno COG discusses goods movement generally, but based upon our previous experience with the San Joaquin Valley Regional Planning Agencies is very solid. The valley wide coordination effort has raised awareness of key goods movement issues and the coordination with industry, communities and each other is noteworthy. The big picture perspective and understanding of south valley goods movement issues has become more integrated and the work with Cambridge Systematics and other consultants has very much aided the region. The upcoming update to the Governor's Goods Movement Action Plan will focus more on the San Joaquin and Central Valley in terms of multi model freight projects and mitigations to air quality. In general, the work of Fresno COG, Kern COG, TCAG, StanCOG, SJCOG and SACOG will be critical to ensuring the momentum that goods movement has generated through the TCIF and TIGER grant programs. Caltrans would of course be interested in the further development of San Joaquin Valley Regional Goods Movement Action Plan. [TWebster]

Fresno COG Response: Comment noted.

Additional Comments:

From: Cathy Rodriguez [mailto:cathy_rodriguez@dot.ca.gov]

Sent: Tuesday, March 23, 2010 2:30 PM

To: Barbara Steck; Tony Boren

Subject: 2010-11 OWP - Additional Caltrans Comments

Good afternoon,

We just noticed that we had inadvertently left out comments on the 2010-11 Draft OWP information on Complete Streets. Please see comments below. Thank you,

Cathy Rodriguez
Transportation Planner

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. This is apparent in the Department's Deputy Directive on Complete Streets (DD-64-R1) signed in October 2008 and the Complete Streets Implementation Action Plan, which was recently completed in February 2010. Implementing Complete Streets supports the local agencies' efforts required by Assembly Bill (AB) 1358, Chapter 657, relating to the Complete Streets Act of 2008, the goals of reducing greenhouse gas emissions in AB 32, and Senate Bill 375 which requires development of sustainable communities strategies. It is also expected that Complete Streets will be included in the next federal transportation reauthorization bill.

A Complete Street is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the context of the facility.

Please consider including information regarding AB 1358 to your 2010-2011 OWP. This bill will require, starting January 1, 2011, that local agencies include in any substantive revisions to their General Plan circulation elements plans for a balanced multi-modal transportation network that meets the need of all users (see attachment).

Fresno COG Response: Comment noted. Added to Bicycle and Pedestrian Work Element.

COUNCIL OF FRESNO COUNTY GOVERNMENTS

JOINT POWERS AGREEMENT

THIS AGREEMENT made and entered into this 25th day of March, 1976, by and between the County of Fresno, a political subdivision of the State of California, and the Cities of Fresno, Clovis, Coalinga, Firebaugh, Fowler, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Huron, Sanger, San Joaquin, and Selma all being municipal corporations of the State of California; WITNESSETH:

(Amendment No.3)

WHEREAS, the President of the United States, through Executive Order 12372 (FR 30959, July 14, 1982), under the authority vested in him by the Constitution and laws of the United States of America, including Section 401(a) of the Intergovernmental Cooperation Act of 1968 (42 U.S.C. 4231 (a), Section 301 of Title 3 of the United States Code, and Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 (42 U.S.C. 3334), has ordered that Federal agencies shall provide opportunities for consultation by elected officials of those state and local governments that would provide non-Federal funds for, or that would be directly affected by, proposed Federal financial assistance or direct Federal development; and

(Amendment No.4)

WHEREAS, the President has ordered that, to the extent permitted by law, Federal agencies shall utilize the State process to determine official views of State and local elected officials and, further, to make efforts to accommodate State and local elected officials' concerns with proposed Federal financial assistance and direct Federal development that are communicated through the designated State process; and

(Amendment No.4)

WHEREAS, the Governor of the State of California has established clearinghouse procedures pursuant to Executive Order 12372 providing for review of and comment on Federally-assisted programs by local elected officials through the Office of Planning and Research (gubernatorial Executive Order D-24-83); and

(Amendment No.4)

WHEREAS, the Governor has designated the Council of Fresno County Governments as the areawide clearinghouse for Fresno County, California; and

(Amendment No.4)

WHEREAS, planning concerns in the County of Fresno, and the solution to such concerns often transcends municipal boundaries, making it desirable to regularly bring together representatives of the various governments to discuss common problems, develop consensus of policy questions of mutual interest in order to pursue a coordinated course of action without infringing on the political traditions and powers of the individual governments; and

(Amendment No.3)

WHEREAS, Section 6500, et. seq. of the California Government Code (Title 1, Division 7, Chapter 5, Article 1) provide for agreements between two or more public agencies to jointly exercise any power common to the contracting parties; and

(Amendment No.3)

WHEREAS, the City of Fresno by virtue of its charter, and the County of Fresno, and other incorporated cities, parties hereto, by virtue of Sections 65600 and 65604, inclusive, of the California Government Code have the joint and mutual power to create an areawide planning organization.

(Amendment No.3)

NOW, THEREFORE, in consideration of these premises, the parties hereto mutually agree as follows:

(Amendment No.3)

CHAPTER 1

ORGANIZATION

1.1 **ADDITIONAL MEMBERS:** In addition to the named parties to this agreement, any city not now a member and any other city which may be hereafter incorporated within the boundaries of the County of Fresno, may become a member of the Council of Fresno County Governments by executing this agreement without prior approval or ratification of the named parties, and shall thereafter be bound by all of the terms and provisions of this agreement as of the date of execution.

(Amendment No.3)

1.2 **COUNCIL: QUORUM: VOTING:**

1.21 **Council:** The Council shall be the governing body of the Council of Fresno County Governments. The Council shall be composed of the Chairman of the County of Fresno Board of Supervisors, or in his absence such supervisor as may be present, and the mayors of the member cities, or in a mayor's absence such councilman as may be present.

(Amendment No.3)

1.22 **Quorum:** A majority of the members in good standing of the Organization, which members represent no less than 40% of the total population of the member agencies in good standing, shall constitute a quorum for the transaction of business.

(Amendment No.5)

1.23 **Vote of Council:** Any motion or action of the Council in order to be deemed carried or approved must receive an affirmative vote of a majority of the member agencies in good standing, which vote must represent no less than 40% of the total population of the member agencies in good standing.

(Amendment No.5)

1.3 **POLICY ADVISORY COMMITTEE:** There shall be established a Policy Advisory Committee which shall be composed of the Chief Administrative Officer of each member agency, or his duly authorized representative, or if no such, or similar position exists, the Committee member shall be designated by the member agency's Council representative to serve at his pleasure, and shall be a full-time employee of the member agency. All matters upon which the Council is to act must first be considered by the Policy Advisory Committee and such matters when considered by the Council must be accompanied by the Policy Advisory Committee's comments and recommendations, if any, and voting record except that the Council may at its discretion consider urgent matters other than adoption of the annual budget or work program without prior consideration by the Policy Advisory Committee.

(Amendment No.3)

1.4 **STANDING TECHNICAL COMMITTEES:** The Council may establish such technical advisory committees as may be necessary to assist in carrying out the duties as herein set forth in Chapter 2.
(Amendment No.3)

1.5 **COOPERATING MEMBERS:** Subject to the approval of the Council, any governmental entity or public agency or nonprofit organization not eligible for membership under paragraph 1.1 of this Agreement may elect to join the Council of Fresno County Governments as a cooperating member.
(Amendment No.4)

1.51 Cooperating members shall be entitled to attend all meetings of the Council but shall not be entitled to vote or participate in debate.
(Amendment No.4)

1.52 Cooperating members shall be entitled to receive data, studies, planning documents, special services, technical assistance, and other written materials and services of the Council of Fresno County Governments, subject to policies adopted by the Council.
(Amendment No.4)

CHAPTER 2

POWER AND DUTIES

2.1 **INTERGOVERNMENTAL COOPERATION:** The Council of Fresno County Governments shall perform clearinghouse review under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966, Title IV of the Intergovernmental Cooperation Act of 1968, and Executive Order 12372 (FR 30959, July 14, 1982). The Council of Fresno County Governments may establish committees and execute memoranda of understanding with local, regional, state and federal agencies to facilitate coordination and cooperation. The Council of Fresno County Governments shall be the forum for cooperative decision making by principal elected officials of the member agencies.
(Amendment No.4)

2.2 **COMPREHENSIVE PLANNING:** The Council of Fresno County Governments shall carry out an ongoing areawide comprehensive planning process as hereinafter set forth and may cause to be developed areawide plans and elements with respect to:

2.21 Land Use

2.24 Transportation

2.22 Housing

2.25 Water Quality Management

2.23 Open Space

2.26 Air Quality Management

The Council of Fresno County Governments may from time to time develop or coordinate other plans when authorized to do so by the Council.

(Amendment No.3)

2.3 **PLANNING PROCESS:** All plans and plan elements and other projects which the Council of Fresno County Governments shall prepare or cause to be prepared shall be done to the greatest extent by member agencies. Consulting services may, when authorized by the Council, be utilized to carry out all or portions of the Work Program. Such consulting services contract may be performed by any member agency and no consulting services contract may be tendered to other than a member agency unless each member agency has been provided with a reasonable opportunity to exercise the right of refusal. In the event of any controversy between member agencies regarding the assignment of consulting services, the Council shall make the final determination.

(Amendment No.3)

All consulting services performed shall be conducted under the authority of the Council of Fresno County Governments and in accordance with the approved work program.

(Amendment No.3)

All plans upon which the Council is to act must first be submitted to the Policy Advisory Committee and such matters when considered by the Council must be accompanied by the Policy Advisory Committee's comments and recommendations, if any, and voting record.

(Amendment No.3)

2.4 **CITIZEN INVOLVEMENT:** The Council of Fresno County Governments shall carry out a process for citizen involvement in major decisions. Such process may include committees, legal notices and public hearings.

(Amendment No.3)

2.5 **LOCAL TRANSPORTATION PLANNING AGENCY:** The Council of Fresno County Governments shall carry out the duties of a local transportation planning agency as provided by State law including administration of the local transportation fund and assisting local governments in claiming, obtaining, and utilizing funds as required by the Transportation Development Act of 1973.

(Amendment No.3)

2.6 **TECHNICAL ASSISTANCE:** The Council of Fresno County Governments may assist member agencies, or cooperating members, by providing technical assistance and services including, but not limited to, governmental management, planning, administration, public involvement, and grants-in-aid when and upon such terms as such assistance is approved by the Council.

(Amendment No.4)

2.7 **WORK PROGRAM:** the Council of Fresno County Governments shall prepare and adopt annually a multi-year work program which contains a description, including objectives and proposed costs, of all activities to be undertaken.

(Amendment No.3)

2.8 **SPECIAL SERVICES:** Consistent with the policies approved by the Council, and the Public Records Act, the Council of Fresno County Governments may provide data, studies, planning documents and other written materials to private or public organizations or individuals. Such organizations or individuals shall bear the cost of providing said data, studies, documents and materials, including the reasonable cost of staff time spent in reviewing said data, studies, documents and materials with the requesting party.

(Amendment No.4)

CHAPTER 3

LIMITATIONS

3.1 MEMBER AGENCY AUTONOMY: Nothing herein shall be construed as limiting in any manner the power of the respective member agencies and all plans, programs and activities shall at all times be carried out in such manner as so to maintain and insure the separateness and autonomy of the member agencies.

(Amendment No.3)

3.2 SUBMISSION OF PLANS: The Council may consider adoption of any areawide plan or element thereof after such plan or element has been submitted to the legislative bodies of the respective member agencies for this consideration at least forty-five (45) days prior to such adoption.

(Amendment No.3)

3.3 WORK PROGRAM: The Council may consider adoption of any Annual Budget or Work Program after the preliminary Annual Budget or Work Program has been submitted to the legislative bodies of the respective member agencies for their consideration at least forty-five (45) days prior to final adoption.

(Amendment No.3)

CHAPTER 4

ENTRY INTO FORCE, AMENDMENT, WITHDRAWAL, TERMINATION AND DISSOLUTION

4.1 ENTRY INTO FORCE: This Amendment shall enter into force and become binding upon its adoption by resolution of the governing bodies of no less than one-half of the eligible agencies in Fresno County which in aggregate represent no less than one-half of the population of Fresno County.

(Amendment No.3)

4.2 AMENDMENT: The Joint Powers Agreement, as well as any of the provisions may be amended by the approval or ratification of such amendment by the governing bodies of no less than one-half of the member agencies which in the aggregate represent no less than 40% of the population of the member agencies and all member agencies shall thereafter be bound by such amendments.

(Amendment No.5)

4.3 WITHDRAWAL: Any of the parties to this agreement may by action of its governing body withdraw from the Council of Fresno County Governments. Such withdrawal shall be accomplished in the following manner:

(Amendment No.3)

4.31 NOTIFICATION OF INTENT: Written notification of intent to withdraw shall be transmitted to each member of the Council, and to the Executive Director. Such notification of intent must be given no less than ninety (90) days prior to formal withdraw action.

(Amendment No.3)

4.32 NOTIFICATION OF WITHDRAWAL ACTION: Written notification of withdrawal action shall be transmitted to each member of the Council, and to the Executive Director. Such notification shall be given no sooner than ninety (90) days from the date of notification of intent as hereinabove set forth in 4.31.

(Amendment No.3)

4.33 EFFECTIVE DATE OF WITHDRAWAL: No withdrawal shall become effective until nine (9) months from the date of notification of withdrawal as hereinabove set forth in 4.32.

(Amendment No.3)

4.4 TERMINATION: This agreement may be terminated by resolution of the governing bodies of all of the member agencies or by vote of the Council in accordance with the voting procedures set forth in 1.23. Should this agreement be terminated, the Council of Fresno County Governments shall be dissolved in accordance with the procedures hereinafter set forth.

(Amendment No.5)

4.5 DISSOLUTION: Should the Council of Fresno County Governments terminate as set forth above, or for any other reason, the President of the Council shall appoint a dissolution committee, which committee shall be approved by the Council. The dissolution committee shall exist for the sole purpose of settling the affairs of the Council of Fresno County Governments, and shall be empowered to immediately take control of all lands, buildings, equipment, accounts, case records, and to conduct all business as may be necessary to dissolve the Council of Fresno County Governments and dispose of any assets, to settle all liabilities and shall pay the balance to the member agencies which have been in good standing during the year on the same proportionate basis that costs are shared as set forth in Chapter 5. Should the proceeds be insufficient, the deficit shall be paid by the member agencies on the same proportionate basis.

(Amendment No.3)

CHAPTER 5

FINANCIAL

5.1 COSTS: Costs incurred by the Council of Fresno County Governments shall be shared on a proportionate basis in the following manner:

5.11 A per capita cost shall be calculated by dividing the total cost by the sum of the total population of member cities and the unincorporated population of Fresno County. The annual population figures published by the California State Controller shall be used to determine the per capita cost.

(Amendment No.3)

5.12 The County share shall equal the per capita cost times the unincorporated population of Fresno County.

(Amendment No.3)

5.13 Each member city shall pay an amount equal to the per capita cost times the city's population.

(Amendment No.3)

5.14 If the costs to be shared are not paid within ninety (90) days of the date they are due and payable as set forth in the by-laws, they shall be delinquent and the member agency shall no longer be a member in good standing until payment is made in full.

(Amendment No.3)

The Council of Fresno County Governments may also, when authorized by the Council and the governing body of any member agency, apply for and receive Federal and State grants-in-aid on behalf of the member agency. Nothing contained herein shall prevent the acceptance by the Council of Fresno County Governments, for any of its purposes and functions under this agreement, of donations, grants of money, equipment, supplies, materials and services from any member agency, the United States or any agency thereof, or State of California.

(Amendment No.3)

5.2 **ANNUAL BUDGET:** The preliminary Annual Budget projecting a financial plan to undertake the work for the ensuing fiscal year shall be prepared by the Executive Director and presented, together with the Work Program, to the Council and the Policy Advisory Committee at their regular February meetings of each year, and to the governing bodies of all member agencies not less than forty-five (45) days prior to the date scheduled for budget adoption by the Council. The Council shall review and adopt the Annual Budget and Work Program at or before the May meeting.

(Amendment No.3)

5.3 **FUNDS:** The Treasurer of the County of Fresno shall be the depository and have custody of all money of the Council of Fresno County Governments. The Auditor-Controller of the County of Fresno shall draw warrants to pay demands against the Council of Fresno County Governments when approved by the Executive Director. All funds received by the Council of Fresno County Governments shall be strictly accounted for and the Auditor-Controller shall cause to be made an annual audit of the accounts and records of the Council of Fresno County Governments as prescribed in California Government Code Section 6505.

(Amendment No.3)

5.4 **ANNUAL REPORT:** The annual audit report shall be included in and become a part of the Annual Report to the Council and the member agencies.

(Amendment No.3)

CHAPTER 6

SERVICES AND PERSONNEL

6.1 **EXECUTIVE DIRECTOR:** There shall be established the position of Executive Director of the Council of Fresno County Governments. The Executive Director shall be appointed by the Council and shall serve at the pleasure of the Council. The Executive Director shall be the chief executive officer of the Council of Fresno County Governments and shall have charge of all projects and property and personnel. The Executive Director shall be bonded for an amount established by the Council.

(Amendment No.3)

6.2 **SERVICES:** The Fresno County Counsel's Office shall provide all legal services to the Council of Fresno County Governments, the Council and the committees, provided however the Council may elect to retain independent counsel when deemed necessary.

(Amendment No.3)

CHAPTER 7

AMENDMENT OF PREVIOUS AGREEMENTS

7.1 **SUPERSEDING:** This agreement amends in its entirety the original Joint Powers Agreement of the parties hereto dated September 24, 1969, together with the amendments thereto dated January 30, 1970, and April 25, 1971.

(Amendment No.3)

It is the intent of the parties hereto that all other provisions of the Joint Powers Agreement dated March 25, 1976, shall remain unchanged.

(Amendment No.4)

It is the intent of the parties hereto that all other provisions of the Joint Powers Agreement dated March 25, 1976, and of Amendment No. 4 dated June 25, 1985, not herein amended shall remain unchanged.

(Amendment No.5)

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their respective duly authorized officers as of the day and year first hereinabove written.

(Amendment No.3)

Amendment No.3, dated March 25, 1976, replaced the Joint Powers Agreement in its entirety.
Amendment No.4, dated June 25, 1985
Amendment No.5, dated April 27, 1989

**BY-LAWS FOR THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS**

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

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

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

THEREFORE, BE IT RESOLVED:

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

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

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

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

(By-Law Amendment accompanying JPA Amendment No. 5)

6. Except as provided herein or in the Joint Powers Agreement, the most recent edition of Robert's Rules of Order shall constitute the parliamentary authority for the Council.
7. Officers of the Council shall consist of a Chairman and Vice-Chairman, who shall be elected from the duly authorized representatives of members in good standing. Their duties shall be as follows:
 - a. Chairman: To preside over all meetings, maintain order, decide questions of parliamentary procedure, call special meetings, and such other duties as elsewhere herein provided.
 - b. Vice-Chairman: To perform the duties of the Chairman in the absence of such officer or upon disqualification of such officer.

8. Nomination and election of officers shall be held at the March meeting of each year, and such officers shall serve a one-year term. Any vacancy during the term shall be filled by nomination and election of such officer for the remainder of the term.
9. Nominations may be made by a committee of duly authorized members in good standing appointed by the Chairman and approved by the Council or from the floor by duly authorized representatives.
10. An election for each office, beginning with that of Chairman, shall be held immediately after all nominations have been declared closed by the Chairman. If there is more than one nominee for any office, voting shall be by roll call in accordance with the voting formula as established by the Joint Powers Agreement.
11. Officers shall take office immediately after their election or as soon thereafter as practicable, and serve until disqualified or their successors are duly elected, whichever condition occurs first.
12. The Policy Advisory Committee, as specified in the Joint Powers Agreement, and such committees as established by the Council shall select a Chairman and Vice-Chairman in June of each year from among its members. The duties of the Policy Advisory Committee shall be:
 - a. To hold meetings and conduct business as deemed appropriate under the Joint Powers Agreement.
 - b. To advise, recommend to and assist the Council, as required, to carry out Council functions.
 - c. To review and recommend to the Council all business which is to come before the Council, including but not limited to, the annual budget and work program, Overall Program Design, reports, studies, plans and policy items.
 - d. To review and comment on applications submitted to the Council of Fresno County Governments for A-95 review.
13. The Policy Advisory Committee shall hold regular meetings each month, at such time and location as may be prescribed by vote of the committee members. In the event such meeting date should fall on a holiday, or the day before a holiday, the membership at its next preceding meeting, or prior thereto, shall fix another convenient date for such regular meeting. If no time or location is so prescribed, the Chairman, or his representative, shall fix said time and location.

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

Business may be conducted when there are at least five (5) members present to perform the duties of the Policy Advisory Committee. Any motion or action of the Policy Advisory Committee in order to be deemed carried or approved must receive an affirmative vote from a majority of the members present.

14. The Council agenda shall be established by the Executive Director. Subjects for inclusion on the agenda of the Council shall be directed to the Executive Director sufficiently in advance of the Council meeting so as to be reviewed by the Policy Advisory Committee.
 - a. Agenda subjects proposed by the Council shall be referred to the Policy Advisory Committee for its review and recommendation.
 - b. Agenda subjects proposed by persons or organizations not members of the Council shall be placed on the agenda following review and recommendation by the Policy Advisory Committee.
 - c. All subjects on the Council's agenda shall be accompanied by a report from the Policy Advisory Committee, which report shall include the Policy Advisory Committee's voting on the subject.
 - d. The Council Chairman may establish time limits or any other control measure he deems appropriate for presentation or comment.

15. The Council agenda shall be included in written notice of meeting and forwarded to Council members as specified elsewhere herein. Items of an emergency nature which require immediate action by the Council may be added to the agenda upon concurrence of a majority of the members in good standing and representing no less than 40% of the total population of the member agencies.

(By-Law Amendment accompanying JPA Amendment No. 5)

16. All administrative work of the Council shall be performed by or under the direction of an Executive Director, or if specifically directed by the Council, the Policy Advisory Committee. The duties of the Executive Director shall be:
- a. To serve as Secretary to the Council and Policy Advisory Committee.
 - b. To serve as Secretary to such committees as the Council may establish.
 - c. To keep a good and sufficient record of the proceedings and business of the Council.
 - d. To keep a record and ascertain the qualifications of each duly authorized representative.
 - e. To maintain files for all reports, correspondence and other business of the Council, the Policy Advisory Committee and other committees as may be established.
 - f. To coordinate the work program and budget of the Council.
 - g. To assist member agencies in making application for Federal funds.
 - h. To maintain a record of all financial transactions.
 - i. To transmit to his successor all books, records and files of the Council of Fresno County Governments in his possession.
 - j. To perform such other duties as may be assigned.

17. Membership costs, as specified in the Joint Powers Agreement, shall be due and payable at the start of the Council of Fresno County Governments' fiscal year. The Executive Director shall provide each member agency written notice of its cost due not later than thirty (30) days prior to the due date. If the costs to be shared are not paid within sixty (60) days of the date they are due and payable, the member agency shall immediately be sent written notice by first class mail, advising amount due and consequences of non-payment. If payment is not made within ninety (90) days of the date due and payable, the member agency shall immediately be sent written notice that it is no longer a member in good standing, as specified in the Joint Powers Agreement, and no longer carries voting privileges in the conduct of the business of the Council of Fresno County Governments.

Good standing shall be restored to a member agency immediately after payment of delinquent costs is received.

18. A proposed annual Overall work Program (OWP) for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in January of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary OWP by March 1 of each year.

A proposed annual budget for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in February of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary budget by April 1 of each year. The budget shall be a financial plan to undertake the work program of the Council. The Council shall review and *adopted** the budget and OWP at or before the May meeting.

19. The Fresno County Counsel's Office shall provide all legal services to the Council of Fresno County Governments, the Council and any committees as specified in the Joint Powers Agreement, except the Council may retain independent legal counsel when it deems appropriate.

20. The Council shall be responsible for making all amendments to these By-Laws.
- a. Proposed amendments may be originated by the Council of any duly authorized representative to the Council.
 - b. Proposed amendments may not be finally acted upon unless all of the members have been given written notice thereof at a prior meeting or by mail at least 15 days prior to the date of the meeting at which final action is to be taken.