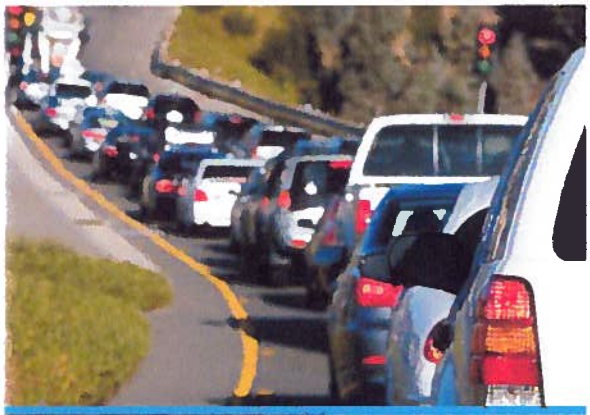
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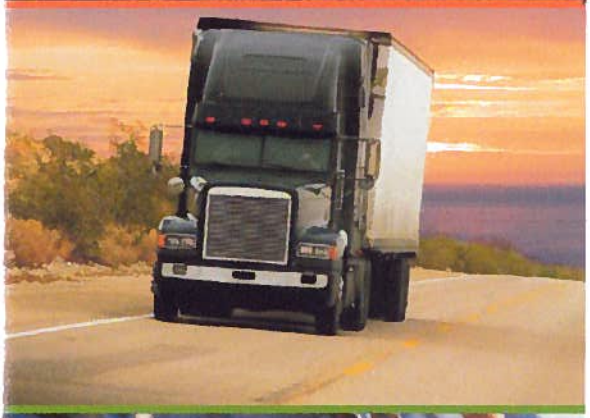
Overall Work Program

Fiscal Year 2011-2012











Fresno Council of Governments

Fresno COG Mission

A region of diverse partners building a progressive future as one voice.

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COALINGA
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Fresno Council of Governments

2035 Tulare Street
Suite 201
Fresno, CA
93722

tel: 559-233-4148
fax: 559-233-9645
www.fresnocog.org



Fresno Council
of Governments

OVERALL WORK PROGRAM
Fiscal Year 2011-2012

May 2011
Final

2035 TULARE STREET, SUITE 201
FRESNO, CALIFORNIA 93721-2111
PHONE: (559) 233-4148
FAX: (559) 233-9645
www.fresnocog.org

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Glossary of Common Acronyms

AASHTO -American Association of State Highway and Transportation Officials
AB - Assembly Bill
ADA - Americans with Disabilities Act of 1990
ADT - Average Daily Traffic
ALUC - Airport Land Use Commission
AMTRAK- National Railroad Passenger Corporation
APCD - Air Pollution Control District
ARB - Air Resources Board (also referred to as CARB, California Air Resources Board
ARRA - American Recovery & Reinvestment Act of 2009
AVA - Abandoned Vehicle Abatement
BAG - Bicycle Advisory Committee
BLA - Bicycle Lane Account
BTA - Bicycle Transportation Account
CAAP - California Aid to Airports Program
CAC - California Administrative Code
CALCOG- California Association of Councils of Govts.
CALTRANS-California Department of Transportation
CASP - California Aviation System Plan
CAA - Clean Air Act (Federal)
CCAA - California Clean Air Act
CCASP - Central California Aviation System Plan
CCR - California Code of Regulations
CEQA - California Environmental Quality Act
CFPG - California Federal Programming Group
CIP - Capital Improvement Program
CLUP - Comprehensive Land Use Plan
CMAQ - Congestion Mitigation and Air Quality
CMP - Congestion Management Program
CNG - Compressed Natural Gas
COG - Council of Governments
CTC - California Transportation Commission
CTIPS - California Transportation Improvement Program Systerm
CTSA - Consolidated Transportation Service Agency
DOT - Department of Transportation
EIR - Environmental Impact Report
EIS - Environmental Impact Statement
EPA - Environmental Protection Agency (Federal)
EPSP - Expedited Project Selection Procedures
FAA - Federal Aviation Administration
FAX - Fresno Area Express
FCMA - Fresno-Clovis Metropolitan Area
FCRTA - Fresno County Rural Transit Agency
FCTA - Fresno County Transportation Authority
FHWA - Federal Highway Administration
FRA - Federal Railroad Administration
FSP - Freeway Service Patrol
FSTIP - Federal Statewide Transportation Improvement Program
FTA - Federal Transit Administration
FTIP - Federal Transportation Improvement Program
FY - Fiscal Year
GIS - Geographic Information Systems
GHG- Green House Gas
HMF - Heavy Maintenance Facility
HOV - High Occupancy Vehicle
HPMS - Highway Performance Monitoring System
HSR - High Speed Rail
HST - High Speed Train
IRRS - Interregional Road System
ISTEA - Intermodal Surface Transportation Efficiency Act of 1991
ITIP - Interregional Transportation Improvement Plan
JARC - Jobs Access Reverse Commute
JPA - Joint Powers Agency
LAFCO - Local Agency Formation Commission
LOS - Level of Service
LRC - Local Review Committee
LRT - Light (duty) Rail Transit
LTC - Local Transportation Commission
LTF - Local Transportation Fund
MOU - Memorandum of Understanding
MPO - Metropolitan Planning Organization
NHS - National Highway System
NPIAS - National Plan of Integrated Airport Systems
OWP - Overall Work Program
PAC - Policy Advisory Committee
PIP - Public Involvement Procedures
PL Funds- Federal Planning Funds
PM-10 - Particulate matter smaller than 10 microns
PSR - Project Study Report
PTIS- Public Transportation Infrastructure Study
PUC - Public Utilities Code/Commission
PPP - Public Participation Plan
RCR - Route Concept Report
REMOVE- Remove Motor Vehicle Emissions
RFP - Request for Proposals
ROG - Reactive Organic Gases
ROP - Rate of Progress Plan
RSTP - Regional Surface Transportation Program
RTIP - Regional Transportation Improvement Program
RTMF - Regional Transportation Mitigation Fee
RTP - Regional Transportation Plan
RTPA - Regional Transportation Planning Agency
SAFETEA-LU - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users
SB - Senate Bill
SCS - Sustainable Communities Strategy
SH - State Highway
SHOPP - State Highway Operation and Protection Plan
SIP - State Implementation Plan
SJVAPCD-San Joaquin Valley Air Pollution Control District
SOV - Single Occupant Vehicle
SR - State Route
SRTP - Short Range Transit Plan
SSTAC - Social Service Transportation Advisory Council
STA - State Transit Assistance
STIP - State Transportation Improvement Program
STP - Surface Transportation Program
TAC - Technical Advisory Committee
TCI - Transit Capital Improvement
TCM - Transportation Control Measure
TDA - Transportation Development Act
TDM - Transportation Demand Management
TDP - Transit Development Plan
TEA - Transportation Enhancement Activities
TEA 21 - Transportation Equity Act for the 21st Century
TIP - Transportation Improvement Programs
TMA - Transportation Management Association
TOD- Transit Oriented Development
TPA - Transportation Planning Agency
TPC - Transportation Policy Committee
TSM - Transportation Systems Management
TTC - Transportation Technical Committee
VMT - Vehicle Miles of Travel
VOC - Volatile Organic Compound

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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.

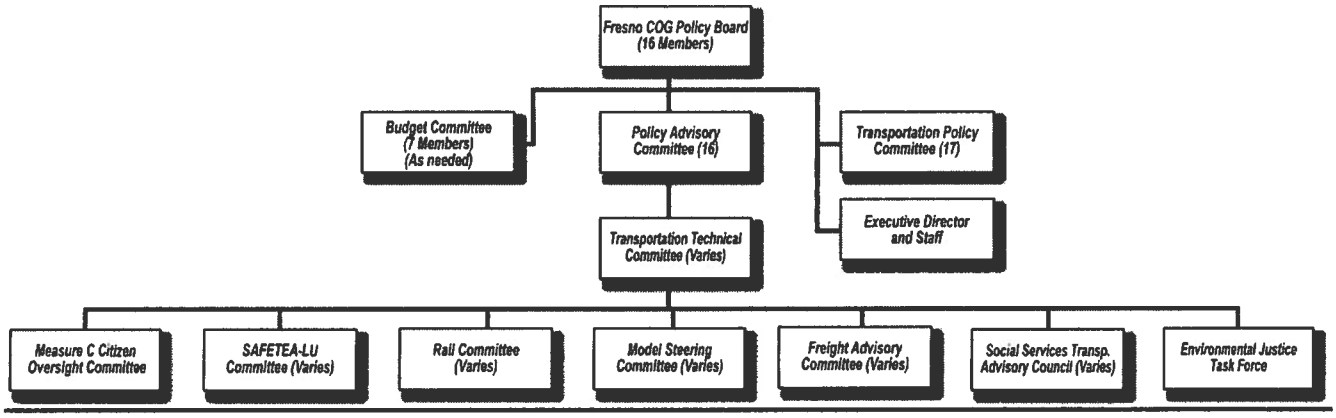
- **Member Agency Working Agreements**

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)**

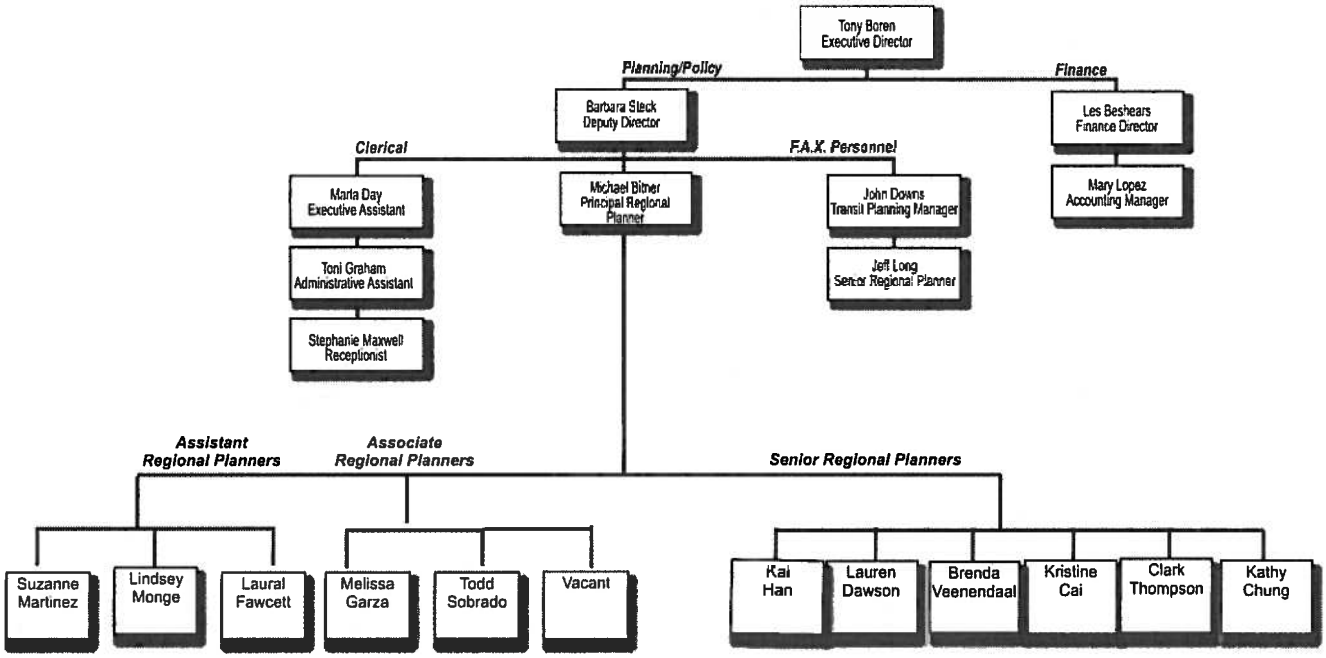
Fresno COG, along with the other seven Metropolitan Planning Organizations in the San Joaquin Valley, is party to a Memorandum of Understanding (MOU) with the San Joaquin Valley Unified Air Pollution Control District which was revised and adopted September 9, 2009. The MOU defines a coordinated and cooperative 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 2011-12 Overall Work Program
Proposed
Organization Chart



FRESNO COUNCIL OF GOVERNMENTS' STAFF

Exhibit 1 (continued)
FY 2011-12 Overall Work Program
Proposed
Fresno Council of Governments Staff



Also the MOU specifically provides for participation in development of transportation control measures required pursuant to the 1990 Clean Air Act Amendments. The 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

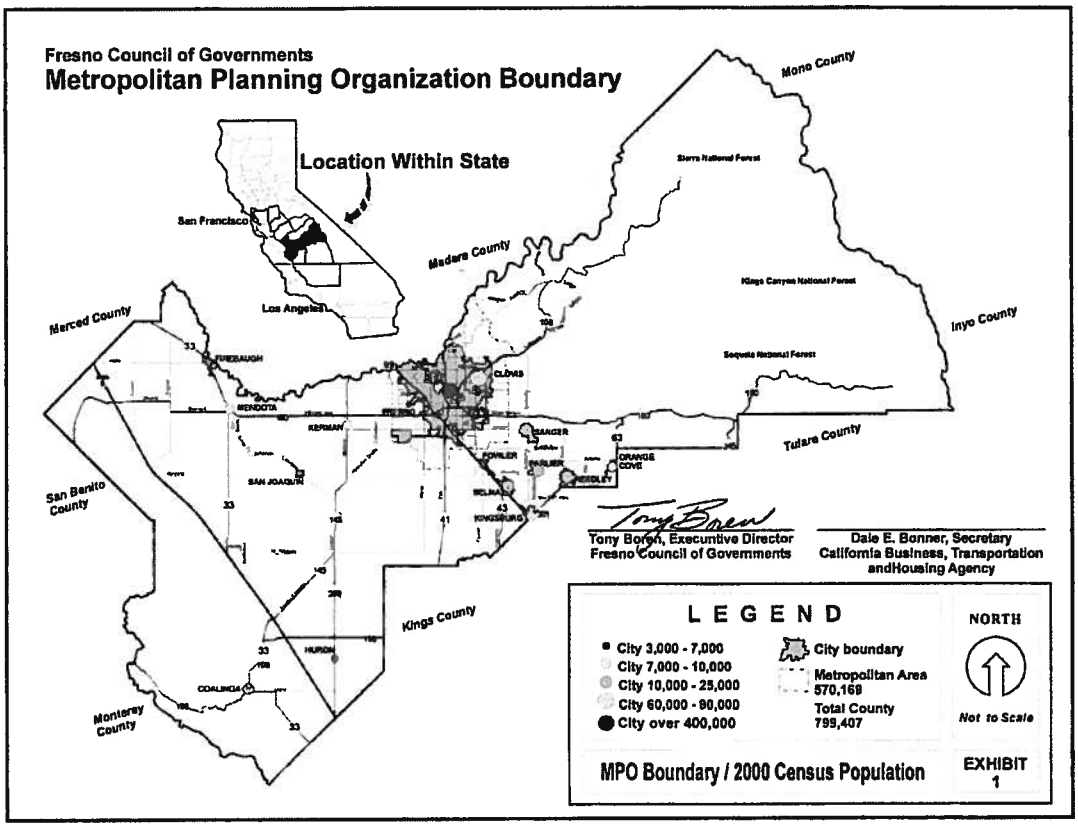
Policy decisions are made by the Fresno COG Board, composed of the Mayors of each incorporated city and the Chairman of the County Board of Supervisors, or their designated representatives.

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 $5.4 billion a year in commercial crop production it is the nation's leading agricultural-producing county. The January 2010 population of 954,000 places Fresno as the tenth most populous of the 58 California counties. There are fifteen incorporated cities, three federally recognized Native American Tribes and the county contains a federally-recognized urbanized area - the Fresno Clovis Metropolitan Area - with a January 2010 population of about 683,000. The county is composed of four distinct geographic areas; the coastal range on the west, the San Joaquin Valley in the central portions, the Sierra Nevada foothills to the east of the valley, and the Sierra Nevada Mountains along the eastern boundary. Fresno County contains portions of the Sierra and Sequoia National Forests, a portion of Kings Canyon National Park and provides a major access to Sequoia National Park and Yosemite National Park.

Planning Designations and Responsibilities

The Fresno Council of 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 at 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 continues 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 2011 TIP and 2011 RTP on December 14, 2010.

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 participates in coordinating valley traffic modeling activities relative to air quality requirements, and provides assistance in the consistent application of EMFAC 2007 within the San Joaquin Valley. (EMFAC 2007 is the model developed by the California 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 traditionally 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.

Of particular importance recently and in the year ahead is California's high-speed rail project. Fresno COG has in the recent past and will in the future devote considerable staff time and resources to the many different high-speed rail issues. These issues include further refinement of the preferred alignment and station location; securing a heavy maintenance facility in Fresno or its vicinity and other economic opportunities; station area planning and design; potential use of eminent domain; and numerous jurisdictional, financial, environmental, and social equity issues.



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. The voters of Fresno County chose to reauthorize a Measure C Expenditure Plan that identified $1.7 billion in multi-modal projects and programs implemented over 20 years, from 2007 through 2027. 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 was the development of a Strategic Implementation Plan which identifies the timing, priorities and financial strategies necessary to deliver the $1.7 billion program in a timely manner. Implementation Plans have been completed for the Regional Public Transit Program, Local Transportation Program, Regional Transportation Short-Term and Fresno Airport Subprograms, Administration/Planning Program, Alternative Transportation Program, Environmental Enhancement Program and the Regional Transportation Mitigation Fee Program.

Three additional Subprograms will be prepared during fiscal year 2011-2012, and an update of the entire Strategic Implementation Plan and corresponding handbooks.



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 COUNCIL OF GOVERNMENTS

OTHER PLANNING ACTIVITIES WITHIN THE REGION

FY 2011 - 2012

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	FED/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 & California Transportation Plan	N/A	STATE	The next full update of the California Transporation Plan (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 new Land Use and Transportation Work Group recommendations on issues 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	Implement projects in updated Rte 99 Business Plan with funding strategies to ensure timely delivery of projects given available resources	Caltrans in coordiantion with valleywide MPO	On-going	No
Tribal Consultation	N/A	FED/STATE	Coordinating projects that impact the State Route, Big Sandy, Cold Springs, and Table Mountain Rancherias including Indian Reservation Roads Inventory Program	Caltrans, Tribal Governments	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
CT Community Based Transportation Planning	N/A	STATE	Old Fig Garden Community Transportation & Land Use	County, Caltrans, Consultant	2/28/2013	No
Transit Professional Development Grant		FED	Central Valley Transit Professional Development	Fresno COG	Pending Closeout	No
Partnership Planning Grant	412	FED	Counites Multi-modal System Partnership (Being retitled & rescoped)	Fresno COG	Pending Extension Date	No
Tribal Consultation	N/A	FED	Indian Reservation Roads	BIA, Caltrans, Big Sandy, Cold Springs Table Mountain Tribes	On-going	No
CT Environmental Justice Grant	N/A	STATE	City of San Joaquin: Improving Mobility and Safety	City, Caltrans, Consultant	2/28/2013	No
CT Environmental Justice Grant	N/A	STATE	City of Kerman: Madera Avenue Streetscape Master Plan	City, Caltrans, Consultant	2/28/2013	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								
117 Golden State Corridor Study	■	■	■	■	■	■	■	■
120 Regional Public Transp. Plng - FCMA	■	■	■	■	■	■	■	■
121 Public Transit-Human Services - JARC	■	■	■	■	■	■		
122 Public Transit-Human Services-New Freedom	■			■		■	■	
130 Rural Transit	■	■	■	■	■	■	■	■
150 Other Modes - Aviation and Rail	■	■	■	■	■	■	■	■
151 Bicycle and Pedestrian		■	■		■	■	■	■
152 High Speed Rail Planning								
153 Airport Land Use Commission	■	■		■		■	■	
154 San Joaquin Valley Railroad Corridor								
170 RTP	■	■	■	■	■	■	■	■
172 Congestion. Management	■	■	■	■	■	■	■	■
180 Air Quality	■	■	■	■	■	■	■	■
210 Meas. C Reauthorization Impl.	■	■	■	■	■	■	■	■
211 Meas. C. Citizen Oversight Comm.	■	■	■	■	■	■	■	■
212 Meas. C - Rideshare/Vanppol 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	■	■	■	■	■	■	■	■
415 Valley I-Places								
813 Valleywide Modeling	■	■	■	■	■	■	■	■
814 Sustainable Communities Grant								
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 2011/2012

California Planning Emphasis Areas

Fiscal Year 2011

Planning Emphasis Areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs.

The FHWA and FTA have determined that the areas of emphasis for California's transportation planning and air quality program in Federal FY 2011 are:

- Work Program Development
- Performance Management
- Congestion Management Process
- Livability/Sustainability

Work Program Development

SAFETEA-LU provides metropolitan transportation planning program funding for the integration of transportation planning processes in the MPA (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. FHWA and FTA request that all MPOs review the OWP development process to ensure the activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The MPO OWP work elements and subsequent work task should be developed in sufficient detail (i.e. activity description, products, schedule, cost, etc.) to clearly explain the purpose and results of the work to be accomplished, including how they support the Federal transportation planning process.

Performance Management

While the particulars of reauthorization remain uncertain, the proposed legislation in both chambers of Congress requires the States to adopt system performance goals and measures. The challenge is to position the MPOs to cope with program delivery challenges under the new legislative framework. Many of California's MPOs have developed RTPs that contain performance measures. Once the measures have been established, the MPOs, in conjunction with the State and Federal agencies, may analyze how to improve upon the performance and then develop a plan of action for achieving those better results. In short, FHWA and FTA would like to know what performance measures are MPOs currently utilizing to gauge the progress of their transportation decisions over time, and what kind of results are they achieving. The FHWA and FTA expect the MPOs be prepared to respond to these inquiries as a part of the annual meeting.

The State and MPOs are highly encouraged to establish Goals, Objectives and Performance Measures to assess and/or track the performance of transportation investment decisions in the following areas: Safety, Infrastructure Condition, Mobility, Congestion, Freight, and Livability.

The FHWA planner for your region can assist the MPO with the implementation of any agreed-upon performance measures in the Statewide and/or metropolitan planning processes.

Congestion Management Process (CMP)

23 CFR 450.320 requires the transportation planning process in each Transportation Management Area (TMA) to include a process to address congestion management, including the development of a congestion management process meeting federal requirements. In addition, metropolitan planning organizations in a TMA designated as nonattainment for ozone or carbon monoxide are subject to planning regulation restrictions regarding the inclusion of single occupant vehicle (SOV) capacity increasing projects in the transportation improvement program.

Although California has a State CMP documented in California Government Code, Title 7, Chapter 26 (Congestion Management), MPOs must be able to demonstrate compliance with the CMP provisions found in title 23 of the U.S. Code (23 U.S.C.) and title 23 of the Code of Federal Regulations (23 CFR), and the USDOT Congestion Management Process Guidance.

Prior to the 2011 Annual Meetings, FHWA will be conducting a CMP scan via survey of the status of the CMP for all TMAs. The purpose of the scan is to establish a baseline condition of the CMP process throughout California.

Livability/Sustainability

Livability/Sustainability is about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets. This includes addressing safety and capacity issues on all roads through better planning and design, maximizing and expanding new technologies such as ITS and the use of quiet pavements, using Travel Demand Management approaches to system planning and operations, etc. MPOs are encouraged to assure that new Regional Transportation Plans incorporate the following livability/sustainability principles:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Leverage Federal policies & investment
- Value communities and neighborhoods

U.S. Department of Transportation
Federal Highway Administration

California Division

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

January 21, 2011

In Reply Refer To:
HDA-CA

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

Dear Mr. Boren:

SUBJECT: FY 2011 MPO Annual Meetings and OWP Reviews

Annual meetings with all California Metropolitan Planning Organizations (MPOs) are scheduled to occur during the spring months of 2011. The Federal Highway Administration (FHWA) and Federal Transportation Administration (FTA) planners for your region will coordinate the meeting details and final agenda with your staff prior to the meeting.

The Annual Meetings should provide the FHWA and the FTA a complete picture of each respective MPO's transportation planning process. Some of the topic areas we look forward to seeing on the agenda, along with any others you may identify are:

- FY 2011 Overall Work Program (OWP)
- Discussion of Planning Emphasis Areas (PEAs)

Specific issues we would like the MPO to address under each topic area are delineated below.

OWP

A copy of your draft OWP should be made available to the Federal agencies and the California Department of Transportation (Caltrans), **a minimum of 30 days prior to the annual meeting date**. This will allow Caltrans, FHWA and FTA sufficient time to provide comments to you and have an opportunity to discuss them at the meeting.

All transportation planning activities, especially those funded through the FHWA (PL) and FTA (5303 and 5307) metropolitan planning programs should be reflected in your OWP. In addition to planning work products such as the Federal Transportation Improvement Program and Regional Transportation Plan, this would also include corridor studies, outreach, marketing, travel modeling, and any activities necessary to achieve compliance with the requirements of the current transportation authorization bill, SAFETEA-LU.

PEAs

Planning Emphasis Areas (PEAs) are policy, procedural, and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The FHWA and FTA have identified four PEAs:

- Work Program Development
- Performance Management
- Congestion Management Process
- Livability/Sustainability

Attached are further details on each of the PEAs.

Again, the FHWA and FTA planners for your region will be working with your staff to identify other agenda items and prepare for the meeting. We look forward to having a productive meeting. If you have any questions, please do not hesitate to contact Jermaine R. Hannon, Planning and Air Quality Team Leader, at 916-498-5066 or Jermaine.Hannon@dot.gov.

Sincerely,

For
Walter C. Waidelich, Jr.
Division Administrator

Enclosure

cc: Paul Page, FTA
Ray Sukys, FTA
Garth Hopkins, Caltrans
Ryan Ong, Caltrans
Scott Carson, FHWA

Work Element Descriptions

110 Regional Streets and Highways Planning

110

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". Some of the ongoing activities to resolve inconsistencies 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.

Local agencies are now required to have a traffic sign management system primarily of the purpose of ensuring retro-reflectivity standards. The County of Fresno will develop a night visibility management system that can be used by local agencies.

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 (ex: Operational Deficiencies and Highway/Local Road Interfaces, etc.)
6. Transportation analysis of local general, community, and specific plans

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 analysis of transportation issues related to local general, community, and specific plans.

110.05 Review and comment upon Caltrans Regional Street and Highway Programs

110.06 Participation in Golden State Corridor Study

110.07 Coordinate, consult and collaborate with all Tribal Governments. Document.

110.08 American Association of State Highway and Transportation Officials (AASHTO) Communication and Community Partnerships (CCP)

110.09 Night Visibility Studies

110 Regional Streets and Highways Planning															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Streets & Highways Planning															
110.01 Update FCMA Circ Element	■		23				■	■	■						
110.02 Update County Circ Element	■		20				■	■	■						
110.03 Develop urban corridors study	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
110.04 Analyze impacts - local plans	■	■	18	■	■	■	■	■	■	■	■	■	■	■	■
110.05 Comment on Programs	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
110.08 Golden State Corridor Study		■	7			■	■	■	■	■	■	■	■	■	■
110.07 Coordinate with Tribal Govt. Document	■		3	■	■	■	■	■	■	■	■	■	■	■	■
110.08 AASHTO CCP		■	2	■	■	■	■	■	■	■	■	■	■	■	■
110.09 Night Visibility Studies	■		2	■	■	■	■	■	■	■	■	■	■	■	■

110 REGIONAL STREETS & ROADS

110 Regional Streets & Roads

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FHWA PL
Salaries	81,594	97,523	39,977	
Benefits	29,578	36,561	15,267	
Overhead	57,654	84,259	32,566	
Total Staff Costs	168,826	218,343	87,810	87,810
Direct Costs				
Agency Pass Trough	28,318	49,000	30,000	30,000
Total Direct Costs	28,318	49,000	30,000	30,000
TOTAL	197,144	267,343	117,810	117,810
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				13,513
Agency Pass Trough				
County - Night Visibility Studies	30,000			
Total	30,000			

111 Regional Transportation Modeling

111

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 was 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 are being 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															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
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 Technical support	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
111.10 Environmental Justice	■		2	■	■										
111.11 Develop New modeling tools	■		15	■	■	■	■	■	■	■	■	■	■	■	■

111 REGIONAL TRANSPORTATION MODELING

111 Regional Transportation Modeling

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FHWA PL
Salaries	100,071	86,190	108,236	
Benefits	36,276	32,312	41,334	
Overhead	70,710	74,467	88,171	
Total Staff Costs	207,057	192,969	237,741	237,741
Direct Costs				
Consultants	44,977	225,000	225,000	225,000
Software Support & Maint	20,812	34,000	52,600	52,600
Agency Pass Trough	122	3,500		
Total Direct Costs	65,911	262,500	277,600	277,600
TOTAL	272,968	455,469	515,341	515,341
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				59,110

Consultants	
Traffic Model Update	75,000
Traffic Monitoring Program	100,000
Travel Surveys	50,000
Total	225,000

Software Support & Maint	
Program Customization	10,000
Program Technical Support	10,000
TP Viper Maintenance	6,000
County GIS Subscription	2,000
Anti Virus Maintenance Fee	1,500
Arcview GIS Maint	3,100
Demographic Data Book	5,000
Sketch Modeling Software	15,000
Total	52,600

112 Regional Traffic Monitoring

112

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															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
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

112 Regional Traffic Monitoring

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FHWA PL
Salaries	42,568	34,475	43,792	
Benefits	15,431	12,924	16,723	
Overhead	30,078	29,785	35,674	
Total Staff Costs	88,077	77,184	96,189	96,189
Direct Costs				
Equipment	0	20,000	20,000	20,000
Agency Pass Trough	176,688	163,730	222,200	222,200
Total Direct Costs	176,688	183,730	242,200	242,200
TOTAL	264,765	260,914	338,389	338,389
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				38,813
Agency Pass Trough				
County Traffic Count Program	132,500			
Fresno Traffic Count Program	80,200			
Clovis Traffic Count Program	9,500			
Total	222,200			
Equipment				
Traffic Count/Computer Equipment	20,000			

114 Fresno County Intelligent Transportation System Architecture Update

114

OBJECTIVE

To update the Intelligent Transportation System (ITS) Regional Architecture for Fresno County last completed in 1999.

DISCUSSION

Intelligent Transportation Systems (ITS) projects make use of electronics, communications, or information processing to improve the efficiency or safety of a surface transportation system. Because information technology is generally most effective when systems are integrated and interoperable, the U.S. Department of Transportation (USDOT) has established the National ITS Architecture to provide a common structure for the design of ITS projects. The National Architecture describes what types of interfaces could exist between ITS components and how they exchange information and work together to deliver ITS user service requirements.

A regional ITS architecture should include

- Description of the region
- Identification of participating agencies and stakeholders
- Operational concept, including roles and responsibilities of participating agencies and stakeholders
- Any agreements needed for operation
- System functional requirements
- Interface requirements and information exchanges with planned and existing systems
- Identification of applicable standards
- The sequence of projects necessary for implementation

The purpose of developing a regional ITS architecture is to illustrate and document regional integration so that planning and deployment of ITS projects can take place in an organized and coordinated fashion. Once developed, any ITS project in the region that receives funding from the national highway trust fund must adhere to the regional ITS architecture. A region can be specified at corridor, metropolitan, statewide, or mult-state level, although the Metropolitan Planning Area is the minimum regional size within a metropolitan area.

There is some software that is needed for the successful completion of this work element called "Turbo Architecture". Turbo is a software application that supports development of regional and project ITS architectures.

PREVIOUS WORK COMPLETED

Fresno County Intelligent Transportation System Regional Architecture completed in 1999.

PRODUCTS

1. Outreach and Project Plans
2. Fresno Area Turbo Project File
3. Project Scope Document
4. Turbo Architecture List of Stakeholders

5. ITS needs and objectives defined in relation to the Regional Transportation Plan
6. Concept of Use for the Planning and Implementation
7. Inventory of Elements in Turbo Architecture
8. Operational Concepts List in Turbo Architecture
9. Functional Requirements List in Turbo Architecture
10. Market Packages defined in Turbo Architecture
11. Standards Use Strategy
12. Fresno County ITS Architecture
13. Executive Summary of Fresno County ITS Architecture
14. Architecture Use Guidance Document

TASKS

114.01 Prepare Outreach and Work Plan
114.02 Create Fresno Turbo Architecture File and integrate relevant parts of SJV Turbo Architecture
114.03 Define Architecture Scope
114.04 Identify and contact stakeholders to solicit their participation
114.05 Define ITS Goals and Objectives
114.06 Define Concept of Use for Planning and Implementation
114.07 Create inventory of ITS elements in Turbo Architecture
114.08 Create operational concepts list in Turbo Architecture
114.09 Create functional requirements list in Turbo Architecture
114.10 Stakeholder review of work elements created in Turbo Architecture
114.11 Establish work groups to address market packages and interface/information flows
114.12 Identify relevant market packages
114.13 Customize market packages to reflect needs of stakeholders
114.14 Coordinate with adjacent architectures (neighboring regions, SJV, statewide)
114.15 Stakeholder review of work completed pertaining to market packages and interfaces / flows
114.16 Create Standards Use Strategy
114.17 Create list of agreements/MOUs needed between stakeholders to exchange information and implement relevant projects
114.18 Develop Fresno County ITS Architecture
114.19 Develop Executive Summary of Fresno County ITS Architecture
114.20 Prepare Architecture Use Guidance Document
114.21 Final Outreach to stakeholders

114 Fresno County Intelligent Transportation System Architecture Update

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
114.01 Prepare Outreach and Work Plan	■	■	5%	■											
114.02 Create Fresno Turbo Architecture File and integrate relevant parts of SJV Turbo Architecture				■											
114.03 Define Architecture Scope	■		5%		■										
114.04 Identify and contact stakeholders to solicit their participation	■		5%		■	■									
114.05 Define ITS Goals and Objectives	■		5%			■									
114.06 Define Concept of Use for Planning and Implementation	■	■	5%			■									
114.07 Create inventory of ITS elements in Turbo Architecture	■	■	5%				■	■							

114.08 Create operational concepts list in Turbo Architecture	■	■	5%				■	■							
114.09 Create functional requirements list in Turbo Architecture	■	■	5%				■	■							
114.10 Stakeholder review of work elements created in Turbo Architecture	■	■	5%						■						
114.11 Establish work groups to address market packages and interface/information flows	■	■	5%						■						
114.12 Identify relevant market packages	■	■	5%						■						
114.13 Customize market packages to reflect needs of stakeholders	■	■	5%							■					
114.14 Coordinate with adjacent architectures (neighboring regions, SJV, statewide)	■		5%							■	■				
114.15 Stakeholder review of work completed pertaining to market packages and interfaces / flows	■		5%									■			
114.16 Create Standards Use Strategy	■	■	5%									■			
114.17 Create list of agreements/MOUs needed between stakeholders to exchange information and implement relevant projects	■	■	5%										■		
114.18 Develop Fresno County ITS Architecture	■		5%										■	■	■
114.19 Develop Executive Summary of Fresno County ITS Architecture	■		5%												■
114.20 Prepare Architecture Use Guidance Document	■		5%												■
114.21 Final Outreach to stakeholders	■	■	5%												■

114 Fresno County Intelligent Transportation System Architecture Update

114 Intelligent Transportation Systems

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FHWA PL	FHWA Carry Fwd	LOCAL FUNDS
Salaries	0	0	11,010			
Benefits	0	0	4,205			
Overhead	0	0	8,970			
Total Staff Costs	0	0	24,185	24,185		
Direct Costs						
Consultants			50,000		44,265	5,735
Total Direct Costs	0	0	50,000	0	44,265	5,735
TOTAL	0	0	74,185	24,185	44,265	5,735
LTF MATCH 11.47%					5,735	
TOLL CREDIT MATCH 11.47%				2,774		

Consultants	
ITS System Update	50,000
Total	50,000

115 Regional Transportation Mitigation Fee Study 115

OBJECTIVE

The primary objective of this project is to administrate a Regional Transportation Mitigation Fee Program for Fresno County consistent with the requirements of Measure "C" approved by Fresno County Voters in 2006.

DISCUSSION

In November of 2006 voters in Fresno County approved an extension of the Measure "C" half cent sales tax measure creating the Regional Transportation Program (RTP-MC) which included a Tier 1 and 2 list of urban and rural street and road projects to provide for the movement of goods, services, and people throughout the county. A minimum of 75% of the State Transportation Improvement Program funds due to the Fresno County region shall be committed to the Tier 1 program. Twenty per cent (20%) of the total program shall be funded through implementation of a Regional Transportation Mitigation Fee (RTMF).

PREVIOUS WORK COMPLETED

Worked with member agencies, the Development Community, and the public to understand and apply the RTMF to their respective projects.

Implemented a Right-To-Appeal process for the RTMF

Collected $1,548,761.51 in fees for the RTMF program and processed 1,521 applications in 2010.

An RTMF Joint Powers agency was formed by the cities and County of Fresno. The RTMF Joint Powers agency adopted the RTMF ordnance in October 2009.

An Administrative Manual was developed and adopted to provide guidance regarding collection of the RTMF fee and associated issues.

An RTMF Q&A appendix to the Administrative Manual is being maintained to clarify recurring RTMF situations.

PRODUCTS

A Regional Transportation Mitigation Fee Program.

TASKS

115.01 Administrate the Regional Transportation Mitigation Fee Program.

115 Regional Transportation Mitigation Fee Program															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
115.01 Administrate Fee Program	■	■	100	■	■	■	■	■	■	■	■	■	■	■	■

115 REGIONAL TRANSPORTATION MITIGATION FEE PROGRAM

115 Regional Transportation Mitigation Fee

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	0	13,908	9,106	
Benefits	0	5,214	3,477	
Overhead	0	12,016	7,417	
Total Staff Costs	0	31,138	20,000	20,000
Direct Costs				
Consultants	0	20,000	30,000	30,000
Total Direct Costs	0	20,000	30,000	30,000
TOTAL	0	51,138	50,000	50,000

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

Consultants	
PB America - Technical Support	30,000
Total	30,000

GOLDEN STATE CORRIDOR: ECONOMIC DEVELOPMENT INFRASTRUCTURE IMPROVEMENTS: PLANNING, ENGINEERING, AND ENVIRONMENTAL STUDY

OBJECTIVE

The Fresno Council of Governments (Fresno COG) in conjunction with the County of Fresno, and the cities of Selma, Fowler and Kingsburg are conducting a Golden State Corridor: Economic Development Infrastructure Improvements: Planning, Engineering, and Environmental Study.

The goal is to revitalize the Corridor, enhance economic development, and improve Corridor safety for both commercial purposes as well as local drivers.

Funding for the Golden State Corridor Improvements has been made available in the Measure "C" Sales Tax Extension, passed by the voters of Fresno County in 2006.

DISCUSSION

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

The Fresno Council of Governments (Fresno COG) in conjunction with the County of Fresno, and the cites of Selma, Fowler and Kingsburg are conducting a Golden State Corridor: Economic Development Infrastructure Improvements: Planning, Engineering, and Environmental Study.
There are three parts to this study:

1) Developing the planning design guideline specifications for the entire Corridor,
2) Preparing the preliminary engineering design plans, and
3) Preparation of environmental documents sufficient to meet the requirements of the National Environmental Quality Act (NEPA) and the California Environmental Quality Act (CEQA).

The goal is to revitalize the Corridor, enhance economic development, and improve Corridor safety for both commercial purposes as well as local drivers.

The proposed area of study is along Golden State Boulevard, a 14 mile stretch of old Highway 99 generally from American Avenue to the Tulare County line. The area of study will pass through the cities of Fowler, Selma, and Kingsburg, and the unincorporated areas under the responsibility of the County of Fresno.

Significant challenges exist in the study area. From a planning design standpoint, the Corridor currently lacks an overall cohesive identity. Many significant improvements have been made along some sections of the Corridor, while other areas need renovation to blend and complement the improved portions. Each

city needs to have its own identity reflected at the gateways to their downtown areas, while maintaining a unified "corridor aesthetic" along the entire length of the Corridor.

PREVIOUS WORK COMPLETED

Fresno COG has completed the *Community Vision for the Golden State Corridor.* (Chabin Concepts, Inc., and Destination Development, Inc. April 2003) The *Community Vision for the Golden State Corridor* report has been endorsed by all agency participants following visioning sessions held in the cities of Fowler, Selma, and Kingsburg.

Funding for the Golden State Corridor Improvements has been made available in the Measure "C" Sales Tax Extension, passed by the voters of Fresno County in 2006

Fresno COG released the Request for Proposals on October 16, 2009 and received ten proposals on December 16, 2009. The proposals were be scored, interviews conducted and the preferred proposal was approved by the Fresno COG Policy Board in February 2010, contract was awarded to Quad Knopf. Work began March 1, 2010.

PRODUCTS

1) Developing the planning design guideline specifications for the entire Corridor,
2) Preparing the preliminary engineering design plans, and
3) Preparation of environmental documents sufficient to meet the requirements of the National Environmental Quality Act (NEPA) and the California Environmental Quality Act (CEQA).
4) Final Report

TASKS

117.01 Planning Design Guidelines
- a. Conduct public involvement process
- b. Draft Preliminary Planning Design Guidelines Manual
- c. Final Planning Design Guidelines Manual
- d. TBD

117.02 Preliminary Engineering Design Plans
- a. Topographic mapping and aerial photography
- b. Preliminary roadway design plans (30% level)
- c. Preliminary intersection design plans (30% level)
- d. Preliminary engineers estimate and additional considerations
- e. Conduct public involvement process

117.03 Environmental Documents
- a. Develop future traffic forecast
- b. Develop recommended mitigation measures
- c. Draft EIR and CEQA documents
- d Conduct public involvement process, response to comments
- e. Final EIR and CEQA documents

117.04 Final Report

a. Prepare final report 1st draft
b. Present draft for comments
c. Peer Review
d. Incorporate comments into final report
e. Final Report

117 Golden State Corridor Study															
Task Description (TBD)	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
117.01 Planning Design Guidelines Manual	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
117.02 Preliminary Engineering Design Plans	■	■	50	■	■	■	■	■	■	■	■	■	■	■	■
117.03 Environmental Documents	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
117.04 Final Report	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■

117 GOLDEN STATE CORRIDOR: ECONOMIC DEVELOPMENT INFRASTRUCTURE IMPROVEMENTS: PLANNING, ENGINEERING, AND ENVIRONMENTAL STUDY

117 Golden State Corridor

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	0	14,279	6,829	
Benefits	0	5,353	2,608	
Overhead	0	12,336	5,563	
Total Staff Costs	0	31,968	15,000	15,000
Direct Costs				
Consultants	133,777	515,000	225,000	225,000
Supplies/Printing				
Total Direct Costs	133,777	515,000	225,000	225,000
TOTAL	133,777	546,968	240,000	240,000

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

Consultants	
Quad Knopf - Golden State Corridor	225,000
Total	225,000

120 Regional Public Transportation Planning - FCMA 120

OBJECTIVE

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

DISCUSSION

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

PREVIOUS WORK COMPLETED

COG/FAX personnel continue to work with the City of Fresno's Development and Resource Management and Downtown and Community Revitalization Departments to implement transit friendly development guidelines recommended in the Public Transportation Infrastructure Study (PTIS) and Bus Rapid Transit (BRT) Master Plan, and to review development proposals to encourage transit friendly development. Additionally, COG/FAX staff is participating in the preparation of the City of Fresno's General Plan update and Fulton Corridor Specific and Surrounding Neighborhoods Community Plans.

In coordination with the PTIS, a Very Small Starts grant proposal was prepared, and FAX has been notified by the FTA that the Blackstone/Ventura-Kings Canyon BRT project has been approved for Project Development. FAX will begin project development during the third quarter of FY2010-2011.

A contract to implement Regional Trip Planning Service has been awarded to Ontira Communications of British Columbia. The system, which will be operational by July 2011, will allow transit users to receive schedule and trip planning information via phone, including interactive voice recognition, and on the internet. Next bus schedule information will also be available using a phone by provided a bus stop identification number.

Staff continues to educate large employers and community groups though site visits and assistance with transit training. Staff continue to prepare passenger newsletters, however, as a cost saving measure the newsletters are now published as part of the FAX Schedule Guide rather than as a stand alone document. Also, as a cost saving measure, the FAX Annual Report will not be published for FY 2010-2011. These publications help inform the community about programs, services and accomplishments at FAX. Public information products are routinely updated and corrected to ensure accurate and timely dispersion of information. Staff has participated in nearly 30 outreach programs within the metropolitan area this year including the Fresno City College Disability Awareness Day, CSUF Information Fair, CSUF Disability Awareness Fair, the Central Valley Mayors Committee Disability Awareness Conference, and several Employer Rideshare activities. At all of these programs, Staff provides information and education about public transit services in Fresno County.

PRODUCTS

Required Reports

1. Regional Transportation Plan (RTP) Public Transportation Element.
2. Short-Range Transit Plan (SRTP) for the Fresno-Clovis Urbanized Area.
3. FAX Fleet Plan
4. FAX Facilities Standards Document
5. Consolidated Transportation Services Agencies (CTSA) Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area.
6. Environmental Impact Assessments.

Technical Process and Studies

7. Evaluation of contracted demand-response paratransit service.
8. Bus Stop/Shelter Information Program and Inventory Update.
9. Financial Capacity Analysis Program Update.
10. Coordinate Review of Development Proposals with other City Departments.
11. Conduct the Fresno COG "Social Service Transportation Advisory Council" Meetings (PUC 99238.5).
12. Fresno COG "Unmet Transit Needs Staff Report" Update.
13. Coordinate with the Air District to facilitate implementation of Transportation Control Measures.
14. Conduct fixed-route ad paratransit rider satisfaction surveys.
15. Coordinate the FAX Public Information and Outreach Program.
16. Initiate BRT project development and preliminary engineering.
17. Coordinate Transit Consolidation/Coordination (Transit Coordinating Council)

Transit Service Evaluation and Monitoring

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

TASKS

Required Reports

120.01 Update FAX's five-year capital program.
- a. Evaluate FAX's five-year capital program and ensure consistency with RTP and FAX Fleet Plan.
- b. Ensure that proposed programs are in compliance with Federal and State legislation (SAFETEA LU, TDA and AB 2766).

120.02 Update the Short Range Transit Plan for the Fresno-Clovis Urbanized Area.
- a. Coordinate with FCMA transit service providers.
- b. Analyze current data related to demographic trends, operating performance and budget.
- c. Incorporate updated information into capital improvement program.

120.03 Update FAX's Fleet Plan.
- a. Monitor the Federal and State emissions standards for transit vehicles.
- b. Refine fleet planning strategy consistent with CARB and EPA emissions requirements.
- c. Maintain fleet inventory in compliance with FTA spare bus ratio standards.

120.04 Update FAX's Americans with Disabilities Act Paratransit Service Program.
- a. Review progress for implementing ADA tasks.
- b. Coordinate with contracted paratransit service provider to ensure compliance with contract and federal legislation.

120.05 Update the CTSA Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area FCMA).
- a. Coordinate with contracted paratransit service provider to secure required documentation.

b. Continue to refine the CTSA process in the FCMA.
c. Continue to seek ways to better coordinate social service transportation.

120.06 Undertake environmental assessments as appropriate, as well as alternative analysis if indicated.
a. Undertake preliminary assessment of environmental effects of urban public transportation planning reports.
b. Prepare alternative analysis and/or environmental impact reports and conduct public hearings, as required.

120.07 Maintain Management Information and passenger information Systems.
a. Update AVL GPS fixed-route schedule database.
b. Update APC Database
c. Update passenger announcement database.

120.08 Update FAX Emergency Operating Plan

Technical Process and Studies

120.09 Monitor and evaluate the effectiveness of contracted demand-response service.
a. Monitor for compliance with ADA regulations.
b. Evaluate cost-effectiveness of contracted service.
c. Survey riders for customer satisfaction.

120.10 Update the Bus Stop/Shelter Information Program and Inventory Plan.
a. Continue to monitor FAX bus stop/shelter amenities.
b. Maintain updated record of ADA accessible bus stops.

120.11 Update Financial Capacity Analysis Program.
a. Examine five-year history of capital and operating costs and revenue for past five years.
b. Prepare five-year revenue and cost projections for capital, operating and maintenance programs.

120.12 Update Cost Allocation Plan.
a. Evaluate cost impact of service modifications.

120.13 Coordinate review of Development Proposals.
a. Evaluate development proposals for regulatory compliance.
b. Identify transit supportive infrastructure and amenities appropriate for proposed development.

120.14 Conduct the Fresno COG "Social Service Transportation Advisory Council" meetings.

120.15 Prepare the Fresno COG "Unmet Transit Needs Staff Report" and conduct public hearing.

120.16 Coordinate air quality planning efforts with the COG as related to transit.
a. Coordinate with COG and the air district in implementing TCMs relating to public transit.
b. Coordinate with COG and the air district in formulating trip reduction strategies.

120.17 Conduct fixed-route and paratransit passenger and non-rider surveys.
a. Develop service and training recommendations based on passenger survey results.

120.18 Implement the FAX public information and community outreach program.
a. Coordinate Community Outreach and Public Information Program.
b. Prepare and publish the FAX passenger newsletter.
c. Prepare and publish the FAX Annual Report.
d. Prepare and update passenger information pieces.
e. Prepare and publish FAX fixed-route maps and schedules.
f. Update FAX web site.
g. Develop and implement FAX Branding Campaign.

120.19 Coordinate the long-range transit planning with the PTIS recommendations.
a. Implement FAX Bus Rapid Transit Plan

120.20 Manage Transit Coordination/Consolidation Process

Transit Service Evaluation and Monitoring

120.21 Develop FAX's FTA NTDB Report.
a. Conduct NTDB surveys on a continuous basis.
b. Update NTDB Report.
c. Coordinate Annual NTDB Audit.

120.22 Conduct FAX's service evaluation.
- a. Prepare service recommendations for implementing future service modifications.
- b. Coordinate public hearings, as appropriate, for service modifications.
- c. Implement recommendations of FAX Customer Satisfaction Survey.
- d. Implement Transit Master Plan and PTIS recommendations.
- e. Conduct employer outreach - work with major employers to develop commuter service strategies.

120.23 Prepare Monthly FAX Productivity Report.

120.24 Prepare annual Transit Productivity Evaluation Report.
- a. Coordinate with other social service transportation providers to evaluate service within the county.
- b. Present report to Social Services Transportation Advisory Council for review and comment.

120.25 Maintain Bus Facilities and Activity Database.
- a. Update database to reflect service changes.
- b. Maintain AVL GPS database to continue its reporting integrity.
- c. Maintain APC Database.

120.26 Participate in the FTA and TDA triennial performance audits as required.

120.27 Update AB-120 Action Plan

120 Regional Public Transportation Planning – FCMA — **120**

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
120.01 Update 5-Yr. Capital Program	■		1										■	■	
120.02 Update SRTP	■		2									■	■	■	■
120.03 Update FAX Fleet Plan			1							■	■				
120.04 Update FAX Access Plan			1						■	■					
120.05 Update CTSA OPB (FCMA)	■	■	1										■	■	■
120.06 Undertake EA/MIS analysis	■		4	■			■			■			■		
120.07 Management Inf System			10	■			■			■			■		
120.08 Update FAX Emergency Plan			2	■	■	■	■	■	■	■	■	■	■	■	■
120.09 Eval. Demand Response service			1	■			■			■			■		
120.10 Update Bus Stop Inventory			1	■	■	■	■	■	■	■	■	■	■	■	■
120.11 Update financial Cap. Analysis			1	■	■										
120.12 Update Cost Allocation Plan			2	■	■	■	■	■	■	■	■	■	■	■	■
120.13 Review Development Proposals	■		12	■	■	■	■	■	■	■	■	■	■	■	■
120.14 Conduct SSTAC	■		2							■	■	■	■	■	
120.15 Update Unmet Needs Report	■		1	■	■	■	■	■	■	■	■	■	■	■	■
120.16 Coordinated with Air District	■		1										■	■	■
120.17 Passenger satisfaction surveys	■		2	■			■			■			■		
120.18 Community Outreach Program	■		15	■	■	■	■	■	■	■	■	■	■	■	■
120.19 Coordinated LRP			7	■	■	■	■	■	■						
120.20 Transit Coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
120.21 Develop NTDB Report	■		10	■	■	■	■	■	■	■	■	■	■	■	■
120.22 Conduct Service Evaluation	■		10	■	■	■	■	■	■	■	■	■	■	■	■
120.23 Prepare FAX Productivity Rpt..	■		3		■	■	■								
120.24 Prepare Annl. Productivity Rpt .	■		2				■	■	■	■					
120.25 Maintain APC Database			1	■	■	■	■	■	■	■	■	■	■	■	■
120.26 Part. in Triennial Audit	■		1										■	■	■
120.27 Update Action Plan (AB-120)	■		1												

120 REGIONAL PUBLIC TRANSPORTATION PLANNING - FCMA

120 Public Transportation - Urban

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FTA 5303	FTA 5307	LOCAL FUNDS
Salaries	129,114	118,658	120,947			
Benefits	46,805	44,484	46,188			
Overhead	91,232	102,519	98,526			
Total Staff Costs	267,151	265,661	265,661	22,798	194,290	48,573
Direct Costs						
Consultants	3,547	200,000	150,000	50,000	80,000	20,000
Grant Specific Travel	341	7,500	1,500		1,200	300
Agency Pass Trough	461	171,970	35,000	35,000		
Total Direct Costs	4,349	379,470	186,500	85,000	81,200	20,300
TOTAL	271,500	645,131	452,161	107,798	275,490	68,873
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				12,364		
Consultants						
Fax Transit Studies	100,000					
Transit Consolidation	50,000					
Total	150,000					
Grant Specific Travel						
APTA Conference	1,500					

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

121

OBJECTIVE

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

DISCUSSION

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

The human services transportation coordination provisions include the following activities:

- Requires the establishment of a locally developed, Coordinated Public Transit-Human Services Transportation Plan for all FTA human service transportation programs: Section 5310 Elderly individuals and Individuals with Disabilities Program, Section 5316 Jobs Access and Reverse Commute Program and Section 5317 New Freedom Program.

- Requires the plan to be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.

- Planning requirements became effective in FY 2007 as a condition of Federal assistance. JARC planning requirements existed previously and accordingly, are effective immediately.

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

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

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

PREVIOUS WORK COMPLETED

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

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

SAFETEA-LU requires that representatives of public, private, and non-profit transportation providers, human services providers, and the public all participate to develop a plan. Fresno COG staff has completed the Fresno County Coordinated Human Services Transportation Plan. It was presented to the Fresno COG Policy Board and was adopted with Resolution 2008-03 on January 24, 2008.

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

Because of the requirement within SAFETEA-LU, 2006 and 2007 appropriations for select Federal Transit Administration grants were delayed pending the completion of a Coordinated Plan by participating transportation planning agencies. In February 2008, the Federal Transit Agency announced the deadline for grant applications for 2006 appropriations. In response to this news, Fresno COG staff issued an accelerated call for projects and created a process to administer the grading process.

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

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

Social Services Transportation Advisory Council (SSTAC)
The FRESNO COG Policy Board established its Social Service Transportation Advisory Council (SSTAC) on May 26, 1988, to aid in its review of transit issues with emphasis on the annual identification of transit needs

within Fresno County. These transit needs include the needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The Fresno COG's establishment of this Advisory Council is consistent with State law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body.

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

PRODUCTS

1. Coordinated Public Transit-Human Services Transportation Advisory Council
2. Coordinated Public Transit-Human Services Transportation Plan
3. Coordinated Public Transit-Human Services Plan Project Management Plan
4. Competitive Selection Process for Caltrans administered 5310, 5316 and 5317 Grants
5. Competitive Selection Process for COFCG administered 5316 and 5317 Grants
6. Administration process for urban Section 5316 and 5317 grant program.

TASKS

121.01 Administer the Competitive Selection Process for 5310, 5316 and 5317 Grants

a. Administer competitive selection process

b Oversee and administer the Fresno COG JARC grant program

121 Public Transit-Human Services Transportation - JARC

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
121.01 Competitive Selection Process for 5316 and 5317 Grants	■	■	100%	■	■	■	■	■	■	■					

121 PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION - JARC

121 JARRC

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FTA 5303	FTA 5316/5317	LOCAL FUNDS
Salaries	0	11,330	11,549			
Benefits	0	4,248	4,411			
Overhead	0	9,790	9,408			
Total Staff Costs	0	25,368	25,368	25,368		
Direct Costs						
FTA 5316 JARRC	34,933	1,833,985	3,463,391		2,114,871	1,348,520
Total Direct Costs	34,933	1,833,985	3,463,391	0	2,114,871	1,348,520
TOTAL	34,933	1,859,353	3,488,759	25,368	2,114,871	1,348,520
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				2,910		

FTA 5316 JARRC	Total	5316	Match
FAX Trip Planning Software	346,389	277,112	69,277
FCEOC 3 Vans	47,125	37,700	9,425
FCEOC Calworks OP 3 yrs.	422,244	211,122	211,122
FCRTA Emp. Shuttle	126,168	100,934	25,234
FCRTA 511 Software	250,000	200,000	50,000
FAX Transportation needs Research	250,000	200,000	50,000
FAX Bike Racks	132,000	105,600	26,400
FAX Bike Lockers	125,341	100,341	25,000
FCEOC - CVRC Operating Assistance	1,764,124	882,062	882,062
Total	3,463,391	2,114,871	1,348,520

122 Public Transit-Human Services Transportation (New Freedom)

122

OBJECTIVE

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

DISCUSSION

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

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

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

PREVIOUS WORK COMPLETED

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

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

SAFETEA-LU requires that representatives of public, private, and non-profit transportation providers, human services providers, and the public all participate to develop a plan. Fresno COG staff has completed the Fresno County Coordinated Human Services Transportation Plan. It was presented to the Fresno COG Policy Board and was adopted by Resolution 2008-03 on January 24, 2008.

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

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

Because of the requirement within SAFETEA-LU, 2006 and 2007 appropriations for select Federal Transit Administration grants were delayed pending the completion of a Coordinated Plan by participating transportation planning agencies. In February 2008, the Federal Transit Agency announced the deadline for grant applications for 2006 appropriations. In response to this news, Fresno COG staff issued an accelerated call for projects and created a process to administer the grading process.

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

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

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

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

PRODUCTS

1. Coordinated Public Transit-Human Services Transportation Advisory Council
2. Coordinated Public Transit-Human Services Transportation Plan
3. Coordinated Public Transit-Human Services Plan Project Management Plan
4. Competitive Selection Process for Caltrans-administered 5310, 5316 and 5317 Grants
5. Competitive Selection Process for COFCG administered 5316 and 5317 Grants
6. Administration process for urban Section 5316 and 5317 grant program.

TASKS

122.01 Developed the Competitive Selection Process for 5317 Grants

a. Administer the competitive selection process.
b. Oversee and administer the Fresno COG Public Transit - New Freedom grant program.

122 Public Transit-Human Services Transportation (New Freedom)															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
122.01 Competitive Selection Process for 5316 and 5317 Grants	■	■	100	■	■	■	■	■	■	■					

122 PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION (NEW FREEDOM)

122 New Freedom

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FTA 5303	FTA 5316/5317	LOCAL FUNDS
Salaries	0	11,330	11,549			
Benefits	0	4,248	4,411			
Overhead	0	9,790	9,408			
Total Staff Costs	0	25,368	25,368	25,368		
Direct Costs						
FTA 5317 New Freedom	171,925	649,495	739,090		527,970	211,120
Total Direct Costs	171,925	649,495	739,090	0	527,970	211,120
TOTAL	171,925	674,863	764,458	25,368	527,970	211,120
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				2,910		

FTA 5317 New Freedom	Total	FTA 5317	Match
FCRTA Van - Heavy Duty Lift	85,000	60,340	24,660
FAX Bus Station Ramps	153,000	122,400	30,600
FAX Trip Efficiency Program	80,000	40,000	40,000
FAX Support Vehicle	21,000	16,800	4,200
FAX Bus Stop Improvements	150,000	120,000	30,000
FAX Braille Signs	85,000	68,000	17,000
FCRTA Travel Training	80,000	40,000	40,000
FCRTA Van - Heavy Duty Lift	85,090	60,430	24,660
Total	739,090	527,970	211,120

130 Regional Public Transportation Planning - Rural

130

OBJECTIVE

To carry on the continuing rural public transportation planning process, to satisfy the requirements of the: Alquist-Ingalls Act (AB-402, 1977); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Specialized Transportation Services Act (SB-826, 1988); the Federal Clean Air Act Amendments; the 1988 California Clean Air Act; and the Americans With Disabilities Act of 1990 (Public Law 101-336) and the Measure C Expenditure Plan.

DISCUSSION

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

PREVIOUS WORK COMPLETED

The latest edition of the Short Range Transit Plan for the Rural Fresno County Area 2011-2016 was adopted by Fresno COG on June 30, 2011. It is not scheduled for revisions until 2012-13.

The latest edition of the Rural Consolidated Transportation Service Agency' Operations Program and Budget was adopted by Fresno COG on June 30, 2011. This document is scheduled for updating in 2011-12.

PRODUCTS

1. Special Rural Transit Studies to respond to unmet transit needs comments.
2. Rural Consolidated Transportation Service Agency Operations Program and Budget: 2011-2012
3. Social Services Transportation Advisory Council Committee Member Roster, Meeting Agenda Packages, Executive Minutes, and Recommendations to the Fresno COG Policy Board as per SB 498 and PUC 99238.

TASKS

130.01 Rural Public Transportation Planning

a. Special Rural Transit Studies.

(1) No staff time is devoted to consultant contracts.

(2) Review comments submitted at annual "Unmet Transit Needs" Public Hearings to determine special rural transit studies. Evaluate current and projected data.

(3) Evaluate proposals for expansion, deletion, or modification expressed through the citizen participation and environmental justice process; develop service alternatives as warranted; present draft and final recommendation, review with Member Agency

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

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

(5) Support ongoing work towards the systematic implementation of Measure - C projects and programs.

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

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

130.02 Social Service Transportation Planning.

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

(1) Continue providing transportation planning technical assistance to the Fresno County Economic Opportunities Commission and the Fresno County Rural Transit Agency designated Consolidated Transportation Service Agency (CTSA's) for rural Fresno County.

(2) Provide evaluation data for annual Productivity Evaluation Process.

(3) Review current Operations Program and Budget and its relationship to other technical studies and documents related to rural transportation service including proposals for service expansion/deletion or modification by operators and interested citizens; prepare the annual FY 2011-12 productivity evaluation draft and final Report; and continue to respond to 2006-07 to 2008-09 Triennial Performance Evaluation recommendations; review with Fresno County staff and advisory committees and revise as necessary, conduct Public Hearings and adopt document.

130.03 Undertake Environmental Impact Analysis, as appropriate.

a. Conduct re-assessment of environmental effects on rural public transportation planning reports.

b. Prepare environmental impact reports, as required.

c. Hold public hearings.

130.04 Agricultural Industries Transportation Services (AITS)

a. Review how helping to meet transportation needs of farm workers in the County who travel to neighboring Counties for work.

130 Public Transportation - Rural

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
130.01 Rural Public Trans Planning															
a Special Rural Transit Studies	■		55		■			■		■	■	■	■	■	■
b Support SSTAC	■	■	5		■			■		■	■	■	■	■	■
130.02 Social Service Trns Plng															
a Refine CTSA	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■
130.03 Prepare environmental analysis	■		5											■	■
130.04 Agricultural Industries Trans, Svs.	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

130 Public Transportation - Rural

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FTA 5303
Salaries	4,433	4,504	6,829	
Benefits	1,607	1,689	2,608	
Overhead	3,132	3,892	5,563	
Total Staff Costs	9,172	10,085	15,000	15,000
Direct Costs				
Agency Pass Trough	461	18,500	15,000	15,000
Grant Administration				
Total Direct Costs	461	18,500	15,000	15,000
TOTAL	9,633	28,585	30,000	30,000
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				3,441
Agency Pass Trough				
FCEOC CTSA Rural Planning	15,000			
Total	15,000			

150 Other Modes - Aviation & Rail

150

OBJECTIVE

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

DISCUSSION

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

This work element also includes staff activities to monitor, participate in and report on the activities of the San Joaquin Valley Rail Committee, which advises Caltrans on Amtrak *San Joaquin* rail passenger service. This service has become increasingly important to Fresno County and the San Joaquin Valley as annual ridership has surpassed the one million passenger level, on-time performance has improved greatly and passenger stations continue to be improved. Staff, through the San Joaquin Valley Rail Committee and COG Committees and Policy Board, will focus on two important studies. The first is an update of the State Rail Plan, stressing connectivity and integration with other transportation modes. The second is a study of the integration of Amtrak with high-speed rail, focused on Fresno and the Valley.

A rail issue of growing importance in Fresno County is the preservation and/or acquisition of appropriate railroad corridors that have been abandoned or may be abandoned for freight rail or alternative transportation uses, both short-term and long-term. Fresno COG will continue to monitor and implement, as appropriate, recommendations of the Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study during this fiscal year, particularly with regard to its relevance for that portion of the San Joaquin Valley Railroad extending from the Fresno County boundary at Reedley to Fresno. This issue is of particular importance given the proposed abandonment of a nearly 40-mile segment of rail line in Tulare County by the San Joaquin Valley Railroad. If successful, this abandonment could lead to future additional abandonments of the same rail line in Fresno County. Staff will continue to closely monitor this issue and coordinate with Tulare County and also Kern and Kings Counties to develop a strategy to prevent current and future abandonments of important railroad corridors. Work Element 150 of the FY 2010-11 OWP was amended in November 2010 to provide funding for Railroad Industries Inc. to evaluate and prepare a business plan for that portion of the San Joaquin Valley Railroad between Reedley and Fresno. Funding is identified in this OWP for Railroad Industries, Inc. to develop similar information for the balance of San Joaquin Valley Railroad operations in Fresno County. As a result of this evaluation and plan, additional resources may need to be applied to this issue in FY 2011-12.

Staff will also continue to assist any local jurisdiction that seeks to improve former railroad corridors within its community for alternative transportation uses, including landscaped multi-use trails. Voter approval of Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act, in November 2008 and current Administration priorities have resulted in much greater emphasis on high-speed rail planning and environmental review Consequently, a separate work element, Work Element 152 - High-Speed Rail Planning, has been created to address in a comprehensive manner all the various complex issues associated with high-speed rail, including all planning aspects of the effort to identify and secure a high-speed rail heavy maintenance facility in the Fresno area.

Another issue is the ongoing effort to either consolidate or realign Burlington Northern Santa Fe mainline rail traffic onto the Union Pacific mainline corridor from approximately Calwa on the south to the San Joaquin River on the north or a new corridor to the west of the Fresno Metropolitan Area. The successful extension of Measure

C includes $102.5 million for rail consolidation. Also, the Fresno Freight Rail Realignment Study has been completed and accepted by the COG Policy Board and provides much useful information for discussions and decisions affecting rail consolidation/realignment. However, given the decision by the California High-Speed Rail Authority not to jointly design and construct their project in conjunction with a local rail consolidation/realignment project, the prospects for rail consolidation/realignment are greatly diminished and considerably less staff and COG Committee/Policy Board time will be devoted to this project during the year.

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

Fresno COG, in conjunction with CALTRANS, Fresno County and other affected agencies, will continue to examine the issue of rail grade-crossing safety along railroad mainlines within Fresno County. Specific rail grade crossing sites, where safety is an issue, will be identified and candidate sites selected for crossing improvements.

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

Two important, interrelated issues continue to face Fresno Yosemite International Airport (FYI) and the entire Central San Joaquin Valley region. The first is the "leakage" of potential FYI passengers driving to airports in the San Francisco Bay Area and Los Angeles region because of their bigger planes and lower fares. However, the magnitude of this "leakage" is considered likely to be of less significance than in the past. This is due to the presence of more airlines at FYI with more flights, the greater value passengers place on their time, and the higher fuel and other costs associated with driving and parking at airports in the major metropolitan areas. Second is the ongoing need to better quantify and promote the economic significance of FYI to the City and County of Fresno and, again, the entire central San Joaquin Valley region in order to sustain ongoing support for the airport. In this regard, CALTRANS Division of Aeronautics has completed an Economic Impact Study, the key objectives of which are to quantify the economic importance and quality of life aspects of an airport to a community. The study provides useful information for discussions, plans, and programs affecting FYI.

Fresno Yosemite International Airport continues to expand its facilities for both passengers and air cargo. Of particular note are a relatively new concourse, including passenger boarding bridges, and other more recent improvements that will help to eventually attract a low-cost carrier. Recent and proposed air cargo improvements, including an air-cargo taxiway at the north end of the airport, will result in increased air cargo activity at the airport.

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

Fresno COG will continue to monitor plans and improvements at the public use, general aviation airports in the County, including Coalinga, Firebaugh, Harris Ranch, Mendota, Reedley, Selma Aerodrome, and Sierra Sky Park. Information on funding opportunities and other matters of importance to general aviation will be provided to all airports. Issues related to ground access and connectivity with other transportation modes will continue to be monitored and addressed. Any future disaster plan for Fresno County will include aviation.

PREVIOUS WORK COMPLETED

1. Rail Analysis of that portion of the San Joaquin Valley Railroad between Reedley and the City of Fresno (26 miles) in Fresno County, accepted February 24, 2011.
2. Updated Rail and Aviation Modal Elements, contained within the Regional Transportation Plan, adopted July 29, 2010.
3. Fresno Freight Rail Realignment Study, May 27, 2010.
4. Fresno Rail Consolidation Report, approved March 28, 2002.
5. Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study, adopted January 30, 1997.
6. Fresno Rail Consolidation - Review, Analysis and Conceptual Design, July 1993.
7. San Joaquin Valley Railroad Business Plan (Reedley to Fresno), February 2011.
8. Fresno County Regional Aviation System Plan, January 29, 1998.

PRODUCTS

1. Rail and aviation reports, plans and products.
2. Memoranda, letters, minutes and notes related to rail and aviation modal element issues.
3. Reports and products related to the Amtrak *San Joaquins,* the San Joaquin Valley Railroad corridor in Fresno County and the San Joaquin Valley, Class 1 Railroad (Union Pacific and Burlington Northern Santa Fe railroads) freight rail issues, Caltrans State Rail Plan, and rail consolidation/realignment.
4. Report on rail analysis of the balance of San Joaquin Valley Railroad operations in Fresno County.

TASKS

150.01 Monitor rail and aviation developments and emerging issues; evaluate and promote connectivity with other transportation modes; and, integrate with air quality planning as appropriate.

150.02 Evaluate findings and recommendations of the recently completed Fresno Freight Rail Realignment Study and provide analysis and staff research on other rail matters as appropriate.

150.03 Document issues, provide analysis and staff research on Aviation System Plans and other aviation matters as appropriate.

150.04 Monitor and participate in activities of the San Joaquin Valley Rail Committee.

150.05 Participate in development of the Aviation Capital Improvement Plan as appropriate.

150.06 Coordinate with Tulare County and other Valley counties on the development of strategies to prevent abandonment of important railroad corridors, in conjunction with appropriate recommendations of the Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study and the San Joaquin Valley Railroad Business Plan (Reedley to Fresno).

150.07 Participate in the Public Transportation Infrastructure Study (PTIS) and subsequent initiatives/studies with regard to identifying and analyzing railroad corridors for preservation and alternative transportation uses, other fixed guideway studies and proposals, and New Technologies under the Measure C New Technology Program.

150.08 Prepare a comprehensive report detailing physical condition, interviews of customers, net liquidation value, and economic feasibility of operations for the balance of San Joaquin Valley Railroad operations in Fresno County and presentation of report findings to COG committees and Policy Board.

150 Other Modes – Aviation And Rail														
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
150.01 Monitor new modal issues	■		20	■	■	■	■	■	■	■	■	■	■	■	■
150.02 Staff support - consolidation	■		20	■	■	■	■	■	■	■	■	■	■	■	■
150.03 Monitor aviation issues	■		5	■	■	■	■	■	■	■	■	■	■	■	■
150.04 SJV Rail Committee	■		20	■			■			■			■		
150.05 Develop Aviation CIP	■		5	■	■	■	■	■	■	■	■	■	■	■	■
150.06 Rail Corridor Pres./Acq.	■		5	■	■	■	■	■	■	■	■	■	■	■	■
150.07 PTIS – New Technologies	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
150.08 SJVR Report		■	10	■	■	■	■	■							

150 OTHER MODES - AVIATION AND RAIL

150 Other Modal Elements

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	17,378	17,766	11,279	
Benefits	6,300	6,660	4,308	
Overhead	12,279	15,349	9,188	
Total Staff Costs	35,957	39,775	24,775	24,775
Direct Costs				
Agency Pass Trough	85	7,000		
Total Direct Costs	85	7,000	0	0
TOTAL	36,042	46,775	24,775	24,775
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

151 Bicycle and Pedestrian

151

OBJECTIVE

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

DISCUSSION

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

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

Bikeways, pedestrian facilities, and trails have become increasingly important to the Fresno County region over the past several years largely because of air quality, economic development and quality of life considerations. Consequently, Fresno COG has become more involved in bikeway, trail, and pedestrian planning, funding and development. For example, the Fresno COG has prepared and distributed to member agencies a template bicycle transportation plan for use in preparing local bicycle transportation plans in conjunction with Bicycle Transportation Account funding applications to Caltrans. Also, Fresno COG, with participation by its member agencies, completed a comprehensive revision of Urban and Rural Bikeways System maps for inclusion in the July 22, 2004 Regional Transportation Plan. These Bikeways System maps were updated for subsequent Regional Transportation Plans, including the most recent 2011 Regional Transportation Plan, adopted July 29, 2010.

In fiscal year 2008-09, the Fresno COG Bikeways/Trails Committee was established and meetings have been held. This is a new committee and is an important new initiative by the COG for this transportation mode. Among other responsibilities, the Committee will develop a master inventory of planned and existing bikeways and trails throughout Fresno County and its fifteen incorporated cities, in conjunction with plans being developed by Fresno, Fresno County, Clovis and others, and will develop a prioritized list of bikeways and trails for development. The Committee also provided input and direction during preparation of the bicycle/pedestrian transportation mode of the 2011 Regional Transportation Plan.

PREVIOUS WORK COMPLETED

1. Updated Rail Corridor Inventory.
2. Updated Non-motorized Element, contained within the 2007 and 2011 Regional Transportation Plans.
3. Template Bicycle Transportation Plan, April 2001.

PRODUCTS

1. Bikeways, pedestrian facilities, and trails inventories, reports, plans and products.

2. Memoranda, letters, minutes and notes related to modal element issues.
3. Meetings of the Fresno COG Bikeways/Trails Committee.

TASKS

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

151.02 Encourage and assist member agencies to develop new or updated bicycle transportation plans consistent with the provisions of Section 891.2 of the Streets and Highways Code and trail plans consistent with the Fresno COG Regional Trails Plan.

151.03 Review and certify member agency Bicycle Transportation Plan compliance with Section 891.2 of the California Streets and Highways Code.

151.04 Monitor and implement appropriate recommendations of the Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study with regard to corridor preservation for bikeway, pedestrian, and trail transportation modes.

151.05 Meetings of the Fresno COG Bikeways/Trails Committee.

151.06 Develop a Master Inventory of bikeways/trails within Fresno County and its 15 incorporated cities.

151.07 Develop a prioritized list of bikeways/trails for construction.

151.08 Consistent with new policy included in the 2011 Regional Transportation Plan, assist member agencies to implement the Complete Streets Act by incorporating complete street considerations in the Valleywide Blueprint Implementation Roadmap

151 Bicycle And Pedestrian

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
151.01 Monitor modal issues	■		15	■	■	■	■	■	■	■	■	■	■	■	■
151.02 Local Bicycle & Trail Plans	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
151.03 Review and certify as needed	■		3												
151.04 Rail Corridor Pres./Acq. Study	■		5	■	■	■	■	■	■	■	■	■	■	■	■
151.05 Meetings	■	■	20												
151.06 Master Inventory	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
151.07 Prioritized list of projects	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
151.08 Complete Streets			2												

151 BICYCLE AND PEDESTRIAN

151 Bicycle & Pedestrian

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	13,544	13,973	7,414	
Benefits	4,910	5,239	2,831	
Overhead	9,570	12,073	6,040	
Total Staff Costs	28,024	31,285	16,285	16,285
TOTAL	28,024	31,285	16,285	16,285

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

152 High Speed Rail Planning

152

OBJECTIVE

The purpose of this work element is to assist the California High-Speed Rail Authority, in conjunction with Fresno COG member agencies, FresnoWorks, and interested citizens and organizations, with the development, review, and evaluation of the project level environmental document for the high-speed train system, and to identify and evaluate all issues associated with high-speed trains in Fresno County, including alignment issues, passenger station location and design issues, and ongoing efforts to secure the heavy maintenance facility.

DISCUSSION

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

There are numerous benefits of high-speed trains. They greatly improve accessibility to Fresno and the San Joaquin Valley, providing a frequent, affordable alternative to air travel, reducing travel times by hours compared to driving, and reducing unreliability of both air and highway travel resulting from ground fog. High-speed trains provide a third option for intercity and commuter travel, in addition to autos and airplanes, thereby promoting stability through diversity in our transportation network. A downtown Fresno station location will strengthen Fresno's urban center. Fewer intercity automobile trips mean less congestion and reduced delays. Fewer intercity automobile trips also means significant pollution reduction benefits, including primary pollutants (hydrocarbons, particulate matter, carbon monoxide) from automobile travel and greenhouse gas reduction. Fewer intercity automobile trips also means fewer highway accidents. Electrically powered trains will reduce dependence on foreign oil and can be a key element in helping meet AB 32/SB 375 greenhouse gas reduction goals.

In fiscal year 2008-09 work was begun on a Fresno High-Speed Rail/Rail Consolidation Study. This Study, with URS as the lead consultant, was originally scoped to examine options for freight rail realignment/rail consolidation in conjunction with high speed rail alignment development. However, after completion of considerable study consistent with the original scope, the California High-Speed Rail Authority directed that the high-speed train alignment should be evaluated independently from freight realignment/rail consolidation and the scope was revised to freight rail realignment/rail consolidation only. The High-Speed Rail Authority required this scope change because of the passage on November 4, 2008 of Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act, which greatly improved the prospects for high-speed rail and because of the American recovery and Reinvestment Act (ARRA) and the need to accelerate the high-speed rail project level EIR/EIS. The completed Study was accepted by the Fresno COG Policy Board on May 27, 2010.

This Work Element is devoted to the many different high-speed rail issues. These issues include further refinement of alignment and station location; securing a maintenance facility in Fresno or its vicinity and other economic opportunities; station area planning and design; potential use of eminent domain; and numerous jurisdictional, financial, environmental and social equity issues.

PREVIOUS WORK COMPLETED

1. Completion of an Expression of Interest (FresnoWorks) for the High-Speed Train Heavy Maintenance Facility and its submittal to the High-Speed Rail Authority for consideration in the Project Level EIR/EIS, currently being prepared by the consultant firm URS for the segment from south of Fresno to Palmdale.
2. Completion and acceptance of the Fresno Freight Rail Realignment Study/Rail Consolidation, prepared initially in coordination with the high-speed train alignment alternatives.

PRODUCTS

1. Special high-speed rail planning studies as required (i.e. heavy maintenance facility, transportation interface with downtown station, high-speed train passenger station architectural visioning, coordination between high-speed rail and Amtrak intercity rail, etc.).
2. Coordinate Fresno County efforts with the California High-Speed Rail Authority to ensure a comprehensive and cooperative approach to high-speed rail planning and environmental review.
3. Meeting agenda packages, minutes, memoranda, letters, and other documentation as necessary related to activities of the Fresno County Heavy Maintenance Facility Steering Committee (FresnoWorks) and other committees and meetings.

TASKS

152.01 Monitor and communicate appropriate recommendations of the Fresno Rail Realignment/Rail Consolidation Study in conjunction with the high-speed rail project.
152.02 Coordinate, consult, and collaborate with the California High-Speed Rail Authority on development of project level environmental documents and other high-speed rail related studies.
152.03 Provide continuing staff support, including meeting preparation and presentation materials, to local groups and committees and the general public on high-speed rail issues.
152.04 Document issues, provide analyses and staff research on high-speed rail matters, as appropriate.
152.05 Attend and participate in meetings of the California High-Speed Rail Authority, as appropriate.

152 High-Speed Rail Planning

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
152.01 Implement Recommendations	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
152.02 Environmental Document	■	■	50	■	■	■	■	■	■	■	■	■	■	■	■
152.03 Staff Suprt Committees, Public	■		25	■	■	■	■	■	■	■	■	■	■	■	■
152.04 Other HSR matters as app.	■		15	■	■	■	■	■	■	■	■	■	■	■	■
152.05 Attend HSRA meetings as app.	■		5	■	■	■	■	■	■	■	■	■	■	■	■

152 High Speed Rail Planning

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	8,440	15,584	15,884	
Benefits	3,060	5,842	6,066	
Overhead	5,964	13,464	12,940	
Total Staff Costs	17,464	34,890	34,890	34,890
Direct Costs				
Consultants	318,263	15,000	100,000	100,000
Agency Pass Trough			40,000	40,000
Total Direct Costs	318,263	15,000	140,000	140,000
TOTAL	335,727	49,890	174,890	174,890
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
High Speed Rail Planning	100,000
Total	100,000
Agency Pass Trough	
County High Speed Rail Planning	20,000
Fresno High Speed Rail Planning	20,000
Total	40,000

153 Fresno County Airport Land Use Commission 153

OBJECTIVE

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

DISCUSSION

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

PREVIOUS WORK COMPLETED

- Conducted Airport Land Use commission (ALUC) review and held the first ALUC meeting to determine consistency with the Airport Land Use Compatibility Plan.
- Created a GIS map base to facilitate ongoing and future presentations to the commission.
- Began establishing procedures and reviewed current, best-practices from other ALUCs in order to establish more meaningful and functional process for the COG.
- Currently working with FYI on Master Plan Update and update to Compatibility Land Use Plan (CLUP).
- Currently in the process of creating a Fresno County ALUC website.

PRODUCTS

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

TASKS

153.01 Provide staffing and administrative support functions for the Airport Land Use Commission.

153.02 Provide technical assistance to local agencies and airports regarding implementation of the six airport land use plans currently enforced for the nine airports in Fresno County.

153.03 Prepare staff reports to the Airport Land Use Commission on matters of land use compatibility or consistency. Monitor noise impacts and develop mitigation strategies for identified problems such as applying noise easements and land use controls to impact areas to reduce airport operator liability.

153.04 Review environmental documents by applying the criteria in the Airport Land Use Plans and guidelines from the newly updated Caltrans Airport Land Use Planning Handbook.

153.05 Review proposed revisions to Airport Master Plans, FAR 150 studies, general plans, heliport layout plans and proposed ordinances.

153.06 Coordinate with the Caltrans Aeronautics Division on the implementation of the Caltrans Airport Land Use Planning Handbook update.

153.07 Coordinate with the State of California, airport authorities, and local jurisdictions on matters related to airport land use policies and implementation.

153.08 Incorporate technical graphics for all county airports including newly adopted airport influence areas and clear and approach zones.

153.09 Update Airport Land Use Commission information and graphics on the Fresno COG website.

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

153 AIRPORT LAND USE COMMISSION

153 Airport Land Use Commission

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	12,586	14,614	8,067	
Benefits	4,563	5,479	3,081	
Overhead	8,893	12,627	6,572	
Total Staff Costs	26,042	32,720	17,720	17,720
Direct Costs				
County Counsel		3,000	3,000	3,000
Total Direct Costs	0	3,000	3,000	3,000
TOTAL	26,042	35,720	20,720	20,720

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

154 San Joaquin Valley Railroad Corridor

154

OBJECTIVE

To study the feasibility of acquiring and operating the portion of the San Joaquin Valley Railroad (SJVR) line west of the City of Fresno in Fresno County in conjunction with studies conducted for the same line east of the City of Fresno in Fresno County and in Tulare County.

DISCUSSION

Fresno COG staff has been closely monitoring approved and proposed abandonments of a nearly 40-mile segment of rail line in Tulare County by the San Joaquin Valley Railroad. Staff is particularly concerned abandonments in Tulare County could lead to future additional abandonments of the same rail line in Fresno County. Fresno COG has previously entered into a memorandum of understanding with Tulare County Association of Governments and Kern Council of Governments to coordinate the development of a strategy to address and prevent current and future abandonments of important railroad corridors. Fresno COG is also committed to assist any local jurisdiction that seeks to improve former railroad corridors within its community or jurisdiction.

In fiscal year 2010/11, the Fresno COG funded a study of 26 miles of San Joaquin Valley Railroad corridor from the Tulare County line to the City of Fresno within Fresno County. The information developed from this study complements similar information developed for the San Joaquin Valley Railroad corridor in Tulare County. The information developed helps Fresno County understand the usefulness, and therefore importance, of the corridor and may inform potential future policy decisions regarding the corridor, not only in Fresno County but in all three of the counties in which the San Joaquin Valley Railroad operates. That study was accepted by the Fresno COG Policy Board on February 24, 2011. The Policy Board noted, however, that there was a need for an additional study to address the balance of San Joaquin Valley Railroad operations in Fresno County, west of the City of Fresno. This Work Element provides the resources to conduct that additional study.

PREVIOUS WORK COMPLETED

1. Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study, adopted January 30, 1997.
2. Memorandum of Understanding among Fresno Council of Governments, Tulare County Association of Governments, and Kern County Association of Governments.
3. Updated Rail Modal Element, contained within the Regional Transportation Plan, adopted July 29, 2010.
4. Business Plan for Operations of the San Joaquin Valley Railroad in Fresno County, accepted February 24, 2011.

PRODUCTS

1. An illustrated comprehensive report including all research, interview and inspection results, valuations and economics, analysis, recommendations and next steps.

TASKS

154.01 Physical inspection of the rail line to determine condition, value and problem areas.
154.02 Interviews of the existing customers to verify traffic amount, what service is needed, and estimated projected traffic.

154.03 Determine Net Liquidation Value (NLV) of the line as well as an annual maintenance budget for operations of the line based on existing condition.

154.04 Develop an operating plan for the corridor and determine the economic feasibility for the operations.

154.05 Develop all findings into an illustrated comprehensive report including all research, interview and inspection results, valuations and economics, analysis, recommendations and next steps.

154.06 Develop the formal report into presentations to be given to the Transportation Technical Committee/Policy Advisory Committee and Board.

154 San Joaquin Valley Rail Corridor															154
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
154.01 Physical Inspection		■	30	■	■	■									
154.02 Interview Shippers		■	30	■	■	■									
154.03 Determine NLV		■	10	■	■	■									
154.04 Develop Operating Plan		■	10	■	■	■									
154.05 Develop Comprehensive Rpt.		■	10			■	■								
154.06 Presentations		■	10					■							

154 San Joaquin Valley Rail Corridor

154 San Joaquin Railroad

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FHWA Carry Fwd	LOCAL FUNDS
Salaries	0	0	0		
Benefits	0	0	0		
Overhead	0	0	0		
Total Staff Costs	0	0	0		
Direct Costs					
Consultants		30,000	30,000	26,559	3,441
Total Direct Costs	0	30,000	30,000	26,559	3,441
TOTAL	0	30,000	30,000	26,559	3,441
LTF MATCH 11.47%				3,441	
TOLL CREDIT MATCH 11.47%					

Consultants	
Railroad ROW in Fresno County	30,000
Total	30,000

170 - Regional Transportation Plan

170

OBJECTIVE

With the adoption of the 2011 Regional Transportation (RTP) we will initiate a continuous, coordinated and comprehensive process to develop the 2013/2014 RTP for Fresno County. The plan will include both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. The plan will address the federally required planning factors emanating from the successor Federal Transportation Act to SAFETEA-LU and statewide transportation planning emphasis areas and legislative initiatives including SB 375 and AB 32. An ongoing involvement with the Regional Transportation Plan represents a departure from past practice, which can be characterized as intermittent. This new approach is necessary because of the complex requirements that must be addressed in the 2013/2014 RTP. An additional objective is to develop alternative formats for the 2013/2014 RTP that will make it easier and more interesting to read and will generate greater community involvement in regional transportation planning.

Fresno COG is well aware of the requirements for financial constraint in all transportation plans. Financial Analysis and financial planning will be incorporated in all studies. The 2013/2014 plan will be fiscally constrained, be consistent with the Environmental Protection Agency's defined Transportation Conformity process and all local plans, and will proactively solicit public input during development and subsequent adoption of the plan. In addition, Fresno COG understands that Caltrans will be updating State RTP guidelines which will be adopted by the CTC. Fresno COG will follow this process as we initiate development of our next RTP. The 2013/2014 RTP will also comply with the applicable requirement of 23 CFR Part 450. Additionally, this plan will address greenhouse gas compliance issues as addressed in OWP Elements 180 and 413, and the emphasis areas included in the new Federal Transportation Act.

DISCUSSION

Fresno COG, as the State of California designated Regional Transportation Planning Agency and federally designated MPO for the Fresno County region is required to update the RTP by California law at a minimum every four years in compliance with California Transportation Commission Guidelines and to remain consistent with federal law. Our most recent RTP, the 2011 RTP, was completed concurrent with our 2011 FTIP/ Conformity cycle.

The next edition of the RTP, the 2013/2014 RTP, will be developed consistent with new RTP Guidelines developed and adopted by the California Transportation Commission and will include a Sustainable Community Strategy or an Alternative Planning Strategy and will otherwise be fully compliant with SB 375. Development of the 2013/2014 RTP will require a continuous, coordinated and comprehensive staff process in conjunction with all the Fresno COG member agencies and transportation stakeholders. This work element identifies staff time required to begin development of the 2013/2014 RTP, with recognition that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program.

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

Development of the 2011 RTP included a very proactive public involvement process that provided complete information, timely public noticing and full public access to key decisions. This approach ensured consistency with the Transportation and Equity emphasis areas identified by FHWA/FTA. Beginning with the 2011 RTP, COG began a more involved and more focused outreach effort to attract participation by Native American tribal governments and other members of the public that have not traditionally been involved in the planning process. Development of the 2011 RTP also included a very proactive public involvement and participation component consistent with federal and state requirements. Development of the 2013/2014 RTP will continue to build on the process used in earlier RTPs. In addition, there appears to be consensus that the format of the RTP should be changed to make the document easier and more interesting to read, and by so doing generate greater community interest and involvement in regional transportation planning. Staff will review formats used by other agencies and develop options for consideration in Fresno County.

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

PREVIOUS WORK COMPLETED

1. Adopted 2011 Regional Transportation Plan (July 2010).
2. Certified Environment Impact Report (EIR) for the 2011 RTP (July 2010).
3. Air Quality Conformity Findings in conjunction with the 2011 Regional Transportation Plan and subsequent amendments (July 2010).

NEW/ONGOING WORK ACTIVITIES

Initiate work on the development of the 2013/2014 RTP. Follow the discussions on the development of the new RTP guidelines and include SB 375 into this process. Conduct a study to update performance measures and project selection criteria.

PRODUCTS

1. Updated Performance Measures and Evaluation Criteria for review and ranking of 2013/2014 RTP Candidate Projects.
2. Reports, memoranda, minutes, etc. documenting activities of Work Element 413, Fresno County SB 375 Implementation, and Work Element 180, Air Quality Transportation Planning, and their incorporation into development of the 2013/2014 RTP.
3. Optional formats for the 2013/2014 RTP that make the document more easy and interesting to read, thereby generating more community involvement in regional transportation planning.
4. Document Tribal government-to-government relations.

TASKS

170.01 Develop evaluation criteria that are consistent with federal and state planning emphasis areas, the requirements of SB 375 and the development of a Sustainable Community Strategy, Blueprint policies, and other factors deemed appropriate.

170.02 Monitor regional transportation issues, development of the modal elements, and changing funding conditions. Maintain file of pending RTP update information. Maintain consultation process with other agencies. Prioritize projects identified but not funded in previous RTP.

170.03 Work with other valley agencies within nonattainment basin to consistently present multimodal issues of valley wide concern.

170.04 Work with the San Joaquin Valley Unified Air Pollution Control District on air quality issues, specifically as it relates to emission budgets and being able to provide Transportation Plan Conformity for Fresno County.

170.05 Fresno COG and member agency staff will continue to review and participate in development of Caltrans' Route Concept Study reports, and other studies as necessary.

170.06 Monitor any Major Investment Studies undertaken by other agencies.

170.07 Provide staff support for RTP public information and education efforts.

170.08 Monitor updated environmental documentation for 2013/2014 RTP, as appropriate.

170.09 Proactively involve the public and other interested agencies while developing the RTP (WE 311, Public Participation contains greater detail)

170.10 Coordinate, consult and collaborate with all Tribal Governments

170.11 Develop optional formats for the 2013/2014 RTP document.

170 Regional Transportation Plan

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
170.01 Develop Evaluation Criteria	■		15												
170.02 Monitor regional trans issues	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
170.03 Valley RTP coordination	■		10	■	■	■	■	■	■	■	■	■	■	■	■
170.04 SJVUAPCD coordination	■		7	■	■	■	■	■	■	■	■	■	■	■	■
170.05 Caltrans coordination	■		7	■	■	■	■	■	■	■	■	■	■	■	■
170.06 Monitor Large Scale Regional Studies	■		7	■			■			■			■		
170.07 Support for RTP Public Info	■		7	■	■	■	■	■	■	■	■	■	■	■	■
170.08 Monitor EIR info. as necessary	■		6						■	■	■	■	■	■	■
170.09 Proactive Public Participation	■		10	■	■	■	■	■	■	■	■	■	■	■	■
170.10 Coordinate with Tribal Govt.	■		1	■	■	■	■	■	■	■	■	■	■	■	■
170.11..Develop Optional Formats			15												

170 Regional Transportation Plan

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FTA 5303	FHWA PL	State PPM
Salaries	98,113	73,340	68,465			
Benefits	35,567	27,495	26,146			
Overhead	69,326	63,364	55,773			
Total Staff Costs	203,006	164,199	150,384	39,502		110,882
Direct Costs						
Consultants	64,767	10,000	110,000	55,000	55,000	
Promotion/Outreach			5,000	2,500	2,500	
Agency Pass Trough	7,375	17,000				
Total Direct Costs	72,142	27,000	115,000	57,500	57,500	0
TOTAL	275,148	191,199	265,384	97,002	57,500	110,882
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				11,126	6,595	

Consultants	
RTP Technical Support	10,000
RTP Performance Measures	100,000
Total	110,000

172 Congestion Management Process

172

OBJECTIVE

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

DISCUSSION

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

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

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

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

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

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

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

Step 1: develop congestion management objectives
Step 2: define area of application
Step 3: define CMP network system
Step 4: develop performance measures
Step 5: develop a performance monitoring plan
Step 6: identify and evaluate strategies
Step 7: implementation & management
Step 8: develop a plan to monitor strategy effectiveness

PREVIOUS WORK COMPLETED

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

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

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

The CMP Steering Committee then identified and adopted a list of congestion management strategies that were considered appropriate and feasible for the Fresno region. An implementation mechanism was also adopted to encourage the member agencies to submit CMP project through the competitive funding program in the TIP project selection process.

In order to meet the federal requirement of analysis of single occupancy vehicle (SOV) projects in the CMP process in the non-attainment areas, an SOV alternative analysis methodology was formulated and approved by

the CMP Steering Committee, and analysis was conducted on the 2007 RTP projects. All but one SOV projects in the 2007 RTP passed the SOV alternative analysis test.

The draft CMP reported was circulated among Inter-Agency Consultation partners in August, 2009, and a meeting was held with the Federal Highway Administration. Comments were addressed and the final CMP report was adopted by COG's Policy Board in October, 2009. Fresno COG CMP process/report was certified by the FHWA/FTA in November 2009.

PRODUCTS

1. Formed Fresno County Congestion Management Steering Committee
2. Established Congestion Management Objectives
3. Defined CMP Network
4. Updated Regionally Significant Road System
5. Established Performance Measures
6. Updated cycle count map
7. Adopted Congestion Management Strategies
8. Single Occupancy Vehicle (SOV) Alternative Analysis Methodology
9. Final Fresno COG Congestion Management Report

TASKS

172.01 Work with member agencies to add new traffic count locations on the updated Regionally Significant System to the Traffic Monitoring Program
172.02 Start to collect traffic counts on the Regionally Significant Roads in preparation for the next CMP update
172.03 Implement CMP strategies through RSTP & CMAQ project selection process
172.04 Establish a process to keep track of the implemented CMP projects, and assess the effectiveness of the implemented strategies

172 Congestion Management Process

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
172.01 Add traffic count locations	■	■	20	■	■	■	■	■	■						
172.02 Start to collect traffic counts	■		20	■	■	■	■	■	■	■	■	■	■	■	■
172.03 Implement CMP strategies	■	■	40	■	■	■	■	■	■	■	■	■	■	■	■
172.04 Assess strategies	■		20							■	■	■	■	■	■

172 CONGESTION MANAGEMENT PROCESS

172 Congestion Management Program

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FHWA PL
Salaries	8,225	5,869	5,982	
Benefits	2,981	2,200	2,285	
Overhead	5,812	5,071	4,873	
Total Staff Costs	17,018	13,140	13,140	13,140
TOTAL	17,018	13,140	13,140	13,140
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				1,507

180 Air Quality Transportation Planning 180

OBJECTIVE

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

DISCUSSION

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

The eight Valley transportation planning agencies and the SJVUAPCD, through a Memorandum of Understanding (MOU), have developed a coordinated, cooperative, and consistent planning process. The MOU was updated and adopted by all eight of the Valley MPOs and the SJVUAPCD on September 9, 2009. This coordinated approach includes collaboration on submission of VMT forecasts to the SJVUAPCD to be used in the development of emission budgets; the updating of state implementation plans (SIPs); the development of new attainment demonstration plans; the joint evaluation of transportation control measures (TCMs); working with local transit agencies and Caltrans to enhance transit services; and to working in concert with the SJVUAPCD on studies and projects to reduce transportation related pollutants.

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

Transportation conformity is required by the federal Clean Air Act and ensures that federal funding is given to transportation activities that are consistent with air quality goals. The Clean Air Act strengthened conformity requirements for transportation projects, necessitating an enhanced level of technical analysis of plans, programs, and projects than had been required in the past. Federal regulation requires that conformity determinations must be conducted at least every four years in "nonattainment" of "maintenance" areas prior to the approval or acceptance of a transportation plan, transportation improvement program (TIP) or plan/TIP amendments. Fresno COG updates the TIP every two years with an associated Conformity determination. A transportation conformity determination is also required prior to approval of federal projects involving FHWA/FTA approval or funding, as well as 24 months after certain SIP actions, and 12 months following the effective date of new nonattainment designations The requirement for emissions budgets, analysis, and modeling necessitate coordinating this task with Work Elements 110, 111, 170, and 220. Conformity also requires that plans be fiscally constrained. Financial analysis and financial planning are incorporated into all studies.

The federal transportation conformity rule requires interagency consultation on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Consultation is generally conducted through the San Joaquin Valley COG Director's Association-Interagency Consultation Group (IAC) . This committee was reorganized and renamed in 2009. It was formerly referred to as the Model Coordinating Committee (MCC). The IAC has been established to provide a coordinated approach to Valley air quality planning, transportation conformity, and transportation modeling issues. The IAC committee membership includes each of the eight Valley MPOs, the San Joaquin Valley Unified Air Pollution Control District, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans.

With the State of California taking the national and international lead on the reduction of greenhouse gas emissions which contribute to climate change, new tasks are being required of transportation planning agencies. Fresno COG has adopted a resolution to incorporate greenhouse gas policies in future plans. MPO staff took part in meetings and webcasts as Assembly Bill 32 *The Global Warming Solutions Act of 2006* was developed, along with the adoption of the Scoping Plan to implement the goals of AB32 (adopted in November 2008). Senate Bill 375 (signed September 2008) creates the process whereby local governments and other stakeholders work together within their region to achieve reductions of greenhouse gas emissions through integrated development patterns, improved transportation planning, and other transportation measures and policies. . Please refer to WE #413 *Fresno County SB 375/SCS Implementation* for detail on Fresno COG's approach to comply with the new state Climate Change regulations. WE #813 *San Joaquin Valley Model Improvements for SB 375* and WE #814 Prop 84-*Valleywide Sustainable Communities Grant Activities* were added to facilitate Fresno COG's compliance with state mandated climate change requirements.

PREVIOUS WORK COMPLETED

1. Monitored revisions, amendments and guidance developed from federal and State Clean Air Acts
2. Presented air quality transportation issues to the SJVUAPCD Governing Board
3. Assisted in the development of emissions travel forecasts
4. Developed motor vehicle emission forecasts for Fresno County
5. Continued to work jointly with the SJVUAPCD in matters pertaining to transportation
6. Provided updated travel factors to the SJVUAPCD
7. Assisted in development of the 2007 8-hour Ozone Plan, , the 2008 PM2.5 Plan, the 2007 PM10 Maintenance Plan and Request for Redesignation and the CO Maintenance Plan, Air District Rules, and Conformity Determinations
8. Prepared the 2009 Congestion Mitigation and Air Quality Program (CMAQ) call for projects application packet, compiled projects submitted, calculated emission reductions and cost-effectiveness, convened the selection committee, and presented the committees' recommended projects to the Fresno COG Policy Board for approval.
9. Prepared the 2011 RTP/TIP, Fresno COG Policy Board adoption July 2010.
10. Prepared the 2011 Conformity Analysis, Fresno COG Policy Board adoption July 2010.
11. Assisted local project sponsors in the preparation of project level conformity determinations (hot-spot assessments)
12. Membership and active participation in the Valley-wide Model Coordinating Committee
13. Membership and active participation in the Statewide Conformity Working Group
14. Membership and active participation in the San Joaquin Valley Clean Cities Coalition
15. Membership and active participation in the California Federal Programming committee..
16. Prepared the Associated Conformity Analysis for the 2011 FTIP Amendment #3 and Amendment #1 to the 2011 RTP (March 2011) proposed adoption by the Fresno COG Policy Board- April 2011.

PRODUCTS

1. Assist with various air quality efforts in the San Joaquin Valley.
2. Develop new motor vehicle emission budgets in support of state implementation plans (SIPs).
3. Coordinate efforts/outreach/work products with the SJVUAPCD to ensure a comprehensive and cooperative approach to air quality transportation planning.
4. Participate with the other eight Valley MPOs 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.
5. Prepare the Annual CMAQ Report
6. Prepare project level conformity determinations (hot-spot assessments)
7. Conformity analysis prepared for each regionally significant FTIP amendment. Due to the fact that we are in a multi-jurisdictional and multi-nonattainment area we have averaged 2 to 3 full Conformity Analyses per FTIP cycle (2 years) for the past six years.
8.. Monitor and implement federal air quality regulations. Assure compliance with regulations.
9.. Attend interregional IAC meetings and Statewide Air Quality Conformity Working Group meetings
10. Participate in Valley air quality workshops. The Valley IAC will be holding quarterly workshops in support of the next RTP process.
11. Revise the upcoming CMAC call-for- projects process.
12. Presentation of *Transportation Conformity in the San Joaquin Valley* for Caltrans district project managers
13. Provided updates to Fresno COG TTC/PAC and Policy Boards regarding regulatory actions and COG planning processes.

TASKS

180.01 Monitor state and federal guidance related to air quality transportation planning requirements.
180.02 Provide technical support and assistance on applicable transportation planning issues to the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).
180.03 Participate with the other Valley MPOs in the San Joaquin Valley COG Director's Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and conformity analysis issues.
180.04 Conduct conformity determinations to ensure that the Regional Transportation Plan, FTIP, and subsequent amendments conform to the State Implementation Plans (SIPs), required by federal laws and regulations.
180.05 Submit future-year travel forecasts to the SJVUAPCD and the Air Resources Board.
180.06 Work with the SJVUAPCD and other agencies in determining whether there are TCMs, Reasonably Available Control Measures (RACM) and/or Best Available Control Measures (BACM), which could be pursued for congestion reduction or inclusion in attainment demonstration plans.
180.07 Participate in truck and goods movement studies along with the SJVUAPCD, MPOs, and other government agencies.
180.08 Continue with the ongoing public education process and work to develop outreach programs on conformity, air quality, and other transportation issues.
180.09 Provide technical assistance to local agencies in order to conduct emissions calculations for projects funded through the CMAQ program.
180.10 Continue to work with the SJVUAPCD to jointly evaluate the development of the updated EMFAC and current California mobile source control measures on motor vehicle emission projections.
180.11 Identify methods, procedures, and/or alternatives to analyzing the effect of transportation modes, infrastructure and land use patterns on air quality.

180 Air Quality/Transportation Planning															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
180.01 Monitor state/federal guidance	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.02 Tech Assist to SJVUAPCD	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
180.03 Interagency Consultation Group	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
180.04 Conformity determinations	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
180.05 Submit travel forecasts	■	■	5				■	■	■						
180.06 TCMs/RACM/BACM	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.07 Truck movement studies	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.08 Public Education	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
180.09 CMAQ Emissions	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
180.10 Evaluate EMFAC Updates	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.11 Evaluate emission impacts	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

180 AIR QUALITY/TRANSPORTATION PLANNING

180 Air Quality/Trans. Planning

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FTA Carry Fwd	FHWA PL	LOCAL FUNDS
Salaries	86,651	133,818	117,458			
Benefits	31,412	50,168	44,856			
Overhead	61,227	115,616	95,684			
Total Staff Costs	179,290	299,602	257,998	68,864	180,212	8,922
Direct Costs						
Agency Pass Trough	208	7,500				
Total Direct Costs	208	7,500	0	0	0	0
TOTAL	179,498	307,102	257,998	68,864	180,212	8,922
LTF MATCH 11.47%				8,922		
TOLL CREDIT MATCH 11.47%					20,670	

210 Measure C Reauthorization Implementation

210

OBJECTIVE

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

DISCUSSION

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

PRODUCTS

Strategic Implementation Plan.

TASKS

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

210 Measure "C" Reauthorization Implementation

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
210.01 Prepare Strategic Implementation Plan Regional Mid-Term Program	■	■	25	■	■										
210.02 Prepare Strategic Implementation Plan Regional Long-Term Program	■	■	25	■	■	■									
210.03 Prepare Strategic Implementation Plan for the School Bus Retrofit Program	■	■	20				■	■	■	■					
210.04 Combine all Implementation documents	■	■	30				■	■	■	■	■	■			

210 MEASURE "C" REAUTHORIZATION IMPLEMENTATION

210 Measure "C" Extension

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	21,137	32,805	33,438	
Benefits	7,662	12,299	12,770	
Overhead	14,935	28,343	27,239	
Total Staff Costs	43,734	73,447	73,447	73,447
Direct Costs				
Consultants	155,070	222,000	125,900	125,900
Total Direct Costs	155,070	222,000	125,900	125,900
TOTAL	198,804	295,447	199,347	199,347
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
Update Measure "C" Handbooks	53,900
Strategy Research Institute	72,000
Total	125,900

211 Measure C Citizen Oversight Committee

211

OBJECTIVE

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

DISCUSSION

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

PREVIOUS WORK COMPLETED

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

PRODUCTS

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

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

TASKS

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

211.04 Annually review how sales tax receipts are being spent and publicize the results
211.05 Present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report
211.06 Prepare meeting agendas and materials

211 Measure C Citizen Oversight Committee																			
Task Description	COG					OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
211.01 Audits	■					■	13	■		■	■		■	■		■	■		■
211.02 Periodic reports, studies, plans	■					■	10	■		■	■		■	■		■	■		■
211.03 Review expenditure consistency	■					■	22	■		■	■		■	■		■	■		■
211.04 Review of sales tax receipts	■					■	20	■		■	■		■	■		■	■		■
211.05 Annual Report	■					■	5	■	■	■	■	■	■	■	■				
211.06 Meeting agendas and materials	■					■	30	■	■	■	■	■	■	■	■	■	■	■	■

211 MEASURE C CITIZEN OVERSIGHT COMMITTEE

211 Measure "C" Oversight Committee

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	4,112	4,961	4,552	
Benefits	1,491	1,860	1,739	
Overhead	2,905	4,287	3,709	
Total Staff Costs	8,508	11,108	10,000	10,000
Direct Costs				
Other Misc Expense	281	500	500	500
Total Direct Costs	281	500	500	500
TOTAL	8,789	11,608	10,500	10,500

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

212 Measure C Carpool/Vanpool Programs

212

OBJECTIVE

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

DISCUSSION

The 2006 Measure C Extension Expenditure Plan, passed by the voters in November 2006, programs funds for carpool and vanpool programs. The programs will be evaluated for funding allocation based upon an open competitive process, and prioritized based on overall cost effectiveness and air quality benefit. The Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. The Commuter Vanpool Program offer subsidies and reimbursements for new and existing vanpools that originate within Fresno County. The Carpool Incentive Program will offer all Fresno County commuters an opportunity to be chosen to receive a monthly commuting subsidy by carpooling a minimum of two days per week pending the completion and submission of the proper information. Each eligible entry will also qualify participants for an annual drawing.

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

PREVIOUS WORK COMPLETED

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

Fresno COG also completed it's first full year of implementation for the Measure C Carpool Program. COG staff was able to secure donations and deep discounts towards the purchase of merchandise that was used in the four Grand Prize packages put together of carpool participant winners. Staff worked with Jeffrey Scott Agency to put together a media campaign for the Grand Prize Giveaway event at Chukchansi Park. The event was held during one of the Fresno Grizzlies' Baseball Games on July 17, 2010.

PRODUCTS

Listed by Task

TASKS

212.01	Evaluate reporting procedures
212.02	Evaluate success of previous fiscal year's programs
212.03	Work with public relations agencies to publicize the programs via website, email, public service announcements, news articles, and other cost effective means available. including the Tribal membership and employees
212.04	Post all related information and forms on websites and keep updated
212.05	Receive and evaluate all applications for each vanpool program

212.06 Field calls from the public and assist walk-in traffic
212.07 Notify recipients and sign agreements/forms with vanpool providers
212.08 Monitor and update Valleyrides.com website Measure C Carpool Program Section. Coordinate Measure C Carpool Monthly Subsidy Award Disbursement.
212.09 Receive and process monthly vanpool invoices and mail out subsidies and reimbursements
212.10 Submit Claim Forms to the FCTA
212.11 Complete an annual report for submittal to the FCTA

212 Measure C Carpool/Vanpool Programs

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
212.01 Reporting Procedures	■	■	5	■	■	■									
212.02 Evaluate programs	■	■	5	■	■	■									
212.03 Notification of funds	■	■	8	■	■	■									■
212.04 Post on websites	■	■	9	■	■	■	■	■	■	■	■	■	■	■	■
212.05 Vanpool applications	■	■	19	■	■	■	■	■	■	■	■	■	■	■	■
212.06 Calls and walk-in traffic	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
212.07 Notify/sign providers	■	■	14	■	■	■	■	■	■	■	■	■	■	■	■
212.08 Carpool Monthly & Annual Subsidy Award	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
212.09 Monthly vanpool invoices	■	■	13	■	■	■	■	■	■	■	■	■	■	■	■
212.10 Claim forms to FCTA	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
212.11 Annual Report	■	■	3											■	■

212 MEASURE C CARPOOL/VANPOOL PROGRAMS

212 Measure "C" Ride Share/Van Pool

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	23,758	32,165	34,088	
Benefits	8,613	12,058	13,018	
Overhead	16,787	27,790	27,769	
Total Staff Costs	49,158	72,013	74,875	74,875
Direct Costs				
Supplies/Printing	9,600	10,000	10,440	10,440
Promotion/Outreach	105,592	21,000	22,000	22,000
Carpool Subsidy	8,400	12,000	12,000	12,000
Carpool Prizes & Awards	36,196	57,000	56,000	56,000
Commuter Van Pool Subsidy	71,178	226,440	158,840	158,840
Grant Specific Travel	335	400	400	400
Total Direct Costs	231,301	326,840	259,680	259,680
TOTAL	280,459	398,853	334,555	334,555

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

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, and video and audio spots developed by the agency responsible for Fresno County Transportation Authority's public outreach.

A user database was created to accommodate all of the information on Taxi Scrip participation and usage. Fresno COG staff entered into agreements with four different agencies that agreed to make the Scrip available for purchase at six different locations. Fresno COG Staff also entered into agreements with 12 different taxi cab companies in the Fresno area.

PRODUCTS

Listed by Task

TASKS

214.01 Evaluate reporting procedures and pursue development on an online user database

214.02 Publicize the Taxi Scrip program 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

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
214.01 Reporting Procedures	■	■	10	■	■	■									
214.02 Notification of funds	■	■	6	■	■	■									■
214.03 Post on websites	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
214.04 Calls and walk-in traffic	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
214.05 Review applications	■	■	11	■	■	■	■	■	■	■	■	■	■	■	■
214.06 Taxi Scrip & ID Processing	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
214.07 Process A/P & A/R	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
214.08 Partnership with vendors	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
214.09 Annual Report	■	■	3											■	■

214 MEASURE C ADA/Seniors/ Paratransit Taxi Scrip Program

214 Measure "C" ADA/Seniors

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	43,183	48,516	50,596	
Benefits	15,654	18,188	19,322	
Overhead	30,513	41,917	41,216	
Total Staff Costs	89,350	108,621	111,134	111,134
Direct Costs				
Supplies/Printing	6,449	7,000	7,000	7,000
Software Support & Maint			5,000	5,000
Taxi Scrip	171,942	280,000	285,000	285,000
Grant Specific Travel	137	1,100	600	600
Other Misc Expense	0	2,500	2,000	2,000
Total Direct Costs	178,528	290,600	299,600	299,600
TOTAL	267,878	399,221	410,734	410,734

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

215 Measure C Farmworker Vanpool Program

215

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															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
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 FARMWORKER VANPOOL PROGRAM

215 Measure "C" Farm Worker Van Pool

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	15,778	22,920	20,915	
Benefits	5,719	8,593	7,987	
Overhead	11,149	19,802	17,038	
Total Staff Costs	32,646	51,315	45,940	45,940
Direct Costs				
Supplies/Printing	0	2,000	2,000	2,000
Farm Worker Van Pool Subsidy	47,810	70,500	70,500	70,500
Total Direct Costs	47,810	72,500	72,500	72,500
TOTAL	80,456	123,815	118,440	118,440

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

220 Transportation Program Development

220

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 (extended in 2010 and expected to be reauthorized in 2011). 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. Since SAFETEA-LU has been extended, Fresno COG has also completed the programming of the first three years of the next Federal Appropriation Act following SAFETEA-LU. 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 percent 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) and continued support to the local agencies in their use of the software system.

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															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
220.01 Review Fund Estimates	■		3	■	■										
220.02 State RTPAs/Monitor issues	■		10	■	■	■	■	■	■	■	■	■	■	■	■
220.03 Review STIP	■		4	■	■	■	■	■	■	■	■	■	■	■	■
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.	■		5	■	■	■	■	■	■	■	■	■	■	■	■
220.08 Prepare & publish TIPs	■		10	■	■	■		■	■	■	■	■			
220.09 Process TIP amendments	■		10	■		■		■		■		■		■	
220.10 Air Quality Conformity	■		5					■	■	■	■	■			
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	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■

220 Transportation Program Development

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	State PPM
Salaries	86,727	105,742	109,148	
Benefits	31,439	39,642	41,682	
Overhead	61,281	91,360	88,914	
Total Staff Costs	179,447	236,744	239,744	239,744
Direct Costs				
Software Support & Maint	48,000	50,000	50,000	50,000
Agency Pass Trough	3,714	4,000		
Total Direct Costs	51,714	54,000	50,000	50,000
TOTAL	231,161	290,744	289,744	289,744
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				
Software Support & Maint				
Fresno Track - Ecointeractive	50,000			
Total	50,000			

310 Intergovernmental Coordination

310

Objective

To promote coordination, cooperation and communication among local agencies, the Fresno Council of 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															
Task Description	COG	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

310 Intergovernmental Coordination

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FTA Carry Fwd	FHWA PL	LOCAL FUNDS
Salaries	26,506	59,256	36,248			
Benefits	9,609	22,215	13,843			
Overhead	18,729	51,197	29,528			
Total Staff Costs	54,844	132,668	79,619	35,243	35,243	9,133
Direct Costs						
Agency Pass Trough	15,580	27,500	30,000			30,000
Total Direct Costs	15,580	27,500	30,000	0	0	30,000
TOTAL	70,424	160,168	109,619	35,243	35,243	39,133
LTF MATCH 11.47%				4,566		
TOLL CREDIT MATCH 11.47%					4,042	

Agency Pass Trough	
County Intergovernmental Review	16,000
Fresno Intergovernmental Review	4,000
Clovis Intergovernmental Review	10,000
Total	30,000

311 Public Information and Participation

311

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 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 Fresno Council of 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	Update Fresno COG's Public Participation Plan
311.03	Prepare news releases and maintain list of media resources
311.04	Conduct public hearings and public meetings/workshops
311.05	Make presentations to local businesses and community groups
311.06	Provide graphic design support to all staff, as well as designing Fresno COG public outreach materials
311.07	Publicize Fresno COG plans, programs and 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	Host Fresno COG Transportation Form
311.12	Update and reorder Fresno COG brochures, folders, stationary and business cards

311.13 Revise and Publish update revised version 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

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
311.01 Conduct public process	■	■	9	■	■	■	■	■	■	■	■	■	■	■	■
311.02 Update Public Participation Plan	■	■	9	■	■	■	■								
311.03 Media Relations	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
311.04 Public hearings/meetings	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
311.05 Presentations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
311.06 Graphic Design	■	■	9	■	■	■	■	■	■	■	■	■	■	■	■
311.07 Publicize plans/programs/activities	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
311.08 Publish Annual Report	■	■	4	■	■	■	■	■							
311.09 Respond to public comments	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
311.10 Regional Directory	■	■	8							■	■	■	■	■	■
311.11 Fresno COG Transportation Forum	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
311.12 Fresno COG materials	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
311.13 Transportation Guide	■	■	9	■	■	■	■	■	■	■	■	■	■	■	■
311.14 News conferences/interviews	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
311.16 SSTAC	■		5			■		■		■	■	■	■	■	■
311.17 Outreach other languages	■		4												

311 PUBLIC INFORMATION AND PARTICIPATION

311 Public Participation

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FHWA PL	LOCAL FUNDS
Salaries	27,831	36,337	37,038		
Benefits	10,089	13,623	14,145		
Overhead	19,665	31,395	30,172		
Total Staff Costs	57,585	81,355	81,355	75,626	5,729
Direct Costs					
Supplies/Printing	2,357	39,000	32,000		32,000
Workshops - Transportation Forum		5,000	5,000		5,000
Total Direct Costs	2,357	44,000	37,000	0	37,000
TOTAL	59,942	125,355	118,355	75,626	42,729
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				8,674	

Supplies/Printing	
Transit Guide	30,000
Annual Report	2,000
Total	32,000

312 COGView Internet Home Page

312

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 Fresno Council of Governments (Fresno COG) activities.

DISCUSSION

Fresno COG's website is an effort by Fresno COG to make local, regional, state and federal government information more readily available to Fresno County residents. The website is specially designed to provide our member agencies and the Fresno COG staff with access to the growing amount of transportation information on the internet. It 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 Fresno COG 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. The site became a database driven site which allowed us to meet our goal of providing all Fresno COG documents and information on our website, fully ADA accessible.

However, in fiscal year 2010-2011 it became apparent that the website software was encountering programming problems that could not be fixed. Therefore, a request for proposals was issued and a new website design agency was chosen to build a completely new website, incorporating all of the current functionality of the current site, plus new technologies which increase the user-friendly nature needed in a public site.

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

PREVIOUS WORK COMPLETED

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

PRODUCTS/TASKS

312.01 Maintenance of all information currently posted to the website sections.
312.02 Posting of updated Regional Directory information including demographic information for each member agency with links to their local websites
312.03 Continuous posting of Fresno COG calendar and member agency calendars.
312.04 Posting minutes and agendas of upcoming Fresno COG meetings

312.05 Posting of public information materials, requests for proposals, meeting announcements and other notifications on the homepage announcements

312.06 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

312 Cogview Internet Home Page															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
312.01 Maintain internet site	■		15	■	■	■	■	■	■	■	■	■	■	■	■
312.02 Regional Directory	■		10	■	■	■	■	■	■	■	■	■	■	■	■
312.03 Posting calendars	■		15	■	■	■	■	■	■	■	■	■	■	■	■
312.04 Minutes and agendas	■		25	■	■	■	■	■	■	■	■	■	■	■	■
312.05 Public Information	■		25	■	■	■	■	■	■	■	■	■	■	■	■
312.06 Commute Option Information	■		10	■	■	■	■	■	■	■	■	■	■	■	■

312 COGVIEW INTERNET HOME PAGE

312 COG View Internet Home Page

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	6,890	7,137	7,275	
Benefits	2,498	2,676	2,778	
Overhead	4,868	6,166	5,926	
Total Staff Costs	14,256	15,979	15,979	15,979
Direct Costs				
Software Support & Maint	0	32,500	2,500	2,500
Total Direct Costs	0	32,500	2,500	2,500
TOTAL	14,256	48,479	18,479	18,479

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

313 Environmental Justice Activities

313

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 couple of years, Fresno COG has significantly increased its association with tribal populations through participation in the Kern COG Environment Justice tribal mapping project that was completed in June 2010. Dialogue and channels of communication were established with all of the recognized and the majority of the non-recognized tribes in the Fresno County area. Fresno COG has met with some of the tribes in the past year and will be maintaining the channels established as a result of the Kern COG Tribal EJ project.

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.

TASKS

313.01 Monitor new environmental justice rules and regulations as they apply to Fresno COG.
313.02 Maintain channels of communication with tribal communities opened as a result of past planning activities.
313.03 Find ways to expand the efforts of Central California Tribal Collaboration Transportation Planning Project
313.04 Conduct outreach efforts to and provide informational materials in other languages to other community groups.
313.05 Implement recommendations outlined in the Fresno COG Environmental Justice Plan.

313 Fresno Cog Environmental Justice

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
313.01 Keep abreast of environmental justice rules	■		20	■	■	■	■	■	■	■	■	■	■	■	■
313.02 Maintain communication with tribes	■		20	■	■	■	■	■	■	■	■	■	■	■	■
313.03 Continue efforts started with the CC Tribal Collaboration Transportation Planning Project.	■		20	■	■	■	■	■	■	■	■	■	■	■	■
313.04 Conduct Outreach	■		20	■	■	■	■	■	■	■	■	■	■	■	■
313.05 Implement recommendations	■		20	■	■	■	■	■	■	■	■	■	■	■	■

313 FRESNO COG ENVIRONMENTAL JUSTICE

313 Environmental Justice

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FTA Carry Fwd	FHWA Carry Fwd	LOCAL FUNDS
Salaries	13,931	20,918	13,468			
Benefits	5,050	7,842	5,143			
Overhead	9,844	18,072	10,971			
Total Staff Costs	28,825	46,832	29,582	20,730	5,459	3,393
Direct Costs						
Agency Pass Trough		6,453				
Total Direct Costs	0	6,453				
TOTAL	28,825	53,285	29,582	20,730	5,459	3,393
LTF MATCH 11.47%				2,686	707	
TOLL CREDIT MATCH 11.47%						

320 Technical Assistance to Members

320

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 trough 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															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
320.01 Provide technical assistance	■		100	■	■	■	■	■	■	■	■	■	■	■	■

320 TECHNICAL ASSISTANCE TO MEMBERS

320 Technical Assistance to Members

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	10,010	18,918	14,731	
Benefits	3,628	7,093	5,625	
Overhead	7,072	16,345	12,000	
Total Staff Costs	20,710	42,356	32,356	32,356
Direct Costs				
Agency Pass Trough		5,000		
Total Direct Costs	0	5,000	0	0
TOTAL	20,710	47,356	32,356	32,356

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

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

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
330.01 Staff assistance on request	■		100	■	■	■	■	■	■	■	■	■	■	■	■

330 OUTSIDE TECHNICAL ASSISTANCE

330 Outside Technical Services

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	12,739	15,730	11,481	
Benefits	4,618	5,897	4,384	
Overhead	9,001	13,591	9,353	
Total Staff Costs	26,358	35,218	25,218	25,218
TOTAL	26,358	35,218	25,218	25,218

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

Consultants

Total 0

340 Transportation Demand Management Program 340

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 years Fresno COG 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. 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.

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.
c. Promote the Measure C Vanpool Subsidy Program for commuters and farmworkers.

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 promotional campaigns or grant programs.

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															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
340.01 Ridematching Services	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
340.02 Employer Services	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
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

340 TDM Program

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	0	1,563	2,376	
Benefits	0	586	907	
Overhead	0	1,351	1,936	
Total Staff Costs	0	3,500	5,219	5,219
Direct Costs				
Supplies/Printing	3,405	7,750	7,750	7,750
Promotion/Outreach	0	5,000	5,000	5,000
Grant Specific Travel	0	500	500	500
Total Direct Costs	3,405	13,250	13,250	13,250
TOTAL	3,405	16,750	18,469	18,469

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

350 Fresno Regional Data Center

350

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 monitor the continual release of data from the 2010 Census and the American Community Surveys. Of special concern is the coming release of the revised State of California Department of Finance population forecast. SB 375 legislation and Housing Element Law require the use of population forecasts within 3% of the DOF's (unless there is DOF/County consultation and agreement). The previous DOF projection was prepared in mid-2007 before the start of the economic downturn and the County's drought coupled with a sharply-reduced water allocation and therefore not appropriate for use.

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 the San Joaquin Valley-wide and ARB UCD Valley Interregional MIPs, two model improvement programs to enhance the Valley models' sensitivity to smart growth strategies as required by SB 375, as well as the general improvement of the models' performance.

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 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. Prepare update of website information
6. Develop demographic and socioeconomic information in support of traffic modeling activities

TASKS

350.01 Maintain Fresno Regional Data Center and prepare Affiliate State Census Data Center reports as required.
350.02 Dissemination of Census 2010 data and other special census reports to member agencies.
350.03 Provide assistance in obtaining, analyzing and utilizing demographic information to member agencies and the general public upon request.
350.04 Prepare Fresno County data book.
350.05 Participate in the Census Transportation Planning Package Traffic Analysis Zone Delineation Program.
350.06 Develop and provide demographic information needed for other Fresno COG-prepared documents and traffic model activities.
350.07 Monitor a population forecast release for use in SB 375 requirements, and modify forecast if needed.

350 Fresno Regional Data Center

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
350.01 Maintain Regional Data Center	■		15	■	■	■	■	■	■	■	■	■	■	■	■
350.02 Disseminate Census/other data	■		5	■	■	■	■	■	■	■	■	■	■	■	■
350.03 Assist with demographic data	■		10	■	■	■	■	■	■	■	■	■	■	■	■
350.04 Prepare data book	■		10	■	■	■	■	■	■	■	■				
350.05 Participate in CTPP TAZ program	■		10	■	■										
350.06 Support COG reports and model	■		45	■	■	■	■	■	■	■	■	■	■	■	■
350.07 Monitor population forecast	■		5	■	■	■	■	■	■	■	■	■	■	■	■

350 Fresno Regional Data Center

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FTA Carry Fwd	FHWA Carry Fwd	LOCAL FUNDS
Salaries	43,962	43,556	44,396			
Benefits	15,937	16,329	16,954			
Overhead	31,063	37,631	36,166			
Total Staff Costs	90,962	97,516	97,516	9,041	77,290	11,185
TOTAL	90,962	97,516	97,516	9,041	77,290	11,185
LTF MATCH 11.47%				1,171	10,014	
TOLL CREDIT MATCH 11.47%						

360 "One Voice" and "Valley Voice" Advocacy

360

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., five annual (2006-2010) "One Voice" lobbying trips to Sacramento and coordinated with other Valley COGs for "Valley Voice" advocacy trips to Sacramento (2008-2010) and Washington D.C. (2009-2010).

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 2011 Fresno COG Legislative Platform was finalized in January of 2011.

Products

1. "One Voice" community advocacy trip to Washington D.C.
2. Appropriations requests and other funding applications following Washington D.C. visit.
3. Administrative and Regulatory relief requests prior and following Washington D.C. visit.
4. "One Voice" community advocacy trip to the state capitol in Sacramento.
5. Follow up Sacramento visit with appropriate action initiatives and administrative/regulatory relief requests.
6. Plan and carry out with the other SJV COGs "Valley Voice" advocacy trips to Sacramento and Washington D.C.
7. Follow up "Valley Voice" with appropriate action initiatives.
8. 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.
9. 2011 Fresno COG Legislative Platform.

Tasks

360.01 Develop 2011 Fresno COG Legislative Platform
360.02 Call for Projects for Fresno COG "One Voice " to Washington D.C
360.03 Project Selection for Fresno COG "One Voice " to Washington D.C
360.04 Delegate briefings for Fresno COG "One Voice " to Washington D.C
360.05 Logistics and materials for Fresno COG "One Voice " to Washington D.C
360.06 Travel associated with Fresno COG "One Voice " to Washington D.C

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

360 One Voice Advocacy

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
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

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	28,781	41,890	34,001	
Benefits	10,433	15,704	12,984	
Overhead	20,336	36,192	27,698	
Total Staff Costs	59,550	93,786	74,683	74,683
Direct Costs				
Consultants	40,864	46,650	56,650	56,650
Workshops	2,825	8,983	8,983	8,983
Awards	3,733	4,113	4,113	4,113
Grant Specific Travel	3,932	25,652	24,526	24,526
Other Misc Expense	1,445	3,802	3,802	3,802
Total Direct Costs	52,799	89,200	98,074	98,074
TOTAL	112,349	182,986	172,757	172,757
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

Consultants	
California Consulting	37,650
Simon & Simon	19,000
Total	56,650

410 San Joaquin Valley Regional Blueprint Planning 410

OBJECTIVE

The San Joaquin Valley (SJV) 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 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, over 4 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 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 March 2011.
- Several studies are underway or forthcoming. A consultant has completed a report on the financial-institutional barriers to higher density development and recommended strategies to overcome these barriers. In addition, an RFP is still being developed 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 2009
- Overall Work Program Amendment for grants
- Systematic Development of Informed Consent (SDIC) training
- Establish SJV Regional Planning Agencies 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 1, 2009
- Ongoing coordination with SJV Blueprint Project Managers, Valley Planners, COG Directors and state agencies
- Ongoing engagement with SJV Regional Policy Council
- Conceptual framework for companion program - SJV Greenprint
- Production of SJV Blueprint Roadmap's three deliverables: Summary Document on Planning Process, Blueprint Implementation Strategy and web based planners toolkit
- Produced Report on Institutional Barriers to Smart Growth Development in the San Joaquin Valley
- Valleywide Blueprint Executive Forum – June 2010
- Major update of Valley Blueprint Website at www.valleyblueprint.org
- 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 Valley MPOs and Valleywide local agency planners group
410.2 Continue to engage Regional Policy Council in all aspects of SJV Blueprint
410.3 Develop local commitment to integrate Blueprint principles into general plans
410.4 Coordinate with activities related to development of Sustainable Communities Strategies
410.5 Determine the impact of various densities on the fiscal health of cities and counties in the SJV
410.6 Determine the market demand for higher density residential housing projects
410.7 Coordinate with Greenprint – Develop Valleywide resources-oriented companion piece to Blueprint
410.8 Work with Central California EDCs and Partnership for SJV to address jobs/housing issue
410.9 Monitor and report on progress on performance measures
410.10 Continue extensive public outreach efforts
410.11 Prepare reports and monitor contractors as necessary
410.12 Participate in Blueprint-related meetings and workshops
410.13 Continue to Coordinate Tribal consultation
410.14 Continue to manage Valleywide fiscal issues related to Blueprint grants

Task Description	% of work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
410.1 Work with Valley MPOs and Valleywide local agency planners group	7	■	■	■	■	■	■	■	■	■	■	■	■
410.2 Engage Regional Policy Council in all aspects of SJV Blueprint	7	■	■	■	■	■	■	■	■	■	■	■	■
410.3 Develop local commitment to integrate Blueprint principles into general plans	7	■	■	■	■	■	■						
410.4 Coordinate with development of SCS	7	■	■	■	■	■	■	■	■	■	■	■	■
410.5 Determine impact of various densities on fiscal health of cities and counties in the SJV	7	■	■	■	■	■	■	■	■	■	■	■	■
410.6 Determine the market demand for higher density residential housing projects	7	■	■	■	■	■	■	■	■	■	■	■	■
410.7 Coordinate with development of SJV Greenprint - resources-oriented companion piece to Blueprint	9	■	■	■	■	■	■						
410.8 Work with Central CA EDCs and Partnership for SJV to address jobs/housing issue	7	■	■	■	■	■	■						
410.9 Monitor and report on progress on performance measures	7	■	■	■	■	■	■						
410.10 Extensive Public Outreach Efforts	7	■	■	■	■	■	■						
410.11 Prepare reports and monitor contractors as necessary	7	■	■	■	■	■	■	■	■	■	■	■	■
410.12 Participate in Blueprint related meetings and workshops	7	■	■	■	■	■	■	■	■	■	■	■	■
410.13 Coordinate Tribal consultation	7	■	■	■	■	■	■	■	■	■	■	■	■
410.14 Manage fiscal issue related to Blueprint grants	7	■	■	■	■	■	■	■	■	■	■	■	■

410 SAN JOAQUIN VALLEY REGIONAL BLUEPRINT PLANNING

410 California Blue Print

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	State PPM	Cal Blue Print	LOCAL FUNDS
Salaries	68,271	63,424	112,694			
Benefits	24,749	23,778	43,037			
Overhead	48,240	54,798	91,804			
Total Staff Costs	141,260	142,000	247,535	131,883	92,521	23,131
Direct Costs						
Consultants	324,853	328,545	154,500		103,600	50,900
Agency Pass Trough	136,851	1,217,703	613,140		484,378	128,762
Grant Administration		150,000				
Total Direct Costs	461,704	1,696,248	767,640	0	587,978	179,662
TOTAL	602,964	1,838,248	1,015,175	131,883	680,499	202,793
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%						

Consultants	
Density Study	104,500
Blueprint Technical Assistance	25,000
Blueprint Toolkit Maintenance	25,000
Total	154,500
Agency Pass Trough	
Kern COG	165,410
KAPTA	92,079
MCTC	91,687
Stanislaus	140,829
TCAG	123,135
	613,140

411 Model Farmland Conservation Program

411

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. The consultant has interviewed many agricultural stakeholders, in some cases more than once to solicit their feedback and suggestions on farmland conservation. At the time of

this writing, the consultant is preparing a 'position paper' summarizing key points and recommendations made by stakeholders that will include 'next steps'. The Global economic slowdown that started in 2008 has alleviated the sense of urgency associated with implementing a farmland conservation program.

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

Task Description	COG	OTHR		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
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

411 Model Farmland Cons.Prog.

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	3,922	3,093	1,298	
Benefits	1,422	1,159	496	
Overhead	2,772	2,672	1,058	
Total Staff Costs	8,116	6,924	2,852	2,852
TOTAL	8,116	6,924	2,852	2,852

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

412 Fresno County Metropolitan Area Multi-Modal Corridor Land Use Integration Partnership Project

412

OBJECTIVE

The Fresno County Metropolitan Area Multi-Modal Corridor Land Use Integration Partnership Project (conducted as a Regional Model for the Fresno, Madera, Tulare and Kings Counties' sub-regional and the San Joaquin Valley Smart Valley Places Network) will:

- Include the participation of Fresno COG, City of Fresno, Cities of Clovis, Sanger, Kerman and Caltrans.
- Focus on preserving the multi-modal corridor system, given the planned higher intensity development in the Fresno-Clovis Metropolitan Area and surrounding communities.
- Focus on corridors along State Routes, 99, 41, 168, and 180, as well as parallel local roads to the State Highways to develop a seamless transportation system around and through the FCMA in Fresno and Madera County.
- Plan for a multi-modal corridor system for the FCMA, while taking into account the unique character of State Route 99 as a major interregional, intermodal and goods movement corridor through the San Joaquin Valley.

Produce products that can be utilized for subsequent Caltrans Planning activities, the City of Fresno's General Plan Update, development of the Sustainable Communities Strategy required by SB375 for the Fresno region, and serve as a regional model for comparable transportation and land use integration planning in the other three FTMK sub-regional counties and throughout the Smart Valley Places network of cities in the eight county area.

The City of Fresno and Fresno COG are receiving $276,000 from Caltrans and putting up $69,000 in matching funds for a total project cost of $345,000.

DISCUSSION

A regional collaboration of the 4 counties of Fresno, Madera, Tulare and Kings (FMTK) and their 30 incorporated cities, in the San Joaquin Valley, emerged and came together in 2008 with the goal of evaluating and assessing the feasibility of a concept for a high-capacity, mass transit-based multi-modal corridor system. This project builds off that previous work and the cooperative jurisdictional relationships established within Fresno County and among jurisdictions in Madera, Tulare, and Kings Counties.

The recent establishment of the Smart Valley Places (SVP) network in 2010 of 14 urbanized areas in the eight county San Joaquin Valley through the HUD Sustainable Communities Initiative provides a new and broader set of jurisdictional relationships and a city-focused regional planning partnership to enhance this partnership project. The SVP partnership includes 14 cities, the San Joaquin Valley Partnership, SJV Regional Policy Council, CSU Fresno, and a number of non-profit organizations, that can be utilized in whole or in part to extend and more broadly apply the model developed in the FCMA Multi-Modal Corridor Land Use Integration Partnership Project, as based upon the 2110 conceptual design for the Metro Rural Loop. This regional planning opportunity is also enhanced by the strong prospect of the California High Speed (HSR) system being constructed through this part of the Valley, and the need to plan for maximizing access and interconnectivity with HSR among regional, sub-regional, urban and rural areas.

The process of developing the Fresno County Metropolitan Area Multi-Modal Corridor Land Use Integration Partnership Project is intended to be used as a model for developing similar regional projects in the Kern, Tulare, and Kings County area.

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, will deliver the following:

a. Planning agreements
b. Project working group meetings
c. Presentation and training
d. Contracting
e. Jurisdictional Agreements
f. Internal Project Meetings
g. Definitions of Specific Local and Regional Land Use Policies
h. Recommendations for Jurisdictional General Plan Updates and Zoning
i. Inter-Jurisdictional Cooperation Policies and Protocols
j. Implementation Cost and Funding Strategies

TASKS

The tasks making up the Fresno County Metropolitan Area Multi-Modal Corridor Land Use Integration Partnership Project includes: Project Set-Up:

Task 1.1: Develop Planning Agreement: Fresno COG, the City of Fresno (hereinafter Grantees) and their partners from other jurisdictions will develop an operating agreement that describes how the partners will work together, decision making structure, resource 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 resource 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, and 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 Council meetings, board of supervisors and other local agencies meetings to outreach and encourage other jurisdictions to participate in the regional process.

Define Local and Regional Land Use Policies and Recommend General Plan Updates, Zoning, and Interjurisdictional Cooperation Policies and Protocols - Needed to Preserve Multi-Modal Corridor and Transportation Facility Network:

Task 3.1: Inter-jurisdictional Cooperation to Preserve Four-County System Network Potential: Grantees and consultants will work cooperatively with the multi-jurisdictions in Fresno and Madera, to deliver the following which are required to protect and preserve the potential

four-county (Fresno, Madera, Tulare, and Kings) system of inter-connecting multi-modal corridors and rights of ways.

Task 3.2: Identify Transportation Ties to Integrated Land Use Planning: Grantees and consultants will identify any transportation or multi-modal corridor tie-in with local and regional land use strategies, General Plan and Zoning updates to ensure the integrated land use/transportation planning are transparent.

Task 3.3: Definitions of Specific Regional Land Use Policies: Grantees, consultants, and participating jurisdictions will formulate and develop Draft specific local and regional land use policies to protect and preserve corridors and right of ways alignment studies surrounding the multi-modal system.

Task 3.4: General Plan Updating and Zoning: Develop recommendations for jurisdictional General Plan updates and zoning district designations.

Task 3.5: Cooperation Policies and Protocol: Develop recommendations for inter-jurisdictional cooperation policies and protocols

Recommend Funding Strategies for Implementation of Local and Regional Land Use Policies, and Recommended General Plan Updates, Zoning and Inter-Jurisdictional Cooperation Policies and Protocols all Participating Jurisdictions - Needed to Preserve Multi-modal Corridor and Transportation Facility Networks:

Task 4.1: Develop preliminary cost and funding strategies: Grantees and consultants will meet with participating jurisdictions to present and develop preliminary implementation cost and funding strategies.

Task 4.2: Develop Refined Funding Strategies: Grantees, consultants and participating jurisdictions will draft refined implementation funding strategies.

Task 4.3: Cost and Funding Plan: Consultants will develop a funding plan as defined by Grantees and participating jurisdictions.

412 Fresno County Metropolitan Area Multi-Modal Corridor Land-Use Integration Partnership Project

Task Description	COG	OTHR	% of work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Task 1.1 Develop Planning Agreement	■	■	10%	■											
Task 1.2: Attend Working Group Meetings	■	■	5%		■	■	■	■	■	■	■	■	■	■	■
Task 1.3: Presentation and Training	■	■	5%	■	■	■	■	■	■	■	■	■	■	■	■
Task 2.1: Contracting	■	■	10%					■	■	■	■	■	■	■	■
Task 2.2: Agreements	■	■	5%							■	■	■	■	■	■
Task 2.3. Internal Project Meetings	■	■	5%	■	■	■	■	■	■	■	■	■	■	■	■
Task 2.4: Public Presentations	■	■	5%	■	■	■	■	■	■	■	■	■	■	■	■
Task 3.1. Inter-jurisdictional Cooperation to Preserve Four-County System Network Potential	■	■	5%									■	■	■	■
Task 3.2. Identify Transportation Ties to Integrated Land Use Planning	■	■	5%									■	■	■	■
Task 3.3. Definitions of Specific Regional Land Use Policies	■	■	10%											■	■
Task 3.4. General Plan Updates and Zoning	■	■	5%											■	■
Task 3.5 Cooperation Policies and Protocol	■	■	5%											■	■
Task 4.1. Develop Preliminary Cost and Funding Strategies	■	■	5%											■	■
Task 4.2. Develop Refined Funding Strategies	■	■	10%											■	■
Task 4.3. Cost and Funding Plan	■	■	10%											■	■

412 FRESNO COUNTY METROPOLITAN AREA MULTI-MODAL CORRIDOR LAND-USE INTEGRATION PARTNERSHIP PROJECT

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	Partnership Planning	LOCAL FUNDS
Salaries	0	2,725	7,853		
Benefits	0	1,021	2,999		
Overhead	0	2,354	6,398		
Total Staff Costs	0	6,100	17,250	13,800	3,450
Direct Costs					
Agency Pass Trough		338,900	327,750	262,200	65,550
Total Direct Costs	0	338,900	327,750	262,200	65,550
TOTAL	0	345,000	345,000	276,000	69,000
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					
Agency Pass Through					
City of Fresno	327,750				
Total	327,750				

413 Fresno County SB 375 Implementation

413

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. In September 2010, the ARB Board approved the targets recommended by the ARB staff for the 18 MPOs. The ARB staff recommended a place holder of 5% reduction by 2020 and 10% reduction by 2035 for the 8 MPOs in the San Joaquin County due to the concerns that models in the Valley need to be improved and there hasn't been sufficient data submitted from all the 8 MPOs in the Valley. It was also recommended that after the Valley models are significantly improved in 2012 with the help of $2.5 million funding from the Strategic Growth Council, the eight Valley MPOs could propose provisional targets for 2020 and 2035, and the ARB will finalize the targets for the San Joaquin Valley MPOs in 2014. It is still unclear whether any of the proposed targets by the ARB are valley-wide or individual county based. The final decision as to how the Valley Counties will work together will come from the communities in the Valley.

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 SCS. 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 consisted 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 was 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 contract to improve the models in the Valley has been awarded, and all the model improvement specified in the contract is scheduled to be completed in early 2012.

The Fresno County SB 375 Task Force Committee met regularly for 6 months 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 MPOs, 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. Regional greenhouse gas reduction targets for the Fresno region were recommended by the Task Force and approved by COG's Policy Board in Feb. 2010, and the targets were submitted to ARB in March 2010.

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 SB 375 activities were also monitored. COG staff continued the exchange of the most up-to-date information with the ARB staff and other MPOs in the state through the state-wide SB 375 MPO planning committee.

At the Valley level, a strong coalition was formed among the 8 Valley MPOs and the San Joaquin Valley Air Pollution Control District (SJVAPCD) in the effort to lower the targets for the Valley. Through the SJVAPCD, the eight Valley MPOs requested alternative targets of 2% reduction in 2020 and 5% in 2035. Although the effort was unsuccessful, concerns and frustrations were expressed that unrealistic high targets will not only impose economic hardship on the San Joaquin Valley, but also discourage community involvement in SB 375 compliance and dampen the San Joaquin Valley Blueprint implementation efforts.

PRODUCTS

- Held engagement meetings with City of Fresno, Clovis and other small cities
- Formed Fresno County SB 375 Task Force Committee
- Held SB 375 public workshop as recommended by the RTAC
- 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
- Submitted letters to the Governor's office regarding the over ambitious targets for the San Joaquin Valley

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 Search and identify a sketch planning tool for SCS development
413.07 Start dialogue internally and externally about the integration of SCS, RHNA, and 2014/2015 RTP development
413.08 Work with the Fresno County SB 375 Task Force to develop scenarios for 2012 provisional targets
413.09 Work with the other seven MPOs in the Valley to determine the best approach to work together on the new targets and SCS development

413 Fresno County SB375 Implementation															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
413.01 Monitor state & Valley activities	■	■	5%	■	■	■	■	■	■	■	■	■	■	■	■
413.02 Assist with GP update	■	■	5%	■	■	■	■	■	■	■	■	■	■	■	■
413.03 Improve traffic model	■	■	10%	■	■	■	■	■	■	■	■	■	■	■	■
413.04 Develop parcel database	■	■	10%	■	■	■	■	■	■	■	■	■	■	■	■
413.05 Monitor PTIS	■	■	5%	■	■	■	■	■	■	■	■	■	■	■	■
413.06 Identify sketch planning tool	■		10%	■	■	■	■	■	■						
413.07 SCS, RHNA & RTP integration	■	■	10%	■	■	■	■	■	■	■	■	■	■	■	■
413.08 Develop scenarios	■	■	40%	■	■	■	■	■	■	■	■	■	■	■	■
413.09 Develop approach to work together	■	■	5%	■	■	■	■	■	■	■	■	■	■	■	■

413 FRESNO COUNTY SB375 IMPLEMENTATION

413 SB 375 Implementation

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	0	16,751	23,760	
Benefits	0	6,280	9,074	
Overhead	0	14,472	19,356	
Total Staff Costs	0	37,503	52,190	52,190
Direct Costs				
Promotion/Outreach			5,000	5,000
Total Direct Costs	0	0	5,000	5,000
TOTAL	0	37,503	57,190	57,190

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

415 San Joaquin Valley I-Place^{3}s Pilot Project

415

OBJECTIVE

This project will develop an I-PLACE^{3}S 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-PLACE^{3}S 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-PLACE^{3}S 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-PLACE^{3}S software, training and support.

For this project EcoInteractive, UC Davis, and SACOG will partner to form an I-PLACE^{3}S 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-PLACE^{3}S 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-PLACE^{3}S.

TASKS

Task 1

EcoInteractive will provide the I-PLACE^{3}S software solution via software as a service (SaaS) over the Internet. EcoInteractive will implement reasonable practices to help ensure the integrity of I-PLACE^{3}S information, including: measures to help protect I-PLACE^{3}S 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-PLACE^{3}S 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-PLACE^{3}S datasets.

Task 3

Training for MPO staff. UC Davis and SACOG will provide training on I-PLACE^{3}S 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-Place^{3}s 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-Place^{3}s Pilot Project

Tasks (Scope of Work)

415.01 Provide the I-PLACE^{3}S software solution via software as a service (SaaS)
415.02 Convert existing data on land use in the 8 counties into I-PLACE^{3}S compatible datasets.
415.03 Training for MPO staff

415 San Joaquin Valley I-Place^{3}s Pilot Project

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
415.01 Provide the I-PLACE^{3}S software solution via software as a service (SaaS)	■	■	50	■	■	■	■	■	■	■	■	■	■	■	■
415.02 Convert existing data on land use in the 8 counties into I-PLACE^{3}S compatible datasets.	■	■	21	■	■	■	■	■	■	■	■	■	■	■	■
415.03 Training for MPO staff	■	■	29	■	■	■	■	■	■	■	■	■	■	■	■

415 SAN JOAQUIN VALLEY I-PLACE^{3}S PILOT PROJECT

415 SJV IPlaces Pilot Program

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FHWA PL	SPR	LOCAL FUNDS
Salaries	0	0	4,918			
Benefits	0	0	1,878			
Overhead	0	0	4,007			
Total Staff Costs	0	0	10,803	6,387		4,416
Direct Costs						
Consultants		350,000	350,000		350,000	
Total Direct Costs	0	350,000	350,000	0	350,000	0
TOTAL	0	350,000	360,803	6,387	350,000	4,416
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				733		

Consultants	
UC Davis	175,000
EcoInteractive	175,000
Total	350,000

San Joaquin Valley MPO I-Place^{3}s Pilot Program Timeline

Task	Task Description	2011 J	F	M	A	M	J	J	A	S	O	N	D	2012 J	F	M	A	M	J	J	A	S	O	N	D
1.0	EcoInteractive will provide the I-PLACE^{3}S software solution via software as a service (SaaS) over the Internet.				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
2.0	Convert existing data on land use in the 8 counties into I-PLACE^{3}S compatible datasets.				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■						
3.0	Training for MPO staff. UC Davis and SACOG will provide training on I-PLACE^{3}S data types, protocols, and procedures				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

811 San Joaquin Valley Goods Movement

811

OBJECTIVE

To develop a San Joaquin Valley Interregional Goods Movement Plan, including developing decision-making procedures to prioritize projects, and identify institutional arrangements and funding to implement the Plan.

DISCUSSION

The San Joaquin Valley region is one of the four major international trade regions in California. The San Joaquin Valley Regional Planning Agencies 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.

PREVIOUS WORK COMPLETED

The San Joaquin Valley (SJV) Goods Movement Study project has completed three phases of goods movement related studies in the Valley. The first phase of the study described the goods movement system and freight flows for the region and generated a list of key goods movement issues and problems. Phase II of the study developed the San Joaquin Valley Truck model tool. In Phase III, the SJV truck model tested modified scenarios from Phase II and other goods movement scenarios in future years.

PRODUCTS

1) Coordination and consensus on future goods movement planning and projects, including efforts related to Proposition 1B funding.

TASKS

811.01 Background & Description
811.02 Outreach Assistance
811.03 Compile goods Movement Data and Prepare Report
811.04 Assess Demand Growth, Trends, and System Performance
811.05 Evaluate Community, Environmental, and Economic Impact
811.06 Identify Strategies for Improving Goods Movement
811.07 Mitigating Strategies for Local Communities and Environment
811.08 Develop SJV Interregional Goods Movement Plan
811.09 Administration

811 Valley Goods Movement Plan															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
813.01 Background & Description	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
813.02 Outreach Assistance	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
813.03 Compile Data	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
813.04 Asses Growth, Trends	■	■	11			■	■	■	■	■	■	■	■	■	■
813.05 Evaluate Impact	■	■	9						■	■	■	■	■	■	■
813.06 Goods Movement Strategies	■	■	26						■	■	■	■	■	■	■
813.07 Mitigation Strategies	■	■	9								■	■	■	■	■
813.08 Interregional Plan	■	■	9									■	■	■	■
813.09 Administration	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■

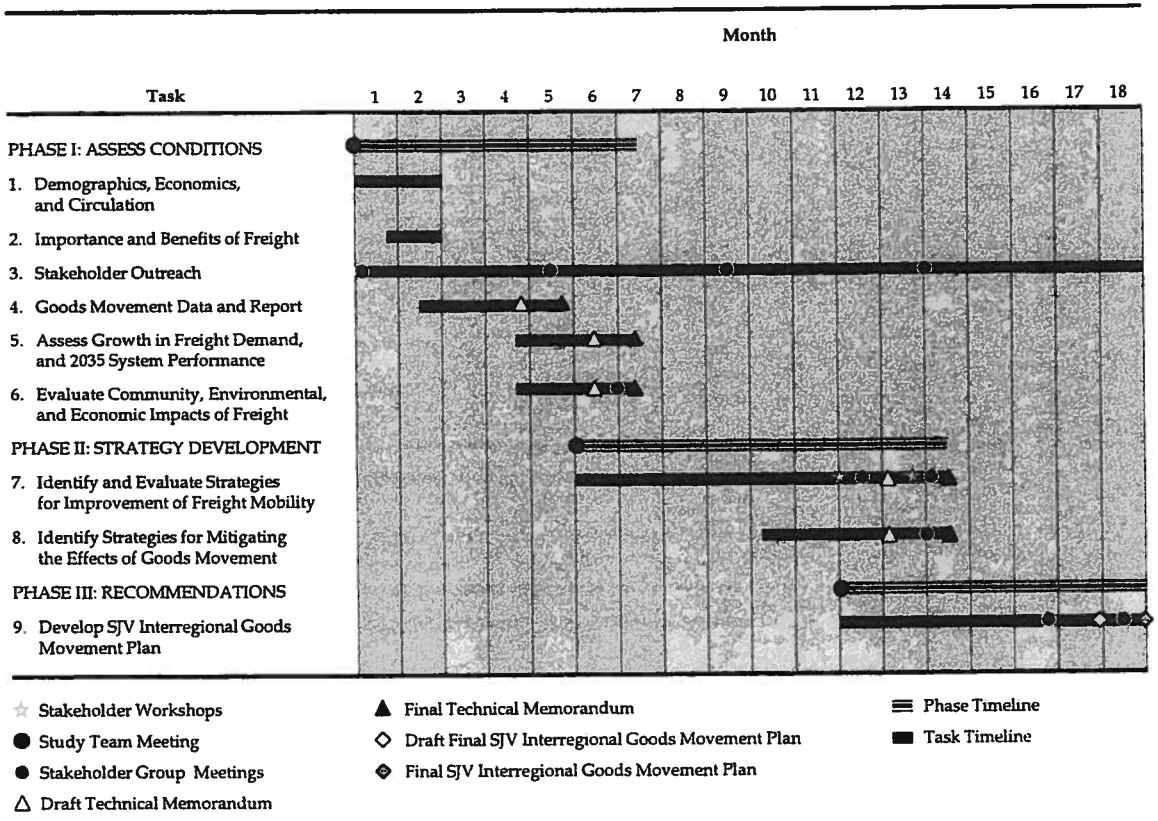
811 VALLEY GOODS MOVEMENT PLAN

811 SJV Valley Goods Movement

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FHWA Carry Fwd	SPR	LOCAL FUNDS
Salaries	0	0	5,526			
Benefits	0	0	2,110			
Overhead	0	0	4,501			
Total Staff Costs	0	0	12,137	7,082		5,055
Direct Costs						
Consultants		584,000	584,000	47,333	300,000	236,667
Agency Pass Trough		26,726	26,726			26,726
Grant Administration		24,274	12,137			12,137
Total Direct Costs	0	635,000	622,863	47,333	300,000	275,530
TOTAL	0	635,000	635,000	54,415	300,000	280,585
LTF MATCH 11.47%				7,050		
TOLL CREDIT MATCH 11.47%						

Consultants	
Cambridge Systematics	568,000
Project Liaison	16,000
Total	584,000
Agency Pass Trough	
Kern	7,284
Kings	1,356
Madera	1,333
Merced	2,243
San Joaquin	6,023
Stanislaus	4,603
Tulare	3,885
Total	26,727

Figure 2.4 Project Schedule



813 San Joaquin Valley Model Improvements for SB 375 | 813

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 development of scope of work for the Valley MPO model improvements

Developed scope of work and awarded contract for the Valley MPO model improvements to meet the requirements of SB 375

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
- Issued RFP to develop scope of work for the Valley MPO model improvements
- Awarded contract for development of scope of work for the Valley MPO model improvements
- Issued RFP for Valley MPO model improvements to meet the requirements of SB 375
- Awarded contract for the Valley MPO model improvements to meet the requirements of SB 375

TASKS

813.01 Continue management of the San Joaquin Valley MPO Model Improvement contract
813.02 Coordinate work on Valley MPO model improvements
813.03 Continue leadership of Valley MPO modelers SB 375 Model Improvement Task Force

813 Valley Model Improvements For SB 375

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
813.01 Manage model improvement contract	■	■	33	■	■	■	■	■	■	■	■	■	■	■	■
813.02 Coordinate work on Valley model improvements	■	■	33	■	■	■	■	■	■	■	■	■	■	■	■
813.03 Valley model improvement task force	■	■	34	■	■	■	■	■	■	■	■	■	■	■	■

813 VALLEY MODEL IMPROVEMENTS FOR SB 375

813 Strategic Growth Model

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FHWA PL	Prop. 84
Salaries	0	6,337	7,559		
Benefits	0	2,376	2,887		
Overhead	0	5,475	6,158		
Total Staff Costs	0	14,188	16,604	16,604	
Direct Costs					
Consultants		2,500,000	2,500,000		2,500,000
Total Direct Costs	0	2,500,000	2,500,000	0	2,500,000
TOTAL	0	2,514,188	2,516,604	16,604	2,500,000
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				1,904	

Consultants	
8 County MPO Traffic Model - Fehr & Peers	2,500,000
Total	2,500,000

814 Prop 84 – Sustainable Communities Grant

814

Overview of Program

The San Joaquin Valley of California is one of the most culturally diverse, fastest growing, yet economically disadvantaged regions in the nation. The recent economic downturn has left many of these communities with depleted resources to carry out projects that are essential to infrastructure, economy, and overall quality of life. The lack of resources and personnel precludes the available expertise to execute the essential tasks needed to carryout SB 375.

Already, through its regional blueprint process, the eight SJV-MPOs, in partnership with local agencies, are working toward building environmentally and economically sustainable communities guided by the regionally adopted Preferred Blueprint scenario. Through ongoing regional-local collaboration, planners' resources are currently being developed for a range of community types and sizes to assist in the efforts of general plan integration of SCS and SB 375 goals.

The Valley MPO's have received a $1,000,000 Prop 84 grant to assist the smaller communities (under 50,000 population) to move toward implementation of the SJV Blueprint and address SB 375. The Directors have agreed to invest 19% of this first round funding to SCS (Sustainable Communities Strategy) Outreach; 53% for Local Government Blueprint Principle Integration into General Plans and 28% on a Valley Greenprint.

Objectives

A key focus of the SCS and general plan program is to work with Valley cities and counties to update their general plans to: address climate change; reduce greenhouse gas emissions; promote sustainability, public health, equity, resource conservation, and energy/water efficiency; increase infill, compact development, and housing affordability; revitalize urban and community centers, reduce automobile use, improve air and water quality; improve infrastructure systems; and strengthen local economies.

A related objective is to design a regional "greenprint" for the conservation, improvement and management of rural lands and urban green space.

Discussion

The eight MPOs in the San Joaquin Valley are to develop their first sustainable communities strategy in their next RTP by 2013/2014. The valley-wide Blueprint process has laid the foundation for more sustainable growth in the San Joaquin Valley in the next 40 years. SCS development will be instrumental in the implementation of Blueprint goals and objectives.

As part of the ongoing regional collaboration efforts in the Valley, the 8 MPOs in the Valley will be working together to the extent possible on the SCS development. A preliminary partnership model of 3-4-1 has been brought to the discussion table, which means the northern 3 valley counties including San Joaquin, Merced and Stanislaus, the 4 mid-valley counties including Fresno, Madera, Kings and Tulare, and the southern county Kern as sub-regions working more closely with each on targets and SCS development.

Due to the fact that the Valley received 40% of the sustainable community grant applied for, the SCS tasks proposed in the original proposal are scaled back, and will be focused on outreach activities for SCS development. The revised scope includes developing consistent outreach strategies in a valley-wide outreach plan, launching valley-wide media campaign to engage the public and stakeholders in the SCS development process, and conducting multiple workshops, public hearing and informational meetings as required by the SB 375 legislation to solicit input from the public before the SCS is adopted by each MPO's policy board.

In concert with the SCS development program, integrating approved Blueprint Principles into general plans will be one of the major focus areas of this proposal. The General Plan is the single most important policy guide for cities and counties. It provides direction for most staff reports, planning commission recommendations, and city council or boards of supervisors' decisions. A climate action plan, in concert with the general plan, provides additional guidance for local governments to reduce community and municipal greenhouse gasses, address climate change, and promote sustainability and resource conservation and efficiency. Cities and counties are essential partners in California's efforts to implement climate change-related mandates (AB 32, SB 97, SB 375, Sustainable Communities Strategies, and Regional Blueprints). Many cities and counties in the San Joaquin Valley currently lack the expertise and resources to integrate the adopted Blueprint Principles into their general plans.

Updating a general plan is complex, costly and time consuming. Valley cities and counties update their plans infrequently or defer plan preparation. When combined with environmental review, a general plan update can cost a minimum of $400,000 to $600,000 and preparing a climate action plan over $100,000. For small or medium-size cities and counties in the San Joaquin Valley, the cumulative cost to update their general plans and/or prepare climate action plans amounts to over $25,000,000. If Valley cities and counties are going to do their part to meet State objectives, they will need to integrate Blueprint Principles into their general plans and/or prepare climate action plans, despite the current fiscal crisis. This Program will enable small and medium size city staff to gain the skills, knowledge, and tools to integrate Blueprint Principles into their general plans without having to bear the expense of individual contracts with consultants to perform the work.

The basic objectives of the Local Government: Blueprint Principle Integration into General Plans are as follows:

- Provide an analysis of existing General Plans to determine consistency with the Blueprint
- Prepare a "Best Practices" menu of options to incorporate Blueprint Principles. Each jurisdiction will self-select the options that best fit their community
- A series of workshops will be held on the primary implementation issues with the Blueprint; and to provide instruction on the Blueprint Toolkit development and use.
- As tools are developed they will be uploaded into the web based Blueprint Roadmap toolkit. (Tools to be developed will include a series of regional templates for resolutions, zoning, ordinances, focused amendments, and a general Guide Book for Blueprint incorporation).
- Consultant will provide "circuit planner" assistance to small jurisdictions unable to do the work themselves in-house.
- Future funding is essential to fully implement these goals

The scope of this work was arrived at through ongoing Valleywide collaboration with the cities and counties to produce a program that would best implement the Blueprint Roadmap and assist in the efforts of general plan integration of SCS and SB 375 goals.

The Greenprint Program is also a vital component to the San Joaquin Valley's Urban and Rural Blueprint Roadmap Programs. While the urban and rural programs focus on the strategies, policies and planning for integrated land use and transportation planning, the Greenprint Program will focus on the opens pace side of the equation. Focusing primarily on the conservation and preservation of natural open space, habitat corridors and vital farmland, the Greenprint Program also becomes the counter balance to urban and rural community development, suggesting clear boundaries to growth while it defines the value and role strategic and vital open space in the context of the comprehensive regional program.

Approximately 97 percent of the 27,500 square miles in the eight San Joaquin Valley counties is agricultural, resource or undeveloped land, green "open space" devoted to food production, ecosystem services, public recreation and hazard mitigation. But this land is not simply vacant space awaiting a "higher and better use." It is a resource with intrinsic values that contributes to the economy, our quality of life and public well-being.

Without this resource, the region cannot realize its full potential to support a prosperous, healthy and productive population. It, therefore, must be conserved, improved and managed for maximum benefit. Because this resource knows no political boundaries, this goal must be pursued from a regional rather than strictly local jurisdictional boundary perspective.

The basic objectives of Greenprint are as follows:

- Benefit the economy, natural and agricultural resources, and health of the region.
- Conserve rural lands by informing planning and policy decisions, and supporting connections through urban areas.
- Provide a regional perspective on green space.
- Guide public and private land or easement acquisition strategies.
- Identify opportunities to strategically preserve, conserve, and restore open space for a regional system of trails, agriculture, and natural and recreational uses.
- Complement the San Joaquin Valley Blueprint and build on related plans and work.

Greenprint is a multi-phased, multi-year planning project with subsequent phases dependent on funding availability. Phase I includes introductory material describing the Valleywide Greenprint Planning Program, including the need for and benefits to be derived from the Program, the gathering and presentation of data (maps, graphs, photographs, etc.) and the analysis of the data. Phase II includes outreach and the formulation of values, vision, and principles. Phase III includes implementation strategies. At this time, funding has been secured only for Phase I.

Greenprint will not start from scratch, but will build on current efforts to inventory and manage land and water resources in the San Joaquin Valley. These include local agency general plan open space elements, the Model Farmland Conservation Program, the Safe Passages Wildlife Habitat Connectivity Project, and the TreeTOPS urban forest initiative. It will use existing available data and GIS mapping programs.

PREVIOUS WORK COMPLETED

1. San Joaquin Valley Regional Blueprint
2. San Joaquin Valley Blueprint Roadmap-web based Planners Toolkit
3. Open Space Elements of local general plans.
4. Model Farmland Conservation Program.
5. Safe Passages Wildlife Connectivity Project.
6. TreeTOPS Urban Forest Initiative.

PRODUCTS

1. Maps, charts, tables, photographs, etc. depicting San Joaquin Valleywide conditions at the time Europeans arrived, existing conditions, recent trends, and alternative future scenarios for rural open space land uses, including agricultural lands; habitat and lands providing ecological benefits; hazardous areas (floodplains and wildland fire-risk areas); regional parks and recreational lands, including trails and short-line railroad corridors; scenic, historic, and culturally and geologically significant areas; and urban/rural edges.
2. An illustrated comprehensive report including all research and analysis.
3. A detailed scope of work for SCS and general plan integration components

TASKS

SCS Outreach Tasks

814.01 Develop scope for an RFP to solicit proposals for a valley-wide outreach plan.
814.02 Coordinate with the other 7 Valley-MPOs on SCS and RFP efforts.
814.20 Develop and execute consultant contract.
814.21 Develop a valley-wide outreach plan.
814.22 Customize the outreach plan for each COG to be consistent with their individual Federal public participation plan.
814.23 Create templates/public outreach materials for valley-wide SCS outreach.
814.24 Conduct public workshop to involve stakeholder in the SCS development process.
814.25 Launch media campaign to engage public involvement in the SCS development.

Local Government: Blueprint Principle Integration into General Plans Tasks

814.03 Develop scope for an RFP to solicit proposals for a valley-wide outreach plan
814.04 Provide an analysis of existing General Plans to determine consistency with the Blueprint
814.05 Prepare a "Best Practices" menu of options to incorporate Blueprint Principles.
814.06 Present menu - each jurisdiction will self- select the options that best fit their community
814.07 Hold a series of workshops will be held on the primary implementation issues with the Blueprint. Provide instruction on the Blueprint Toolkit development and use.
814.08 Consultant will provide "circuit planner" assistance to small jurisdictions
814.09 Uploading of tools as they are developed into the web based Blueprint Roadmap toolkit. (Tools to be developed will include a series of regional templates for resolutions, zoning, ordinances, focused amendments, and a general Guide Book for Blueprint incorporation).
814.10 Prepare technical memoranda for sub-task findings
814.11 Prepare draft and final reports.

Greenprint Tasks

814.12 Establish the committee structure necessary to advance Phase I of the San Joaquin Valleywide Greenprint Planning Program. At a minimum, this will include the formation of a Steering Committee. Subsequent Phases may require an enhanced/different committee structure.
814.13 Develop and Execute Consultant Contract(s).
814.14 Develop background information, including a description of the Valleywide Greenprint Planning Program, its relation to Blueprint and the need for and benefits to be derived from the Program, including economic and land use implications.
814.15 Compile, display, and analyze appropriate open space and resource information, including maps, photographs, and statistical information. Identify data gaps.
814.16 Develop a comprehensive inventory of organizations, plans, programs, activities, and other assets throughout the San Joaquin Valley that complement Greenprint purposes and goals.
814.17 Define alternative future scenarios for the year 2050.
814.18 Compile an illustrated draft and final comprehensive report that includes all research, analysis, alternative future scenarios and next steps.
814.19 Develop the formal report into presentations to be given to the Planners Subcommittee, other committees as appropriate, the Valley MPO Directors, and the Regional Policy Council.

Task Description – 2011/12	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
SCS Outreach Tasks													
814.01 Develop scope for RFP	3										■	■	■
814.02 Coordinate with valley MPOs	2	■	■	■	■	■	■	■	■	■	■	■	■
Blueprint Integration Tasks													
814.03 Develop/Distribute RFP Scope	3	■	■	■	■	■	■						
814.04 Analyze Gen Plan re: Blueprint	2							■	■	■			
814.05 Prepare Best Practices menu	2							■	■	■			
814.06 Present menu to local agencies	3							■	■	■	■	■	■
814.07 Workshops on Blueprint implem.	5							■	■	■	■	■	■
814.08 Consultant "Circuit Planner"	10							■	■	■	■	■	■
814.09 Populate web based Toolkit	3							■	■	■	■	■	■
914.10 Prepare technical memoranda	3							■	■	■	■	■	■
Greenprint Tasks													
814.11 Establish Committee Structure	1	■	■	■									
814.12 Execute Consultant Contract	2			■	■	■							
814.13 Compile Background Info.	2						■	■	■	■	■		
814.14 Gather/Display/Analyze Data	10						■	■	■	■	■		
814.15 Comprehensive Inventory	7						■	■	■	■	■		
814.16 Define Alternative Scenarios	2						■	■	■	■	■		
814.17 Prepare Comprehensive Rpt.	2											■	■
814.18 Presentations	2											■	■

Task Description – 2012/13	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
SCS Outreach Tasks													
814.20 Develop & execute contract	1		■	■	■								
814.21 Develop valley-wide outreach plan	3					■	■	■					
814.22 Customize individual COG outreach plan	2							■	■				
814.23 Create outreach templates	2							■	■				
814.24 Conduct public workshops	3									■	■	■	■
814.25 Launch media campaign	3									■	■	■	■
Blueprint Integration Tasks													
814.03 Develop Scope for RFP													
814.04 Analyze Gen Plan re: Blueprint													
814.05 Prepare Best Practices menu													
814.06 Present menu to local agencies	2	■	■	■									
814.07 Workshops on Blueprint implem.	5	■	■	■									
814.08 Consultant "Circuit Planner"	5	■	■	■									
814.09 Populate web based Toolkit	3	■	■	■									
814.10 Prepare technical memoranda	2	■	■	■									
814.11 Prepare draft and final reports	5			■									
Greenprint Tasks													
NOTE:													
2nd Year Tasks dependent on funding													

814 PROP 84 - SUSTAINABLE COMMUNITIES GRANT

814a – SCS Outreach

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	Prop. 84	LOCAL FUNDS
Salaries	0	0	860		
Benefits	0	0	328		
Overhead	0	0	700		
Total Staff Costs	0	0	1,888	1,188	700
Direct Costs					
Consultants			65,000	65,000	
Supplies/Printing			4,700	4,700	
Workshops			27,200	27,200	
Promotion/Outreach			82,600	82,600	
Grant Specific Travel			1,000	1,000	
Grant Administration			13,212	8,312	4,900
Total Direct Costs	0	0	193,712	188,812	4,900
TOTAL	0	0	195,600	190,000	5,600
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Consultants	
Sustainable Communities Plan	65,000
Total	65,000
Workshops	
16 SJV Public Hearings	27,200
Promotion/Outreach	
Media Buys for the 8 MPOs	82,600

814b – Blueprint Integration

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	Prop. 84	LOCAL FUNDS
Salaries	0	0	9,588		
Benefits	0	0	3,661		
Overhead	0	0	7,811		
Total Staff Costs	0	0	21,060	13,249	7,811
Direct Costs					

Consultants			487,600	487,600	
Supplies/Printing			13,900	13,900	
Grant Specific Travel			2,000	2,000	
Grant Administration			21,062	13,251	7,811
Total Direct Costs	0	0	524,562	516,751	7,811
TOTAL	0	0	545,622	530,000	15,622

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

Consultants	
Circuit Planner	401,550
8 Region 46 city Plan	86,050
Total	487,600

814c - Greenprint

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	Prop. 84	LOCAL FUNDS
Salaries	0	0	5,066		
Benefits	0	0	1,934		
Overhead	0	0	4,126		
Total Staff Costs	0	0	11,126	7,000	4,126
Direct Costs					
Consultants			257,600	257,600	
Supplies/Printing			2,400	2,400	
Workshops			5,000	5,000	
Grant Specific Travel			1,000	1,000	
Grant Administration			11,127	7,000	4,127
Total Direct Costs	0	0	277,127	273,000	4,127
TOTAL	0	0	288,253	280,000	8,253

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

Consultants	
Comprehensive Open Space Strategy	257,600
Total	257,600

820 Valley Coordination Activities

820

OBJECTIVE

To promote coordination, cooperation and communication among the eight San Joaquin Valley Regional Planning Agencies, including the Fresno Council of 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 Vince Harris from the Stanislaus Council of 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 2011, Patricia Taylor, Executive Director of Madera County Transportation Commission, will be the Vice Chair of the Executive Director's Committee and will be responsible for organizing and holding a Fall Policy Conference in Madera County 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 to oversee the Valley Coordinator regarding 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 MPO'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 - Ted Smalley, Tulare Association of Government'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 two main work groups: Air Quality, and Sustainable Communities Planning (combined from former Transportation and LUHA work groups). In particular, the Partnership's Strategic Action Plan points to the COG's Blueprint process in both its (former) Transportation and Land Use, Housing and Ag strategies. The Partnership facilitated the formation of a Housing Trust, which has in its membership an elected official from each of the Valley MPOs. 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 was also examined for its potential in at least four counties (Madera, Fresno, Tulare and Kings).

In addition there is increased interaction between the Partnership and the Regional Policy Council/Valley MPOs 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 Fresno Council of Governments has assumed the lead agency role for the fourth year and forward.

The eight individual Valley MPOs, 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 MPOs 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 five-year federal transportation act, SAFETEA-LU, expired on September 30, 2009, but received a continuing resolution until December 2010 and another continuing resolution until March 2011. 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. There continues to be support among the Valley Regional Planning Agencies that the first segment of the statewide high-speed train system should be constructed in the San Joaquin Valley.

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 Fresno Council of 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 MPOs. 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 on the number of meetings 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 MPOs 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 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 MPO 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 MPO 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

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
820.01 Regional meetings	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
820.02 Legislative Advisory Comm.	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.03 CA Partnership	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.04 Valley Blueprint	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.05 Fall Policy Conference	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.06 SAFETEA-LU reauthorization	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.07 RTP Valley-wide chapter	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.08 SR 99	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
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	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

820 VALLEY COORDINATION ACTIVITIES

820 Valley RTPA Coordination

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	FHWA Carry Fwd	LOCAL FUNDS
Salaries	11,604	12,185	13,491		
Benefits	4,207	4,568	5,152		
Overhead	8,199	10,527	10,990		
Total Staff Costs	24,010	27,280	29,633		29,633
Direct Costs					
Consultants	33,500	70,000	250,000	20,927	229,073
Promotion/Outreach		2,000	5,000	4,427	573
Agency Pass Trough	42,374	41,000	40,200	35,589	4,611
Total Direct Costs	75,874	113,000	295,200	60,943	234,257
TOTAL	99,884	140,280	324,833	60,943	263,890
LTF MATCH 11.47%				7,896	
TOLL CREDIT MATCH 11.47%					
Consultants					
Valley Wide MPO Coordinator	100,000				
California Household Survey	150,000				
Total	250,000				
Agency Pass Trough					
Air Quality Liaison - San Joaquin COG	40,200				

910 Fresno COG Administration

910

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															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
910.01 Program Management	■		60	■	■	■	■	■	■	■	■	■	■	■	■
910.02 Fiscal Management/Reporting	■		40	■	■	■	■	■	■	■	■	■	■	■	■

910 FRESNO COG ADMINISTRATION

910 COG Administration

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	76,206	32,431	34,664	
Benefits	27,625	12,158	13,238	
Overhead	53,846	28,019	28,238	
Total Staff Costs	157,677	72,608	76,140	76,140
Direct Costs				
Grant Specific Travel		15,000	5,000	5,000
Membership/Dues	13,708	14,108	10,000	10,000
Board Remuneration	14,500	19,200	19,200	19,200
Temporary Help		4,000	4,000	4,000
Other Misc Expense	4,468	5,000	5,000	5,000
Equipment	9,234	30,000	30,000	30,000
Agency Pass Trough	4,046	8,500		
Total Direct Costs	45,956	95,808	73,200	73,200
TOTAL	203,633	168,416	149,340	149,340

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

Membership/Dues	
NAARC	4,600
CALCOG	5,400
Total	10,000
Equipment	
Computer/Office Equipment	25,000
Video Eq. Maint. Contract	5,000
Total	30,000

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 2010/11 Fresno COG Overall Work Program and Budget

PRODUCTS

1. Adopted 2010/11 Fresno COG Overall Work Program and Budget
2. Drafted 2011/12 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 And Budget

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
911.01 Review OWP guidelines	■		10			■	■	■							
911.02 Public Outreach	■		20				■	■	■	■	■				
911.03 Identify local project needs	■		40				■	■	■	■	■				
911.04 Adopt OWP	■		5											■	
911.05 Process amendments	■		15	■	■	■	■	■	■	■	■	■	■	■	■
911.06 Monitor fiscal resources	■		5	■	■	■	■	■	■	■	■	■	■	■	■
911.07 Maximize OWP funding	■		5	■	■	■	■	■	■	■	■	■	■	■	■

911 Overall Work Program

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	17,957	18,939	10,199	
Benefits	6,510	7,100	3,895	
Overhead	12,688	16,363	8,308	
Total Staff Costs	37,155	42,402	22,402	22,402
Direct Costs				
Agency Pass Trough	559	1,500		
Total Direct Costs	559	1,500	0	0
TOTAL	37,714	43,902	22,402	22,402

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

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

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
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

912 Transportation Funds Admin.

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	42,411	40,646	41,430	
Benefits	15,374	15,238	15,821	
Overhead	29,967	35,117	33,749	
Total Staff Costs	87,752	91,001	91,000	91,000
Direct Costs				
County Counsel	20,812	21,000	21,000	21,000
Program Audits	66,703	28,000	30,000	30,000
County Auditor Controller	4,025	8,000	8,000	8,000
Total Direct Costs	91,540	57,000	59,000	59,000
TOTAL	179,292	148,001	150,000	150,000

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

920 Fresno County Rural Transit Agency Administration 920

OBJECTIVE

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

DISCUSSION

The FCRTA was formed, thirty-two (32) 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. A position for Transit Manager is being budgeted in 2011/12 starting January 2012.

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 (AITS) 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.

920 FCRTA ADMINISTRATION																
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
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

920 FCRTA Administration

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	146,027	128,474	168,136	
Benefits	52,935	48,164	64,209	
Overhead	103,182	110,999	136,968	
Total Staff Costs	302,144	287,637	369,313	369,313
TOTAL	302,144	287,637	369,313	369,313

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

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.

930 AUTHORITY ADMINISTRATION

930 Authority Administration

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	1,280	1,162	1,184	
Benefits	464	435	452	
Overhead	905	1,003	964	
Total Staff Costs	2,649	2,600	2,600	2,600
TOTAL	2,649	2,600	2,600	2,600

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

940 Freeway Service Patrol

940

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 eighteenth year of operation ending on June 30, 2011. The nineteenth year of program operation is from July 1, 2011 to June 30, 2012.

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, 2014.

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 2010-11 Freeway Service Patrol.
4. An application to the San Joaquin Valley Air Pollution Control District (SJVAPCD), 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, 2008-09 through 2010-11, and 2011-12 through 2013-14.

PRODUCTS

1. Administration of the FSP tow contract and operation of the Program during Fiscal Year 2011-12.
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 2011-12.
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 2011-12.
940.04 Monitor and participate as a member of the Statewide Motorist Aid Committee (formerly the FSP Statewide Oversight Committee) and appropriate subcommittees.

940 Freeway Service Patrol

Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
940.01 Execute FTA	■		10										■	■	■
940.02 Monitor/Eval/Promote FSP	■		30	■	■	■	■	■	■	■	■	■	■	■	■
940.03 Administer FSP Contract	■		35	■	■	■	■	■	■	■	■	■	■	■	■
940.04 Statewide Motorist Aid Com.	■		25				■								

940 FREEWAY SERVICE PATROL

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	State FSP	LOCAL FUNDS
Salaries	2,689	3,216	4,097		
Benefits	975	1,206	1,565		
Overhead	1,900	2,778	3,338		
Total Staff Costs	5,564	7,200	9,000	7,200	1,800
Direct Costs					
Supplies/Printing	596	3,600	3,600	2,880	720
Freeway Service Patrol	287,292	288,800	330,600	264,480	66,120
Equipment	1,128	3,000	3,000	2,400	600
Total Direct Costs	289,016	295,400	337,200	269,760	67,440
TOTAL	294,580	302,600	346,200	276,960	69,240
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

950 Abandoned Vehicle Abatement Program

950

OBJECTIVE

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

DISCUSSION

Fiscal Year 2011-12 marks the eighth year operation of the Abandoned Vehicle Abatement Program in Fresno County. The Fresno Council of 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 Fresno Council of 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 Fresno Council of 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 Fresno Council of 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 Fresno Council of 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 Fresno Council of Governments on January 29, 2004, of a resolution establishing the Fresno Council of 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															
Task Description	COG	OTHR	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
950.01 Administer Program	■		60	■	■	■	■	■	■	■	■	■	■	■	■
950.02 Agendas and Meetings	■		20					■			■			■	
950.03 Disburse Funds	■		20	■			■			■			■		

950 ABANDONED VEHICLE ABATEMENT PROGRAM

950 Vehicle Abatement

Budget Account	Actual Cost 2009/10	Adopted Budget 2010/11	Annual Budget 2011/12	LOCAL FUNDS
Salaries	6,274	6,031	6,147	
Benefits	2,275	2,261	2,347	
Overhead	4,433	5,210	5,008	
Total Staff Costs	12,982	13,502	13,502	13,502
TOTAL	12,982	13,502	13,502	13,502

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

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 Fresno Council of 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).

Tony Boren

MPO Authorizing Signature

Executive Director

Title

5-4-11

Date

Neil Bretz

Caltrans District Approval Signature

Acting Deputy District Director

Planning and Local Programs

Title

5-3-11

Date

APPENDIX A

State Transportation Planning Process Certification

A fully executed version of this transportation planning process certification must be provided with each adopted, Final OWP.

State Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Fresno Council of Governments, Regional Transportation Planning Agency for Fresno County hereby certify that the transportation planning process is addressing the major issues in the regional 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).

Tony Boren

RTPA Authorizing Signature

Executive Director

Title

5-4-11

Date

Neil Bracy

Caltrans District Approval Signature

Acting Deputy District Director

Planning and Local Programs

Title

5-3-11

Date

Appendix B - FTA Certifications and Assurances

B

APPENDIX B

FTA Certifications and Assurances

FEDERAL FISCAL YEAR 2011 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

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

The Applicant agrees to comply with applicable requirements of Categories 01 - 24. _____

OR

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

Category	***Description***	
01.	***Assurances For Each Applicant.***	___x___
02.	***Lobbying.***	___x___
03.	***Procurement Compliance.***	___x___
04.	***Protections for Private Providers of Public Transportation.***	_____
05.	***Public Hearing.***	___x___
06.	***Acquisition of Rolling Stock for Use in Revenue Services***	_____
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.***	_____
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 for States.***	_____

19.	***Job Access and Reverse Commute Program.***	___x___
20.	***New Freedom Program.***	___x___
21.	***Paul S. Sarbanes Transit in Parks Program.***	_____
22.	***Tribal Transit Program.***	_____
23.	***TIFIA Projects.***	_____
24.	***Deposits of Federal Financial Assistance to State Infrastructure Banks.***	_____

FEDERAL FISCAL YEAR 2011 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: Fresno Council of 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 and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2011.

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 2011.

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: 5/4/11

Name Tony Boren, Executive Director
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For Fresno Council of 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 _____ Date: 5/3/11

Name Zachary Redmond
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 2011/2012

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 2011/2012

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 5/4/11

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: Fresno Council of Governments

Signature [signature] Date 5/3/11

Printed Name: Zachary Redmond

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 is 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, or non-transportation planning Transportation Development Act (TDA) administration. FHWA PL cannot be used for project development such as project initiation documents (PIDs), and project study reports (PSRs) though these activities can be funded with other federal sources. In addition, if an agency does not adhere to the Contract and Procurement process outlined in 49 CFR, Part 18.36 federal planning funds can not be used.

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)—Tile 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.

Appendix F – Indirect Cost Negotiation Agreement and Cost Allocation Plan

F

APPENDIX F
Indirect Cost Allocation Plan
(ICAP) Definitions and Areas of Particular Importance

Definitions:

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

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

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

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

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

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

Indirect Cost Rate Calculation –

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

Examples:

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

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

Areas of Particular Importance:

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

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

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

CFR Part 225.55:
http://www.whitehouse.gov/omb/fedreg/2005/083105_a87.pdf

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

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

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

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

Attachment A1

Council of Fresno County Governments
2011/12 Budget

	Direct Costs	Indirect Costs	Other Program Costs	Total Budget
Salaries	1,237,395	374,548	441,210	2,053,153
Fringe Benefits	472,546	157,420	172,083	802,049
Total	1,709,941	531,968	613,293	2,855,202
		A3a	**A3b**	**A4**
Indirect Costs				
Telephone		9,500		9,500
Insurance		18,000		18,000
Postage		13,000		13,000
Printing Supplies		19,000		19,000
Office Supplies		24,000		24,000
Publ. & Subscript.		3,000		3,000
Advertising & Legal Notice		8,000		8,000
Computer Supplies		14,500		14,500
Office Lease		213,073		213,073
Bldg. Operating Expense		20,200		20,200
Copier Lease		24,000		24,000
Repair & Maint.		1,850		1,850
Travel Expenses		39,000		39,000
Audit		12,300		12,300
Total Indirect		419,423	0	419,423
		A5a		
Other Direct Costs			11,198,183	11,198,183
			A5b	
Total Budget	1,709,941	951,391	11,811,476	14,472,808
	A1b			**A5d**
Depreciation		33,153		
		A6e		
Total Indirect Costs		984,544		
		A1a		

Per Attachment 3

Attachment A2

Council of Fresno County Governments
Cost Carry Forward Provision

Fiscal Year	2008/09	2009/10	2010/11		2011/12
Approved Rate	51.86%	52.26%	62.84%	Proposed Rate	58.95%
Indirect Calculation					
Prior year Carry Forward	46,556	(31,851)	144,696	Prior year Carry Forward	23,438
Indirect Costs Per Single Audit	849,832	829,732	**A6b**	Estimated Indirect Costs	984,544
Trave Expense Adj.					**A1a**
Total Indirect Costs	896,388	797,881		Total Indirect Costs	1,007,982
		A6a			
Recovered Costs				Estimated Direct Salarys	1,709,941
(Direct Salaries +Benefits)				+ Benefits	**A1b**
* Approved Rate)	751,692	774,443			
Future Year Carry Forward	144,696	23,438			
		A6c			
Direct Salaries + Benefits	1,449,464	1,481,903			
(Per Single Audit)		**A6d**			

Attachment A3

Council of Fresno County Governments
2011/12 Indirect Cost Plan

Adjustment for Ineligible Activites

	Executive Director	Executive Assistant	
Salary	151,039	66,587	
Benefits	48,125	44,152	
Total Salary & Benefits	199,164	110,739	
Annual Hours	1,686	1,831	
Salary Rate	89.58	36.37	
Benefit Rate	28.54	24.11	
Ineligible Activities			
One Voice Advocacy	128	92	
Total Ineligible Hrs.	128	92	
Ineligible Salaries	11,466.78	3,345.71	14,812.50
Ineligible Benefits	3,653.62	2,218.45	5,872.07
Ineligible Costs	$15,120.40	$5,564.17	20,684.56

	Professional Staff	FCRTA Staff	FAX Staff	Ineligible Activities	Support Staff	Total Staff
Salaries & Benefits	1,709,941	349,313	243,294		552,654	2,855,202
Executive Director adj.				15,120	(15,120)	0
Executive Assistant adj.				5,564	(5,564)	0
Subtotal	0	0	0	20,685	(20,685)	0
Adj Salaries & Benefits	1,709,941	349,313	243,294	20,685	531,969	2,855,202
					A3a	**A4**

FCRTA Staff	349,313
FAX Staff	243,294
Ineligible Costs	20,685
Total Other Program Costs	613,292
	A3b

Appendix G - Highway Performance Monitoring System (HPMS)

G

California Complete Streets & Smart Mobility Framework

New Complete Streets Law:

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The draft of the Update to the General Plan Guidelines: Complete Streets and the Circulation Element was recently available to the public for a 30 day review comment period. It is anticipated that OPR will finalize the guidelines before the new year. Visit http://www.opr.ca.gov/ for more information.

Complete Streets at Caltrans:

On October 2, 2008, Caltrans then-Chief Deputy Director Randy Iwasaki signed a deputy (policy) directive to Caltrans employees titled Complete Streets - Integrating the Transportation System. The directive states that "the California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities 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.

"The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of "complete streets" requires collaboration among all Department functional units and stakeholders to establish effective partnerships."

The directive also required Caltrans staff to develop a directive implementation plan. The Complete Streets Implementation Action Plan was adopted in early 2010 and included 73 action items for complete streets implementation. Caltrans staff is in the process of implementing those 73 items. For more information about the deputy directive and the Complete Streets Implementation Action Plan, visit http://www.dot.ca.gov/completestreets. The deputy directive has also been included in Appendix I of this guidance.

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In February 2010, Caltrans then-Director Randy Iwasaki released the Smart Mobility Framework: A Call to Action for the New Decade. This report responds to today's transportation challenges with

new concepts and tools, presented with a program for putting them into action. Smart Mobility addresses:

The State mandate to find solutions to climate change. Achieving the State's goals for reduction of greenhouse gas (GHG) emissions requires a positive and integrated approach to our transportation future.

The need to reduce per capita vehicle miles traveled. Reduced per capita auto use will lower emissions of GHG gas and conventional pollutants, reduce petroleum consumption and associated household transportation costs, and minimize negative impacts on air quality, water quality, and noise environments.

Demand for a safe transportation system that gets people and goods to their destinations. Smart Mobility must be achieved with vigilant attention to serving the safety and reliability needs of the State's people and businesses. The Call to Action endorses the application of land use strategies and the use of transit, carpool, walk, and bike travel to satisfy travel needs through a shift away from higher-polluting modes.

The commitment to create a transportation system that advances social equity and environmental justice. Caltrans' California Transportation Plan (CTP) already sets forth a commitment to equity, the environment, and the economy. Smart Mobility integrates social equity concerns into transportation decisions and investments.

The contents of the report include:

- Focused attention on Smart Mobility as a response to the State's interrelated challenges of mobility and sustainability.
- Six principles that shape the Smart Mobility Framework: Location Efficiency, Reliable Mobility, Health and Safety, Environmental Stewardship, Social Equity, and Robust Economy.
- The concept of place types, a contemporary approach to planning and design. Seven place types are specifically designed as tools for planning and programming that implement Smart Mobility. The place types are: Urban Centers, Close-in Compact Communities, Compact Communities, Suburban areas, Rural and Agricultural Lands, Protected Lands, and Special Use Areas.
- A set of 17 Smart Mobility performance measures, similar to metrics presently used by Caltrans but redefined to better achieve the Smart Mobility Principles. As a group, the proposed measures facilitate Caltrans' role in context-sensitive solutions, regional blueprints, sustainable communities strategies, corridor system management plans, and interstate commodity movement, and are applicable in a full range of Caltrans studies.
- Summary comments about moving forward with Smart Mobility.
- An extensive Resources section, materials that illustrate best practices and provide research evidence of the benefits of a Smart Mobility approach.

The report can be downloaded at http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.htm

This Task is included in Work Element 112.

Appendix H – Key Federal Contract and Procurement Requirements

H

APPENDIX H

Key Federal Contract and Procurement Requirements

Per 49 Code of Federal Regulations, Part 18.36:

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

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

(i) The employee, officer or agent,

(ii) Any member of his immediate family,

(iii) His or her partner, or

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

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

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

(i) After a determination that no other contract is suitable, and

(ii) If the contract includes a ceiling price that the contractor exceeds at its own risk.

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

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

(i) Violations of Federal law or regulations and the standards of this section (violations of State or local law will be under the jurisdiction of State or local authorities) and (ii) Violations of the grantee's or subgrantee's protest procedures or failure to review a complaint or protest. Protests received by the Federal agency other than those specified above will be referred to the grantee or subgrantee. (3) Grantees will have written selection procedures for procurement transactions. These procedures will ensure that all solicitations: (i) Incorporate a clear and accurate description of the technical requirements for the material, product, or service to be procured. Such description shall not, in competitive procurements, contain features which unduly restrict competition. The description may include a statement of the qualitative

nature of the material, product or service to be procured, and when necessary, shall set forth those minimum essential characteristics and standards to which it must conform if it is to satisfy its intended use. Detailed product specifications should be avoided if at all possible. When it is impractical or uneconomical to make a clear and accurate description of the technical requirements, a "brand name or equal" description may be used as a means to define the performance or other salient requirements of a procurement. The specific features of the named brand which must be met by offerors shall be clearly stated; and (ii) Identify all requirements which the offerors must fulfill and all other factors to be used in evaluating bids or proposals.

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

I

Deputy Directive

Number: DD-64-R1

Refer to Director's Policy: DP-22 Context Sensitive Solutions
DP-05 Multimodal Alternatives
DP-06 Caltrans Partnerships
DP-23-R1 Energy Efficiency, Conservation and Climate Change

Effective Date: October 2008

Supersedes: DD-64 (03-26-01)

TITLE Complete Streets - Integrating the Transportation System

POLICY

The California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities 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.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of "complete streets" requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

DEFINITIONS/BACKGROUND

Complete Street – A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of "complete streets."

State and federal laws require the Department and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians, and nonmotorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). Therefore, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Department standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of "complete streets," manuals, guidance, and training will be updated and developed.

RESPONSIBILITIES

Chief Deputy Director:

- Establishes policy consistent with the Department's objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users.

Deputy Directors, Planning and Modal Programs and Project Delivery:

- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure Department manuals, guidance, standards, and procedures reflect this directive, and identify and explain the Department's objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.

Deputy Director, Maintenance and Operations:

- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures Department manuals, guidance, standards, and procedures reflect this directive and identifies and explains the Department's objectives for multimodal travel.

District Directors:

- Promote partnerships with local, regional, and State agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:

- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that State highway system plans are compatible.
- Ensure projects are planned, designed, constructed, operated, and maintained consistent with project type and funding program to provide for the safety and mobility needs of all users with legal access to a transportation facility.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.

Chiefs, Divisions of Aeronautics, Local Assistance, Mass Transportation, Rail, Transportation Planning, Transportation System Information, Research and Innovation, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

APPLICABILITY

All departmental employees.

Randell H. Iwasaki

RANDELL H. IWASAKI
Chief Deputy Director

October 2, 2008

Date Signed

Appendix J – California Complete Streets & Smart Mobility Framework

J

California Complete Streets & Smart Mobility Framework

New Complete Streets Law:

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Summary comments about moving forward with Smart Mobility.

An extensive Resources section, materials that illustrate best practices and provide research evidence of the benefits of a Smart Mobility approach.

The report can be downloaded at http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.htm

Appendix K - Certification of Restrictions on Lobbying

K

CERTIFICATION
OF
RESTRICTIONS ON LOBBYING

I, Tony Boren, Executive Director, hereby certify on behalf of the Fresno Council of Governments that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement and the extension, continuation, renewal, amendment or modification of any Federal contract, grant or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

Executed this 4th day of May, 2011.

By: _____
TONY BOREN, Executive Director
Fresno Council of Governments

Appendix L – Resolution of Approval

L

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2011-02

In the Matter of:)	RESOLUTION ADOPTING
)	THE OVERALL WORK
OVERALL WORK PROGRAM)	PROGRAM AND LINE ITEM
AND LINE ITEM BUDGET)	BUDGET FOR FISCAL YEAR
_____)	2011-12

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

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

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

WHEREAS, 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 2011-12 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 2011-12 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, 2011.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 26th day of May, 2011.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Amarpreet Dhaliwal, Chair

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 26th day of May, 2011.

Signed:_____
Tony Boren, Executive Director

Appendix M – Spreadsheets & Budget

M

TOTAL REVENUES
INCLUDING CARRYOVER

	Actual Cost 2009/10	Total Adopted Budget 2010/11	Total Proposed Budget 2011/12	Total Budget Increase (Decrease)	Percent Change
FEDERAL		*32%*	*33%*		
FTA 5303 Apportionment	247,198	285,454	285,536	82	0%
FTA 5303 Reserve Draw	0	43,901	133,878	89,977	205%
FTA JARC 5316	27,946	1,833,985	2,114,871	280,886	15%
FTA NF 5317	136,363	649,495	527,970	(121,525)	-19%
FTA 5307	327,545	540,834	275,490	(265,344)	-49%
FHWA/PL Apportionment	1,310,078	1,310,078	1,514,862	204,784	16%
FHWA/PL Reserve Draw	27,652	547,708	147,342	(400,366)	-73%
PARTNER/PLANNING	46,359	276,000	276,000	0	N/A
FEDERAL SUBTOTAL	**2,123,141**	**5,487,455**	**5,275,949**	**(211,506)**	**-4%**
STATE		*31%*	*35%*		
STATE STIP PLANNING	193,605	387,170	532,509	145,339	38%
SPR	0	650,000	650,000	0	0%
State Blue Print	482,372	1,459,342	680,499	(778,843)	N/A
STATE FSP	234,078	242,080	276,960	34,880	14%
STATE Prop. 84	0	2,500,000	3,500,000	1,000,000	40%
STATE SUBTOTAL	**910,055**	**5,238,592**	**5,639,968**	**401,376**	**8%**
LOCAL		*37%*	*33%*		
LOCAL RESERVE DRAW	442,401	276,917	76,291	(200,626)	-72%
LTF ADMIN.	133,000	133,000	133,000	0	0%
LTF PLANNING	778,325	666,605	666,605	0	0%
MEMBER DUES	114,499	83,000	83,000	0	0%
OUTSIDE SERVICES	11,000	55,000	55,000	0	0%
INTEREST EARNINGS	83,456	40,000	40,000	0	0%
TRANS AUTH ADMIN	2,500	2,600	2,600	0	0%
TRANS AUTH PLANNING	1,896,744	4,090,915	1,498,466	(2,592,449)	-63%
FCRTA ADMIN.	302,144	287,637	369,312	81,675	28%
VALLEY COGS	64,029	613,540	519,212	(94,328)	-15%
FAX FTA MATCH	341	68,494	20,300	(48,194)	-70%
In Kind/ Cash Match	42,550	69,000	1,611,390	1,542,390	2235%
MISC OTHER	22,785	37,702	209,162	171,460	455%
LOCAL SUBTOTAL	**3,893,774**	**6,424,410**	**5,284,338**	**(1,140,072)**	**-18%**
TOTAL REVENUES	***6,926,970***	***17,150,457***	***16,200,255***	***(950,202)***	***-6%***

TOTAL EXPENSES

	Actual Cost 2009/10	Total Adopted Budget 2010/11	Total Proposed Budget 2011/12	Total Budget Increase (Decrease)	Percent Change
SALARIES	0	12%	13%		
Salaries - COFCG	1,381,114	1,618,996	1,626,756	7,760	0%
Salaries - FCRTA	188,162	192,486	238,875	46,389	24%
Salaries - FAX	171,733	182,929	187,521	4,592	3%
Total Salaries	1,741,009	1,994,411	2,053,152	58,741	3%
BENEFITS	10%	5%	5%		
Vehicle Allowance/Parking Permits	30,045	31,548	31,548	0	0%
Retirement	259,758	296,705	305,516	8,811	3%
Health Insurance	308,608	366,482	350,158	(16,324)	-4%
Dental/Optical	33,196	31,347	31,347	0	0%
Life, Disablity & Unemployement Ins	29,530	26,662	33,760	7,098	27%
Workers Comp	24,482	21,126	22,005	879	4%
FICA/Medicare	25,686	26,864	27,716	852	3%
BENEFITS SUBTOTAL	711,305	800,734	802,050	1,316	0%
INDIRECT OVERHEAD	5%	2%	3%		
Telephone	8,513	9,500	9,500	0	0%
Insurance	12,510	20,000	18,000	(2,000)	-10%
Postage	10,970	19,000	13,000	(6,000)	-32%
Printing Supplies	13,243	23,664	19,000	(4,664)	-20%
Office Supplies	22,219	24,000	24,000	0	0%
Publ. & Subscript.	74	3,500	3,000	(500)	-14%
Advertising & Legal Notice	5,331	12,000	8,000	(4,000)	-33%
Computer Supplies	8,595	14,500	14,500	0	0%
Office Lease	196,400	202,390	213,073	10,683	5%
Bldg. Operating Expense	15,657	12,000	20,200	8,200	68%
Copier Lease/Service Contracts	24,858	26,500	24,000	(2,500)	-9%
Repair & Maint.	0	1,850	1,850	0	0%
Travel Expenses	21,585	36,000	39,000	3,000	8%
Single Audit	12,300	12,300	12,300	0	0%
INDIRECT OVERHEAD SUBTOTAL	352,255	417,204	419,423	2,219	1%
ICAP -Cost Carry Fwd & Depreciation	-22,136	144,749	56,591	(88,158)	-61%
Total Salaries Benefits & Overhead	2,782,433	3,357,098	3,331,216	(25,882)	-1%
OTHER DIRECT COSTS	60%	80%	79%		
Consultants	2,553,601	7,651,175	5,751,250	(1,899,925)	-25%
Supplies/Printing	22,407	69,350	83,790	14,440	21%
Software Support/Maint	68,812	116,500	110,100	(6,400)	-5%
Workshops	2,825	13,983	46,183	32,200	230%
Promotion/Outreach	105,592	28,000	124,600	96,600	345%
Carpool Subsidy	8,400	12,000	12,000	0	0%
Prizes & Awards	39,929	61,113	60,113	(1,000)	-2%
Commuter Van Pool Subsidy	71,178	226,440	158,840	(67,600)	-30%
Taxi Scrip	171,942	280,000	285,000	5,000	2%
Farm Worker Van Pool Subsidy	47,810	70,500	70,500	0	0%
Grant Specific Travel	4,745	40,152	36,526	(3,626)	-9%
FTA 5316 JARRC	34,933	1,833,985	3,463,391	1,629,406	89%
FTA 5317 New Freedom	171,925	649,495	739,090	89,595	14%
County Counsel	20,812	24,000	24,000	0	0%
Program Audits	66,703	28,000	30,000	2,000	7%
County Auditor Controller	4,025	8,000	8,000	0	0%
Membership/Dues	13,708	14,108	10,000	(4,108)	-29%
Board Renumeration	14,500	19,200	19,200	0	0%
Temporary Help	0	4,000	4,000	0	0%
Other Misc Expense	6,194	11,802	11,302	(500)	-4%
Freeway Service Patrol	287,292	288,800	330,600	41,800	14%
Equipment	10,362	53,000	53,000	0	0%
Agency Pass Trough	416,842	2,115,482	1,380,016	(735,466)	-35%
Grant Administration	0	174,274	57,538	(116,736)	-67%
OTHER DIRECT SUBTOTAL	4,144,537	13,793,359	12,869,039	(924,320)	-7%
TOTAL EXPENSES	*6,926,970*	*17,150,457*	*16,200,255*	*-920,785*	-5%

FY 2011/12 OWP Spreadsheet

Expenditure by PROGRAM

	Work Element Description	COG	Programs & Services	Agency Total
110	REGIONAL STREETS & HIGHWAYS	87,810	30,000	117,810
111	REGIONAL TRANSPORTATION MODELING	237,741	277,600	515,341
112	REGIONAL TRAFFIC MONITORING	96,189	242,200	338,389
114	INTELLIGENT TRANS. SYSTEMS	24,185	50,000	74,185
115	REGIONAL TRANS. MITIGATION FEE	20,000	30,000	50,000
117	GOLDEN STATE CORRIDOR	15,000	225,000	240,000
120	PUBLIC TRANSPORTATION - URBAN	265,661	186,500	452,161
121	JARC	25,368	3,463,391	3,488,759
122	NEW FREEDOM	25,368	739,090	764,458
130	PUBLIC TRANSPORTATION - RURAL	15,000	15,000	30,000
150	OTHER MODAL ELEMENTS	24,775		24,775
151	BICYCLE & PEDESTRIAN	16,285		16,285
152	HIGH SPEED RAIL PLANNING	34,890	140,000	174,890
153	AIRPORT LAND USE COMMISSION	17,720	3,000	20,720
154	SAN JOAQUIN RAILROAD		30,000	30,000
170	REGIONAL TRANSPORTATION PLAN	150,384	115,000	265,384
172	CONGESTION MANAGEMENT PROGRAM	13,140		13,140
180	AIR QUALITY/TRANS. PLANNING	257,998		257,998
210	MEASURE "C" - EXTENSION	73,447	125,900	199,347
211	MEASURE "C" - OVERSIGHT COMMITTEE	10,000	500	10,500
212	MEASURE "C" - RIDESHARE/VAN POOL	74,875	259,680	334,555
214	MEASURE "C" - ADA/SENIORS	111,134	299,600	410,734
215	MEASURE "C" - FARM VANPOOL	45,940	72,500	118,440
220	TRANSPORTATION PROG DEVELOPMENT	239,744	50,000	289,744
310	INTERGOVERNMENTAL COORDINATION	79,619	30,000	109,619
311	PUBLIC INFO. AND PARTICIPATION	81,355	37,000	118,355
312	COGVIEW INTERNET HOME PAGE	15,979	2,500	18,479
313	ENVIRONMENTAL JUSTICE	29,582		29,582
320	TECHNICAL ASSISTANCE TO MEMBERS	32,356		32,356
330	OUTSIDE TECHNICAL SERVICES	25,218		25,218
340	TDM PROGRAM	3,512	13,250	16,762
350	FRESNO REGIONAL DATA CENTER	99,223		99,223
360	ONE VOICE ADVOCACY	74,683	98,074	172,757
410	CALIFORNIA BLUE PRINT	247,535	767,640	1,015,175
411	LAND BUFFER TASK FORCE	2,852		2,852
412	INTERGRATED LAND USE & TRANSP. PLAN	17,250	327,750	345,000
413	SB 375 IMPLEMENTATION	52,190	5,000	57,190
415	SJV IPLACES PILOT PROGRAM	10,803	350,000	360,803
811	SJV VALLEY GOODS MOVEMENT	12,137	622,863	635,000
813	STRATEGIC GROWTH MODELING	16,604	2,500,000	2,516,604
814	SUSTAINABLE COMMUNITIES	34,074	995,401	1,029,475
820	VALLEY RTPA COORDINATION	29,633	295,200	324,833
910	COG ADMINISTRATION	76,140	73,200	149,340
911	OWP & BUDGET	22,402		22,402
912	TRANSPORTATION FUNDS ADMIN	91,000	59,000	150,000
920	FCRTA ADMINISTRATION	369,313		369,313
930	AUTHORITY ADMINISTRATION	2,600		2,600
940	FREEWAY SERVICE PATROL	9,000	337,200	346,200
950	VEHICLE ABATEMENT	13,502		13,502
	TOTAL EXPENDITURES	***3,331,216***	***12,869,039***	***16,200,255***

FHWA-PL CARRY OVER BALANCE

Carry over Balance 06/30/10	1,493,012
2010/11 Estimated Allocation	1,514,862
2010/11 OWP Programmed	(1,857,786)
Balance 2010/11	**1,150,088**
2011/12 Estimated Allocation	1,514,862
2011/12 OWP Programmed	(1,652,368)
Balance 2012/13	**1,012,582**

FTA 5303 Allocation

Carry over Balance 06/30/10	275,042
2010/11 Estimated Allocation	285,536
2010/11 OWP Programmed	(329,355)
Balance 2010/11	**231,223**
2011/12 Estimated Allocation	285,536
2011/12 OWP Programmed	(419,414)
Balance 2012/13	**97,345**

FY 2011/12 OWP Spreadsheet

Expenditure by Revenue Source

	Work Element Description	FTA/MPO 5303 CARRY OVER	FTA/MPO 5303	FTA 5316/5317	FTA 5307	FHWA PL CARRY OVER	FHWA PL	PARTNER PLANNING	SPR	Cal. Blue Print	STATE STIP	STATE FSP	PROP. 84	COFCG LTF	Other	Revenue Total Total
110	REGIONAL STREETS & HIGHWAYS	0	0	0	0	0	117,810	0	0	0	0	0	0	0	0	117,810
111	REGIONAL TRANSPORTATION MODEL	0	0	0	0	0	515,341	0	0	0	0	0	0	0	0	515,341
112	REGIONAL TRAFFIC MONITORING	0	0	0	0	0	338,389	0	0	0	0	0	0	0	0	338,389
114	INTELLIGENT TRANS. SYSTEMS	0	0	0	0	2,671	65,779	0	0	0	0	0	0	5,735	0	74,185
115	REGIONAL TRANSP MITIGATION FEE	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	50,000
117	GOLDEN STATE CORRIDOR	0	0	0	0	0	0	0	0	0	0	0	0	0	240,000	240,000
120	PUBLIC TRANSPORTATION - URBAN	0	107,798	0	275,490	0	0	0	0	0	0	0	0	48,573	20,300	452,161
121	JARC	0	25,368	2,114,871	0	0	0	0	0	0	0	0	0	0	1,348,520	3,488,759
122	NEW FREEDOM	0	25,368	527,970	0	0	0	0	0	0	0	0	0	0	211,120	764,458
130	PUBLIC TRANSPORTATION - RURAL	0	30,000	0	0	0	0	0	0	0	0	0	0	0	0	30,000
150	OTHER MODAL ELEMENTS	0	0	0	0	0	0	0	0	0	0	0	0	24,775	0	24,775
151	BICYCLE & PED. LANE	0	0	0	0	0	0	0	0	0	0	0	0	16,285	0	16,285
152	HIGH SPEED RAIL PLANNING	0	0	0	0	0	0	0	0	0	0	0	0	20,000	154,890	174,890
153	AIRPORT LAND USE COMMISSION	0	0	0	0	0	0	0	0	0	0	0	0	17,720	3,000	20,720
154	SAN JOAQUIN RAILROAD	0	0	0	0	26,559	0	0	0	0	0	0	0	3,441	0	30,000
170	REGIONAL TRANSPORTATION PLAN	0	97,002	0	0	0	57,500	0	0	0	110,882	0	0	0	0	265,384
172	CONGESTION MANAGEMENT PRG	0	0	0	0	0	13,140	0	0	0	0	0	0	0	0	13,140
180	AIR QUALITY/TRANS. PLANNING	68,864	0	0	0	0	180,212	0	0	0	0	0	0	8,922	0	257,998
210	MEASURE "C" - EXTENSION	0	0	0	0	0	0	0	0	0	0	0	0	0	199,347	199,347
211	MEASURE "C" - OVERSIGHT COMMITTEE	0	0	0	0	0	0	0	0	0	0	0	0	0	10,500	10,500
212	MEASURE "C" - RIDESHARE VANPOOL	0	0	0	0	0	0	0	0	0	0	0	0	0	334,555	334,555
214	MEASURE "C" - ADA SENIORS	0	0	0	0	0	0	0	0	0	0	0	0	0	410,734	410,734
215	MEASURE "C" - FARMWORKER VANPOOL	0	0	0	0	0	0	0	0	0	0	0	0	0	118,440	118,440
220	TRANSPORTATION PROG DEV	0	0	0	0	0	0	0	0	0	289,744	0	0	0	0	289,744
310	INTERGOVERNMENTAL COORD	35,243	0	0	0	0	35,243	0	0	0	0	0	0	39,133	0	109,619
311	PUBLIC INFO AND PARTICIPATION	0	0	0	0	0	78,626	0	0	0	0	0	0	34,729	5,000	118,355
312	COGVIEW INTERNET HOME PAGE	0	0	0	0	0	0	0	0	0	0	0	0	18,479	0	18,479
313	ENVIRONMENTAL JUSTICE	20,730	0	0	0	0	5,459	0	0	0	0	0	0	3,393	0	29,582
320	TECHNICAL ASSISTANCE TO MEMB	0	0	0	0	0	0	0	0	0	0	0	0	2,574	29,782	32,356
330	OUTSIDE TECHNICAL SERVICES	0	0	0	0	0	0	0	0	0	0	0	0	0	25,218	25,218
340	TDM PROGRAM	0	0	0	0	0	0	0	0	0	0	0	0	16,762	0	16,762
350	FRESNO REGIONAL DATA CENTER	9,041	0	0	0	0	77,290	0	0	0	0	0	0	12,892	0	99,223
360	ONE VOICE ADVOCACY	0	0	0	0	0	0	0	0	0	0	0	0	72,097	100,660	172,757
410	CALIFORNIA BLUE PRINT	0	0	0	0	0	0	0	0	680,499	131,883	0	0	5,910	196,883	1,015,175
411	LAND BUFFER TASK FORCE	0	0	0	0	0	0	0	0	0	0	0	0	2,852	0	2,852
412	INTERGRATED LAND USE & TRANSP. PLAN	0	0	0	0	0	0	276,000	0	0	0	0	0	17,250	51,750	345,000
413	SB 375 IMPLEMENTATION	0	0	0	0	0	0	0	0	0	0	0	0	57,190	0	57,190
415	SJV IPLACES PILOT PROGRAM	0	0	0	0	0	6,387	0	350,000	0	0	0	0	4,416	0	360,803
811	SJV VALLEY GOODS MOVEMENT	0	0	0	0	47,333	7,082	0	300,000	0	0	0	0	24,781	255,804	635,000
813	STRATEGIC GROWTH PLANNING	0	0	0	0	0	16,604	0	0	0	0	0	2,500,000	0	0	2,516,604
814	SUSTAINABLE COMMUNITIES	0	0	0	0	0	0	0	0	0	0	0	1,000,000	29,476	0	1,029,476
820	VALLEY RTPA COORDINATION	0	0	0	0	60,943	0	0	0	0	0	0	0	37,530	226,360	324,833
910	COG ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	109,339	40,000	149,339
911	OWP & BUDGET	0	0	0	0	0	0	0	0	0	0	0	0	22,402	0	22,402
912	TRANSPORTATION FUNDS ADMIN	0	0	0	0	0	0	0	0	0	0	0	0	150,000	0	150,000
920	FCRTA ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	0	369,313	369,313
930	AUTHORITY ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	0	2,600	2,600
940	FREEWAY SERVICE PATROL	0	0	0	0	0	0	0	0	0	0	276,960	0	69,240	0	346,200
950	VEHICLE ABATEMENT	0	0	0	0	0	0	0	0	0	0	0	0	0	13,502	13,502
	TOTAL EXPENDITURES	***133,878***	***285,536***	***2,642,841***	***275,490***	***137,506***	***1,514,862***	***276,000***	***650,000***	***680,499***	***532,509***	***276,960***	***3,500,000***	***875,896***	***4,418,278***	***16,200,255***
	LTF MATCH	17,345				17,815										***17,815***
	TOLL CREDIT MATCH		36,994				196,266									***233,261***

Other Direct Cost
Detail by Account, Cross referenced by Work Element and Funding source
2011/12 OWP

	Consultants	Total	FHWA PL	FTA 5303	FTA 5307	SPR	Blue Print	Prop 84	Local	Local Source
111 Regional Transportation Modeling	Traffic Model Update	75,000	75,000							
" " "	Traffic Monitoring Program	100,000	100,000							
" " "	Travel Surveys	50,000	50,000							
114 Intelligent Transportation Systems	ITS System Update	50,000	44,265						5,735	LTF
115 RTMF Development Fee Program	PB America - Technical Support	30,000							30,000	Measure C
117 Golden State Corridor	Quad Knopf - Golden State Corridor	225,000							225,000	Measure C
120 Public Transportation - Urban	Fax Transit Studies	100,000			80,000				20,000	FAX Match
" " "	Transit Consolidation	50,000		50,000						
152 High Speed Rail Planning	High Speed Rail Planning	100,000							100,000	Measure C
154 San Joaquin Railroad	Railroad ROW in Fresno County	30,000	26,559						3,441	LTF
170 Regional Transportation Plan	RTP Technical Support	10,000	5,000	5,000						
" " "	RTP Performance Measures	100,000	50,000	50,000						
210 Measure "C" Planning	Update Measure "C" Handbooks	53,900							53,900	Measure C
210 Measure "C" Planning	Strategy Research Institute	72,000							72,000	Measure C
360 One Voice Advocacy	California Consulting	37,650							37,650	Member Dues/Donations
" " "	Simon & Simon	19,000							19,000	Member Dues/Donations
410 Blue Print	Density Study	104,500					83,600		20,900	Valley MPOs
" " "	Blueprint Technical Assistance	25,000					20,000		5,000	Valley MPOs
" " "	Blueprint Toolkit Maintenance	25,000							25,000	Valley MPOs
415 SJV Iplaces Pilot Program	UC Davis	175,000				175,000				
415 SJV Iplaces Pilot Program	Ecointeractive	175,000				175,000				
811 Valley Goods Movement	Cambridge Systematics	568,000	33,169			300,000			234,831	Valley MPOs
" " "	Valley Goods Project Liaison	16,000	14,164						1,836	Valley MPOs
813 Strategic Growth Modeling	8 County MPO Traffic Model - Fehr & Peers	2,500,000						2,500,000		
814a Sustainable Communities	Sustainable Communities Plan	65,000						65,000		
814b SCS General Plan	Circuit Planner	401,550						401,550		
" " "	8 Region 46 city Plan	86,050						86,050		
814c SCS Green Print	Compressive Open Space Strategy	257,600						257,600		
820 Valley RTPA Coordination	Valley Wide MPO Coordinator	100,000	20,927						79,073	Valley MPOs
" " "	California Household Survey	150,000							150,000	Valley MPOs
	Total Consultants	**5,751,250**	**419,084**	**105,000**	**80,000**	**650,000**	**103,600**	**3,310,200**	**1,083,366**	

	Supplies Printing	Total	FSP	Prop 84	Local	Local Source
212 Measure "C" Carpool/Vanpool	Supplies/Printing	10,440			10,440	Measure C
214 Measure "C" ADA/ Seniors	Supplies/Printing	7,000			7,000	Measure C
215 Measure "C" Farm Worker Van Pool	Supplies/Printing	2,000			2,000	Measure C
311 Public Participation	Transit Guide	30,000			30,000	LTF
" " "	Annual Report	2,000			2,000	LTF
340 Transportation Demand Management	Supplies/Printing	7,750			7,750	LTF
814a Sustainable Communities	Supplies/Printing	4,700		4,700		
814b SCS General Plan	Supplies/Printing	13,900		13,900		
814c SCS Green Print	Supplies/Printing	2,400		2,400		
940 Freeway Service Patrol	Supplies/Printing	3,600	2,880		720	LTF
	Total Supplies & Printing	**83,790**	**2,880**	**21,000**	**59,910**	

	Software Support/Maint.	Total	FHWA PL	STIP	Local	Local Source
111 Regional Transportation Modeling	Program Customization	10,000	10,000			
" " "	Program Technical Support	10,000	10,000			
" " "	TP Viper Maintenance	6,000	6,000			

Other Direct Cost
Detail by Account, Cross referenced by Work Element and Funding source
2011/12 OWP

	Consultants	Total	FHWA PL	FTA 5303	FTA 5307	SPR	Blue Print	Prop 84	Local	Source
" " "	County GIS Subscription	2,000	2,000							
" " "	Anti Virus Maintenance Fee	1,500	1,500							
" " "	Arcview GIS Maint	3,100	3,100							
" " "	Demographic Data Book	5,000	5,000							
" " "	Sketch Modeling Software	15,000	15,000							
214 Measure "C" ADA/ Seniors	Web Based Taxi Scrip	5,000			5,000	Measure C				
220 Transportation Program Development	Fresno Track - Web Based Project Tracker	50,000		50,000						
312 COG View Internet Home Page	Home Page Technical Support	2,500			2,500	LTF				
	Total Software Support & Maintenance	**110,100**	**52,600**	**50,000**	**7,500**					

	Workshops	Total	Prop 84	Local	Local Source
311 Public Participation	Transportation Forum	5,000		5,000	LTF
360 One Voice Advocacy	One Voice	8,983		8,983	Member Dues/Donations
814a Sustainable Communities	16 SJV Public Hearings	27,200	27,200		
814c SCS Green Print	SCS Green Print	5,000	5,000		
	Total Workshops	**46,183**	**32,200**	**13,983**	

	Promotion/Outreach	Total	FHWA PL	FTA 5303	Prop 84	Local	Local Source
170 Regional Transportation Plan	RTP Outreach	5,000	2,500	2,500			
212 Measure "C" Carpool/Vanpool	Carpool Promotion	22,000				22,000	Measure C
340 Transportation Demand Management	TDM Promotion	5,000				5,000	LTF
413 SB 375 Implementation	SB 35 Outreach	5,000				5,000	LTF
814a Sustainable Communities	Media Buys for the 8 MPOs	82,600			82,600		
820 Valley RTPA Coordination	Valley Wide Outreach	5,000	4,427			573	LTF
	Total Promotion & Outreach	**124,600**	**6,927**	**2,500**	**82,600**	**32,573**	

		Total	Local	Local Source
212 Measure "C" Carpool/Vanpool	**Carpool Subsidy**	**12,000**	**12,000**	Measure C

	Prizes & Awards	Total	Local	Local Source
212 Measure "C" Carpool/Vanpool	Carpool Prizes & Awards	56,000	56,000	Measure C
360 One Voice Advocacy	One Voice Awards	4,113	4,113	Member Dues/Donations
	Total Prizes & Awards	**60,113**	**60,113**	

212 Measure "C" Carpool/Vanpool	**Commuter Van Pool Subsidy**	**158,840**	**158,840**	Measure C
214 Measure "C" ADA/ Seniors	**Taxi Script**	**285,000**	**285,000**	Measure C
215 Measure "C" Farm Worker Van Pool	**Farm Worker Van Pool Subsidy**	**70,500**	**70,500**	Measure C

	Grant Specific Travel	Total	FTA 5303	Prop 84	Local	Local Source
120 Public Transportation - Urban	APTA Conference	1,500	1,200		300	FAX Match
212 Measure "C" Carpool/Vanpool	Carpool/Van Pool Travel	400			400	Measure C
214 Measure "C" ADA/ Seniors	Taxi Scrip Travel	600			600	Measure C
340 Transportation Demand Management	TDA Travel	500			500	LTF
360 One Voice Advocacy	One Voice Trip to DC & Sacramento	24,526			24,526	Member Dues/Donations
814a Sustainable Communities	Sustainable Comm. Travel	1,000		1,000		
814b SCS General Plan	SCS General Plan Travel	2,000		2,000		
814c SCS Green Print	SCS Green Print Travel	1,000		1,000		

Other Direct Cost
Detail by Account, Cross referenced by Work Element and Funding source
2011/12 OWP

	Consultants	**Total**	**FHWA PL**	**FTA 5303**	**FTA 5307**	**SPR**	**Blue Print**	**Prop 84**	**Local**	**Source**
910 COG Administration	Admin. Travel	5,000			5,000	LTF				
	Total Grant Specific Travel	**36,526**	**1,200**	**4,000**	**31,326**					

	5316 **FTA 5316 JARRC**	**Total**	**FTA 5316**	**Match**
121 JARRC	FAX Trip Planning Software	346,389	277,112	69,277
"	FCEOC 3 Vans	47,125	37,700	9,425
"	FCEOC Calworks OP 3 yrs.	422,244	211,122	211,122
"	FCRTA Emp. Shuttle	126,168	100,934	25,234
"	FCRTA 511 Software	250,000	200,000	50,000
"	FAX Transportation needs Research	250,000	200,000	50,000
"	FAX Bike Racks	132,000	105,600	26,400
"	FAX Bike Lockers	125,341	100,341	25,000
"	FCEOC - CVRC Operating Assistance	1,764,124	882,062	882,062
	Total FTA 5316 JARRC	**3,463,391**	**2,114,871**	**1,348,520**

	FTA 5317 New Freedom	**Total**	**FTA 5317**	**Match**
122 New Freedom	FCRTA Van - Heavy Duty Lift	85,000	60,340	24,660
"	FAX Bus Station Ramps	153,000	122,400	30,600
"	FAX Trip Efficiency Program	80,000	40,000	40,000
"	FAX Support Vehicle	21,000	16,800	4,200
"	FAX Bus Stop Improvements	150,000	120,000	30,000
"	FAX Braille Signs	85,000	68,000	17,000
"	FCRTA Travel Training	80,000	40,000	40,000
"	FCRTA Van - Heavy Duty Lift	85,090	60,430	24,660
	Total Total 5317 New Freedom	**739,090**	**527,970**	**211,120**

	County Counsel	**Total**	**Local**	**Local Source**
153 Airport Land Use	Legal Advice	3,000	3,000	LTF
912 TDA Administration	Legal Advice	21,000	21,000	LTF
	Total County Counsel	**24,000**	**24,000**	

		Total	**Local**	
912 TDA Administration	**Program Audits**	30,000	30,000	LTF

		Total	**Local**	
912 TDA Administration	**County Auditor Controller**	8,000	8,000	LTF

	Membership/Dues	**Total**	**Local**	
910 COG Administration	NAARC	4,600	4,600	LTF
" " "	CALCOG	5,400	5,400	LTF
	Total Membership Dues	**10,000**	**10,000**	

		Total	**Local**	LTF
910 COG Administration	**Board Remuneration**	19,200	19,200	

910 COG Administration	**Temporary Help**	4,000	4,000	LTF

	Other Misc Expense	**Total**	**Local**	
211 Measure "C" Oversight Committee	Committee Meetings	500	500	Measure C
214 Measure "C" ADA/ Seniors	Taxi Scrip Misc	2,000	2,000	Measure C
360 One Voice Advocacy	One Voice	3,802	3,802	Member Dues/Donations

Other Direct Cost
Detail by Account, Cross referenced by Work Element and Funding source
2011/12 OWP

	Consultants	Total	FHWA PL	FTA 5303	FTA 5307	SPR	Blue Print	Prop 84	Local	Source
910 COG Administration	Administrative Misc	5,000	5,000	LTF						
	Total Other Misc. Expense	**11,302**	**11,302**							

		Total	STATE FSP	Local	Local Source
940 Freeway Service Patrol	**Freeway Towing Contract**	**330,600**	**264,480**	66,120	LTF

	Equipment	Total	FHWA PL	FSP	Local	Local Source
112 Regional Traffic Modeling	Traffic Count/Computer Equipment	20,000	20,000			
910 COG Administration	Computer/Office Equipment	25,000			25000	LTF
" " "	Video Eq. Maint. Contract	5,000			5000	LTF
940 Freeway Service Patrol	Commercial Radio Rental	3,000		2400	600	LTF
	Total Equipment	53,000	20,000	2,400	30,600	

	Agency Pass Through	Total	FHWA PL	FTA 5303	Partnershi	Blue Print	Local	Local Source
110 Regional Streets & Roads	County - Night Visibility Studies	30,000	30,000					
112 Regional Traffic Modeling	County Traffic Count Program	132,500	132,500					
" " "	Fresno Traffic Count Program	80,200	80,200					
" " "	Clovis Traffic Count Program	9,500	9,500					
120 Public Transportation Urban	FCEOC CTSA - Urban	35,000		35,000				
130 Public Transportation Rural	FCEOC CTSA Rural Planning	15,000		15,000				
152 High Speed Rail Planning	County High Speed Rail Planning	20,000					20,000	Measure C
" " "	Fresno High Speed Rail Planning	20,000					20,000	Measure C
310 Intergovernmental Coordinatior	County Intergovernmental Review	16,000					16,000	LTF
" " "	Fresno Intergovernmental Review	4,000					4,000	LTF
" " "	Clovis Intergovernmental Review	10,000					10,000	LTF
410 Blue Print	Kern COG	165,410				130,673	34,737	Valley MPOs
" " "	KAPTA	92,079				72,742	19,337	Valley MPOs
" " "	MCTC	91,687				72,432	19,255	Valley MPOs
" " "	Stanislaus	140,829				111,254	29,575	Valley MPOs
" " "	TCAG	123,135				97,277	25,858	Valley MPOs
412 FCMA Multimodal Corridor	City of Fresno	327,750			262,200		65,550	Fresno In Kind
811 Valley Goods Movement	Kern	7,284					7,284	Valley MPOs
" " "	Kings	1,356					1,356	Valley MPOs
" " "	Madera	1,333					1,333	Valley MPOs
" " "	Merced	2,243					2,243	Valley MPOs
" " "	San Joaquin	6,023					6,023	Valley MPOs
" " "	Stanislaus	4,603					4,603	Valley MPOs
" " "	Tulare	3,885					3,885	Valley MPOs
820 Valley RTPA Coordination	Air Quality Liaison - San Joaquin COG	40,200	35,589				4,611	Valley MPOs
	Total Agency Pass Through	**1,380,017**	**287,789**	**50,000**	**262,200**	**484,378**	**295,650**	

	Grant Administration	Total	Prop 84	Local	Local Source
811 Valley Goods Movement	2nd Year Grant Administration	12,137		12,137	LTF
814a Sustainable Communities	2nd Year Grant Administration	13,212	8,312	4,900	LTF
814b SCS General Plan	2nd Year Grant Administration	21,062	13,251	7,811	LTF
814c SCS Green Print	2nd Year Grant Administration	11,127	7,000	4,127	LTF
	Total Grant Administration	**57,538**	**28,563**	**28,975**	

Staff Positions

Position	FY 2009/10	2010/11	2011/12
Executive Director	X	X	X
Deputy Director	X	X	X
Finance Director	X	X	X
Principal Regional Planner	X	X	X
Senior Regional Planner	X	X	X
Senior Regional Planner	X	X	X
Senior Regional Planner	Vacant	Vacant	Vacant
Senior Regional Planner	X	X	X
Senior Regional Planner	X	X	
Senior Regional Planner	X	X	X
Senior Regional Planner	X	X	X
Senior Regional Planner	X	X	X
Associate Regional Planner	X	X	X
Associate Regional Planner			X
Assistant Regional Planner	X	X	
Assistant Regional Planner	X	X	X
Assistant Regional Planner	Vacant	X	X
Assistant Regional Planner		X	X
Accounting Manager	X	X	X
Executive Assistant	X	X	X
Administrative Assistant	X	Vacant	X
Receptionists	X	X	X
Sub total	20	21	20
Intern - Modeling	X		
Intern - Taxi Script	X	X	X
FCRTA			
General Manager	X	X	X
Transit Manager			X
Administrative Assistant	X	X	X
FAX			
Transt Manager/Planner	X	X	X
Senior Regional Planner	X	X	X

Key	
Position is budgeted and filled	X
Position is budgeted and vacant	Vacant
Position is unbudgeted	

FY 2011/12 OWP Work Elements

Staff Assignments by Work Element & Funding Source

COG STAFF

HOURS ASSIGNED

	Work Element Description	Deputy Director	Finance Director	Principal Planner	Senior Planner	Senior Planner	Senior Planner	Senior Planner	Senior Planner	Senior Planner	Senior Planner	Associate Planner	Associate Planner	Assistant Planner	Assistant Planner	Assistant Planner	Executive Director	Executive Assistant	Intern
110	REGIONAL STREETS & HIGHWAYS					381	125			228				219					
111	REGIONAL TRANSPORTATION MODELING			496	675	187		821											
112	REGIONAL TRAFFIC MONITORING			192	597			40							203				
114	INTELLIGENT TRANS. SYSTEMS											287							
115	REGIONAL TRANS. MITIGATION FEE		36									66		140					
117	GOLDEN STATE CORRIDOR								151										
120	PUBLIC TRANSPORTATION - URBAN			78								120							
121	JARC											301							
122	NEW FREEDOM											301							
130	PUBLIC TRANSPORTATION - RURAL																		
150	OTHER MODAL ELEMENTS						232												
151	BICYCLE & PEDESTRIAN						153												
152	HIGH SPEED RAIL PLANNING						327												
153	AIRPORT LAND USE COMMISSION													288					
170	REGIONAL TRANSPORTATION PLAN	150		150	56	100	198	130	103	150	150	50	100	57	50				
172	CONGESTION MANAGEMENT PROGRAM	10				25		92											
180	AIR QUALITY/TRANS. PLANNING	39		320	152		332	110	1,409		30								
210	MEASURE "C" - EXTENSION		330					70			134								
211	MEASURE "C" - OVERSIGHT COMMITTEE		12								79								
212	MEASURE "C" - RIDESHARE/VAN POOL										317					538			
214	MEASURE "C" - ADA/SENIORS	13									225					985			1,040
215	MEASURE "C" - FARM VANPOOL	25	11								225					269			
220	TRANSPORTATION PROG DEVELOPMENT		484	40			80						1,232		1,115				
310	INTERGOVERNMENTAL COORDINATION	114		40		65	95	101	31	150		80	100						
311	PUBLIC INFO. AND PARTICIPATION	71	60	20		15	15	69		30	336	123			25				
312	COGVIEW INTERNET HOME PAGE	7		40							40	55							
313	ENVIRONMENTAL JUSTICE	66								74		164							
320	TECHNICAL ASSISTANCE TO MEMBERS	90		40		10	10	10		41	10	20		45	25				
330	OUTSIDE TECHNICAL SERVICES			40		40		40		93					50				
340	TDM PROGRAM										17					27			
350	FRESNO REGIONAL DATA CENTER					660								224	275				
360	ONE VOICE ADVOCACY	163									115		264				128	92	
410	CALIFORNIA BLUE PRINT	782		202	275	226		205		400					50				
411	LAND BUFFER TASK FORCE						7					25							
412	INTERGRATED LAND USE & TRANSP. PLAN											205							
413	SB 375 IMPLEMENTATION	27		40		27	49	80		300									
415	SJV IPLACES PILOT PROGAM			25	25	25		25											
811	SJV VALLEY GOODS MOVEMENT									140									
813	STRAGEGIC GROWTH MODELING			38	36	36		36											
814	SUBSTAINABLE COMMUNITIES						35	30	100	200									
820	VALLEY RTPA COORDINATION	131											124	35					
910	COFCG ADMINISTRATION	109	379																
911	OWP & BUDGET	76	23	10		10	10	10		10	10	10		10					
912	TRANSPORTATION FUNDS ADMIN		265											789					
920	FCRTA ADMINISTRATION		218																
930	AUTHORITY ADMINISTRATION		16																
940	FREEWAY SERVICE PATROL		10				69												
950	VEHICLE ABATEMENT		3				122												
	TOTAL HOURS ASSIGNED	*1,873*	*1,847*	*1,771*	*1,816*	*1,807*	*1,859*	*1,869*	*1,794*	*1,816*	*1,688*	*1,807*	*1,820*	*1,807*	*1,793*	*1,819*	*128*	*92*	*1,040*

FY 2011/12 OWP Work Elements

Staff Assignments by Work Element & Funding Source — FAX STAFF | FCRTA STAFF

HOURS ASSIGNED

	Work Element Description	Transit Planning Mgt.	Senior Planner	General Manager	Transit Manager	Admin. Assist.	Total Hrs	Costs	FTA 5303	FTA 5307	FHWA PL	Partner Planning	State Blueprint	State STIP	State FSP	State Prop 84	LTF	Other Local	Total
110	REGIONAL STREETS & HIGHWAYS						953	87,810			87,810								87,810
111	REGIONAL TRANSPORTATION MODELING						2,179	237,741			237,741								237,741
112	REGIONAL TRAFFIC MONITORING						1,032	96,189			96,189								96,189
114	INTELLIGENT TRANS. SYSTEMS						287	24,185			24,185								24,185
115	REGIONAL TRANS. MITIGATION FEE						242	19,947										20,000	20,000
117	GOLDEN STATE CORRIDOR						151	14,990										15,000	15,000
120	PUBLIC TRANSPORTATION - URBAN	1,761	1,851				198	265,628	22,798	194,290							48,573		265,661
121	JARC						301	25,365	25,368										25,368
122	NEW FREEDOM						301	25,365	25,368										25,368
130	PUBLIC TRANSPORTATION - RURAL			130			0	15,031	15,000										15,000
150	OTHER MODAL ELEMENTS						232	24,703									24,775		24,775
151	BICYCLE & PEDESTRIAN						153	16,291									16,285		16,285
152	HIGH SPEED RAIL PLANNING						327	34,819										34,890	34,890
153	AIRPORT LAND USE COMMISSION						288	17,715									17,720		17,720
170	REGIONAL TRANSPORTATION PLAN						1,444	150,385	39,502					110,882					150,384
172	CONGESTION MANAGEMENT PROGRAM						127	13,212			13,140								13,140
180	AIR QUALITY/TRANS. PLANNING						2,392	257,998	68,864		180,212						8,922		257,998
210	MEASURE "C" - EXTENSION						534	73,512										73,447	73,447
211	MEASURE "C" - OVERSIGHT COMMITTEE						91	9,980										10,000	10,000
212	MEASURE "C" - RIDESHARE/VAN POOL						855	74,923										74,875	74,875
214	MEASURE "C" - ADA/SENIORS						1,223	111,134										111,134	111,134
215	MEASURE "C" - FARM VANPOOL						530	45,940										45,940	45,940
220	TRANSPORTATION PROG DEVELOPMENT						2,951	239,763						239,744					239,744
310	INTERGOVERNMENTAL COORDINATION						776	79,623	35,243		35,243						9,133		79,619
311	PUBLIC INFO. AND PARTICIPATION						764	81,296			78,626						2,729		81,355
312	COGVIEW INTERNET HOME PAGE						142	15,970									15,979		15,979
313	ENVIRONMENTAL JUSTICE						304	29,527	20,730		5,459						3,393		29,582
320	TECHNICAL ASSISTANCE TO MEMBERS						301	32,371									2,574	29,782	32,356
330	OUTSIDE TECHNICAL SERVICES						263	25,195										25,218	25,218
340	TDM PROGRAM						44	3,512									3,512		3,512
350	FRESNO REGIONAL DATA CENTER						1,159	99,235	9,041		77,290						12,892		99,223
360	ONE VOICE ADVOCACY						762	74,683									72,097	2,586	74,683
410	CALIFORNIA BLUE PRINT						2,140	247,468					92,521	131,883				23,131	247,535
411	LAND BUFFER TASK FORCE						32	2,852									2,852		2,852
412	INTERGRATED LAND USE & TRANSP PLAN						205	17,275				13,800					3,450		17,250
413	SB 375 IMPLEMENTATION						523	52,190									52,190		52,190
415	SJV IPLACES PILOT PROGAM						100	11,265			6,387						4,416		10,803
811	SJV VALLEY GOODS MOVEMENT						140	12,166			7,082						5,055		12,137
813	STRAGEGIC GROWTH MODELING						146	16,535			16,604								16,604
814	SUBSTAINABLE COMMUNITIES						365	34,002								21,437	12,638		34,075
820	VALLEY RTPA COORDINATION						290	29,659									29,633		29,633
910	COFCG ADMINISTRATION						488	76,100									36,139	40,000	76,139
911	OWP & BUDGET						179	22,421									22,402		22,402
912	TRANSPORTATION FUNDS ADMIN						1,054	91,029									91,000		91,000
920	FCRTA ADMINISTRATION			1,537	908	1,817	218	369,242										369,313	369,313
930	AUTHORITY ADMINISTRATION						16	2,566										2,600	2,600
940	FREEWAY SERVICE PATROL						79	8,951							7,200		1,800		9,000
950	VEHICLE ABATEMENT						125	13,472										13,502	13,502
	TOTAL HOURS ASSIGNED	**1,761**	**1,851**	**1,667**	**908**	**1,817**	**27,406**	**3,331,231**	**261,914**	**194,290**	**865,958**	**13,800**	**92,521**	**482,509**	**7,200**	**21,437**	**500,159**	**891,418**	**3,331,216**

Council of Fresno County Governments
*2011/12 Member Dues Schedule**

MEMBER	CENSUS POPULATION 01/01/10	PERCENT	Current DUES SCHEDULE	One Voice State	One Voice Federal	Lobby Portion
Clovis	96,868	10.16%	8,430	4,367	4,063	8,430
Coalinga	19,065	2.00%	1,659	860	800	1,660
Firebaugh	6,941	0.73%	604	313	291	604
Fowler	5,764	0.60%	502	260	242	502
Fresno City	502,303	52.67%	43,714	22,645	21,065	43,710
Huron	8,082	0.85%	703	364	339	703
Kerman	14,381	1.51%	1,251	648	603	1,251
Kingsburg	11,504	1.21%	1,001	519	482	1,001
Mendota	9,966	1.04%	867	449	418	867
Orange Cove	11,049	1.16%	962	498	463	961
Parlier	13,658	1.43%	1,189	616	573	1,189
Reedley	26,227	2.75%	2,282	1,182	1,100	2,282
Sanger	25,664	2.69%	2,233	1,157	1,076	2,233
San Joaquin	4,071	0.43%	354	184	171	355
Selma	23,435	2.46%	2,039	1,057	983	2,040
Fresno Co.	174,783	18.33%	15,210	7,881	7,331	15,212
TOTALS	***953,761***	***100%***	***83,000***	*43,000*	*40,000*	*83,000*
			83,000	43,000	40,000	83,000

** Estimate Only - Actual Dues level subject to Board approval of May/June contract negotiation.*
01/01/10 Population Estimates revised in May.

Appendix N – Intermodal Planning Group Comments

N

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

Thank you for your comments on our Draft OWP. Staff has submitted their responses below. Please be aware that we have modified the format a bit this year and have included project cost detail, by funding source, in the tables within each work element in hopes of providing more clarity.

FTA Comments

1. Please provide more detail regarding three projects mentioned on page xxvii: Orange Cove Community Transportation Project, Central Valley Transit Professional Development, and Tribal Transportation Needs Assessment Project.

Response: Received updated Matrix from Caltrans on March 18 (attached). Will be included in final document.

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? *[Steck/Boren]*

Response: These priorities are addressed to one degree or another in the majority of our work elements as evidenced in the matrix on page xxviii. Fresno COG is enthusiastic in its pursuit of an integrated land use/transportation planning approach.

3. WE 152: High-Speed Rail Planning funding lists three sources of funds: High Speed Rail, County High Speed Rail, and Fresno High Speed Rail. Which agencies are involved specifically in providing the funds? *[Thompson]*

Response: At the present time there is no federal funding for this Work Element. Of the total funding, $154,890 is from the Fresno County Measure "C' transportation sales tax program, through the Fresno County Transportation Authority, and $20,000 is from the Local Transportation Fund (LTF), through the Fresno COG.

4. WE 215: Measure C Farmworker Vanpool Program: how much funding goes towards this program and how is it determined? *[Martinez/Veenendaal]*

Response: The Measure C Farmworker Vanpool Program receives .6% of the entire Measure C sales tax funding available for the given year. The Fresno County Transportation Authority has not yet indicated what our allocation will be for fiscal year 2011-2012, but in 2009-2010 we received $280,350, and in 2010-2011 we will receive $282,376 in Measure C Farmworker Vanpool funding.

5. WE 313: What is the tribal EJ project being discussed with Fresno tribes? *[Sobrado]*

Response: Comment noted. There are not any transportation projects being discussed with tribes at the current time. Changes have been made to the Work Element in question that does not infer that such discussions are taking place.

6. WE 360: What is the federal source of funding for the One Voice Advocacy effort, if any? *[Steck/Beshears]*

Response: No federal funding is used to support One Voice Advocacy in WE 360. The efforts are covered by local agency dues and private sector contributions.

7. WE 415: How does I-Places interface or coordinate/complement the Blueprint effort? *[Bitner/Steck]*

Response: The I-Place^{3}s tool is very complementary with the Blueprint effort. I-Place^{3}s is a parcel based tool that is an essential component to the Blueprint program.

I-Place^{3}s facilitates scenario planning to formulate an integrated land use and transportation plan. I-Place^{3}s enables planners and the public to evaluate several land use options and to objectively evaluate each scenario against quantifiable criteria. I-Place^{3}s is a valuable tool for land use planning on any scale, including developing general plans, community plans, transit oriented development, etc., consistent with Blueprint. For this reason the San Joaquin Valley MPOs are making this effort to provide I-Place^{3}s to all the San Joaquin Valley communities.

8. Has the Fresno Regional Data Center received FTA 5303 funding in the past? *[Beshears/Chung]*

Response: Yes, it has. Normally funding is split between FTA and FHWA sources, but the final mix can vary and be subject to revision.

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

Response: FAX has prepared an RFP for Project Management Services for the Blackstone/Ventura/Kings Canyon BRT Corridor. The selected individual/firm will assist FAX in developing a subsequent RFP for Project Development Services, as well as assist FAX in overseeing the project development task.

FHWA Comments

Question 1 - Step and Product Schedule Information.

WE 170, 313, 415

Response to Question 1

[Bitner] WE 415 – There are no Federal funds in 415 – However the schedule is shown on the Time Line Chart in the OWP.

Question 2 – Tasks, Steps and products listed in the OWP to be accomplished or prepared "as/if needed/required or continuous"

WE 110, 111, 112, 170, 180, 313

Responses:

Question 3 – Only tasks and products eligible for CPG funding can be included in Work Element Tasks funded with CPG funds.

WE 350

Responses: We have eliminated the tasks that are ineligible for CPG funding from WE 350.

Question 4 – Work Elements that contain duplicative tasks and/or mostly consist of objectives rather than work activities that lead directly to the production core MPO planning products:

WE 220, 310, 350, 820

Responses:

WE 350: We have modified the lists of tasks and eliminated some duplication. During past IPG discussions, it was noted that some activities should appropriately be included in multiple work elements since the components of some elements work together. We have also eliminated duplicative tasks within WE 350, and deleted some tasks that are objectives.

[Les] In response to various comments from previous IPG committees, we have attempted to show how various task tie together in a coordinated planning effort. However, this does give the appearance of duplication. We are all in favor of making the process more efficient and if it is the desire of the IPG to remove some duplication and consolidate some of the work elements, we will work with the committee to determine the best way to steam line the OWP process.

DISTRICT 06 – Planning

General OWP Comments:

- Typographical changes to be made:

1. Page xvi, no. 2) under subheading Federal Transit Administration (FTA)..., change FTA section *5313b* to *"5304"*.

Response: Typographical changes noted.

2. Page xix, beginning of last sentence under SAFETEA-LU Issues, *the FY 09/10...* should be changed to *The FY 11/12*

Response: Matrix received from Caltrans on March 25th. Will be updated in the final document.

3. On Other Project Detail Budget spreadsheet in Appendix M, there is a column labeled FHWA CWY. This source is used for activities in WE 811 (SJV Goods Movement) and 820 (Valley coordination Activities), please clarify what the acronym *CWY* stands for. *[Beshears]*

Response: FHWA CWY is a somewhat dyslectic abbreviation the Finance Director uses to designate FHWA Carry Forward funding. This distinction is being made to properly match Toll Credits with current year funding.

4. Please incorporate updated information in Attachment A to Informational Element Matrix on pages xxvi and xxvii.

Response: Will be updated in final document.

5. Page 3 indicates *"ongoing activities include helping member agencies with efforts to preserve rights-of-ways."* Please consider specifying these preservation efforts to highlight FCOG's involvement in this activity. [Garza/Monge]

Response: The information noted in the element refers to the information about previous work completed and the format has been changed to clarify any confusion. Previous work completed included negotiating with local agencies and the Fresno County Transportation Authority to develop a "Reimbursement Program" that allows agencies to advance construction or acquire hardship right of way using their own funds prior to grant funding becoming available.

6. Page 11 discusses $1,548,761.51 in fees collected for the Regional Transportation Mitigation Fee Program in 2010. Please include a list of improvements in regards to this fee program. Please also include whether or not some of the fees collected in 2010 included mitigation on State highways recommended by Caltrans. [Beshears]

Response: Page 11 - The RTMF Nexus Study list eligible projects as SR 180 West Seg. II, the Braided Ramps (SR41/168/180), Veterans Blvd., and SR 180 East Seg. III, IV, & IV. It also list projects from a Freeway Deficiency Study – SR99/Belmont, SR41 Tulare & Divisadero, SR 41/Ashlan, SR 41 Bullard, SR41 Friant, SR 180 N. Fulton & Van Ness, and SR 168 Shaw.

7. Page 125 discusses the San Joaquin Valley Goods Movement Plan as currently being developed. Please include Caltrans District 5 & 6 Truck Services Office as part of the reviewing agencies.[Boren/Beshears/Sigala]

Response: Yes. Caltrans District 6 and 10 Truck Services Offices will be included in the development of the plan and participate in the review process.

[Les] Page 125 – Our project liaison Michael Sigala has been requested to include Dist. 5 & 6 Truck Services on the review committee. His contact is Michael@sigalainc.com . We would be glad to forward Truck Services contact information for Dist. 5.

8. Caltrans recognizes FCOG's use of Toll Credits in lieu of local match on WEs 110, 111, 112, 120, 121, 122, 130, 170, 172, and 180. Please insure they are matched to FY 2011-12 Consolidated Planning Grant (CPG) funds, as they cannot be used with carryover CPG funds. [Beshears]

Response: Toll Credits – As noted above, we specifically segregated 2011/12 CPG revenues from Carry Over Revenues so Toll Credits will be properly matched.

Specific Work Element Comments:

9. Work Element 212 (Measure C Carpool/Vanpool Program) page 63
   - FCOG should consider promoting the use of vanpools for the future employees of the proposed future Big Sandy Rancheria casino on Auberry Road and Millerton Road. This can be available through the newly formed California Vanpool Authority (CalVANS). FCOG has recently signed the Joint Powers Agreement for CalVANS. [Veenendaal/Martinez]
   -

Response: Fresno COG staff has done outreach to Big Sandy, and so has Kings Area Rural Transit (KART) who currently runs the vanpool program that will become CalVANS this summer. However, as members of CalVANS we will encourage the Director to continue communicating with Big Sandy Rancheria to ensure they clearly understand the vanpool program and the funding subsidies that are available to them.

10. Work Element 313 (Environmental Justice Activities) page 87
    - FCOG should consider a task to continue the efforts defined within the Central California Tribal Collaboration Transportation Planning Project. This should include updating the environmental justice socioeconomic information based on the 2010 census. [Sobrado]

Response: Comment noted. I am adding a task to define ways to expand upon the efforts started with the Central California Tribal Collaboration Transportation Planning Project.

Office of Regional & Interagency Planning, Regional Outreach Branch

General OWP Comments:

1. Please identify the correct local match for Toll Credits in each work element and throughout the OWP. [Beshears]

Response: Toll Credits – The correct amount of Toll Credits are identified in each work element @ 11.47%.

Specific Work Element Comments:

2. Work Element 120 Regional Public Transportation Planning:

- The relationship between the project cost and task needs to be more clearly identified. Activities not eligible for FTA 5303 or FHWA PL should be identified and clearly funded by another source. [Downs]

Response: Project costs are clearly identified by funding category in the table on page 21(Regional Public Transportation Planning – FCMA). All tasks in WE120 are eligible under 5303 or 5307.

[Les] Work Element 120 - We will be glad to remove any ineligible task from the work element; however the comment didn't identify which specific tasks as being ineligible?

3. Work Element 121 Public Transit-Human Services Transportation (JARC):
   - FTA 5303 transportation planning funds cannot be used for transit administration. Please remove 5303 funds from this work element (OWP Guidance, pg. 21). [Sobrado]

Response: Comment noted. 5303 funds are not being used for transit administration but rather for grant program administration for the COG-Administered Section 5316 Jobs Access Reverse Commute Program and Section 5317 New Freedom programs.

[Les] Work element 121 – We do not allocate 5303 funds to Transit Operators to be used for Transit Administration. The 5303 funds cover COG's planning and oversight of the JARRC/NF programs+ which include monitoring and updating the Human Services Coordinated Transportation Plan, Calls for projects, project evaluation and selection, contract management, TEAM Web, and federal compliance. Using 5303 funds this way allows us to allocate the entire 5317/5316 Apportionment for Transit Operator projects.

4. Work Element 122 Public Transit-Human Services Transportation (New Freedom):
   - FTA 5303 transportation planning funds cannot be used for transit administration. Please remove 5303 funds from this work element (OWP guidance, pg. 21). [Sobrado]

Response: Comment noted. 5303 funds are not being used for transit administration but rather for grant program administration for the COG-administered Section 5316 Jobs Access Reverse Commute and Section 5317 New Freedom programs.

[Les] Work element 121 – We do not allocate 5303 funds to Transit Operators to be used for Transit Administration. The 5303 funds cover COG's planning and oversight of the JARRC/NF programs+ which include monitoring and updating the Human Services Coordinated Transportation Plan, Calls for projects, project evaluation and selection, contract management, TEAM Web, and federal compliance. Using 5303 funds this way allows us to allocate the entire 5317/5316 Apportionment for Transit Operator projects.

5. Work Element 170 Regional Transportation Plan:
   - Please ensure that 5303 and PL funds are not used for task 170.07 – Support for Measure C Public Info. [Thompson/Veenendaal]

Response: Comment noted.

[Les] Work element 170 - Task 170.07 should have read "Provide staff support for RTP public information and education efforts." Correction made in two places to the work element.

6. Work Element 410 San Joaquin Valley Regional Blueprint Planning:
    - Please identify the source of local funds from each COG used to match Blueprint funds in this work element and any funds apportioned to the other 8 MPOs in the San Joaquin Valley. Please include a description of FCOG's role in managing funds between the San Joaquin Valley COGs and their work program.
    - Please clarify if the work element covers valley-wide and FCOG specific tasks and funds or if it includes the tasks and funds for the other 7 COGs funded under the Blueprint grants.
    - Please clarify if the total remaining balance of San Joaquin Valley Blueprint grant funds, $680,499.00, are for all grant years. [Steck]

Response: We believe that the MPOs are using LTF to match the Blueprint grant but will need to verify. We will provide the funding allotment of 3rd and 4th year grants ($75,000 to each MPO + percentage share based on population). Fresno COG has taken over management of the 'Blueprint grants on behalf of the 8 MPOs (formerly managed by MCAG). Each MPO submits reports and invoices on a quarterly basis which we review and reimburse. Fresno COG is now responsible for completing the quarterly reports on these activities to Caltrans.

Yes, the 410 WE does include both Fresno COG's Blueprint related tasks as well as those Valleywide management. Each of the MPOs has its own county level tasks which they account for in their own OWP.

The $680,500 is an estimate of all the remaining funds for the Valley's Blueprint grants.

[Les] Work element 410 - A spread sheet showing the grant and matching funds by MPO is provided. The $680,500 balance is estimated based on project progress and billings to date from the participating Valley MPOs. That number can change considerably between now and June depending on the activity of the participants.

7. Work Element 811 Valley Goods Movement Plan:
    - Please identify the source of local funds, in-kind match from each COG used to match the Partnership Planning grant funds in this work element. The local funds column should be broken down further to provide detail about contributions by each agency. [Boren/Beshears/Sigala]

Response: Work element 811 – A spread sheet showing the grant, match, in-kind and additional funds from each MPO is provided.

8. Work Element 814 Sustainable Communities Grant:

- Please ensure that the Overall Work Program Agreement (OWPA) does not include funds from this work element. These funds are not administered by Caltrans through the OWP, OWPA contracting process. [Steck/Sobrado]

Response: This grant will not be included in our OWPA, but be part of a separate contract with the Strategic Growth Council. We are currently awaiting notification on that contract.

[Les] Work element 814 – We will contact the Strategic Growth Council to develop a funding arrangement for this program.

Native American Liaison Branch (NALB):

The FCOG has significantly increased its association with tribal populations through participation in the Kern COG Environmental Justice Mapping Project and has established FCOG dialogue with all of the federally recognized tribes and most of the non-recognized tribes in the county. The OWP expresses an intention to maintain the channels of communication established with local tribes, and these efforts should be documented. FCOG's hard work to improve their relationship with Native American communities is commendable.

General OWP Comments:

1. Coordination and Consultation with Tribal Government(s):
   - FCOG has three federally recognized Tribal Government within its boundaries, Big Sandy Rancheria, Colorado Springs, and Table Mountain Rancheria; as such it is necessary for public transportation planning agencies to conduct appropriate formal government-to-government interactions with each of the Tribal Governments. These efforts should involve early coordination, consultation, and participation measures as mandated by federal and state guidelines, regulations, and/or statutes to ensure the needs of Native American Tribes are identified, considered, and addressed during the earliest stages of transportation projects. Tribal concerns may include transportation problems, land use, employment, economic development, environmental, housing and community development. FCOG could accomplish these efforts through attendance and participation in Tribal Council meetings which should be documented (i.e. Tribal Council meeting agendas, attendance lists, presentation materials, etc.) separately from Public Participation efforts. [Sobrado]

Response: Comment noted. Fresno COG will contact Fresno County tribal governments to request that notification of tribal meetings and agendas be provided to staff. Fresno COG staff will make efforts to attend such meetings when feasible.

2. Public Participation Process with Native American Communities, etc.:
   - The FCOG region is the ancestral home to a number of federally recognized and non-federally recognized Native American Tribes as such it would greatly benefit FCOG to enlist early Native American involvement through Public Participation outreach efforts/processes for compliance with federal and state regulations and statutes. FCOG will gain important insight, knowledge, and/or information on a

variety of Native American transportation, economic, social and environment issues and needs, which have not been previously incorporated with concerns from the federally recognized Tribes. These concerns include the ability to commute to Native American health and social service centers, and access, protect and preserve important cultural resources or biological materials for traditional medicinal uses and arts. [Sobrado]

Response: Comment noted. Fresno COG already has policies in place to outreach to Fresno County tribes in the Fresno COG Public Participation Plan. Fresno COG is open to suggestions on how to improve dialog and outreach to tribes.

Office of Community Planning:

The FCOG Draft OWP for FY 2011-2012 document addresses several aspects that are of interest to the Office of Community Planning (OCP). It is important to note the OWP reflects an interest in community planning topics such as public participation and outreach, bicycle and pedestrian planning and Blueprint planning as well as Regional Transportation Planning Issues including Livable communities and Transit Oriented Developments and Public and Social Service Transportation.

FCOG is commended on the following practices:

- Work Element 110 – **Regional Streets and Highways Planning**
- Work Element 151 – **Bicycle and Pedestrian**
- Work element 310 – **Intergovernmental Coordination** – OCP is pleased to see that Caltrans Environmental justice and Community-based Transportation Planning grants are being encouraged and promoted.
- Work Element 311 – **Public Information and Participation**
- Work Element 313 – **Environmental Justice Activities**
- Work Element 410 – **San Joaquin Valley Regional Blueprint Planning**
- Work Element 412 – **Integrated Land Use and Transportation Planning Program for Fresno**
- Work Element 413 – **Fresno County SB 375 Implementation**

Response: Thank you.

Division of Mass Transportation

Specific Work Element Comments:

1. For Work Elements 111, 410, 412, 415, 813 and 814, please consider adding transit components to each applicable work element. By integrating transit into the discussion, products, and/or tasks, it will provide for a more comprehensive transit system. [Bitner/Steck/Sobrado]

Response: Noted

WE 111- Transit modeling is a component of our mode choice model.
WE 415 – Does not use federal funds but transit is considered in the IPlaces model

We will integrate a discussion on transit into the work elements listed. This will be available in the final draft.

[Les] We are willing to consider adding Transit Components to these work elements, however the suggestion runs counter to other comments made by FHWA that imply that we have too much duplication between work elements.

Division of Aeronautics

General OWP Comments:

1. **Page xxiii under Aviation** – states, "Future efforts still focus on seeking a "hub" designation…" According to the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS) 2011-2015, the Fresno-Yosemite International Airport is already categorized as a "Small Hub". According to this document, small hubs are defined as, "airports that enplane 0.05 percent to 0.25 percent of total U.S. passenger enplanements; etc." Perhaps this goal has already been obtained or can be clarified as a goal to obtain a Medium or Large Hub classification. [Thompson]

Response: Thank you for this comment. Fresno COG staff will clarify this issue in the final OWP. It is correct that Fresno-Yosemite International Airport is currently a "small hub" and will likely remain so for a considerable period of time. Future efforts will focus on maintaining the "small hub" designation for FYIA.

2. **Page xxiii under Aviation** – states, "The airport and the compatibility of the surrounding land uses is a continuing issue." Please note that the Division of Aeronautics is in the process of updating our Airport Land Use Planning Handbook and may be of some assistance to FCOG and Fresno County in the future. Awareness of this plan is positively noted on page 45 under Task 153.06. [Thompson/Fawcett]

Response: Fresno COG staff has been monitoring the progress made to update the Airport Land Use Planning Handbook and looks forward to utilizing the updated version in our Airport Land Use Commission responsibilities.

3. **Page 36, fourth paragraph, second sentence** – states, "…into the *National Airport System Plan*, which identifies the existing airport relationships on a state and national level…" The correct title of this document and process is: *"National Plan of Integrated Airport Systems (NPIAS) 2011-2015." [Thompson/Fawcett]*

Response: Language in Work Element 150 will be changed to include the correct terminology and will be included in the final Overall Work Program.

4. **Page 37, first paragraph, last sentence** – staff is pleased to see the additional task stating, "Any future disaster planning for Fresno County will include aviation." [Thompson/Fawcett]

Response: Comment noted.

Office of System and Freight Planning

We appreciate Fresno COG's attention to regional goods movement issues through various work elements and other discussion in the OWP. Some of the work elements represent the continuation of previous activities; other elements are new this year.

General OWP Comments:

1. FCOG is commended for its participation and leadership among the San Joaquin Valley COGs on the San Joaquin Valley Interregional Goods Movement Plan. [Boren/Sigala]

Response: Thank you for this comment.

2. FCOG needs to be aware of two upcoming statewide efforts involving freight planning, which will involve the San Joaquin Valley among other priority areas. Caltrans Division of Rail is currently soliciting a consultant team to assist with the development of a new edition of the California State Rail Plan, which will include an expanded Freight Element. Also, DOTP is planning an update of the statewide Goods Movement Action Plan (GMAP) now being called the California Freight Mobility Plan. These efforts are expected to occur over the current fiscal year and several additional years, and we invite FCOG to take advantage of various opportunities to provide input. [Boren/Sigala]

Response: FCOG, and goods movement staff from the eight county Valley COGs, will coordinate and participate with Caltrans Division of Rail and DOTP in its upcoming Freight planning processes.

3. Regional Transportation Planning Issues: Rail (pp. xxiii and xxiv), these statements are carried over from last year. While it is recognized these issues are continuing, please consider whether any new information could be added or if any further study could help advance any of these issues. [Thompson]

Response: The bulleted list of issues are the longstanding rail issues of particular concern to Fresno County. During a particular year, one or more of these issues will require particular attention. For the 2011-12 fiscal year, particular attention and funding will be devoted to two of the issues. The Fresno COG will retain a consultant to evaluate the track condition and business potential of the San Joaquin Valley Railroad, the shortline railroad operating in the central and southern San Joaquin Valley, including Fresno County. Also, funding is identified in the OWP to assist with the planning and design of a new multi-modal station in Fresno in conjunction with the high-speed rail project.

4. Regarding the Proposition 1B Trade Corridor Improvement Funds (TCIF) projects, two projects in the Northern Trade Corridor Coalition area – Project 7 (Shafter intermodal Rail

Project in Kern County; $15,000,000) and Project 13 (San Joaquin Valley short Haul Rail in Stanislaus County; $22,467,000) – do not currently have executed baseline agreements. FCOG may want to investigate whether these funds could be reprogrammed for other ready-to-go goods movement projects. [Boren/Thompson]

Response: Work Element 811 provides $635,000 for the development of a San Joaquin Valley Interregional Goods Movement Plan. This Plan will include decision-making procedures to prioritize projects and will identify institutional arrangements and funding to implement the Plan. The two projects mentioned, the Shafter Intermodal Rail Project and the Short Haul Rail, will be evaluated in the context of the overall Plan and their funding and priority will either be reconfirmed or other higher priority projects will be identified.

Specific Work Element Comments:

5. Work Element 111 Regional Transportation Modeling:
    - As part of the regional transportation modeling, consider addressing possible data needs related to goods movement, such as truck counts and warehousing inventories. [Bitner]

Response: Work Element 112, Regional Traffic Monitoring includes collection of classification counts used in the traffic model.

6. Work Element 170 Regional Transportation Plan:
    - This work element could note that the RTP should address certain goods movement topics, as specified in the 2010 California Regional Transportation Plan Guidelines (section 6.11). These topics involve goods movement infrastructure facilities and improvement needs. [Thompson]

Response: Thank you for this comment. Fresno COG recognizes the importance of goods movement planning and will include language in the Work Element noting that the RTP will address goods movement topics as specified in the 2010 California RTP Guidelines. In addition, the RTP will incorporate information and findings from the San Joaquin Valley Goods Movement Plan, Work Element 811. That Plan will describe future goods movement planning and projects, including efforts relative to Proposition 1B funding.

7. Work Element 412 Integrated Land Use and Transportation Planning Program for Fresno:
    - As part of the study of Highway 99 and congestion trends, please consider including mention of the development of possible policies in the General Plan update for truck traffic diversion and congestion relief. [Sobrado]

Response: Comment noted.

8. Work Element 811 San Joaquin Valley Goods Movement:

- This new work element is commendable. Under "Previous Work Completed", the OWP could take credit for a number of previous regional plans and studies, as listed in the February 8, 2011, San Joaquin Valley Interregional Goods Movement Plan RFP. Consider whether the Tasks under this element should more closely align with the scope of work in the RFP and/or whether the tasks should specifically include contract administration. [Boren/Sigala]

Response: Work Element 811 of the OWP has been updated to reflect the previous regional plans and studies. The tasks under this element have been revised to more closely align with the scope of work in the RFP. Contract administration is being conducted, in part, by consultant staff, hence it also shown as a task.

Appendix O – Fresno COG Joint Powers Agreement

O

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

CHAPTER 1

ORGANIZATION

1.1 ADDITIONAL MEMBERS: In addition to the named parties to this agreement, any city not now a member and any other city which may be hereafter incorporated within the boundaries of the County of Fresno, may become a member of the 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 the agreement as of the date of execution.

(Amendment No. 3)

1.2 COUNCIL; QUORUM; VOTING:

1.2.1 Council: The Council shall be the governing body of the 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)

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

(Amendment No. 5)

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

(Amendment No. 5)

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

(Amendment No. 3)

1.4 STANDING TECHNICAL COMMITTEES: The Council may establish such technical advisory committees as may be necessary to assist in carrying out the duties as herein set forth in Chapter 2.

(Amendment No. 3)

1.5 COOPERATING MEMBERS: Subject to the approval of the Council, any governmental entity or public agency or nonprofit organization not eligible for membership under paragraph 1.1 of this Agreement may elect to join the Council of Fresno County Governments as a cooperating member.

(Amendment No. 4)

1.5.1 Cooperating members shall be entitled to attend all meetings of the Council but shall not be entitled to vote or participate in debate.

(Amendment No. 4)

1.5.2 Cooperating members shall be entitled to receive data, studies, planning documents, special services, technical assistance, and other written materials and services of the Council of Fresno County Governments, subject to policies adopted by the Council.

(Amendment No. 4)

CHAPTER 2

POWERS 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:

2.2.1	Land Use	2.2.4	Transportation
2.2.2	Housing	2.2.5	Water Quality Management
2.2.3	Open Space	2.2.6	Air Quality Management

The 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 service contract may be tendered to other than a member agency unless each member agency has been provided with a reasonable opportunity to exercise the right of refusal. In the event of any controversy between member agencies regarding the assignment of consulting services, the Council shall make the final determination.

(Amendment No. 3)

All consulting services performed shall be conducted under the authority of the 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 SERVICESSPECIAL 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 for the respective member agencies for their consideration at least forty-five (45) days prior to final adoption.

(Amendment No. 3)

CHAPTER 4

ENTRY INTO FORCE, AMENDMENT, WITHDRAWL, 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 WITHDRAWL: 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)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

4.4 TERMINATION: This agreement may be terminated by resolution of the governing bodies of all of the member agencies or by vote of the Council in accordance with the voting procedures set forth in1.23. 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 Council of Fresno County Governments shall be shared on a proportionate basis in the following manner:

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

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

(Amendment No. 3)

The 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, of State of California.

(Amendment No. 3)

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

(Amendment No. 3)

5.3 FUNDS: The Treasurer of the County of Fresno shall be the depository and have custody of all money of the 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 Auditor0Controlle shall cause to be made and 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 offices as of the day and year first hereinabove written.
(Amendment No. 3)

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

SIXTH AMENDMENT TO COUNCIL OF FRESNO COUNTY GOVERNMENTS' JOINT POWERS AGREEMENT

This sixth amendment to the Council of Fresno County Governments' Joint Powers Agreement is made and entered into 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 (hereinafter collectively referred to as "the member agencies").

WHEREAS. the member agencies entered into a Joint Powers Agreement (JPA) creating the Council of Fresno County Governments (COFCG) on March 25, 1976 and thereafter amended such JPA on five separate occasions; and

WHEREAS, the Council of Fresno County Governments (COFCG) and its member agencies desire to amend the COFCG JPA for a sixth time to allow COFCG to enter into a joint powers agreement with other entities to operate regional vanpool services and related activities; and

WHEREAS, the member agencies also wish to amend the COFCG JPA to rename the COFCG as the Fresno Council of Governments.

NOW, THEREFORE, the member agencies agree as set forth below:

1. The Council of Fresno County Governments shall be renamed the Fresno Council of Governments. All references to the Council of Fresno County Governments in the JPA shall be changed to refer to the Fresno Council of Governments (FCOG).

2. Chapter 2 "Power and Duties" of the JPA shall be amended to add section 2.9, which shall state in its entirety as follows:

"2.9 <u>REGIONAL VANPOOL SERVICES</u>: The Fresno Council of Governments may operate vanpool services within the County of Fresno and enter into a Joint Exercise of Powers Agreement to operate regional van pool services and related activities, including, but not limited to, obtaining grant funds and borrowing funds for purchasing and leasing vans."

3. All other provisions of the COFCG JPA not in conflict with this Amendment shall remain in full force and effect.

4. This Agreement shall take effect upon its execution by Authorized Signatory of the legislative bodies of all the member agencies.

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on September 7, 2010 by the following vote, to wit:

AYES: Councilmembers Ashbeck, Flores, Magsig, Whalen, Mayor Armstrong

NOES: None

ABSENT: None

ABSTAIN: None

DATED: September 7, 2010



Mayor

City Clerk

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives on November 18, 2010.

CITY OF COALINGA

By_____

Ron Lander, Mayor

Date: 11-18-10

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

CITY OF FRESNO

By Mark Scott
Mark Scott, Fresno City Manager

Date: October 15, 2010

ATTEST
REBECCA E. KLISCH
CITY CLERK

Deputy: Cindy Bruer

Date: October 21, 2010

APPROVED AS TO FORM
James C. Sanchez
City Attorney
CITY OF FRESNO

Deputy: R
copy

Date: September 15, 2010

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

CITY OF FIREBAUGH

By _____

Date: 10/22/10

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

CITY OF FOWLER

By _____

Date: 8/31/10

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

CITY OF HURON

By_____

Date: 9-3-10

The foregoing resolution was adopted at a regular meeting of the City Council of the City of Kerman on the 1st day of September, 2010 and passed at said meeting by the following roll call vote:

AYES: Jones, Dhaliwal, Rodriguez, Sidhu, Stockwell

NOES: None

ABSENT: None

ABSTAIN: None

The foregoing resolution is hereby approved.

TRINIDAD M. RODRIGUEZ
MAYOR

ATTEST:

L. RENÉE HOLDCROFT
CITY CLERK

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

CITY OF KINGSBURG

By _____

Date: Sept. 2, 2010

4. This Agreement shall take effect upon its execution by Authorized Signatory of the legislative bodies of all the member agencies.

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

CITY OF MENDOTA

By _____; City Manager

Date: 11/2/2010

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

CITY OF ORANGE COVE

By _____

Date: 10/4/10

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

CITY OF PARLIER

By_____

Date:_____

RESOLUTION NO. 2010-083

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY AUTHORIZING THE MAYOR OR HER DESIGNEE TO SIGN THE SIXTH AMENDMENT TO THE COUNCIL OF FRESNO COUNTY GOVERNMENTS JOINT POWERS AGREEMENT

WHEREAS, the member agencies which included the City of Reedley entered into a Joint Powers Agreement (JPA) creating the Council of Fresno County Governments (COFCG) on March 25, 1976 and thereafter amended such JPA on five separate occasions; and

WHEREAS, the Council of Fresno County Governments (COFCG) and its member agencies desire to amend the COFCG JPA for a sixth time to allow COFCG to enter into a joint powers agreement with other entities to operate regional vanpool services and related activities; and

WHEREAS, the member agencies also wish to amend the COFCG JPA to rename the COFCG as the Fresno Council of Governments.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Reedley as follows:

1. That the Mayor or designee is authorized to sign amendment number 6 to the joint powers agreement attached hereto as Exhibit "A".

The foregoing resolution was approved and adopted by the City Council of the City of Reedley at a regular meeting held on the 28th day of September 2010, by the following vote.

AYES: Rapada, Chavez, Betancourt, Fast.

NOES: Soleno.

ABSTAINED: None.

ABSENT: None.

Mary L. Fast

Mary L. Fast, Mayor

ATTEST:

Kay L. Pierce

Kay L. Pierce, City Clerk

CITY OF REEDLEY
INCORPORATED FEB. 18, 1913

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

CITY OF SAN JOAQUIN

By _____

Date: September 8, 2010

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

CITY OF SANGER

By: _____

Date: October 7, 2010

IN WITNESS WHEREOF, the member agencies hereto have caused this Sixth Amendment to the COFCG JPA to be executed by their duly authorized representatives.

CITY OF SELMA

By: _____

Date: 9-8-10

Appendix P – Fresno COG By-Laws

P

BY-LAWS FOR THE

COUNCIL OF FRESNO COUNTY GOVERNMENTS

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

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

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

THEREFORE, BE IT RESOLVED:

1. The By-Laws of the Council of Fresno County Governments shall be specified herein, except that these By-Laws shall not limit, restrict, modify or supercede those activities or duties conferred or implied in the Joint Powers Agreement.

2. Membership in the Council of Fresno County Governments shall be as provided in the Joint Powers Agreement of March 25, 1976.

3. The Council, as specified in the Joint Powers Agreement, shall constitute the governing body of the Council of Fresno County Governments.

4. The Council shall hold regular meetings on the last Thursday of every month, at such time and location as may be prescribed by vote of the membership at a previous meeting. In the event such meeting date should fall on a holiday or the day before a holiday, the membership at its next preceding meeting, or prior thereto, shall fix another convenient date for such regular meetings. If no time or location is so prescribed, the Chairman, or his representative, shall fix said time and location.

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

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

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

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

6. Except as provided herein or in the Joint Powers Agreement, the most recent edition of Robert's Rules of Order shall constitute the parliamentary authority for the Council.

7. Officers of the Council shall consist of a Chairman and Vice-Chairman, who shall be elected from the duly authorized representatives of members in good standing. Their duties shall be as follows:
   a. Chairman: To preside over all meetings, maintain order, decide questions of parliamentary procedure, call special meetings, and such other duties as elsewhere herein provided.
   b. Vice-Chairman: To perform the duties of the Chairman in the absence of such officer or upon disqualification of such officer.

8. Nomination and election of officers shall be held at the March meeting of each year, and such officers shall serve a one-year term. Any vacancy during the term shall be filled by nomination and election of such officer for the remainder of the term.

9. Nominations may be made by a committee of duly authorized members in good standing appointed by the Chairman and approved by the Council or from the floor by duly authorized representatives.

10. An election for each office, beginning with that of Chairman, shall be held immediately after all nominations have been declared closed by the Chairman. If there is more than one nominee for any office, voting shall be by roll call in accordance with the voting formula as established by the Joint Powers Agreement.

11. Officers shall take office immediately after their election or as soon thereafter as practicable, and serve until disqualified or their successors are duly elected, whichever condition occurs first.

12. The Policy Advisory Committee, as specified in the Joint Powers Agreement, and such committees as established by the Council shall select a Chairman and Vice-Chairman in June of each year from among its members. The duties of the Policy Advisory Committee shall be:
    a. To hold meetings and conduct business as deemed appropriate under the Joint Powers Agreement.
    b. To advise, recommend to and assist the Council, as required, to carry out Council functions.
    c. To review and recommend to the Council all business which is to come before the Council, including but not limited to, the annual budget and work program, Overall Program Design, reports, studies, plans and policy items.
    d. To review and comment on applications submitted to the Council of Fresno County Governments for A-95 review.

13. The Policy Advisory Committee shall hold regular meetings each month, at such time and location as may be prescribed by vote of the committee members. In the event such meeting date should fall on a holiday, or the day before a holiday, the membership at its next preceding meeting, or prior thereto, shall fix another convenient date for such regular meeting. If no time or location is so prescribed, the Chairman, or his representative, shall fix said time and location.

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

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

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

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

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

16. All administrative work of the Council shall be performed by or under the direction of an Executive Director; or if specifically directed by the Council, the Policy Advisory Committee. The duties of the Executive Director shall be:

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

17. Membership costs, as specified in the Joint Powers Agreement, shall be due and payable at the start of the Council of Fresno County Governments' fiscal year. The Executive Director shall provide each member agency written notice of its cost due not later than thirty (30) days prior to the due date. If the costs to be shared are not paid within sixty (60) days of the date they are due and payable, the member agency shall immediately be sent written notice by first class mail, advising amount due and consequences of non-payment. If payment is not made within ninety (90) days of the date due and payable, the member agency shall immediately be sent written notice that it is not 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 ensuring fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in February of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary budget by April 1 of each year. The budget shall be a financial plan to undertake the work program of the Council. The Council shall review and *adopted** the budget and OWP at or before the May meeting.

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

20. The Council shall be responsible for making all amendments to these By-Laws.

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

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

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

**Typographical error contained in original document.*

JPA Amendment No. 3, dated March 25, 1976, replaced the JPA in its entirety, with accompanying full-replacement of By-Laws
JPA Amendment No. 4, dated June 25, 1985, no formal amendment to By-Laws
JPA Amendment No. 5, dated April 27, 1989, with formal amendment to By-Laws