

2035 Tulare St., Ste. 201 tel 559-233-4148 Fresno, California 93721 fax 559-233-9645

www.fresnocog.org

#### Fresno COG Policy Board

Date: Thursday, July 30, 2020

Time: 5:30 PM

Place: COG Ash Conference Room

2035 Tulare St., Suite 201, Fresno, CA

#### Americans with Disabilities Act (ADA) Accommodations

The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at (559) 233-4148, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG is unable to accommodate an auxiliary aid or translation request for a public hearing, after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

OUT OF AN ABUNDANCE OF CAUTION REGARDING THE COVID-19 VIRUS THE JULY 30, 2020, FRESNO COG POLICY BOARD MEETING AT 5:30 P.M. WILL BE HELD VIA ZOOM.

#### JOINING THE MEETING:

HTTPS://ZOOM.US/J/94289641441?PWD=Z3HUMGG2NVVQT0IXU0HSEEVDANOYUT09

MEETING ID: 942 8964 1441 PASSCODE: 345978

IF YOU WISH TO ADDRESS POLICY BOARD DURING THE PUBLIC COMMENT PORTION OF THE AGENDA, CLICK ON THE ICON LABELED "PARTICIPANTS" AT THE BOTTOM CENTER OF YOUR PC OR MAC SCREEN. AT THE BOTTOM OF THE WINDOW ON THE RIGHT SIDE OF THE SCREEN, CLICK THE ICON LABELED "RAISEHAND". YOUR DIGITAL HAND WILL NOW BE RAISED.

JOIN BY PHONE (669) 900-6833 US MEETING ID: 942 8964 1441 PASSCODE: 345978

WHEN ON THE PHONE, IF YOU WISH TO ADDRESS POLICY BOARD DURING THE PUBLIC COMMENT PORTION OF THE AGENDA, PRESS \*9 TO "RAISEHAND" AND WE WILL SELECT YOU FROM THE MEETING CUE.

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THOSE ADDRESSING POLICY BOARD MUST STATE THEIR FIRST AND LAST NAME AND AGENCY FOR THE RECORD.

TO FACILITATE ELECTRONIC ACCESS, NO PERSON SHALL SPEAK UNTIL RECOGNIZED BY THE CHAIR.

#### AGENDA AND ANNOTATED AGENDA IN PDF FORMATING FOR PRINTING

Fresno County Rural Transit Agency Meeting Package - Meeting will follow Policy Board Meeting

#### I. TRANSPORTATION CONSENT ITEMS

#### **About Consent Items:**

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Poor public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be Policy Board removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Policy Board concerning the item before action is taken.

- A. Executive Minutes of June 25, 2020 [APPROVE]
- B. <u>City of Fowler Transportation Development Act Claim (Les Beshears) [APPROVE]</u>
- C. City of Huron Transportation Development Act Claim (Les Beshears) [APPROVE]
- D. Measure C 2020-21 Transportation Development Act Claim (Les Beshears) [APPROVE]
- E. <u>Grant Solicitation: Sustainable Transportation Equity Project (STEP) (Trai Her-Cole)</u> [INFORMATION]
- F. Electric Vehicle Infrastructure Network Plan Update (Trai Her) [INFORMATION]

#### II. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. Regional Transportation Plan/Sustainable Communities Strategy
  - 1. 2022 RTP/SCS Schedule and Milestones (Kristine Cai) [INFORMATION]
  - 2. Introduction to Futures Planning (Seth Scott) [INFORMATION]
- B. <u>Amendment to the 2021 Regional Active Transportation Program Guidelines, Resolution 2020-11, Amending Resolution 2020-28 (Jennifer Soliz) [APPROVE]</u>
- C. SB 743 Implementation Regional Guidelines (Kristine Cai) [ACCEPT]
- D. <u>Measure C Regional Transportation Program Update Fiscal Year 2020-21 (Les Beshears)</u>
  [APPROVE]
- E. Caltrans Report (Caltrans) [INFORMATION]

#### III. ADMINISTRATIVE CONSENT ITEMS

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A. Regional Clearinghouse (Jennifer Soliz) [APPROVE]

#### IV. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

#### V. OTHER ITEMS

- A. Items from Staff
- **B.** Items from Members

#### VI. PUBLIC PRESENTATIONS

#### A. Public Presentations

This portion of the meeting is reserved for persons wishing to address the Policy Board on items within its jurisdiction but not on this agenda. Note: Prior to action by the Policy Board on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to three minutes.



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Exhibits:	M Agenda	Annotated Agenda
	La Agenda	Tillotated Agenda

Fres	<u>sno County Rural Transit Agency Meeting Package - Meeting will f</u>	follow Polic	cy Board Meeting
Exi	khibits:		FCRTA Packet
<u>TRAI</u>	ANSPORTATION CONSENT ITEMS		
	About Consent Items:		
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A.	Executive Minutes of June 25, 2020 [APPROVE]		
	Exhibits:		June Minutes
В.	City of Fowler Transportation Development Act Claim (Les Best	<u>hears) [API</u>	PROVE]
	Exhibits:	TDA Claim	Resolution 2020-26
	Recommend approving Resolution 2020-26, adopting the City of For Development Act claims totaling \$584,546.	wler's 2020	-21 Transportation
C.	City of Huron Transportation Development Act Claim (Les Besh	<u>iears) [APP</u>	PROVE]
	Exhibits:	TDA Claim	Resolution 2020-27
	Recommend approving Resolution 2020-27, adopting the City of Hu Development Act claims totaling \$344,829.	ron's 2020-	21 Transportation
D.	Measure C 2020-21 Transportation Development Act Claim (Les	Beshears)	[APPROVE]
	Exhibits:	TDA Claim	Resolution 2020-25
	<b>Summary:</b> Measure C funds totaling \$1,762,598 are available in 20 administers. In accordance with Fresno County Transportation Author 2020-25 adopts claims for ADA/seniors/paratransit (\$568,348), farm sharing (\$417,268) and administration/planning (\$359,714).	ority proced	ures, Resolution
	<b>Action:</b> Staff and the TTC/PAC recommend adopting Resolution 20 claims for ADA/seniors/paratransit, farmworker vanpools, ride-sharir		

#### E. Grant Solicitation: Sustainable Transportation Equity Project (STEP) (Trai Her-Cole) [INFORMATION]

Summary: The California Air Resources Board (CARB) has up to \$22 million available to fund planning, clean transportation, and supporting projects for multiple grantees across the state. The Sustainable Transportation Equity Project (STEP) is a new pilot that takes a community-based approach to overcome barriers to clean transportation. STEP aims to increase transportation equity in disadvantaged and low-income communities throughout California via two types of grants: planning and capacity-building grants and implementation grants.

STEP works to address community residents' transportation needs, increase residents' access to key

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destinations (e.g., schools, grocery stores, workplaces, community centers, medical facilities), and reduce greenhouse gas emissions.

This solicitation is open to community-based organizations, federally recognized tribes, and local governments interested in implementing community-driven clean transportation projects.

Applications are due no later than 5 p.m. PDT, Monday, August 31, 2020. Please note that these funding amounts are subject to change. The final funding amount will be determined through a public workgroup meeting during the solicitation period and the resulting determination will be posted on CARB's website. For future information about the public work group meeting, see: <a href="https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investmentsand-air-quality-improvement-program/low-0">https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investmentsand-air-quality-improvement-program/low-0</a>

CARB will hold four grant applicant teleconferences at which time staff will be available to answer questions potential applicants' questions regarding eligibility thresholds, proposal components, solicitation processes, and anything else related to the current STEP solicitation.

First applicant teleconference: 3 p.m. June 30, 2020 - Webinar registration: <a href="https://attendee.gotowebinar.com/register/3438438249644849933">https://attendee.gotowebinar.com/register/3438438249644849933</a>

Mid-solicitation planning and capacity-building grant applicant teleconference: 10 a.m. July 22, 2020 - Webinar registration: <a href="https://attendee.gotowebinar.com/register/6139653545578850573">https://attendee.gotowebinar.com/register/6139653545578850573</a>

Mid-solicitation implementation grant applicant teleconference: 2 p.m. July 22, 2020 - Webinar registration: <a href="https://attendee.gotowebinar.com/register/5244172793011062285">https://attendee.gotowebinar.com/register/5244172793011062285</a>

Final applicant teleconference: 3 p.m. Aug. 13, 2020 - Webinar registration: <a href="https://attendee.gotowebinar.com/register/1793756870980326669">https://attendee.gotowebinar.com/register/1793756870980326669</a>

Additional information and the full grant solicitation is available at <a href="http://www.arb.ca.gov/msprog">http://www.arb.ca.gov/msprog</a> /aqip/solicitations.htm

Action: Information only. The Policy Board may provide additional direction at its discretion.

#### F. Electric Vehicle Infrastructure Network Plan Update (Trai Her) [INFORMATION]

### Exhibits:

Fresno COG received a Caltrans Planning Grant for an electric vehicle readiness plan (EVRP) to support electric vehicle implementation within Fresno County. Using stakeholder engagement and data-driven analysis of electric vehicle forecasting as the foundation, the plan will include information about permitting, funding, and potential siting locations. The project update below provides a status of the project tasks to date.

EV Plan Sections Base, Metrics, Funding

#### Project Status:

- Completed performance metrics technical section
- Completed baseline conditions assessment technical section
- Completed funding sources technical section
- Remaining stakeholder engagement (one focus group & two public workshops) have been delayed due to COVID-19. The stakeholder engagement technical memorandum will be completed following the remaining engagements
- Held additional engagement with Inspiration Transportation to discuss vulnerable population criteria for siting
- Siting criteria priorities nearly complete; to be presented at the next working group.

The performance metrics, baseline conditions assessment, and funding sources sections are attached for review and comment. Highlights from each section are provided below.

#### Baseline conditions memo:

- Fresno County is below the state average for electric vehicle adoption
- Many residents within Fresno County face greater obstacles to PEV adoption
- The number of publicly available electric vehicle charging stations within Fresno County is lower than the state average
- Identified emission 'hot spots' would benefit from increased electric vehicle adoption and the associated emissions reduction in emissions

#### Performance metrics memo:

- Comprehensive metrics can be used to monitor strategies and progress on critical areas and contribute to a charging network's success
- Presented effective key performance indicator and key result indicator characteristics
- Identified primary performance indicators and result indicators for identified objectives

#### Funding sources memo:

- Identified funding sources and relevant incentives to serve as baseline resources for the EVRP
- Identified different funding sources available and their target recipients
- Organized funding resources into three categories based on the role that FCOG would serve to maximize impact.

Action: Information only. The Policy Board may provide additional direction at its discretion.

#### II. TRANSPORTATION ACTION/DISCUSSION ITEMS

#### A. Regional Transportation Plan/Sustainable Communities Strategy

#### 1. 2022 RTP/SCS Schedule and Milestones (Kristine Cai) [INFORMATION]

Exhibits:	2022 RTP-SCS Milestones
<b>Summary</b> : Staff will provide a brief summary of the 2022 RTP/process milestones. Attached is a list of the 2022 RTP/SCS ke	
Action: Information only. The Policy Board may provide addition	onal direction at its discretion.
Introduction to Futures Planning (Seth Scott) (INFORMATI	ONI

#### introduction to Futures Planning (Seth Scott) [INFORMATION]

Exhibits: Fresno Futures Introduction

**Summary**: Uncertainty about the future is a major challenge inherent in long-range planning. To combat uncertainty, planning agencies are developing diverging assumptions of future conditions against which to model their strategies' resilience. Notable examples include the California Transportation Plan 2050 (Caltrans) and Plan Bay Area 2050 (Metropolitan Transportation Commission).

Fresno COG has adopted this practice and will include futures analysis in its 2022 SCS. Each planning scenario's strategies will be tested against several futures: one base future, as well as two-to-three others. Each scenario will be reported and evaluated based on its performance alongside each future, providing a sort of "stress test" for the strategies identified in that scenario.

Today's presentation will introduce the concept of futures and how they will operate within the framework of the development and testing of the SCS scenarios. Next month, staff will propose specific futures for consideration and approval.

**Action**: Information only. The Policy Board may provide direction at its discretion.

## B. <u>Amendment to the 2021 Regional Active Transportation Program Guidelines, Resolution 2020-11, Amending Resolution 2020-28 (Jennifer Soliz) [APPROVE]</u>

Exhibits:	Resolution 2020-28	Amended FCOG 2021 Regional ATP Guidelines (Tracked Changes Shown
		Amended FCOG 2021 Regional ATP Guidelines (Tracked Changes Accepted

**Summary:** In April, Fresno COG's Policy Board approved the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines. Those guidelines were submitted to the California Transportation Commission (CTC), with approval originally scheduled for the May meeting. Given the COVID-19 pandemic, the CTC approved an amendment to the 2021 ATP schedule on April 29, 2020, and the program was delayed by approximately three months.

On May 14, 2020, Fresno COG held a virtual workshop to discuss and finalize a revised schedule to align with the amended 2021 ATP. Following the revised schedule, CTC staff reviewed Fresno COG's regional guidelines and recommended changes to maintain the regional scoring committee. To get feedback from the regional Multidisciplinary Advisory Group (MAG), CTC staff delayed the regional guidelines to the August CTC meeting. Based on the discussion at a June 23 workshop, the MAG and staff's proposed changes to the 2021 Regional ATP Guidelines include:

- Point distribution changes to the small infrastructure application scoring criteria in the following categories:
  - Benefit to disadvantaged communities
  - Need
  - Scope and plan layout consistency
  - Leveraging
  - New category added consistency with Fresno COG's adopted 2018 RTP or an adopted Active Transportation Plan
  - Added clarifying language in funding set-aside, project application and submittal requirements, and scoring criteria categories
  - Supplemental application required for regional ATP call-for-projects (Appendix B in Guidelines)

The proposed changes are identified in the guidelines, shown in red. These changes are consistent with the statewide guidelines. Regional ATP documents are all included for review and approval and are posted to fresnocog.org. Enclosures for this item include:

- Amending Resolution 2020-28
- Amended FCOG 2021 Regional ATP Guidelines (tracked changes shown)
- Amended FCOG 2021 Regional ATP Guidelines (tracked changes accepted)

This delay does not significantly impact the 2021 Regional Active Transportation Program. The revised schedule is outlined below.

Project Milestones	Revised Schedule
Commission approves or rejects MPO guidelines	August 12, 2020
Statewide project applications to Caltrans (postmark date)	September 15, 2020

Regional project application copies and resolutions due to Fresno COG	November 20, 2020
Staff recommendation for statewide and small urban and rural portions of the program posted	February 15, 2021
Fresno COG MAG reviews and scores regional projects	February 24, 2021**
Commission adopts statewide and small urban and rural portions of the program	March 2021*
Projects not programmed distributed to large MPOs based on location	March 2021*
Fresno COG project recommendations to TTC/PAC for approval	March 12, 2021
Fresno COG project recommendations to Policy Board for adoption	March 25, 2021
Deadline for MPO <b>draft</b> project programming recommendations to the Commission	April 15, 2021
Deadline for MPO <b>final</b> project programming recommendations to the Commission	May 14, 2021
Commission adopts MPO selected projects	June 2021*

<sup>\*</sup>Exact dates will coincide with the CTC's adopted 2020/2021 calendars.

**Action:** Staff, the MAG and TTC/PAC recommend the Policy Board approve amending Resolution 2020-28 and the amended 2021 Regional Active Transportation Program Guidelines.

#### C. SB 743 Implementation Regional Guidelines (Kristine Cai) [ACCEPT]

**Summary:** The Legislature passed Senate Bill 743 (SB 743) in 2013, and it was incorporated in the California Environmental Quality Act (CEQA) guidelines in 2018. Implementation began on July 1, 2020. SB 743 requires level of service (LOS) be replaced with vehicle miles traveled (VMT) as the metric for transportation impact analyses in the CEQA process. SB 743 is going to have profound changes to how local land use development projects and transportation capacity projects are approved. It serves the State's overall climate change goals by encouraging infill development and discouraging greenfield development; supporting green projects, such as transit and active transportation projects and minimizing capacity increasing projects. The intended transportation and land use changes through SB 743 will help people drive less, promote a diversity of land use mixes and encourage alternative transportation such as transit, walking and biking.

Fresno COG has been working closely with the local governments and a consultant team on developing regional guidance and recommendations for SB 743 implementation in the Fresno region. The regional guidelines are intended to provide local agencies with technical tools to navigate through implementation.

Fresno COG's process has resulted in a series of screening criteria to help local jurisdictions screen out projects that have less-than-significant VMT impacts. The regional guidelines provide recommendations for thresholds and methodologies for VMT analysis. The guidelines also provide substantial evidence for a threshold alternative of 13 percent VMT reduction, as opposed to the State's 15 percent for residential and office projects. Fresno COG staff and its consultant team are developing a VMT tool to estimate VMT/person & VMT/employee for individual projects. This is expected to be available by the

<sup>\*\*</sup>Date subject to change

end of July. A list of mitigation measures will be included with the tool.

To assist member agencies understand and adapt to the new requirements, Fresno COG staff will offer a training workshop to local agencies and stakeholders on methodologies and tools recommended.

Fresno COG is not a lead agency for any land use or transportation projects. The recommendations in the regional guidelines are advisory, and may be used by member agencies at their discretion, based on their individual growth policies and economic development goals.

Draft final document for the SB 743 Implementation Regional Guidelines.

**Action:** Staff ,TTC and PAC recommend that the Policy Board accept the SB 743 Implementation Regional Guidelines.

## D. <u>Measure C Regional Transportation Program Update Fiscal Year 2020-21 (Les Beshears)</u> [APPROVE]

Exhibits:	Measure C Update	☑ Urhan Plan	Rural Plan
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**Summary:** Measure C's Regional Transportation Program includes major highway infrastructure projects approved by the voters in 2007. Total anticipated revenues across all sources increased \$12.5 million from the 2017 adopted plan. Actual project costs declined \$1.27 million; however, total outlays increased \$36 million, reflecting increased internal borrowing costs from Regional Transportation Mitigation Fee projects that Measure C finances.

#### Revenues

Sales tax expectations for 2020-21 were adjusted downward 8.6 percent to reflect the COVID-19 recession, lowering sales tax projections by \$22.2 million.

Currently, \$45.3 million in future State Transportation Improvement Program (STIP) funds are dedicated to the North\Cedar phase of the South Fresno Interchange. The recession may affect future STIP revenues.

The state's three-year SB 1 Local Partnership Program (LPP) formula cycle (2020-21-2022-23) includes \$1.9 million in additional funding for the final phase of Veterans Boulevard. Staff has submitted an application to the LPP competitive pot of \$7 million for the Golden State Corridor Project and holds \$3.8 million in formula funding reserved, pending award of the competitive program.

The California High-Speed Rail Commission increased the City of Fresno's award to build structures spanning the railroad right-of-way at Veterans Boulevard \$5.8 million to \$33.84 million. The City of Fresno was also awarded a \$10.54 million federal BUILD grant for Veterans Boulevard. That project is now fully funded.

During the 2020 update to the Regional Transportation Mitigation Fee (RTMF), the nexus was expanded and the fee increased to provide funding for the North\Cedar phase of the South Fresno Interchange, increasing anticipated RTMF revenues by \$32 million.

Non-RTMF local development fees decreased \$16.18 million as the City of Fresno secured additional grant funding sources described above to perfect funding for Veterans Boulevard.

Interest earnings increased \$2.1 million.

#### The Urban Program

The urban program has an estimated \$752.87 million in revenues, \$797.92 million in expenses and a net deficit of \$45 million. Net project costs increased \$1.7 million.

Veterans Boulevard costs are anticipated to be \$5.8 million less than in the previous plan. The project is being built in five phases, with the Bullard Extension completed and the UPRR grade separation under construction. The Shaw-to-Barstow connection will be completed in 2020, while the full interchange and Herndon Avenue connection will finish in 2021.

The North/Cedar interchange is the next major project on the urban tier 1 list. Planning, acquisition and

design on North/Cedar will proceed concurrently with the rural program, including American Avenue as a single two-phased project with construction anticipated in 2023-24. Cost estimates for North/Cedar are \$9,1 million less than in the previous plan.

The SR 180 landscaping project – from Brawley to Hughes West – is programmed for 2020-21 in the 2020 STIP.

Shaw Avenue, Dewolf to McCall – increased by \$5.37 million to \$24.5 million. The measure will fund 80 percent of the construction cost, with local Clovis development fees providing a 20 percent match.

Herndon Avenue, Polk to Milburn – increased by \$9.68 million to \$24 million. The Measure will fund 80 percent of the construction cost, with local Fresno development fess providing a 20 percent match. Due to the reduction in sales tax estimates, construction must be delayed one year to 2022-23.

#### **The Rural Program**

The rural program has an estimated \$481.41 million in revenues, \$727.52 million in expenses and a net deficit of \$245.11 million. Net project costs decreased \$2.4 million.

Design continues on Golden State Boulevard, with construction anticipated in 2020-21. After performing preliminary engineering studies, the Union Pacific Railroad determined the class A trail planned along the project would require significant enhancements to various intersections, resulting in a prohibitive cost increase. After conferring with participating member agencies, Fresno COG removed the trail and will work with members to develop an equivalent improvement in each jurisdiction.

The rural program includes \$61.9 million to environmentally clear, design, acquire right-of-way, and construct the American Avenue phase of South Fresno Interchange in sync with the North/Cedar Interchange.

FCTA has approved conducting preliminary studies to explore improvements along the SR 180 West connection to I-5, with the intent of developing a financeable improvement during the life of the current measure that could extend into a proposed third measure.

**Action:** Staff, TTC and PAC recommend that the Policy Board approve the Measure C Regional Transportation Program Update for Fiscal Year 2020-21.

#### E. Caltrans Report (Caltrans) [INFORMATION]

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#### A. Regional Clearinghouse (Jennifer Soliz) [APPROVE]

Exhibits: 

Regional Clearinghouse

**Summary:** The Clearinghouse Calendar contains "project notification and review reports" for grant proposals.

Project	Applicant
General management, oversight & coordination; emergency homeless shelter; public services; fire protection equipment	Fresno County

	Home program administration; homebuyer assistance; affordable housing development; Housing Assistance Rehabilitation Program	Fresno County
3.	General management, oversight & coordination; housing program administration; housing and commercial rehabilitation; public facilities & infrastructure improvement projects; public services	Fresno County
4.	Emergency Solutions grant administration; Emergency Solutions Grant	Fresno County
5.	Police vehicles 2020	City of Mendota

**Action:** Forward any comment(s) received or any Committee/Board comment(s) generated as a result of this information item to the appropriate agency.

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www.fresnocog.org

Fresno COG Policy Board MINUTES Thursday, June 25, 2020 5:30 PM

#### **Members Attending:**

Mayor Drew Bessinger, City of Clovis Mayor Ron Lander, City of Coalinga Mayor Elsa Lopez, City of Firebaugh Mayor David Cardenas, City of Fowler Mayor Rey Leon, City of Huron Mayor Pro Tem Gary Yep, City of Kerman Mayor Michelle Roman, City of Kingsburg Mayor Rolando Castro, City of Mendota Mayor Victor Lopez, City of Orange Cove Mayor Beltran, City of Parlier Mayor Pro Tem Mary Fast, City of Reedley Mayor Amarpreet Dhaliwal, City of San Joaquin Mayor Frank Gonzalez, City of Sanger Mayor Louis Franco, City of Selma Supervisor Sal Quintero, County of Fresno Michael Navarro, Caltrans Bryan Rome, Legal Counsel

#### Absent:

Councilmember Paul Caprioglio, City of Fresno

Tony Boren, Executive Director

**Quorum:** At the start of the meeting, there were 13 members representing 44.90% of the population. There was a quorum to conduct business. (Clovis, Coalinga, Firebaugh, Fowler, Fresno City, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma).

The meeting was called to order at 5:37pm by Mayor Cardenas (Fowler), Chair.

#### II. TRANSPORTATION CONSENT ITEMS

- B. Third Quarterly Work Element and Financial Report (Les Beshears) [APPROVE]
- D. 2020-21 Final State Transit Assistance Estimates (Les Beshears) [APPROVE]
- E. 2020-21 Final State of Good Repair Estimates (Les Beshears) [APPROVE]
- F. City of Parlier Transportation Development Act Claim (Les Beshears) [APPROVE]
- G. Appointments to the Fresno COG Social Service Transportation Advisory Council (SSTAC) (Todd Sobrado) [APPROVE]
- H. Clovis Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, Fiscal Year 2020-21 (Amy Hance) [APPROVE]
- I. Fresno County Rural Transit Agency Transportation Development Act Claim (Les Beshears) [APPROVE]
- J. Fresno County Rural Transit Agency 2020-21 Annual Budget (Moses Stites) [APPROVE]

Mayor Beltran (Parlier) pulled Item A and Mayor Pro Tem Fast (Reedley) pulled Item C.

After an opportunity for public comment, Mayor Beltan (Parlier) motioned and Mayor Castro (Mendota) seconded to approve the balance of the consent agenda. A roll call vote was taken 13 yes, members Fresno City, Huron and Orange Cove absent. The motion passed.

Quorum: Orange Cove joined, there were 14 members present, representing 45.84% of the population.

#### A. Executive Minutes of May 28, 2020 [APPROVE]

Mayor Beltran (Parlier) made the correction that she was in attendance. Not Mayor Pro Tem Pimentel. The change was noted and will be corrected.

#### C. 2020-21 Final Local Transportation Fund Estimates (Les Beshears) [APPROVE]

Mr. Beshears (FCOG) reported that the County Auditor-Controller initially estimated the 2020-21 Local Transportation Fund (LTF) apportionment at \$39,607,568. This number has been circulated among transit operators and member agencies since January to assist in preparing budget and claims. However, this number is pre-COVID-19. The Fresno County Transportation Authority's financial advisor Doug Montague has advised FCTA that sales tax collections could be reduced by 8.6 percent. Applied to the LTF estimate could result in an estimated apportionment of \$37,536,240. The Department of Finance projects tax receipts may be impacted lower by 27.5 percent. In such a climate, it is hard to predict what receipts will be. Staff recommends adopting the original number, considering it has been available for four months, and budgets and claims have already been prepared on that basis. However, this number will likely be revised downward significantly when the depth and breadth of the COVID-19 reduction in tax revenues become clearer.

Mayor Pro Tem Fast (Reedley) asked how Fresno COG will caution members agencies that will receive funds. Mr. Beshears responded that as claims are submitted for adoption, Fresno COG will advise member agencies that the numbers are tentative and provide updates throughout the year.

After an opportunity for public comment, Mayor Beltan (Parlier) motioned and Mayor Lopez (Orange Cove) seconded to approve Items A and Item C of the consent agenda. A roll call vote was taken 14 yes, members Fresno City and Huron absent. The motion passed.

**Quorum:** Huron joined, there were 15 members present, representing 46.56% of the population.

#### I. TRANSPORTATION ACTION/DISCUSSION ITEMS

#### A. Regional Transportation Plan/Sustainable Communities Strategy

#### 1. 2022 RTP/SCS Kick-off and Update (Kristine Cai) [INFORMATION]

Ms. Cai (FCOG) reported that Fresno COG is officially launching the 2022 RTP/SCS development process in June. The first RTP Roundtable meeting will be held at 2 p.m. on June 24. The RTP/SCS is updated every four years. The long-range plan provides policy guidance for transportation investment in the Fresno region for the next 20 years. An approved plan ensures transportation funding continues flowing into our region.

The 2022 RTP/SCS will have many challenges that include, but are not limited to: revenue shortfalls due to COVID 19, incorporating SB 743, new GHG reduction targets, transportation conformity under new SAFE vehicle rule, housing and employment forecast, public outreach, etc. The sixth cycle Regional Housing Needs Assessment (RHNA) will be developed in conjunction with the RTP/SCS.

It is critical that Fresno COG have strong and robust engagement from local governments, the general public and other stakeholders so that the process can be inclusive, and the policies and strategies developed in the RTP/SCS are representative of the region's values and vision.

There are 39 seats on the RTP Roundtable, including one for each member agency. Staff is requesting that each member agency inform Fresno COG of its representative on the Roundtable. The application package is available for applicants from non-member agencies: <a href="https://www.fresnocog.org/wp-content/uploads/2020/03/2022-RTP-Roundtable-application-for-appointment.pdf">https://www.fresnocog.org/wp-content/uploads/2020/03/2022-RTP-Roundtable-application-for-appointment.pdf</a>.

COG staff will provide monthly updates to the TTC/PAC and the Policy Board regarding the 2022 RTP/SCS progress

This item was informational only; no further action was required

#### 2. Fresno COG's Draft 2020 Public Participation Plan Adoption (Brenda Veenendaal) [APPROVE]

Ms. Veenendaal n(FCOG) reported that in accordance with public participation plan requirements, Fresno Council of Governments released it's draft 2020 Public Participation Plan (PPP) for a 45-day public review and comment period from March 3, 2020, through April 17, 2020. The Policy Board also held a public hearing during its regular May 2020 meeting.

The PPP is a plan intended to give Fresno COG's Policy Board and staff guidance in providing for public involvement and interagency consultation early and often during the regional planning process. It contains policies, guidelines, processes and procedures Fresno COG commits to implementing while seeking and fostering open public involvement during the decision-making process, regarding all matters within discretion. The PPP also identifies opportunities to be involved in the metropolitan transportation planning process. No comments were received regarding the plan.

After an opportunity for public comment, Mayor Dhaliwal (San Joaquin) motioned and Mayor Lopez (Orange Cove) seconded to adopt Fresno COG's 2020 Public Participation Plan. A roll call vote was taken 15 yes, member, Fresno City absent. The motion passed.

#### 3. Environmental Justice Subcommittee-Fresno County Position (Trai Her-Cole) [APPROVE]

Ms. Her-Cole (FCOG) reported that The Environmental Justice Subcommittee supports Fresno COG's Transportation Technical Committee (TTC). This subcommittee meets to assist Fresno COG staff in setting thresholds for environmental justice populations for the Environmental Justice Report within each Regional Transportation Plan.

The subcommittee was initially created with 10 positions to provide a full, diverse and equitable representation of the region's environmental justice populations. The subcommittee has not included a position for the County of Fresno. Staff is proposing to add an additional seat for a representative to be designated by the County of Fresno.

Fresno COG is also seeking recommendations for an east side city and west side city representative. Member jurisdiction staff interested in participating should contact Trai Her-Cole at traih@fresnocog.org.

The Board discussed adding a position for the participation for a member that is 25 years of age or younger. This discussion was tabled to be brought back to the Board formally at a later date.

After an opportunity for public comment, Mayor Beltran (Parlier) motioned and Mayor Pro Tem Fast (Reedley) seconded to add one seat to the EJ Subcommittee representing the County of Fresno. A roll call vote was taken 15 yes, member, Fresno City absent. The motion passed.

## B. Measure C Transit Oriented Infill Development (TOD) Program Eight Cycle Funding Recommendation (Kristine Cai/Trai Her Cole) [APPROVE]

Ms. Cai (FCOG) reported that the Measure C's Transit-Oriented Development (TOD) program was designed to boost transit ridership and encourage transit-supportive land uses, such as high-density residential and mixed-use development. The program is estimated to generate \$850,000 annually. The eighth cycle has \$1,015,750 available with rollovers from the previous years. The funding level is forecast to be lower for the next cycle due to the impact from the COVID-19 pandemic.

After an opportunity for public comment, Mayor Bessinger (Clovis) motioned and Mayor Franco (Selma) seconded to approve funding for cities of Fresno, Clovis and Reedley. A roll call vote was taken 15 yes, member, Fresno City absent. The motion passed.

## C. 2019-20 Congestion Mitigation and Air Quality Improvement (CMAQ) Program Regional Bid Project Recommendations (Braden Duran) [APPROVE]

Mr. Duran (FCOG) reported that On September 28, 2019, the Fresno COG Policy Board Issued a formal call-for-projects for the Congestion Mitigation and Air Quality Improvement (CMAQ) regional bid program. The available funding for this round was \$20,416,768. Staff received 51 applications, representing more than \$47 million in funding. The CMAQ scoring committee convened virtually over a video conferencing platform on May 6 and 7, 2020 to score projects and deliberate on the recommended funding of projects. The scoring committee comprised the following representatives: Clovis representing

the Fresno-Clovis metro area, Fresno County, east side cities, west side cities, Caltrans, Fresno COG, FCRTA (representing transit) and the San Joaquin Valley Air Pollution Control District.

The CMAQ scoring committee is recommending the following projects, in ranked order:

Applicant	Project Title (* = Cost-Effective Project)	CMAQ Funds Requested	Recommended Funding
Huron	Lassen Avenue Pedestrian Hybrid Beacons	\$416,994	\$416,994
Fresno	Blackstone Smart Mobility Project	\$1,792,800	\$1,792,800
FAX	Southwest Fresno Route 29	\$2,833,846	\$2,833,846
Fresno Unified	Purchase 5 CNG School Buses (Funded 3)*	\$973,224	\$583,935
Clovis	Shepherd Avenue Signal Interconnect	\$1,258,011	\$1,258,011
Clovis Unified	Purchase 4 CNG School Buses (Funded 2)*	\$769,199	\$384,600
Fresno County	Lincoln Ave Shoulder Improvements*	\$2,478,840	\$2,478,840
San Joaquin	Sutter Ave Paving Improvements*	\$637,453	\$637,453
Sanger	Fowler Switch Canal Trail and Bethel & Church Ave Bike Route Improvements	\$615,000	\$615,000
Clovis	DeWolf and Owens Mountain Roundabout	\$900,350	\$900,350
Southwest Trans	Purchase 6 CNG School Buses (Funded 2)*	\$1,354,508	\$451,503
Firebaugh	Alley Improvements*	\$463,162	\$463,162
Kingsburg	12th Avenue Sidewalks	\$77,020	\$77,020
Coalinga	Coalinga Multi-Use Trail Phase 3	\$1,147,526	\$1,147,526
Reedley	Reedley Paving Project 2019*	\$706,912	\$706,912
Coalinga	Coalinga Alley Paving Phase 2 (Segments 38-44)*	\$681,628	\$681,628
Firebaugh	J Street / 10th Street Improvements*	\$483,921	\$483,921
Selma	McCall and Dinuba Traffic Signal	\$838,114	\$838,114
Fresno	ITS Friant Road Adaptive Traffic Signal Synchronization Project	\$1,983,000	\$1,983,000
Fowler	7th Street and Merced Street Right Turn Pocket	\$132,795	\$132,795
Kingsburg	18th Avenue Sidewalks	\$139,876	\$139,876
Huron	Huron Alley Paving 2019*	\$532,702	\$532,702
Orange Cove	Orange Cove Alley Paving 2019*	\$418,476	\$418,476
Mendota	Alley Paving Project*	\$1,183,432	\$458,304

After an opportunity for public comment, Mayor Franco (Selma) motioned and Mayor Beltran (Parlier) seconded to approve the project recommendations for the 2019-20 CMAQ regional bid program. A roll call vote was taken 15 yes, member, Fresno City absent. The motion passed.

## D. Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study Consultant Selection (Braden Duran) [APPROVE]

Mr. Duran (FCOG) reported that the Fresno COG, in partnership with Madera County Transportation Commission, is conducting a study to determine the future transportation needs of the SR 41 corridor in the City of Fresno and the southern segment of SR 41 in Madera County. In addition, the study will analyze the future transportation needs of the Avenue 9 corridor in Madera County between SR 41 and SR 99.

The study will identify existing and future issues along the two corridors related to safety, mobility, congestion, etc., and recommend sustainable improvements that will address the transportation needs of the residents in both counties through multi-modal approaches. Issues to be addressed include mobility, access, safety, and connectivity for all modes of travel including automobiles, transit, walking, and bicycling. Ultimately, transportation projects the study identifies could potentially serve as candidate projects in both counties' transportation sales tax measure expenditure plans, as well as Fresno COG's and Madera CTC's 2022 Regional Transportation Plan(s). The scope of work is attached.

Fresno COG released a request for proposals on April 20, 2020 for consultant services and received five proposals. A consultant selection committee comprising representatives from Fresno COG, Madera CTC, City of Fresno, and Caltrans interviewed their top three consultants and unanimously chose IBI Group (along with sub-consultants RSG and BluePoint Planning). The IBI Group team will bring combined expertise in performance-based sustainable corridor planning, transportation and civil engineering, traffic modeling, public outreach, and economic development.

After an opportunity for public comment, Mayor Bessinger (Clovis) motioned and Mayor Lopez (Orange Cove) seconded to authorize the Executive Director to enter into a contract with IBI Group for an amount not to exceed \$399,747. A roll call vote was taken 14 yes, members Fresno City and Mendota absent. The motion passed.

#### E. Highway Infrastructure Program (HIP) Funding Allocation Recommendation (Suzanne Martinez) [APPROVE]

Ms. Martinez (FCOG) reported that In June 2018, Fresno COG received its first apportionment of \$2,438,180 in Highway Infrastructure Program (HIP) funds. (HIP funding Fact Sheet attached for reference). In October 2018, Fresno COG's Policy Board approved allocations to projects on the contingency list from the 2017/18 Surface Transportation Block Grant (STBG) Program call-for-projects. The original list of projects is attached. In summary, the 2018 HIP funding was allocated to eight additional projects, seven of which were awarded funding for their preliminary engineering (PE) phases only.

In 2019 and 2020, Fresno COG received additional apportionments of HIP funds totaling \$4,432,559. To assure delivery of the projects that received HIP funding in the first round, staff recommends the additional HIP funding be allocated to five of the seven projects that previously received PE-only HIP funds. The two remaining projects were recently awarded Surface Transportation Block Grant (STBG) funding in the 2019/2020 STBG call-for-projects and do not require additional funds. Funding the five remaining projects amounts to \$4,032,395, leaving \$400,164 available for additional award. For the remaining balance, staff recommends allocation to the first project on the 2019/2020 STBG contingency list. That project is the City of Clovis' Fowler Ave Rehabilitation Project. A spreadsheet is included with this agenda item detailing how staff proposes to allocate the additional HIP funding.

As implemented previously, staff will attempt to limit the number of projects with programmed HIP funding to make it easier to track obligation and expending deadlines. The RSTP/STBG regional bid funding discharged from any project and programmed with HIP would then be allocated to the projects on the proposed HIP funding list. If approved, staff will program these project changes in the next appropriate 2019 FTIP amendment.

After an opportunity for public comment, Mayor Bessinger (Clovis) motioned and Mayor Leon (Huron) seconded to approve allocating 2019 and 2020 HIP funding to 2017/2018 RSTP/STBG regional bid projects as presented. A roll call vote was taken 14 yes, members Fresno City and Mendota absent. The motion passed.

#### F. Fiscal Year 2020-2021 Unmet Transit Needs Assessment Findings Report (Todd Sobrado) [APPROVE]

Mr. Sobrado (FCOG) reported that Under California's Transportation Development Act, Fresno COG's Policy Board must determine that public transportation needs within Fresno County will be reasonably met in fiscal year 2020-21 prior to approving Local Transportation Fund claims for streets and roads. The Fresno COG Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs.

Each year the SSTAC begins soliciting comments by sending approximately 400 letters to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. The request for comments letters, in English and Spanish, were sent in February 2020.

In addition to the request for written comments, SSTAC held six formal meetings split evenly, with four in the Fresno-Clovis metropolitan area and two in rural communities (Kerman and Fowler). To facilitate participation in the rural meetings, FCRTA provided transportation to and from the meetings scheduled for the west side and east side of Fresno County.

The unmet transit needs meeting schedule was publicized in Fresno COG's e-newsletter; via public notices in the Fresno Bee and Vida En La Valle newspapers; and posted on Fresno COG's social media channels. The meetings were also publicized in the Fresno Area Express' e-newsletter, reaching more than 300 subscribers. Attendance ranged from zero to around 20 people.

After a thorough review of all comments and issues, the Social Services Transportation Advisory Council (SSTAC) found there to be no unmet transit needs that are reasonable to meet in Fresno County at its meeting on May 19, 2020.

Matthew Gillian, Inspire Transportation, addressed the committee stating that more needs to be done to include social service transit providers and social services transit riders in the Unmet Transit Needs process.

After an opportunity for public comment, Mayor Pro Tem Fast (Reedley) motioned and Mayor Roman (Kingsburg) seconded to approve Resolution 2020-19, and find that there are no unmet transit needs that are reasonable to meet in Fresno County. A roll call vote was taken 15 yes, member, Fresno City absent. The motion passed.

## G. Circuit Planner and Engineer – End of FY 2019-20 Update on Tasks and Discussion (Braden Duran/Meg Prince) [INFORMATION/DISCUSSION]

Mr. Duran (FCOG) reported that Fresno COG's Circuit Planner and Engineer Program is wrapping up its contract with Rincon Consultants, Inc. and subconsultants. Fresno COG staff, management, and Rincon's project manager met in May to discuss the FY 2020-21 contract's goals and priorities. One proposal centered on designing a template for a model zoning ordinance that all jurisdictions could use because many of the member agencies have outdated zoning ordinances. Attached with this item is a copy of the draft model zoning ordinance Rincon developed.

Additionally, below is the update on tasks underway that will roll-over into the new contract:

#### **Circuit Planning & Engineering**

 Reedley Manning/Buttonwillow Master Plan Assistance – VSCE will provide updated drafts based on City and Rincon's comments.

#### **Circuit Planning**

Selma Downtown Multi-Use Overlay Zone – Rincon has confirmed the zone boundary with the City. The next step is to
provide an outline/summary, including the Overlay Zone's purpose and goals, to present to the Planning Commission
and/or City Council for their input before June 30, 2020. Based on that input, the project would move forward in the
next FY contract.

#### **Circuit Engineering**

Conducting active transportation counts have been put on hold during the COVID-19 pandemic.

Eric VonBerg, Rincon Consultants, presented to the Committee on the Model Zoning Ordinance and next steps.

This item was informational only; no further action was required

#### H. Caltrans Report (Caltrans) [INFORMATION]

Mr. Navarro (Caltrans) reported:

- A new Caltrans Director has been appointed, Diana Gomez, she will start next month.
- COVID-19 has not affected projects, bids are still going out and construction continues.
- Planning Grants have been awarded and announced. Congratulations to Clovis and City of Fresno.
- City of Kingsburg to Selma SR 99 rehabilitation Construction started in April and is anticipated to end in spring 2021.
   Mayor Roman's safety concerns expressed were discussed with Kingsburg City Manager and the Fire Chief. Caltrans maintenance crew will be addressing these issues over the next couple of weekends. Completion is scheduled for Spring of 2021
- City of Selma to Fowler SR 99 rehabilitation Project will go before the CTC next week for allocation. Construction to begin in the Summer of 2021
- Kings Canyon Expressway SR 180 Segment 3; Major traffic shift took place. The project is estimated to be completed by September.

This item was informational only; no further action was required

#### II. ADMINISTRATIVE CONSENT ITEMS

#### A. CONTRACTS

- 1. WSP On-Call Contract for Regional Transportation Mitigation Fee Services (Les Beshears) [APPROVE]
- 2. LSA Contract Extension (Kristine Cai) [APPROVE]
- 3. Circuit Planner and Engineer Program Contract Renewal / Extension (Meg Prince / Braden Duran) [APPROVE]
- 4. Walker Consultants Contract Extension (Jennifer Soliz) [APPROVE]
- 5. 2019 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program Contracts (Peggy Arnest) [APPROVE]

- 6. Ecointeractive Contract (Suzanne Martinez) [APPROVE]
- 7. Regional Transportation Planning Agencies Valleywide Coordinator (Robert Phipps) [APPROVE]
- B. Regional Clearinghouse (Jennifer Soliz) [APPROVE]
- C. Monthly Legislative Report INVEST in America Act (Trai Her-Cole) [INFORMATION]

After an opportunity for public comment, Mayor Lopez (Orange Cove) motioned and Mayor Leon (Huron) seconded to approve the consent agenda as presented. A roll call vote was taken 14 yes, members Fresno City and Mendota absent. The motion passed.

#### III. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

## A. San Joaquin Valley Multi-Agency Working Group Regional Early Action Planning Grants Program (Robert Phipps) [APPROVE]

Mr. Phipps (FCOG) reported that the San Joaquin Valley Multi-Agency Working Group for Regional Early Action Planning (REAP) designated Fresno COG as its Valleywide fiscal agent for the state-sponsored grant program.

REAP funds are intended as an incentive for local jurisdictions and regions to undertake the early planning work necessary to prepare for the sixth cycle Regional Housing Needs Assessment, which is expected to yield anywhere from one-and-a-half to three times the number of housing units required by the State for permitting as in previous cycles.

Under the fiscal agent designation, Fresno COG staff submitted a REAP application for \$4,743,830, representing the first 25 percent of available funds Valleywide. The California Department of Housing and Community Development (HCD) approved that application in May, but requires grantees to adopt a resolution authorizing an official to sign agreements. The grant is included in the adopted 2020-21 Overall Work Program and budget.

After an opportunity for public comment, Mayor Leon (Huron) motioned and Mayor Franco (Selma) seconded to adopt Resolution 2020-24 authorizing Fresno COG's executive director to sign the agreement with the Department of Housing and Community Development (HCD) to receive funding and administer the San Joaquin Valley Regional Early Action Planning program. A roll call vote was taken 14 yes, members Fresno City and Mendota absent. The motion passed.

#### **IV. OTHER ITEMS**

#### A. Items from Staff

There were no items from staff.

#### B. Items from Members

There were no items form members

#### V. PUBLIC PRESENTATIONS

#### A. Public Presentations -

Tony Boew

There were no public comments.

Mayor Lopez (Orange Cove) motioned and Mayor Leon (Huron) seconded to adjourn the meeting. A roll call vote was taken 14 yes, members Fresno City and Mendota absent. The motion passed.

The meeting was adjourned to FCRTA at 7:15 p.m.

Respectfully submitted,

Tony Boren

#### <u>Public:</u>

Amy Hance, City of Clovis Eric VonBerg, Rincon Matthew Gillian, Inspire Transportation

#### Staff:

Kristine Cai

Les Beshears

**Robert Phipps** 

Jennifer Soliz

Trai Her-Cole

Braden Duran

Peggy Arnest

Kai Han

Meg Prince

Brenda Veenendaal

Suzanne Martinez

Jeff Long

**Todd Sobrado** 

**Moses Stites** 

Janelle Del Campo

Jeaneen Cervantes

Enter Date: 6/2/2020 Claimant Name: City of Fowler

#### TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2020/21

Instructions: Please note that each page of this claim is a separate worksheet, please click through all tabs and complete. Also note that light yellow fields require an entry if applicable, light grey fields contain formulas that will automatically calculate based on corresponding entries. A date and claimant name field is at the top of the first page, and automatically repeats on following pages, (date should be formatted 00/00/0000)

When completed, please print, sign and send signed original via mail to:

Les Beshears, Director of Finance, Fresno Council of Governments, 2035 Tulare Street, Suite 201, Fresno, CA 93721

From: Applicant:	City of Fowler	
Address:	128 S 5th St	
City/State/Zip:	Fowler, CA 93625	
Contact Phone/email:	559-834-3113 ext 104 / ruyeda@ci.fowler.ca.us	

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund		
Apportionment:	\$	249,510.00
Unexpended, Held by Claimant:	\$	279,367.00
Other Agency:		
State Transit Assistance Fund		
Estimate:	\$	55,669.00
Unexpended, Held in Trust:		
Other		
Other:		
	]	TOTAL
Five hundred eighty-four thousand, five hundred forty-six dollars	\$	584,546.00
snell out total amount in above cell		

ieii out totai amount in above ceii

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund.

Please print and sign after completing form **Authorized Signature:** Name/Title: Randy Uyeda, Finance Director Date: 6/16/2020



Enter Date:

6/2/2020

Claimant Name: City of Fowler

#### TRANSPORTATION FUNDING CLAIM DETAIL FOR FISCAL YEAR: 2020/21

PURPOSE		AMOUNT	SUBTOTAL
1. Bicycle & Pedestrian Fac	cilities:		
•	Article 3: \$	4,983.00	
	Article 8a:		
	Audit Exceptions (General Fund Payback);	20.000.00	
	Unexpended Funds, Held by Claimant: \$	28,669.00	<b>6</b> 22.050.00
			\$ 33,652.00
2. Regional Transportation	Planning: \$	6,959.00	\$ 6,959.00
3. Public Transportation	State Transit Assistance Funds (STA): \$	-	
	Other:		
			\$
4. Community Transit Serv	ice CTSA, Article 4.5:	12,557.00	\$ 12,557.00
·		, i	
5. Streets & Roads:	Article 8a: \$	102,893.00	1
	Unexpended Funds, Held by Claimant: \$		
			\$ 353,591.00
6. To Be Claimed By:			
o. To be claimed by.	Fresno County Rural Transit Agency LTF: \$	122,118.00	
	Fresno County Rural Transit Agency STA: \$		
	Other \$		
	_		\$ 177,787.00
7. Reserve in Fund Pending	g Further Claiming		\$
		GRAND TOTAL	\$ 584,546.00
	Claim Total Must Agree With Tota		\$ 584,546.00
		Transit Claims	\$ 197,303.00
	GRAND TOTAL PAYABLE		\$ 387,243.00

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

	Date:	

6/2/2020

Claimant Name: City of Fowler

#### **BICYCLE AND PEDESTRIAN FACILITIES FOR FISCAL YEAR: 2020/21**

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

PROJECT TITLE & BRIEF DESCRIPTION	PROJE	CT COST
1. Various Bicycle & Pedestrian Facilities throughout the claimant's jurisdiction:	\$	4,983.00
AND/OR:		
Other - describe briefly if applicable:	<b> </b> \$	-
Other - describe briefly if applicable:	\$	-
Other - describe briefly if applicable:	\$	-
TOTAL PROJECT COSTS	\$	4,983.00

#### STREETS AND ROADS CLAIM FOR FISCAL YEAR: 2020/21

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

ROJECT TITLE & BRIEF DESCRIPTION	PRO	DJECT COST
1. Development, Construction & Maintenance Facilities throughout the claimant's	;	
jurisdiction	\$	102,893.00
AND/OR:	\$	-
Other - describe briefly if applicable:	\$	-
Other - describe briefly if applicable:	\$	-
Other - describe briefly if applicable:	\$	-
TOTAL PROJECT COSTS	\$	102,893.00

Enter Date: 6/2/2020

Claimant Name: City of Fowler

## **CONTINGENCY PROJECT LISTING FOR FISCAL YEAR: 2020/21**

CHECK ALL THAT APPLY (Enter "X" in yellow box)

BIC)	CLE AND PEDESTRIAN FACILITIES  Article 3	PUBLIC TRANSPORTATION  Article 4	STREETS & ROADS  x Article 8a
		ASSURANCES FOR CLAIN SURANCES: (initial yellow box all that	
		ursuant to PUC 99245 and 21 Cal. Code	t, with required certification statement, to e of Regulations Section 6664 for the prior it will be completed for the current fiscal
x	<b>B.</b> Claimant certifies that it has submitted to PUC 99243.	d a State Controller Report to the RTPA	and to the State Controller, pursuant
	he undersigned hereby certifies that t Please print and sign after completing t		rrect.
	Authorized Signature:	The	
	Name/Title: Randy Uye Date: 6/16/2020	eda, Finance Pirector	

# BEFORE THE FRESNO COUNCIL OF GOVERNMENTS RESOLUTION NO. 2020-26

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

## TRANSPORTATION DEVELOPMENT ACT OF 1971

TRANSPORTATION FUNDING CLAIM FOR THE CITY OF FOWLER, 2020-26

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Fowler has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Fowler has been reviewed and the following findings are hereby made:

- 1. The Funding Claim submitted by the City of Fowler has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
- 2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
- 3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the City of Fowler and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 30<sup>th</sup> day of July, 2020.

AYES:	
NOES:	
ABSTAIN:	
ABSENT:	
ATTEST:	Signed:_ David Cardenas, Chair
I hereby certify that the foregoing is a true copy of a resolution Council of Governments duly adopted at a regular meeting date	

Signed: Tony Boren, Executive Director

Enter Date: 6/8/20220 Claimant Name: City of Huron

#### TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2020/21

Instructions: Please note that each page of this claim is a separate worksheet, please click through all tabs and complete. Also note that light yellow fields require an entry if applicable, light grey fields contain formulas that will automatically calculate based on corresponding entries. A date and claimant name field is at the top of the first page, and automatically repeats on following pages, (date should be formatted 00/00/0000)

When completed, please print, sign and send signed original via mail to:

Les Beshears, Director of Finance, Fresno Council of Governments, 2035 Tulare Street, Suite 201, Fresno, CA 93721

From: Applicant:	City of Huron	
Address:	P.O. Box 339	
City/State/Zip:	Huron, CA 93234	714
Contact Phone/email:	(559) 945-2241 / jcastro001@yahoo.com	

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund		
Apportionment	: \$	281,871.00
Unexpended, Held by Claiman	t:	Commence of
Other Agency	<b>/:</b>	
State Transit Assistance Fund		
Estimate	: \$	62,958.00
Unexpended, Held in Trus	t:	
Other		
Other	<b>:</b>	
	_	
		TOTAL
Three-hundred and forty-four thousand, eight-hundred and twenty-nine	\$	344,829.00

spell out total amount in above cell

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund.

Please print and sign after completing form

Authorized Signature:
Name/Title:

Jack Castro / City Manager



Date:

6/8/2020

Enter Date: 6/8/20220

Claimant Name: City of Huron

#### TRANSPORTATION FUNDING CLAIM DETAIL FOR FISCAL YEAR: 2020/21

PURPOSE		AMOUNT	SUBTOTAL
1. Bicycle & Pedestrian Fac	Article 3: S Article 3: S Article 8a: Audit Exceptions (General Fund Payback); Unexpended Funds, Held by Claimant:	\$ 5,636.00	
		9	\$ 5,636.00
2. Regional Transportation	Planning:	\$ 7,870.00	\$ 7,870.00
3. Public Transportation	State Transit Assistance Funds (STA): State Other:	\$ -	\$ -
4. Community Transit Servi	ce CTSA, Article 4.5:	\$ 13,894.00	\$ 13,894.00
5. Streets & Roads:	Article 8a: S Unexpended Funds, Held by Claimant:	\$ 70,756.00	\$ 70,756.00
6. To Be Claimed By:			
		\$ 183,715.00 \$ 62,958.00 \$ -	\$ 246,673.00
7. Reserve in Fund Pending	Further Claiming		-
	Claim Total Must Agree With Tot Minus Nor GRAND TOTAL PAYABLE	n Transit Claims	\$ 344,829.00 \$ 344,829.00 \$ 268,437.00 \$ 76,392.00

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Enter Deter (2/0/20220	Claimant Name (City of III
Enter Date: 6/8/20220	Claimant Name: City of Huron

#### **BICYCLE AND PEDESTRIAN FACILITIES FOR FISCAL YEAR: 2020/21**

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

PROJECT TITLE & BRIEF DESCRIPTION	PROJEC	T COST
1. Various Bicycle & Pedestrian Facilities throughout the claimant's jurisdiction:	\$	5,636.00
AND/OR:		
Other - describe briefly if applicable:	\$	
Other - describe briefly if applicable:	\$	
Other - describe briefly if applicable:	\$	
TOTAL PROJECT COSTS	\$	5,636.00

#### STREETS AND ROADS CLAIM FOR FISCAL YEAR: 2020/21

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST			
1. Development, Construction & Maintenance Facilities throughout the claimant's				
jurisdiction:	\$ 70,756.00			
AND/OR:	\$ -			
Other - describe briefly if applicable:	\$ -			
Other - describe briefly if applicable:	\$ -			
Other - describe briefly if applicable:	\$ -			
TOTAL PROJECT COSTS	\$ 70,756.00			

Enter Date: 6/8/20220

Claimant Name: City of Huron

## CONTINGENCY PROJECT LISTING FOR FISCAL YEAR: 2020/21

CHECK ALL THAT APPLY (Enter "X" in yellow box)

X	CLE AND PEDESTRIAN FACILITIES  Article 3	PUBLIC TRANSPORTATION  Article 4	STREETS & ROADS  X Article 8a
		O ASSURANCES FOR CLAI SSURANCES: (initial yellow box all th	
X	A. Claimant certifies that it has submitte the RTPA and to the State Controller, pu fiscal year (project year minus two). Clai year (project year minus one).	ursuant to PUC 99245 and 21 Cal. Code	it, with required certification statement, to e of Regulations Section 6664 for the prior nt will be completed for the current fiscal

B. Claimant certifies that it has submitted a State Controller Report to the RTPA and to the State Controller, pursuant

The undersigned hereby certifies that the above statements are true and correct.

Please print and sign after completing form

to PUC 99243.

Authorized			
Signature:			
Name/Title:		Jack Castro / City Manager	
Date:	6/8/2020	-	

#### **RESOLUTION NO. 2020-2092**

# A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HURON TO SUBMIT CLAIM LOCAL TRANSPORATION AND STATE TRANSIT ASSISTANCE FUNDS

**WHEREAS,** Fresno Council of Governments submits on behalf of the Cities a claim or Local Transportation Fund and State Transit Fund; and

WHEREAS, the City is entitled to \$344,829.00 (Three Hundred Forty-Four Thousand, Eight Hundred Twenty-Nine) for Fiscal Year 2020/2021 and

WHEREAS, the City expects to receive \$281,871.00 from LTF (Article 8a) funds and \$62,958.00 (Sixty-Two Thousand, Nine Hundred Fifty Eight) from LTF, (Article 3) funds; and

**NOW, THEREFORE BE IT RESOLVED**, that the City of Huron authorizes the City Manager to submit the Transportation Funding Claim for 2020/2021 Fiscal Year.

The foregoing Resolution was duly adopted by the Huron City Council at the regular meeting on the 3<sup>rd</sup> day of June, 2020, by the following vote to wit:

AYES:

Pimentel, Solorio, Leon

NOES:

0

ABSENT:

Morales, Plasencia

ABSTAIN: 0

Rey Leon, Mayor

ATTEST:

Yuanita M Veliz City Clerk

# BEFORE THE FRESNO COUNCIL OF GOVERNMENTS RESOLUTION NO. 2020-27

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

## TRANSPORTATION DEVELOPMENT ACT OF 1971

TRANSPORTATION FUNDING CLAIM FOR THE CITY OF HURON, 2020-27

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Huron has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Huron has been reviewed and the following findings are hereby made:

- 1. The Funding Claim submitted by the City of Huron has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
- 2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
- 3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the City of Huron and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 30<sup>th</sup> day of July, 2020.

AYES:	
NOES:	
ABSTAIN:	
ABSENT:	
ATTEST:	Signed:_ David Cardenas, Chair
I hereby certify that the foregoing is a true copy of a resolution Council of Governments duly adopted at a regular meeting date	

Signed: Tony Boren, Executive Director

TO:		Fresno County Transp	ortation Authority	
FROM:		Fresno County Counci	of Governments (Fresno COG)	
Co	ddress: <u>2035 Tula</u> ontact: <u>Les Besh</u> XX: <u>559.233.964</u>		Local Agency Name City: Fresno Zip Code:Telephone:Email Address: beshears@fi	559.233.4148 EXT 209
	Regional Public  □ Fresno Are □ Clovis Tran □ FCRTA □ PTIS/Trans ✓ ADA/Senior □ Farmworke □ Car/Van Po	a Express E sit E it Consolidation E rs/Paratransit E r Van Pools E pols	ocal Transportation Program  Street Maintenance  ADA Compliance  Flexible Funding	Alternative Transportation Program  ☐ Rail Consolidation Subprogram Environmental Enhancement Program ☐ School Bus Replacement ☐ Transit Oriented Infrastructure for In-Fill Administrative/Planning Program ☐ Fresno COG
2.	Local Ager	ncy Name	("claimant") is an eligible claimant of fu Itilities Code Section 142257.	nds for local transportation
3.	setting <u>0.79%</u> of to the claimant. (a) Monthly (b) Complian	f <u>\$71,942,797</u> (or <b>\$568,</b> On behalf of claimant, I payments consistent wit nce with Steps A and E	348) for the Subprogram or Category of hereby request release of the funds to the adopted percentage, based on actual	portionment for Fiscal Year 2020-2021 of funds checked above and available o claimant in accordance with: al receipts (SIP) – Local Agency Pass-Through
4.	(a) That the funds wh funds is (b) That clai support proved the Call Public U accepted	nich claimant had previor prohibited by California imant has segregated puther Subprogram or Cathorough audit or that the imant shall account for tilities Code Section 14 discounting principles	ory of funds checked above are not be usly used for local transportation purpor Public Utilities Code Section 142257. Property tax revenues from claimant's egory of funds checked above so that non-substitution of funds shall apply to Subprogram or Category of funds checked 2257. Claimant shall maintain current	ecked above and received pursuant to t records in accordance with generally ures for each type of eligible purpose.
5.	Claimant under Transportation procedures.	rstands that should fi Authority will take imr	nancial or compliance audit except nediate steps to resolve the excepti	ions be found, the Fresno County ions in accordance with its adopted
		Authorized Signature: Title: Date:	Executive Director 07/30/20	
*	Formal A	Action for Approval and Fresno County Transp	Submittal Approved by:  portation Authority Board Date:	

Measure C Extension Strategic Implementation Plan Appendix D

TO:	Fresno County Tran	sportation Authority	
FROM:	Fresno County Cour	ncil of Governments (Fresno COG)	
Address: 2035 Tul	are Street, Suite 201	Local Agency Name City: Fresno Zip Code	·03721
Contact: Les Bes			: <u>559.233.4148 EXT 209</u>
FAX: 559.233.964		Email Address: beshears@1	
Regional Public  Fresno Are Clovis Tran FCRTA PTIS/Trans ADA/Senio Farmworke Car/Van Po	sit Consolidation rs/Paratransit er Van Pools pols	Local Transportation Program  ☐ Street Maintenance ☐ ADA Compliance ☐ Flexible Funding ☐ Pedestrian/Trails Urban ☐ Pedestrian/Trails Rural ☐ Bicycle Facilities Regional Transportation Program	Alternative Transportation Program  ☐ Rail Consolidation Subprogram Environmental Enhancement Program ☐ School Bus Replacement ☐ Transit Oriented Infrastructure for In-Fill Administrative/Planning Program ☐ Fresno COG
	nology Reserve	Fresno Airports	
	<u>Council of Governmen</u> Local Agency Name ant to California Public	ts ("claimant") is an eligible claim c Utilities Code Section 142257.	ant of funds for local transportation
setting <u>0.58</u> % o to the claimant. (a) Monthly (b) Complia	f \$71,942,797 (or \$41 On behalf of claiman payments consistent nce with Steps A and	uthority has adopted a Resolution of Appl 17,268) for the Subprogram or Category t, I hereby request release of the funds to with adopted percentage, based on actual B of the Strategic Implementation Plan Revenue Program Funding	of funds checked above and available o claimant in accordance with: al receipts
(a) That the funds where funds is (b) That classupport proved to the funds of the funds is the funds of the f	nich claimant had prev prohibited by Californi imant has segregated the Subprogram or C hrough audit <u>or</u> that th imant shall account for tilities Code Section d accounting principle	r as follows:  gory of funds checked above are not be viously used for local transportation purportia Public Utilities Code Section 142257.  d property tax revenues from claimant's attegory of funds checked above so that he non-substitution of funds shall apply to or Subprogram or Category of funds checked 142257. Claimant shall maintain currentless and shall separately record expendituords available to the Authority for inspect	other general fund revenues used to verification of non-substitution can be claimant's entire general fund. ecked above and received pursuant to t records in accordance with generally ures for each type of eligible purpose.
<ol><li>Claimant unde Transportation procedures.</li></ol>	rstands that should Authority will take ir Authorized Signa	financial or compliance audit except mediate steps to resolve the except ture:  Executive Diffector	ions in accordance with its adopted
	Title:	Executive Director	and the part of the second sec
	Date:	07/30/2020	
Formal A		d Submittal Approved by:	

TC	O:	Fresno County Trans	sportation	on Authority	
FF	ROM:	Fresno County Cour	cil of G	overnments (Fresno COG)	
Co	ddress: <u>2035 Tul</u> ontact: <u>Les Besl</u> AX: <u>559.233.964</u>			Local Agency Name City: Fresno Zip Code: Telephone: Email Address: beshears@fre	559.233.4148 EXT 209
1.	Regional Public  Fresno Are Clovis Tran FCRTA PTIS/Trans ADA/Senio Farmworke Car/Van Pc	sit  it Consolidation rs/Paratransit r Van Pools	Local 1  St AI FI Pe	Transportation Program	Alternative Transportation Program  Rail Consolidation Subprogram Environmental Enhancement Program School Bus Replacement Transit Oriented Infrastructure for In-Fill Administrative/Planning Program Fresno COG
2.	Local Ager	ncy Name		mant") is an eligible claimant of fui s Code Section 142257.	nds for local transportation
3.	setting <u>0.58%</u> or to the claimant.  (a) Monthly  (b) Complian	f <u>\$71,942,797</u> (or <b>\$41</b> On behalf of claimant payments consistent v	<b>7,268</b> ) to the first the	for the Subprogram or Category of by request release of the funds to opted percentage, based on actua ne Strategic Implementation Plan	
4.	(a) That the funds wh funds is (b) That cla support proved the Public U accepted	nich claimant had prev prohibited by Californi imant has segregated the Subprogram or Co hrough audit or that the imant shall account for tilities Code Section of diaccounting principle	gory of riously use Public I proper ategory e non-sor Subp 142257.	funds checked above are not beinged for local transportation purpoint Utilities Code Section 142257. It is a revenues from claimant's of funds checked above so that substitution of funds shall apply to rogram or Category of funds checked claimant shall maintain current	cked above and received pursuant to records in accordance with generally res for each type of eligible purpose.
5.	Claimant under Transportation procedures.	rstands that should Authority will take in Authorized Signa Title: Date:	nmedia	al or compliance audit exception to steps to resolve the exception to step	ons be found, the Fresno County ons in accordance with its adopted
_	Formal A	Action for Approval an	d Subm	ittal Approved by:	
		Fresno County Tran	sportati	on Authority Board Date:	

TO:	Fresno County Transpo	ortation Authority	
FROM:	Fresno County Council	of Governments (Fresno COG)	
Address: 2035 Tula Contact: Les Besh FAX: 559.233.964		Local Agency Name City: Fresno Zip Code:9:Telephone:Email Address: beshears@fre	559.233.4148 EXT 209
Regional Public  Fresno Area Clovis Tran FCRTA PTIS/Trans ADA/Senior Farmworkei Car/Van Po	a Express  sit  cit Consolidation  rs/Paratransit  r Van Pools	cal Transportation Program  Street Maintenance  ADA Compliance  Flexible Funding  Pedestrian/Trails Urban  Bicycle Facilities	Alternative Transportation Program  ☐ Rail Consolidation Subprogram Environmental Enhancement Progran ☐ School Bus Replacement ☐ Transit Oriented Infrastructure fo In-Fill Administrative/Planning Program ☑ Fresno COG
	Council of Governments  Local Agency Name ant to California Public Ut	("claimant") is an eligible claima	ant of funds for local transportation
setting <u>0.50</u> % of and available to with:  (a) Monthly p  (b) Complian	f <u>\$71,942,797</u> (or <b>\$359,</b> 7 the claimant. On behalf payments consistent with	ority has adopted a Resolution of Apportant the amount for the Subprogram of claimant, I hereby request release of adopted percentage, based on actual of the Strategic Implementation Plangenue Program Funding	or Category of funds checked above of the funds to claimant in accordance receipts
(a) That the funds wh funds is p (b) That claim support to proved th (c) That claim Utilities (caccepted)	ich claimant had previou prohibited by California Promant has segregated prome Subprogram or Categorough audit or that the normant shall account for Scode Section 142257.  accounting principles a	y of funds checked above are not bei	verification of non-substitution can be claimant's entire general fund. bove and received pursuant to Public cords in accordance with generally res for each type of eligible purpose.
			ons be found, the Fresno County ons in accordance with its adopted
Formal A	ction for Approval and S	ubmittal Approved by:	

## BEFORE THE FRESNO COUNCIL OF GOVERNMENTS RESOLUTION NO. 2020-25

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

## TRANSPORTATION DEVELOPMENT ACT OF 1971

TRANSPORTATION FUNDING CLAIM FOR THE **MEASURE C**, 2020-25

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the Measure C has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the Measure C has been reviewed and the following findings are hereby made:

- 1. The Funding Claim submitted by the Measure C has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
- 2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
- 3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the Measure C and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 30<sup>th</sup> day of July, 2020.

AYES:			
NOES:			
ABSTAIN:			
ABSENT:			
ATTEST:	Signed:_ David Cardenas, Chair		
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 dated above.			

Signed: Tony Boren, Executive Director



Subject: Fresno Council of Governments Electric Vehicle Readiness Plan: Baseline

**Conditions Assessment Section** 

## **OVERVIEW & PURPOSE:**

Determining specific strategies which will support economic and equitable adoption of electric vehicles in Fresno County requires a detailed understanding of current plug-in electric vehicle (PEV) conditions, including electric vehicle adoption rates for county residents and transportation agencies, existing infrastructure, and their key drivers and barriers.

As such, the project team has conducted a thorough baseline conditions assessment as a critical component of developing a comprehensive and effective Fresno Council of Governments Electric Vehicle Readiness Plan (Plan). The results of this assessment will serve as a foundation and guide to prioritizing and selecting specific PEV enablement strategies, including e-Mobility<sup>1</sup> options and public charging infrastructure locations for inclusion in the Plan.

This memorandum presents key findings from the project team's review of the existing and baseline conditions as deemed relevant to advancing efficient and equitable adoption of passenger PEVs within Fresno County. This analysis includes current levels of PEV adoption, availability of charging infrastructure for public use, and tail pipe emissions. Results for the existing regional transit fleet are also presented in this document.

## **EXISTING PEV CONDITIONS**

An assessment of existing conditions within Fresno County was conducted by considering many parameters including the following:

- Adoption of electric vehicles by residents and transportation agencies
- Mean household income
- Home ownership rates
- Local public transportation fleets
- Existing publicly available charging infrastructure
- Transit fleet depots and fleets

## INFORMATION GATHERING AND VALIDATION

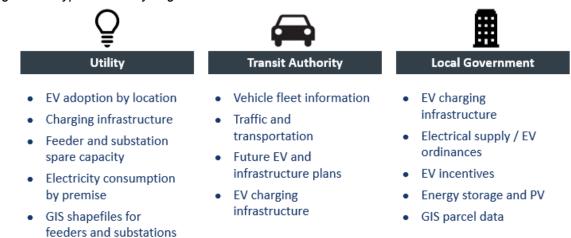
Information used to analyze FCOG's existing conditions was gathered from participating organizations using a request-for-information process, and desktop research. The results of the analysis were then presented to the stakeholder working group.

To collect information for the analysis, the project team utilized publicly-available datasets. Additionally, a Request for Information (RFI) was issued to relevant stakeholders, including transit agencies, local governments and the primary utility, requesting additional necessary data that included:

<sup>1</sup> eMobility refers to a range of electricity powered transportation options, not just private vehicles.



Figure 1 – Type of Data by Organization



Source: Energeia

Data gaps were estimated based on publicly available data, substitute data, or alternative estimation methods. An example of the table sent is included in the appendix.

The results of the existing conditions analysis, presented in the following sections, were presented to the stakeholder working group for feedback and will be further validated during the public consultation process.<sup>2</sup>

## **EXISTING ELECTRIC VEHICLES**

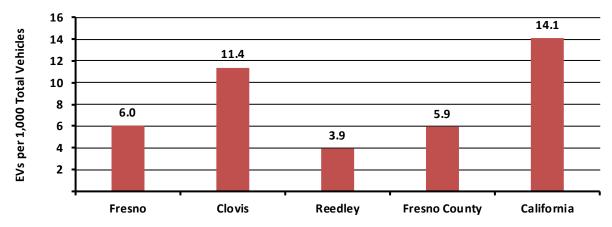
In order to conduct data-driven projections and forecasts on expected PEV adoption by Fresno County residents under current and potential future conditions, data gathering was conducted utilizing data obtained through the RFI process and from the Department of Motor Vehicles (DMV), which provided data on PEVs registered in the County.

Public adoption of PEVs is defined as the number of the number of passenger and light truck PEVs purchased divided by the total number of passenger vehicles in the county. Data for public adoption of PEVs within Fresno County is presented in Figure 1 and is in terms of number of PEVs per 1,000 vehicles.

<sup>&</sup>lt;sup>2</sup> The Stakeholder Working Group membership and meetings will be summarized elsewhere in the Plan.



Figure 1 – PEV Adoption per 1,000 Vehicles



Source: CA DMV (2018), Energeia analysis

The above findings show that the County currently has a lower adoption of PEVs than the California state average. Fresno and Reedley have significantly lower PEV penetration than the rest of the state, with Clovis being closer to California's average adoption.

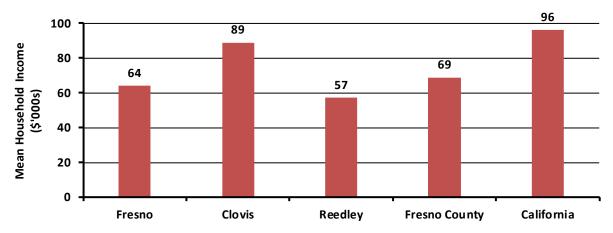
Differences in observed adoption within Fresno County, and in particular the major cities, compared to the California state average, are likely attributed to differences in key early adopter drivers, including income, home ownership and number of cars owned.

## MEAN INCOME

Early adopters of PEVs have shown to be above average in income, own their own home, and own multiple vehicles to overcome the limited range of early vehicles.<sup>3</sup>

Average income within Fresno County mirrors PEV adoption rates in Fresno county and cities to date and can be seen in Figure 2. This is evidenced by the comparison of Figures 1 and 2.

Figure 2 – Mean Household Income (in thousands of dollars)



<sup>&</sup>lt;sup>3</sup> Scott Hardman et al. (2016), *Comparing high-end and low-end early adopters of battery electric vehicles*, https://www.sciencedirect.com/science/article/pii/S0965856416302208



Source: Census Data (2017), Energeia analysis

The census sourced figures above show the mean household income within Fresno County is significantly lower than the state-wide mean. Lower income may be a key barrier to early adoption of PEVs for a number of reasons. Some of these households may not have a vehicle at all, much less interest or capability to purchase a new electric vehicle. Higher income households tend to adopt electric vehicles as a secondary vehicle and own a conventional internal combustion engine vehicle to support longer trips.

Although EVs are expected to hit cost parity with ICEs within the next few years, cost premiums compared to an equivalent ICE model are a reality for most EV models. For low income households, depending on their cost burden, they may not be able to purchase a second vehicle. These households comprise a subset of disadvantaged communities within Fresno County in which alternative modes of electrified transportation, such as ride sharing services and public transportation, may need to be explored to help overcome the aforementioned barriers. These populations will need additional financial resources and support to help achieve state PEV adoption targets. Strategies for addressing the resource gap will be included as part of the funding resources conducted as part of this work.

## HOME OWNERSHIP

Another potential barrier to PEV adoption is renting a home. Renters can face increased difficulty in installing a home charger, generally a pre-requisite for purchasing a PEV in the absence of a robust public charging network. Additionally, renters often lack financial capacity compared to homeowners, and have an increased likelihood of moving in the near-term, undermining any economic incentive to buy a PEV. Both of these characteristics make this demographic less likely to purchase a PEV.

The localized data shows that Fresno City and County both have above average levels of renters compared to statewide levels (Figure 3). The low level of home ownership within the County supports the current observed lower levels of PEV adoption.

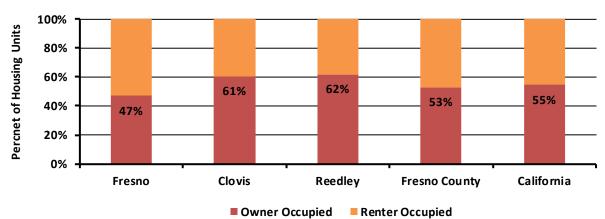


Figure 3 – Home Ownership Rates

Source: Census Data (2017), Energeia analysis



## Number of Vehicles per Household

Early adopters of EV vehicles tend to have multiple vehicles due to the current relatively low driving ranges and the general lack of public charging infrastructure, which constrains long distance traveling. As the range of mass-available vehicles is expected to significantly increase in the next five to ten years, this characteristic may become less relevant. For this analysis, the reporting of the number of vehicles per household was analyzed based on census reported data. This information is presented in Figure 4. Although Fresno County is slightly below the statewide average, it is not a significant enough difference to pose a major obstacle.

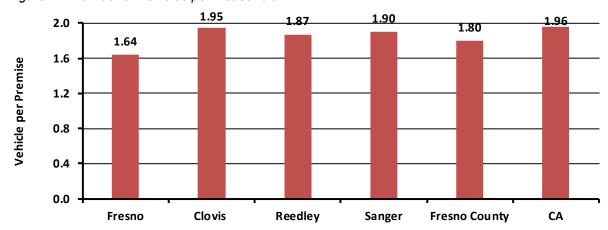


Figure 4 – Number of Vehicles per Household

Source: Census Data (2017), Energeia analysis

## REGIONAL TRANSIT FLEETS

As part of this effort, the project team reviewed both County and City transit fleets to identify electrification opportunities. The agencies reporting fleet data included Fresno Area Express (FAX), Clovis Transit, and Fresno County Rural Transit Authority (FCRTA), which together address the public transportation needs of residents throughout the county. The distribution of existing vehicles by type and agency is presented in Figure 5.

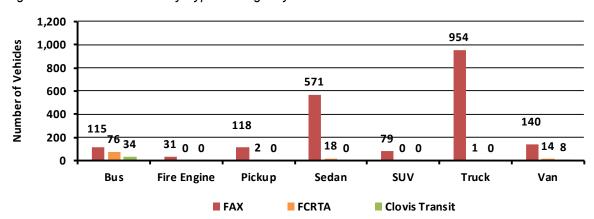


Figure 5 – Transit Vehicles by Type and Agency

Source: FCOG RFI (2019), Energeia analysis



Currently, Fresno County has 225 buses across its transit agencies (FAX, FCRTA, and Clovis Transit). The subsequent transit fleet analysis focused on bus fleets as they:

- Are most likely to electrify in the short term (five to ten years) due to California state mandates to fully transition to electric buses by 2040<sup>4</sup>
- Have the largest impact on infrastructure needs, due to the daily cycles required and high charging demand
- Have electrification options (i.e. electric buses) on the market capable of replicating functionality of their ICE counterparts.

### TRANSIT DEPOTS

A key visualization of the transit bus fleets is at the depot level, where electric vehicle charging infrastructure will need to be deployed in the short term. The bus counts per depot are presented in Figure 6. Both FAX and Clovis Transit utilize one depot for the entirety of their fleets, while FCRTA is spread among 13 depots. It should be noted that FCRTA's planned Selma facility is expected to house a large portion of their fleet and will include multiple PEV chargers on site. To effectively insure that the correct charging solutions are being installed at individual facilities, it is highly recommended for each facility to perform a detailed analysis on their individual bus duty cycles and scheduling prior to charger selection and installation.

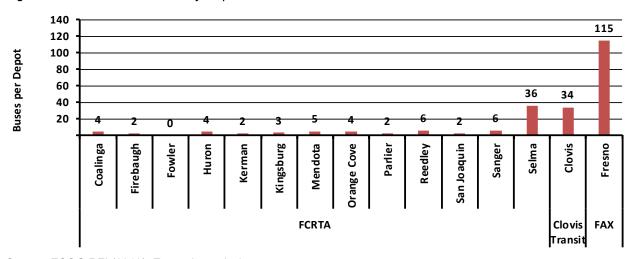


Figure 6 - Transit Fleet Buses by Depot

Source: FCOG RFI (2019), Energeia analysis

#### Annual Vehicle Miles Traveled

An assessment of annual vehicle miles traveled (VMT) was conducted to estimate the distances being traveled, daily refueling and battery requirements. The reported annual VMT of buses by depot is presented in Figure 7.

<sup>&</sup>lt;sup>4</sup> CARB (2018), *California transitioning to all-electric public bus fleet by 2040* - https://ww2.arb.ca.gov/news/california-transitioning-all-electric-public-bus-fleet-2040



50.000 45,064 Annual VMT per Bus 40,000 30,000 18,764 15,955 20,000 10,884 8,980 9,558 8,565 8,962 6,888 10,000 5.420 4,219 0 Parlier Selma Clovis Huron Kerman Ki ngsb urg Orange Cove Sanger Fresno Coalinga Fowler San Joaquin Mendota Reedley Firebaugh **FCRTA** Clovis FAX Transit

Figure 7 – Annual VMT of Transit Fleet Buses by Depot

Source: FCOG RFI (2019), Energeia analysis

The analysis indicates that FAX buses travel at least twice as much annually as their counterparts, which is consistent with a relatively high-density service area, enabling higher utilization per bus. Charging infrastructure plans will need to consider the mileage as a key driver of the storage and charging needs and subsequent grid impacts faced by each depot.

## EXISTING CHARGING INFRASTRUCTURE FOR PUBLIC USE AND FOR PUBLIC TRANSIT

In order to assess the most effective and equitable opportunities for charging infrastructure siting, an analysis was conducted on existing charging infrastructure within Fresno County. This analysis was based on data obtained through public domain research of electric vehicle charging station counts and via the RFI process described in the previous section.

## CHARGING STATIONS FOR PUBLIC USE

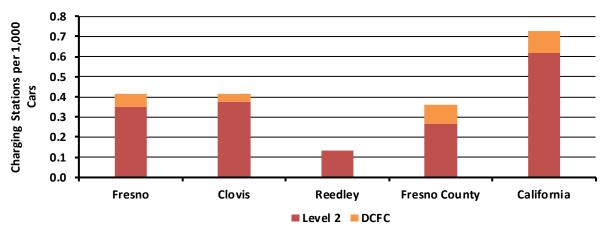
Insufficient levels of charging infrastructure for public use is another key barrier to PEV adoption. The lack of a robust public electric vehicle charging network can contribute to the "range anxiety" that many drivers feel regarding electric vehicle adoption where they worry that they will be stranded without an electric vehicle charger.

The number of reported public charging stations which are open for use by any PEV driver in Fresno County by major city and at the county level compared to statewide levels is reported in Figure 8. The comparison shows that the current number of public charging stations is less than the state level on a per 1,000 car normalized basis. However, the ratio of county deployments of L2s to DCFCs has been consistent with statewide ratios.

7



Figure 8 – Charging Stations by City, County, and Type



Source: US DOE (2019), CA DMV (2018), Energeia analysis

Figure 9 shows the location of all reported public charging stations in Fresno County by type. The figure also shows the location of gas stations to provide context as to the current routine of existing drivers in terms of where they fill up gas for their internal combustion engine vehicles. Siting electric vehicle chargers near these locations would allow for PEV adoption without significantly altering driver impacts – however, there may also be an opportunity to improve conditions, which will be examined as part of the optimal infrastructure siting analysis.



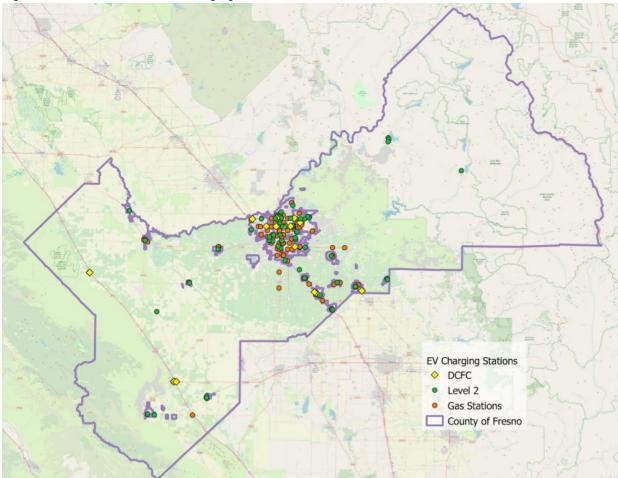


Figure 9 – Locations of Public Charging Stations

Source: Energeia Research

## CHARGING STATIONS FOR PUBLIC TRANSIT FLEETS

A map of public transit fleet depots is presented in Figure 10, based on information provided in response to the RFI. Currently, FCRTA is the only agency with chargers deployed to power their electric buses at their Selma maintenance facility and public works yards.



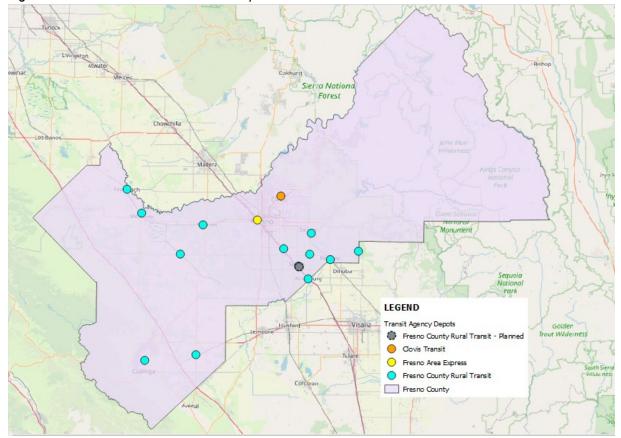


Figure 10 - Locations of Transit Fleet Depots

Source: FCOG RFI (2019-2020)

## **EXISTING AIR QUALITY CONDITIONS**

Existing air quality conditions within Fresno County were assessed as part of the baseline conditions assessment in order to identify high priority areas based on air quality burden and to inform quantification of the benefits of PEV charging station implementation. The analysis is based on data that was obtained via public domain research of emission trends and their correlations with vehicle uptake. Heatmap data was collected from the California Office of Environmental Health Hazard Assessment's (OEHHA) CalEnviroScreen 3.0 tool.

## **EMISSION TRENDS OVER TIME**

Trends in the reported tailpipe emissions of nitric oxides ( $NO_x$ ), sulfuric oxides ( $SO_x$ ), and particulate matter 2.5 or less micrometers in diameter ( $PM_{2.5}$ ) and particulate matter 10 or less micrometers in diameter ( $PM_{10}$ ) from 2012-2019<sup>5</sup> are reported<sup>6</sup> in Figures 11-13.

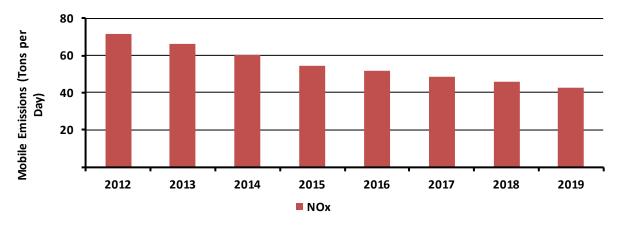
The data shows that  $NO_x$ ,  $PM_{2.5}$ , and  $PM_{10}$  emissions have continued to decline throughout the reported period. Emission levels of  $SO_x$  have decreased significantly in the years 2012-2014 and then have held at a fairly stable level since.

<sup>5</sup> An 8-10 year historical period was selected based on the 10-year forecast period of the Plan.

<sup>&</sup>lt;sup>6</sup> SOx, NOx, P10 and P2.5 are the most commonly analyzed tailpipe and environmental emissions.

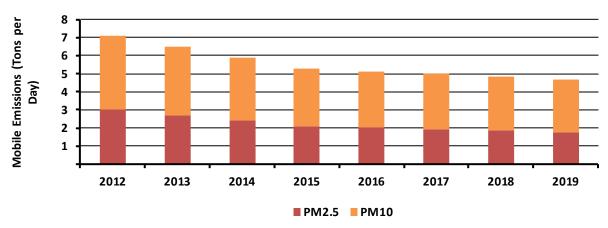


Figure 11 – Trends in NOx Emissions



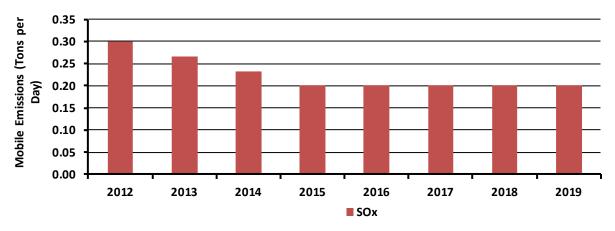
Source: CARB (2016), Energeia Analysis

Figure 12 – Trends in PM<sub>2.5</sub> and PM<sub>10</sub> Emissions



Source: CARB (2016), Energeia Analysis

Figure 13 – Trends in SO<sub>x</sub> Emissions



Source: CARB (2016), Energeia Analysis



In addition to air quality conditions, existing transportation-related greenhouse gas emissions were also reviewed as of CO<sub>2</sub> emissions is a priority statewide. Figure 14 shows CO<sub>2</sub> emissions<sup>7</sup> trends from 2012-2019 from passenger vehicle driving. These are calculated based on per vehicle emissions estimates and the historical vehicle registration count for the County.

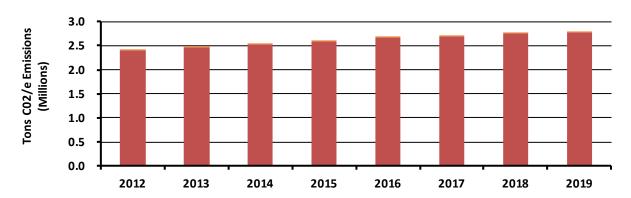


Figure 14 – Trends in CO<sub>2</sub> Emissions

Source: US DOE (2019), CA DMV (2018), Energeia Analysis

## LOCALIZED EMISSIONS MAPS

Many areas within Fresno County are particularly impacted by high levels of pollutants generated by internal combustion engine vehicles, with multiple census tracts scoring in the highest percentile groups for both PM<sub>2.5</sub> concentration and diesel emissions in the state. These emissions are significant contributors to decreased air quality and can cause negative health impacts, including systemic respiratory complications and illnesses.

■ ICE Emissions ■ EV Emissions

Figures 15-16 present localized emissions maps of  $PM_{2.5}$  concentration and emissions levels within Fresno County, based on CalEnviroScreen 3.0 data. The maps are presented in the form of heatmaps, to provide a picture of zones particularly impacted with these high levels of pollutants. It is worth noting that higher emissions levels typically correlate with higher population concentrations. These

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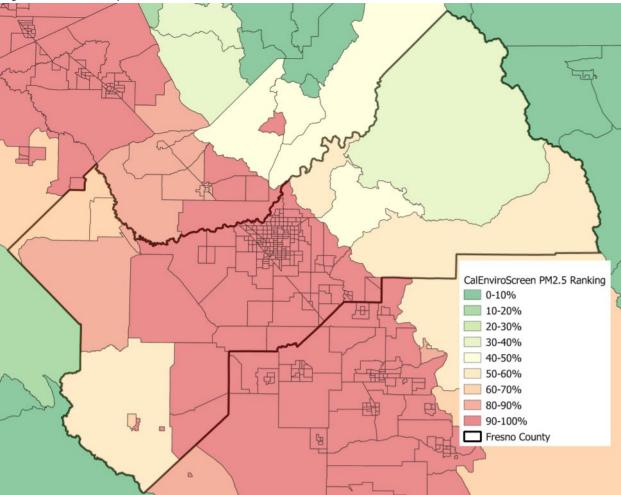
<sup>&</sup>lt;sup>7</sup> CO2 intensity is based on a constant U.S. Department of energy assumption for EV and ICE vehicles.

<sup>&</sup>lt;sup>8</sup> Emissions are directly correlated to the on-road vehicle count, which has been steadily increasing in Fresno County.

<sup>&</sup>lt;sup>9</sup> EV emissions are calculated "well-to-wheel", essentially the emissions generated from producing the electricity used by the vehicle.



Figure 15 – Heatmap of PM2.5 Concentration



Source: CalEnviroScreen 3.0, Energeia Analysis

A=COM

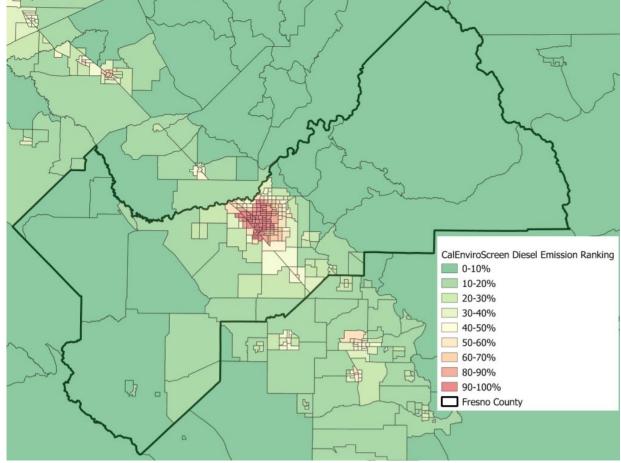


Figure 16 – Heatmap of Diesel Emissions

Source: CalEnviroScreen 3.0, Energeia Analysis

## **PRELIMINARY FINDINGS**

This memorandum presents the results of the analysis done as part of the baseline conditions assessment to inform the electric vehicle charging siting locations for public use within Fresno County as part of the Electric Vehicle Readiness Plan being prepared for the Fresno Council of Governments.

As a result of this analysis, the following preliminary findings are presented:

- Fresno County is currently below the state average in terms of electric vehicle adoption
- Many residents within Fresno County face relatively greater obstacles to PEV adoption including lower mean household incomes and lower levels of home ownership
- The number of publicly available electric vehicle charging stations with Fresno County is lower than the state average, representing another barrier to reaching statewide targets
- A robust public charging station network is critical to supporting and encouraging electric vehicle adoption to mitigate specific barriers faced by residents
- A detailed analysis of bus duty cycles and scheduling is needed to ensure optimal fleet and chargers purchases
- Identified emission "hot spots" would especially benefit from increased electric vehicle adoption and the associated reduction in emissions



## **APPENDIX:**

RFI Summary: Requested Information		
	Government transit fleet vehicles (by type, fuel, age, organization, dept., location, annual miles)	
	Current EV purchase plans by organization	
	Transportation miles per year by vehicle type	
Vehicles		
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	,	
	Future plans to purchase an EV (by parcel or area)	
Charging Infrastructure	Government chargers (by type, location, vendor, installation date, organization and dept)	
	ordinances covering parking, electrical supply for new construction	
	Government owned buildings	
Buildings	Current solar PV, storage, or charging plans by building (for FCOG local government)	
	household or area	
Electrical Infrastructure	Medium voltage feeders and substations	
Lieoti idai iliii asti uotule	(by household or area) Number of vehicles (by household or area) Avg. vehicle miles traveled (by household or area) Number of EVs (by household or area) Future plans to purchase an EV (by parcel or area) Government chargers (by type, location, vendor, installation date, organization and dept) Current charging infrastructure plans by organization (including non-governmental) Relevant residential and commercial building ordinances covering parking, electrical supply for new construction Government owned buildings Current solar PV, storage, or charging plans by building (for FCOG local government) Tax assessor data by household Rent rates vs. ownership by household or area Single family vs. multi-family households by household or area Medium voltage feeders and substations Annual electricity consumption by household Shapefiles for all roads, households, permitting requirements, and other common land uses Shapefiles for all low voltage (LV) and medium (MV) feeders and substations in Fresno County GIS layers for available social indicators within the boundary (i.e. crime, mobility access, income, etc.) Traffic by road by time of day Storage adoption by household Current EV incentive programs by Fresno County organization and department Current plans for Future EV incentive programs by Fresno County organization and	
	permitting requirements, and other common	
Graphical Information System (GIS)	medium (MV) feeders and substations in	
	within the boundary (i.e. crime, mobility	
Other Infrastructure		
Other minustracture		
EV Dro suromo	County organization and department	
EV Programs	· ·	



Subject: Fresno Council of Governments Electric Vehicle Readiness Plan: EV Charging Infrastructure Performance Metrics Section

## **OVERVIEW & PURPOSE:**

As the state of California and its local communities continue to invest in public charging infrastructure in an effort to make progress on the state's greenhouse gas emissions targets, developing key performance indicators (KPIs) is critical to ensuring implemented programs deliver expected results. These metrics should account for the interests of electric vehicle (EV)drivers, non-EV drivers, other users of public space, and the broader electric vehicle market potential <sup>10</sup>. As one of the frontrunners in stimulating electric mobility in the United States, California and its local partners, such as Fresno Council of Governments, and their work in developing these metrics can set replicable standards for measuring the success of public electric vehicle charging infrastructure investments nationwide.

The California Energy Commission (CEC) estimates that the state will need at least 344,000 electric vehicle chargers to meet the goal of 1.5 million zero emissions vehicles on the road by 2025<sup>11</sup>. Planning, management, and design of plug-in hybrid electric vehicle (PEV) charging infrastructure are critical components of successful transportation electrification and these stages should be accounted for in developing key performance indicators to enhance effective rollout and operation. The development of KPIs can also provide insight useful to share with stakeholders and implement interventions.

This memorandum summarizes the key stakeholders, result indicators as well as performance indicators which will be vital in performance measurement of the charging infrastructure during the roll-out process for inclusion in the Electric Vehicle Readiness Plan (EVRP), which aims to advance PEV adoption, being prepared for the Fresno Council of Governments (FCOG).

## **EFFECTIVE KPI AND KRI CHARACTERISTICS**

Metrics are important in measuring a number of parameters and are particularly effective for demonstrating initiative success. A Key Performance Indicator (KPI) refers to a metric that reflects performance while a Key Result Indicator (KRI) refers to a metric that reflects results. Thus, KPIs are a measure of how well something is being done within a specific amount of time and are monitored constantly. On the other hand, KRIs are trailing indicators. They are outcome-based measurements and are measured after the occurrence.

#### **KPI Characteristics:**

- Have a significant impact on a strategic objective
- Are non-financial in nature
- Have short measurement cycles

## KRI Characteristics:

- Typically financially oriented
- Are often centered around perception, such as satisfaction of community members using electric vehicle chargers

<sup>10</sup> Helmus, J.R.; van den Hoed, R. Key Performance Indicators of Charging Infrastructure. In Proceedings of the 29th Electronic Vehicle Symposium, Montréal, QC, Canada, 19–22 June 2016; pp. 1–9

<sup>11</sup> http://opr.ca.gov/planning/transportation/zev.html



- Occur over longer measurement cycles
- Success typically associated with growth or long-term improvements or reductions to meet established goals (e.g. greenhouse gas reductions)

Developing KPIs and KRIs are important because they keep objectives at the forefront of decision making.

## FCOG EVRP: KPI AND KRI OBJECTIVES

As part of the development of performance metrics, four primary goals of a robust public electric vehicle charging infrastructure network were identified:

- •
- Reducing GHG emissions
- Encouraging equitable electric mobility options
- Optimizing utilization of charging infrastructure
- Developing supportive business use cases

Based on the primary performance indicators and result indicators are presented for each of the objectives in Tables 1-4.

## 1. Sustainability Goals

Objective	Result Indicators	Performance Indicators
Reducing GHG emissions	<ul> <li>Improving air quality by reducing particulate matter, ozone levels and carbon monoxides</li> <li>CO<sub>2</sub> emission reductions</li> </ul>	<ul> <li>kWh charged per total vehicle miles travelled (VMT)</li> <li>Ratio of kWh charged to gallons of gasoline sold</li> <li>EV Vehicle penetration (Total EV/Total car registration)</li> </ul>

Table 1: Sustainability KRIs and KPIs

A primary objective for FCOG in developing public charging infrastructure is to facilitate zero emission miles to contribute to improved air quality (reducing emissions of CO, NOx, PM) and climate impacts (reducing CO2). Contributing to the sustainability goals is directly related to the result indicator "amount of electricity charged (in kWh)", given that the indicator kWh provides a proxy for the amount of EV miles enabled by the charging infrastructure and thus for the amount of NOx, CO and PM prevented compared to internal combustion engines. Translation factors from kWh to number of miles driven as well as average emission factors of internal combustion engines are readily available to make relatively accurate estimations for air quality and climate change effects of the charging infrastructure. Measuring the increase in EV penetration is



also a good performance indicator as it can reduce carbon pollution and improve air quality.

## 2. Facilitating Electric Mobility

Objective	Result Indicators	Performance Indicators
Encouraging electric mobility options	<ul> <li>Accessibility of charging infrastructure</li> <li>Charger utilization by urban/rural communities or communities of color</li> <li>Growth in number of users of charging infrastructure (with considerations for vulnerable communities)</li> </ul>	<ul> <li>Electrical capacity utilization</li> <li>Number of unique charging station users</li> <li>Percentage of types of different chargers (Level 2, DCFC)</li> <li>Charge time ratio (charge time/connection time)</li> <li>Spatial considerations (equitable distribution, maximized geographic coverage, etc.)</li> </ul>

Table 2: Electric Mobility KRIs and KPIs

A second category of objectives relate to the objective of FCOG to play a facilitating role for increased adoption of electric mobility. This largely relates to facilitating EV users in providing charging facilities but also candidate EV users, considering purchasing an EV. Related result indicators include providing accessibility of charging infrastructure.

Accessibility to charging infrastructure is key to facilitating current (and future) EV users. One way to operationalize accessibility is geographic coverage of charging stations within the county. Another metric could be analysis of length of charging sessions, which can ultimately provide correlation of how extended charging can reduce the accessibility and availability of electric vehicle charging units for other users. In that vein, sessions that extend well past charging time can therefore cause an unnecessary decrease of accessibility for EV users. Monitoring this percentage per areas of scope is a necessity to take targeted measures. Given that accessibility is largely inhibited by extended sessions at a charger, interventions focused on removing fully charged EVs to make way for non-charged EVs can be powerful to achieve better utilization of the charging infrastructure.

## 3. Optimizing Capacity Utilization

Objective	Result Indicators	Performance Indicators
Optimizing utilization of charging infrastructure	Utilization of charging infrastructure	Percentage of low     utilized stations



#### Table 3: Capacity Utilization KRIs and KPIs

A third category of objectives for policy makers relates to public concerns about using scarce parking space for charging facilities. This largely translates to the earlier mentioned electrical capacity utilization of charging infrastructure. Whereas optimizing accessibility problems concerning over-utilization, scarce parking resources require the charging infrastructure not being under-utilized.

For policy makers finding the sweet spot between over- and under-utilization, or in KPI terms, is marked by achieving sufficient level of utilization while retaining a sufficient level of accessibility for EV users. The topic of utilization is particularly relevant on a neighborhood level or for a cluster of charging stations, given that policy makers decide upon further rollout of charging stations by observing trends in utilization of neighboring charging stations.

## 4. Optimizing Facilitating Business Case for Charging Infrastructure

Objective	Result Indicators	Performance Indicators
Developing supportive business use cases	<ul> <li>Costs decreased</li> <li>Benefits increased</li> <li>Over-capacity reduced</li> </ul>	<ul> <li>Costs/benefits-ratio</li> <li>Life cycle of charging infrastructure</li> <li>∑kWh charged/∑potential kWh charged</li> </ul>
		Changes in peak kW

Table 4: Business Use Case KRIs and KPIs

Another concern for policy makers relates to improving the business case for public charging infrastructure, or somewhat broader, the facilitation of charging infrastructure development by commercial entities. Understanding and improving the business case is then high on the agenda of policy makers as well as the kind of actions local governments and agencies may play in improving it. The business case in its most rudimentary form is basically made up of two factors: costs and benefits.

## **Costs of Charging Infrastructure**

The main costs for charging infrastructure relate to hardware costs, site preparation costs, installation, maintenance, electricity and grid connection costs. Particularly hardware and connection costs have a relatively high share in the total cost of ownership. Most of these costs (e.g. hardware, maintenance, installation, electricity) lie outside the span of control of FCOG. Nevertheless, other cost factors provide opportunities for interventions and require monitoring to establish possible effects. Typical KPIs then include (i) cost-benefit ratios (to be calculated on a lifecycle basis), (ii) percentage of charging stations with positive business case, (iii) life cycle of current charging stations.

## Benefits of Charging Infrastructure



Benefits of charging infrastructure largely relates to broader societal benefits such as improved health of the residents and environmental benefits like reduced greenhouse gases and carbon dioxide emissions. Increase in charging infrastructure will drive more EV penetration which will improve air quality. Hybrid and plug-in electric vehicles can have significant emissions benefits over conventional vehicles. EVs can also reduce the emissions that contribute to climate change and smog, improving public health and reducing ecological damage.

## **PERFORMANCE METRICS**

Developing public charging infrastructure has effect on multiple stakeholders for a government agency. FCOG programs with the goal to stimulate the development of charging infrastructure have to manage these different stakeholders and play a role in how policy makers related to this program evaluate the performance of the charging infrastructure. This goes beyond assessing whether sufficient charging points are provided, or whether a particular amount of charging sessions have been achieved for a certain month. Policy makers also have to manage how residents evaluate the development of charging infrastructure at the expense of parking spaces, as well as how EV users evaluate the availability of charging infrastructure in their neighborhood. As such stakeholders' interests and their importance for policy makers provides an important starting point for assessing the major stakes they have to manage when it comes to the rollout of new charging infrastructure. Table 5 provides an overview of the four most prominent stakeholders which influence how policy makers evaluate the performance of charging infrastructure.

Performance Metrics	Stakeholder	Data Source	Frequency of Measurement	Community Relevance
Air quality improvement due to charging infrastructure	FCOG	Charger data logs and publicly- available data such as data from CARB	Monthly	Reduced air pollution exposure
Climate change improvements due to charging infrastructure	FCOG	Charger data logs and publicly- available data such as data from CARB	Annually	GHG Reduction
Achieved cost effectiveness of charging infrastructure	FCOG	Charging Infrastructure Cost	Quarterly	Makes EV more affordable  Attracts more EV users
Accessibility of charging infrastructure	EV Users	Customer Feedback	Quarterly	Developing comprehensive



				regional charging network  Easy availability of chargers
Growth in number of users of charging infrastructure	EV Users	Number of EVs in the county	Monthly	Encourages green living
Increased level of utilization of charging infrastructure	Residents (non EV users)	Charge time of the charging station per day	Weekly	Makes charging infrastructure investment more relevant
Charging infrastructure – cost reduced	Commercial parties in EV chain	Shelf life of the charging station	Annually	Accelerating adoption by individuals
Charging infrastructure – benefits increased	Commercial parties in EV supply chain and EV users	Electricity price and tariffs	Annually	Accelerating adoption by individuals
Business case charging infrastructure improved	Commercial parties in EV supply chain and EV users	Percentage of charging stations with a positive business case over time	Annually	Opportunity to add more charging infrastructure

Table 5: Key stakeholders, objectives and metrics of charging infrastructure

## **CONCLUSION**

Comprehensive metrics can be used to monitor strategies and progress on critical areas, report findings, adjust programs as needed, enable goal setting and tracking, and inform future decision making. This memorandum provides an overview of 1) characteristics of effective KPIs and KRIs; 2) objectives of a robust public electric vehicle charging network; and 3) proposed performance metrics and the responsible parties and data sources associated with them. Table 1-4 provides an overview of the identified KRIs and KPIs. The list was developed to measure a variety of areas which would contribute to the long-term success of the implementation of a charging network. Ease of measurement and availability of data were also considered when developing the metrics. It should be noted that metrics can vary from city level to neighborhood and even discrete charging units – based on the information needed. The metrics presented in this memorandum are intended to serve as a primary starting point for tracking initiative progress and metrics can be added or adjusted as circumstances arise.

A majority of KPIs can be extracted from transaction data from the charging infrastructure while a few of the KPIs may require simulations as input. Data derived from the use of charging infrastructure by EV users is essential for policy makers for effective rollout and optimization of the use of charging infrastructure. Therefore, FCOG should set stringent requirements on the type of data they collect from the providers of charging infrastructure and arrange support in



analyzing the data for optimization purposes. The above tables provide suggestions which type of indicators should be monitored to do this effectively.

Recommendations for further work include further testing the approach with different counties in different stages of charging infrastructure development, as required performance indicators may change within different stages. Also, target KRI and KPI values should be quantified where possible (including minimum and maximum values), so as to provide more practical steering opportunities and to have even clearer evaluations as to how well various charging initiatives are performing relative to goals set. Based on the existing approach, other KRIs and KPIs can be developed for future stakeholders in the value chain of charging infrastructure, such as distribution system operators (DSO), and utilities; also, to establish possible conflicts in interest in particular KRIs and how they may be aligned.

## **Acronyms**

CEC	California Energy Commission
DSO	Distribution System Operator

EV Electric Vehicle

EVRP Electric Vehicle Readiness Plan FCOG Fresno Council of Governments

GHG Green House Gas

KPIs Key Performance Indicators

KRIs Key Result Indicators

kWh Kilowatt-hour

PEV Plug-in Electric Vehicle VMT Vehicle Miles Travelled



Subject: Fresno Council of Governments Electric Vehicle Readiness Plan: Funding Sources

Section

## **OVERVIEW & PURPOSE:**

Transportation is the sole largest source of greenhouse gas emissions in the state of California, at 40.1% of all emissions in 2017<sup>12</sup>. To address this issue, the state is pushing for an increase in electric vehicle adoption by calling for 1.5 million zero emissions vehicles on the road by 2025 through legislative efforts. The California Energy Commission estimates that the state will need at least 344,000 electric vehicle chargers to meet that goal, resulting in a public and private investment gap of approximately \$2.6 billion<sup>13</sup>.

Planning, management, and design of plug-in hybrid electric vehicle (PEV) charging infrastructure are critical components of successful transportation electrification. Although many communities are committed to furthering their electrification goals, identifying and obtaining appropriate funding sources can be a significant barrier to robust implementation. As a result, a thorough understanding of available funding opportunities and/or incentives for PEV charging infrastructure and electric vehicles is vital to achieving these commitments.

This memorandum outlines available funding sources and relevant incentives applicable for inclusion in the Electric Vehicle Readiness Plan (EVRP), which aims to advance PEV adoption, being prepared for the Fresno Council of Governments (FCOG). It solely highlights efforts relevant to PEV charging infrastructure within the FCOG geography.

## **FUNDING SOURCES:**

The following are funding sources and relevant incentives to serve as baseline resources for the EVRP. There are a number of different funding sources available that have varying target recipients, such as single-family residents or small businesses. This memorandum organizes the available funding resources into three (3) categories based upon the role that FCOG would serve to maximize impact and potential benefit within the broader community. The categories are divided as follows: (1) Encourage private adoption of PEVs and PEV-related infrastructure (2) Leverage public investment in PEVs and PEV-related infrastructure and (3) Develop partnerships with local governments to expand PEVs and PEV-related infrastructure adoption. The sections focus on funding available to the private sector, public, and through state and federal initiatives, respectively. As such, identical funds may be repeated in different action sections due to overlapping stakeholders each fund pertains to. Each funding source has the providing agency, brief description, action to be taken by the applicant, funding amount, stakeholders impacted, and target locations for PEV charging infrastructure. It is important to note that the descriptions are not intended to be comprehensive and the programs may have additional requirements and restrictions that should be accounted for by applicants. It is suggested that applicants considering a funding source follow up directly with the sponsoring entity as they proceed with applications.

1. FCOG Action – Encourage electric vehicle adoption and/or increased charging infrastructure development by educating private stakeholders (developers, business owners, residents, etc.)

<sup>12</sup> https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000 2016/ghg inventory trends 00-16.pdf

<sup>13</sup> https://www.treasurer.ca.gov/cpcfa/calcap/workshop/20180130/evcs-presentation.pdf



on the various applicable funding sources available as these funding sources are primarily targeted for private infrastructure and do not explicitly support public-use charging infrastructure. Funding sources include:

## CALIFORNIA AIR RESOURCES BOARD

Clean Vehicle Assistance Program: Funding for the public to offset initial costs for eligible EVs as well as lower Level 2 charger costs. The applicant needs to be from California, below a certain income level, and complete a specified training. The applicants must have secured the funding before purchasing the vehicle.

Table 1: Income bracket to be eligible for the Clean Vehicle Assistance Program.

Number	Maximum
of People	Annual Income
1	\$48,560
2	\$65,840
3	\$83,120
4	\$100,400
5	\$117,680
6	\$134,960
7	\$152,240
8	\$169,520

Applicant Action: Begin the application through this website.

<u>Amount:</u> Incentives vary based on income level and vehicle type. A \$1,000 prepaid card for EVGO stations can be provided in lieu of Level 2 charger installation.

Table 2: Incentives offered for various vehicles and chargers through the Clean Vehicle Assistance Program.

Vehicle Type	Vehicle Incentive	Charger Incentive
Battery Electric Vehicle (BEV)	Up to \$5,000	Up to \$2,000 for Level 2
Plug-in Hybrid (PEV)	Up to \$5,000	Up to \$2,000 for Level 2
Hybrid Electric Vehicle (HEV)	Up to \$2,500	N/A

Eligible Entities: Low income residents

Target Infrastructure Locations: Single family homes

Resource: https://cleanvehiclegrants.org/

**Clean Vehicle Rebate Project:** Rebate program for select electric vehicles purchased between 9/2/2019 and 12/2/2019. Income eligibility is required and low-income applicants (less than or equal to 300 percent of the federal poverty level) can receive an additional \$2,500 in funding.

Table 3: Income bracket to be eligible for the Clean Vehicle Rebate Project. Residents less than or equal to 300 percent of the federal poverty line receive an additional \$2,500 in rebates.

Filer Maximum Annual Incor	
Single	\$150,000
Head-of-Household	\$204,000
Joint	\$300,000

<u>Applicant Action:</u> <u>Applications</u> end 3/2/2020 if the applicant has purchased a zero-emission vehicle between 9/2/2019 and 12/2/2019. Check the resource link below for updates on future offerings.



Amount: Up to \$4,500. Additional \$2,500 for residents less than or equal to 300 percent of the federal poverty line.

Eligible Entities: Residents

Target Infrastructure Locations: Single family homes

Resource: https://cleanvehiclerebate.org/eng/eligible-vehicles

## Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP):

Vouchers provided directly through vehicle dealers for zero emission trucks and buses and applied at time of purchase. Vouchers are available on a first-come, first-serve basis and current funding availability can be found on the program website. The vouchers can be applied towards any vehicle model which is HVIP-approved. The list of approved zero emission vehicles includes school buses, coach buses, transit buses, as well as vans and medium to heavy duty trucks. The catalog of approved vehicles can be found on the program website. As any vehicle purchaser or fleet operator is eligible for this program, it should be noted that this specific program can also apply to other FCOG action categories presented in this memo, such as leveraging partnerships.

Applicant Action: Dealers must apply for certification through the program in order to offer vouchers. Any dealer or vendor affiliated with a manufacture which produces HVIP-approved vehicles may become an HVIP-approved dealer. Purchasers must purchase the vehicle through an approved dealer. Dealers will process the HVIP voucher.

Amount: Incentives vary from \$20,000 to \$190,000 per vehicle. Amount varies based on vehicle type and size with increased funding available for disadvantaged communities. Eligible Entities: Any vehicle purchaser or fleet operator.

<u>Target Infrastructure Locations:</u> Vehicles purchased through the program must be domiciled in California for at least three years. Increased incentive amounts are available for vehicles domiciled in disadvantaged communities.

Resource: https://www.californiahvip.org

## CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY (CPCFA)

**Electric Vehicle Supply Equipment (EVSE) Loan and Rebate Program:** Provides loans for the design, development, purchase, and installation of EVSE at small business locations and multi-family dwellings in California. A partnering financial program was also developed to encourage funding institutions to offer these loans. The Program may provide up to 100% coverage to lenders on certain loan defaults with the borrower receiving a rebate based on their loan amount.

<u>Applicant Action:</u> Participants fill out an application (<u>borrowers</u> and <u>lenders</u>) and submit via email.

Amount: Up to \$500,000 loan, borrower eligible for a rebate at 10-15% of the loan amount. Rebate can be used for Level 2 charging, DC fast chargers, and medium/heavy duty chargers.

<u>Eligible Entities:</u> Small businesses (1,000 employees or less), financial institutions, landlords.

<u>Target Infrastructure Locations:</u> Workplace, business parking lot, multi-family <u>Resource:</u> <a href="https://www.treasurer.ca.gov/cpcfa/calcap/evcs/index.asp">https://www.treasurer.ca.gov/cpcfa/calcap/evcs/index.asp</a>

#### PACIFIC GAS AND ELECTRIC COMPANY (PG&E)

**Clean Fuel Rebate:** Rebate for owning or leasing an eligible electric vehicle within the service territory. It is up to the applicant to determine when to apply for the rebate; however, limited funds are available and are on a first-come first-serve basis.

Applicant Action: Apply through an online portal.

Amount: \$800

Eligible Entities: Residents (PG&E customers)

Target Infrastructure Locations: Workplace, single family homes



<u>Resource:</u> <a href="https://www.pge.com/en\_US/residential/solar-and-vehicles/options/clean-vehicles/electric/clean-fuel-rebate-for-electric-vehicles.page">https://www.pge.com/en\_US/residential/solar-and-vehicles/options/clean-vehicles/options/clean-vehicles/options/clean-vehicles/electric/clean-fuel-rebate-for-electric-vehicles.page</a>

**EV Fleet:** Utility will construct, own, and maintain electrical equipment from the transformer to the meter. In addition, incentives are available for medium and heavy-duty vehicles and chargers within the service territory. At least 2 vehicles must be acquired before 2024. The owner is required to provide charging data for at least 5 years and operate the chargers for at least 10 years.

Applicant Action: Find out more information through this site.

Amount: Up to 25 vehicles and \$42,000 for chargers.

Table 4: Incentives offered for various vehicles and chargers through PG&E's EV Fleet Program.

Vehicle Type	Per Vehicle Incentive Cap
Transit buses and Class 8 Vehicles	\$9,000 per vehicle
Transportation refrigeration units, truck stop electrification, and forklifts	\$3,000 per vehicle
School buses, local delivery trucks, and other vehicles	\$4,000 per vehicle
Power Output	Rebate for Eligible Customers
Up to 50kW	50% of the charger cost, up to \$15,000
50.1 to up to 150kW	50% of the charger cost, up to \$25,000
150.1kW and above	50% of the charger cost, up to \$42,000

<u>Eligible Entities:</u> Medium and heavy-duty fleet operators, business owners with medium and heavy-duty fleets (farms, construction firms, trucking companies, etc.).

<u>Target Infrastructure Locations:</u> Vehicle storage areas, manufacturing lots, schools

<u>Resource:</u> <a href="https://www.pge.com/en\_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page">https://www.pge.com/en\_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page</a>

## SOUTHERN CALIFONRIA EDISON (SCE)

**Clean Fuel Reward Program:** Rebate for owning or leasing an eligible electric vehicle within the service territory. It is up to the applicant to determine when to apply for the rebate; however, limited funds last.

Applicant Action: Apply through this site.

Amount: \$1,000 for vehicles obtained after 1/1/2019; \$450 if obtained before then.

Eligible Entities: Residents (SCE customers)

Target Infrastructure Locations: Workplace, single family homes

Resource: https://www.sce.com/residential/electric-vehicles/ev-rebates-incentives/cfrp

#### THE SAN JOAQIN VALLEY AIR POLLUTION CONTROL DISTRICT

**Alternate Fuel Mechanic Training:** Funding to provide education for mechanics on alternative fueled vehicles. Open to institutions that are currently using an alternative fuels program, servicing an alternative fuels system, or making the transition to alternative fuels technology in their fleet or infrastructure operations.

Applicant Action: Apply through the online site.

Amount: Up to \$15,000 per fiscal year for eligible education or training.

<u>Eligible Entities:</u> Repair shops, fleet maintenance businesses <u>Target Infrastructure Locations:</u> Gas stations, auto-repair shops Resource: http://valleyair.org/grants/mechanictraining.htm

**Electric School Bus Incentive Program:** Incentive to replace existing diesel school buses (at least 2 years old) with electric buses. Buses must service a public school and not yet have purchased the replacement bus.



Applicant Action: Apply through the online site.

Amount: Up to \$400,000

<u>Eligible Entities:</u> Private fleet operator servicing public schools Target Infrastructure Locations: School bus storage/maintenance lot

Resource: http://valleyair.org/grants/electric-school-bus.htm

Charge Up! EV Charger: Voucher to install new electric vehicle chargers (level 2 and up). To receive the voucher, the applicant must file for the voucher before equipment is purchased. Single family residences are not applicable for this program. Additional funds can be provided through the Fresno County Incentive Project; however, no funding is available at this time.

Applicant Action: Apply through the online site. Amount: Funding cap is \$50,000 per applicant/site.

Table 5: Incentives offered for various chargers through the Chare Up! EV Charger Program.

Charger Type	Maximum Amount per Unit	Minimum Cost Share
Level 2 Single Port	\$5,000	None
Level 2 Dual Port	\$6,000	None
Level 3/DC Fast Charger	\$25,000	30% of total cost

Eligible Entities: Business owners, developers of multi-unit dwellings

Target Infrastructure Locations: Residential and business Curbside, business or multi-

family parking lot, gas stations

Resource: http://valleyair.org/grants/chargeup.htm

**Drive Clean! Rebate:** Rebate for purchasing a new, eligible electric vehicle. Rebates are offered within 18 months from when the vehicle was purchased.

<u>Applicant Action:</u> Apply through the online <u>site</u>. <u>Amount:</u> Up to \$3,000, varies based on vehicle type

Table 6: Rebates offered for various eligible vehicles through the Drive Clean! Rebate Program.

Vehicle Type	Rebate
Battery-electric vehicles	\$3,000
Hydrogen fuel cell vehicles	\$3,000
Plug-in hybrid electric vehicles	\$2,000
Zero-emission motorcycles	\$1,000
Natural gas vehicles rated as Super Ultra-low Emission Vehicle	\$1,500
Natural gas vehicles rated as an Advanced Partial Zero-emission Vehicle	\$2,000

Eligible Entities: Residents, business owners

<u>Target Infrastructure Locations:</u> Workplace, single family homes Resource: http://valleyair.org/drivecleaninthesanjoaquin/rebate/

## **CALIFORNIA ENERGY COMMISSION**

**Electric Vehicle Supply Equipment (EVSE) Incentive Program:** Rebate for installing DC fast chargers or level 2 chargers. Disadvantaged communities can receive additional funding and are required to receive 25% of total funds. Chargers must be publicly available 24/7/265; thus, they cannot be located behind a fence or in a gated parking lot. Eligible sites include retail core, grocery store, restaurant, gas station, hospital, hotel, parking lot, casino, transit hub, or curbside. Design, engineering, and utility service request costs are eligible if incurred after October 10, 2019 but are incurred at the applicant's risk prior to funds reserved.



<u>Applicant Action:</u> All funding has been applied for and is being review. Check the real-time funding <u>dashboard</u> if funds open.

Amount: Varies based on community, technology, and number of connectors

Table 7: Incentives offered for various chargers, based on the community designation, provided through the EVSE Program.

Charger Type	Disadvantaged Community (DAC)	Outside DAC
Level 2	\$80,000 or 80% of project cost, whichever is less	\$70,000 or 75% of project cost, whichever is less
DC Fast Charger	\$4,000 per connector Additional \$1,000 per connector in Multi-unit dwelling	\$3,500 per connector Additional \$1,000 per connector in Multi-unit dwelling

Eligible Entities: Property owners, developers.

<u>Target Infrastructure Locations:</u> Disadvantage community business parking lot (hotel, multi-family, transit hub, hospital, etc.), gas station, residential and business curbside <u>Resource:</u> <a href="https://calevip.org/">https://calevip.org/</a>

2. FCOG Action – Leverage public stakeholders (public department heads, schools, parks and recreation, etc.) to apply for the identified funding sources and obtain the investment needed to electrify their fleets and install public chargers. Sources include:

## Pacific Gas and Electric Company (PG&E)

**EV Fleet:** Utility will construct, own, and maintain electrical equipment from the transformer to the meter. In addition, incentives are available for medium and heavy-duty vehicles and chargers within the service territory. At least 2 vehicles must be acquired before 2024. The owner is required to provide charging data for at least 5 years and operate the chargers for at least 10 years.

Applicant Action: Find out more information through the <u>site</u>. Amount: Up to \$9,000 per vehicle and up to \$42,000 for chargers

Table 8: Incentives offered for various vehicles and chargers through PG&E's EV Fleet Program.

Vehicle Type	Per Vehicle Incentive Cap	
Transit buses and Class 8 Vehicles	\$9,000 per vehicle	
Airport ground support equipment, and forklifts	\$3,000 per vehicle	
School buses, local delivery trucks, and other vehicles	\$4,000 per vehicle	
Power Output	Rebate for Eligible Customers	
Up to 50kW	50% of the charger cost, up to \$15,000	
50.1 to up to 150kW	50% of the charger cost, up to \$25,000	
150.1kW and above	50% of the charger cost, up to \$42,000	

<u>Eligible Entities:</u> Public entities (local Department of Transportation, Department of Public Works, Parks and Recreation, Public Schools, airports)

<u>Target Infrastructure Locations:</u> School parking lot, public agency vehicle storage space <u>Resource:</u> <a href="https://www.pge.com/en\_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page">https://www.pge.com/en\_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page</a>

#### THE SAN JOAQIN VALLEY AIR POLLUTION CONTROL DISTRICT

**Alternate Fuel Mechanic Training:** Funding to provide education for mechanics on alternative fueled vehicles. Open to institutions that are currently using an alternative fuels program, servicing an alternative fuels system, or making the transition to alternative fuels technology in their fleet or infrastructure operations.

Applicant Action: Apply through the online site.

Amount: Up to \$15,000 per fiscal year for eligible education or training.



<u>Eligible Entities:</u> Public entities (local Department of Transportation, Department of Public Works, Parks and Recreation).

<u>Target Infrastructure Locations:</u> Public agency vehicle maintenance space

Resource: http://valleyair.org/grants/mechanictraining.htm

**Public Benefit Grant Program:** Funding to purchase new, <u>eligible</u> alternative fueled light duty vehicles. Funds are solely provided to public agencies, public educational institutions, and any other public agency as defined by Government Code section 6252. Applicants must be able to demonstrate that charging infrastructure will be available by time of vehicle purchase. Funding must be approved before the vehicle is purchased. Applicant Action: Apply through the online site.

Amount: Up to \$100,000 per agency (\$20,000 per vehicle)

<u>Eligible Entities:</u> Public entities (Local Department of Transportation, Department of Public Works, Parks and Recreation, etc.)

<u>Target Infrastructure Locations:</u> Public agency vehicle storage spaces, public facility parking lots, curbsides

Resource: http://valleyair.org/grants/publicbenefit.htm

**Electric School Bus Incentive Program:** Incentive to replace existing diesel school buses with electric buses. Buses must service a public school and not yet have purchased the replacement bus.

Applicant Action: Apply through the online site.

Amount: Up to \$400,000

Eligible Entities: Public Schools

Target Infrastructure Locations: School parking lots

Resource: http://valleyair.org/grants/electric-school-bus.htm

**Charge Up! EV Charger:** Voucher to install electric vehicle chargers (level 2 and up). To receive the voucher, the applicant must file for the voucher before equipment is purchased. Additional funds can be provided through the Fresno County Incentive Project; however, no funding is available at this time.

Applicant Action: Apply through the online site. Amount: Up to \$50,000 per applicant/site

Table 9: Incentives offered for various chargers through the Chare Up! EV Charger Program.

Charger Type	Maximum Amount per Unit	Minimum Cost Share
Level 2 Single Port	\$5,000	None
Level 2 Dual Port	\$6,000	None
Level 3/DC Fast Charger	\$25,000	30% of total cost

Eligible Entities: Public entities

Target Infrastructure Locations: Public facility parking lot, curbside

Resource: http://valleyair.org/grants/chargeup.htm

### **CALIFORNIA ENERGY COMMISSION**

**Electric Vehicle Supply Equipment (EVSE) Incentive Program:** Rebates for installing DC fast chargers or Level 2 chargers. Disadvantaged communities may qualify for additional funding and are required to receive 25% of total allocated funds. Chargers must be publicly available at all times (24/7/265); thus, they cannot be located behind a fence or in a gated parking lot. Eligible sites include parking lots, libraries, transit hubs, or curbsides. Design, engineering, and utility service request costs are eligible if incurred



after October 10, 2019 but are incurred at the applicant's risk prior to funds being reserved.

<u>Applicant Action:</u> At the time of the writing of this memo, all funding has been applied for and is currently being reviewed. The real-time funding <u>dashboard</u> will indicate if and when renewed funds become available.

Amount: Varies based on community, technology, and number of connectors.

Table 10: Incentives offered for various chargers, based on the community designation, provided through the EVSE Program.

Charger Type	Disadvantaged Community (DAC)	Outside DAC
Level 2	\$80,000 or 80% of project cost, whichever is less	\$70,000 or 75% of project cost, whichever is less
DC Fast Charger	\$4,000 per connector Additional \$1,000 per connector in Multi-unit dwelling	\$3,500 per connector Additional \$1,000 per connector in Multi-unit dwelling

Eligible Entities: Public entities

Target Infrastructure Locations: Disadvantage community business parking lot (library,

transit hub, airport, etc.), residential and business curbside

Resource: https://calevip.org/

3. FCOG Action – Partner with local and state governments to develop pathways for innovative charging infrastructure or transportation electrification projects that would benefit FCOG constituents to access state or federal funding. Funding sources available for these projects include:

## U.S. DEPARTMENT OF ENERGY / ENERGY EFFICIENCY AND RENEWABLE ENERGY

**State Energy Program (SEP):** SEP provides "formula" grants to states to assist in designing, developing, and implementing renewable energy and energy efficiency programs. Each state's energy office receives SEP funding and manages all SEP-funded projects.

<u>Action:</u> The California Energy Commission (CEC) uses these funds for their solicitations. Currently, there are no applicable <u>grants</u>.

Amount: Total funds are \$56M for 2020, State must match 20% of funding.

<u>Eligible Entities:</u> Depending on application scope, many government agencies may apply. <u>Target Infrastructure Locations:</u> Various depending on grant. Funding has been provided for school bus replacement to electric or CNG and hydrogen infrastructure for light duty vehicles. These projects schools and gas stations.

Resources: https://www.energy.gov/eere/wipo/state-energy-program-guidance

## U.S. DOT FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Congestion Mitigation and Air Quality Improvement (CMAQ) Program: The CMAQ program has provided more than \$30 billion in funding to over 30,000 transportation related environmental projects for State DOTs, metropolitan planning organizations, and other sponsors throughout the US. Electric vehicle charging infrastructure is eligible for funding.

Action: FCOG sponsors CMAQ requests and has received bids for the 2020 application with plans to submit proposals to FTIP by June 2020. The FCOG document does plan for ~15% of funds to go to cleaner fuel technology.

Amount: Total funding in 2020 is \$2.5B.

<u>Eligible Entities:</u> Governments, Department of Transportation

<u>Target Infrastructure Locations:</u> Public locations, gas stations, highway corridors



<u>Resources:</u> <a href="https://www.fresnocog.org/project/congestion-mitigation-air-quality-cmaq-program/">https://www.fresnocog.org/project/congestion-mitigation-air-quality-cmaq-program/</a>

National Highway Performance Program (NHPP): The NHPP provides support for the condition and performance of the National Highway System (NHS) and for the construction of new facilities along the NHS - including EV charging stations.

Action: FCOG collaborates with Caltrans on implementing NHPP funds.

Amount: NHHP program funding for FY 20 is \$24.2B.

Eligible Entities: Governments, Department of Transportation

Target Infrastructure Locations: Highway corridors

Resources: https://www.fhwa.dot.gov/specialfunding/nhpp/160309.cfm#Funding

#### U.S. DOT FEDERAL TRANSIT ADMINISTRATION

Low or No Emission Vehicle Program: This program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

<u>Action:</u> Grant <u>applications</u> end 3/17/2020 but are expected to reopen under the next funding cycle.

Amount: Funding for FY 20 is \$130M, 15% of cost to be shared by local or state government.

Eligible Entities: Governments, Department of Transportation

<u>Target Infrastructure Locations:</u> Transit hubs, transportation maintenance area <u>Resources:</u> <a href="https://www.transit.dot.gov/funding/applying/notices-funding/low-or-no-emission-program-low-no-program-fy2020-notice-funding">https://www.transit.dot.gov/funding/applying/notices-funding/low-or-no-emission-program-low-no-program-fy2020-notice-funding</a>

**Buses and Bus Facilities Program:** The purpose of the Grants for Buses and Bus Facilities Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

<u>Action:</u> Grant <u>applications</u> end 3/30/2020. Check for availability in the next funding cycle. <u>Amount:</u> Up to \$45M per project, 20% of cost covered by local or state government. Eligible Entities: Governments, Public School Districts

<u>Target Infrastructure Locations:</u> School parking lots, School bus storage/maintenance lot <u>Resources: https://www.transit.dot.gov/bus-program</u>

#### **CONCLUDING THOUGHTS:**

This memorandum summarizes funding opportunities and incentives for PEV and associated charging infrastructure on a regional, state, and federal level. FGOC's role to utilize these funds are:

- Encourage electric vehicle adoption and/or increased charging infrastructure development by educating private stakeholders (developers, business owners, residents, etc.) on the various applicable funding sources available.
- Leverage public stakeholders (public department heads, schools, parks and recreation, etc.) to apply for the available funding sources and obtain the investment needed to electrify their fleets and install public chargers.
- Partner with local and state governments to develop pathways for innovative charging
  infrastructure or transportation electrification projects that would benefit FCOG constituents in
  accessing state or federal funding.

As a result of this research, four (4) key considerations were identified.



- (1) Many of the funding opportunities are granted on a first come/first serve basis, so advance planning for PEV charging infrastructure is crucial.
- (2) Funds target development of PEV infrastructure in various building types. Therefore, it is important to engage the necessary stakeholders to strategically site PEV charging infrastructure to maximize the availability of the chargers and connect them with the appropriate funding source. It is also worth noting that many funding sources are specifically targeting lower-income residents and disadvantaged communities. The EVRP will consider these building types when recommending potential sites for chargers to be installed.
- (3) State grants require a portion of funds to come from the local jurisdiction. In these cases, FCOG can potentially be a liaison between the public and private sector to secure needed financing.
- (4) Specific charging locations, such as residential curbside chargers, lack designated state and federal funding mechanisms. This offers an opportunity for FCOG to work with grant providers to develop solicitations that address gaps in existing funding in locations that would complement county needs.

#### **Acronyms**

BEV Battery Electric Vehicle

CEC California Energy Commission

CMAQ Congestion Mitigation and Air Quality Improvement CPCFA California Pollution Control Financing Authority

EERE Energy Efficiency and Renewable Energy

EV electric vehicle

EVRP Electric Vehicle Readiness Plan
EVSE Electric Vehicle Supply Equipment
FCOG Fresno Council of Governments
FHWA Federal Highway Administration
FTA Federal Transit Administration

HEV Hybrid Electric Vehicle

kW Kilowatt

NHPP National Highway Performance Program

NHS National Highway System
PEV Plug-in Electric Vehicle

PG&E Pacific Gas and Electric Company

SCE Southern California Edison SEP State Energy Program

SJVAPCD San Joaquin Valley Air Pollution Control District

#### Fresno COG 2022 RTP/SCS Milestones

•	Scientific survey -	Spring -early summer 2020	BV
•	Demographic forecast -	Spring to early summer 2020	SS
•	Community needs workshops -	Sept/Oct 2020	BV
•	EIR	Fall 2020 - June 2022	MP
•	SCS scenario development -	Fall 2020 - April 2021	SS
•	Revenue projection, Call for projects	Fall to early winter 2020	SMM/JS
•	Policy Element -	Fall 2020-Spring 2021	MP
•	Environmental Justice Sub-committee:	Fall 2020 - Fall 2021	THC
•	Scenario modeling -	May to mid-Aug 2021	SS/KH
•	SCS scenario outreach workshops -	Early/mid Sept 2021	BV
•	SCS preferred scenario selection (Board)	Oct 2021	SS
•	Action Element -	Spring-Summer 2021	MP/JS
•	Conformity -	Winter 2021-Spring 2022	BD
•	RTP document development -	Fall 2021-Spring 2022	BV
•	RTP/SCS adoption-	June 2022	KC





# What Are Futures?

- Futures are sets of assumptions about possible growth conditions in Fresno County
- Include characteristics such as population and employment growth, demographics, transportation funding, etc.
- Futures are <u>not</u> Scenarios, but rather frameworks within which the Scenarios will be tested.

## Analyzing Futures





Fresno COG will develop a base Future that represents forecasted growth projections and demographic conditions

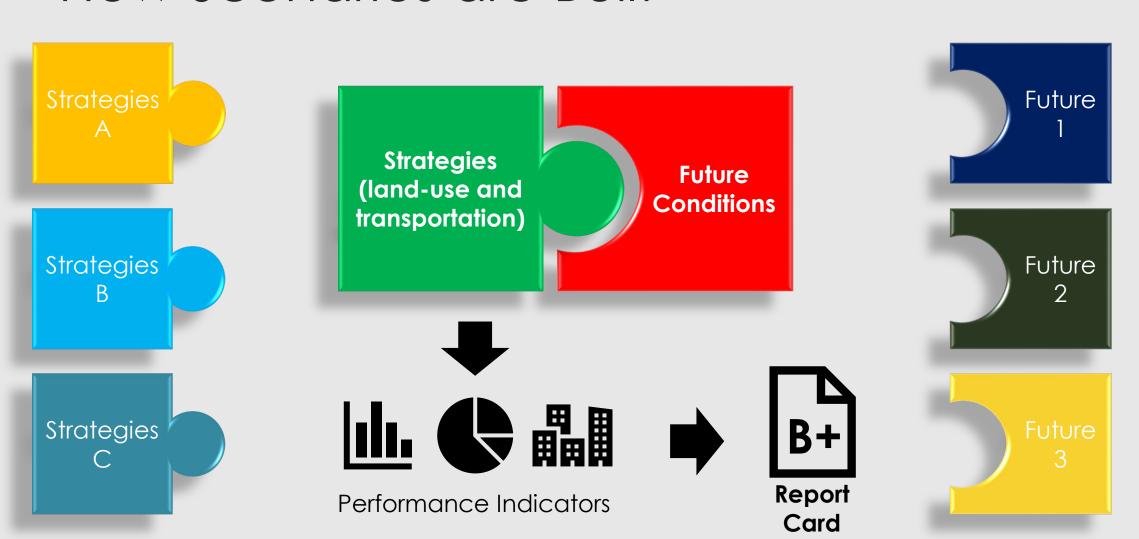
In addition, COG will analyze an additional 3 Futures that represent more extreme conditions to test the resiliency of the scenario strategies



# What Is a Scenario?

- A specific vision of the future of Fresno County
- Represents a "snapshot in time" for a particular future horizon year (e.g. 2035)
- Includes the implementation of strategies, tested against assumptions about the future

### How Scenarios are Built



### Futures • Scenario A A Scenario A<sub>2</sub> Scenario A<sub>3</sub> Scenario A<sub>1</sub> Scenario B B Scenario B<sub>1</sub> Scenario B<sub>2</sub> Scenario B<sub>3</sub> Scenario C Scenario C<sub>2</sub> Scenario C<sub>1</sub> Scenario C<sub>3</sub>

Strategies

Assessing Scenario Performance

The **best**strategies are
those that show **resiliency** across
multiple possible
futures.

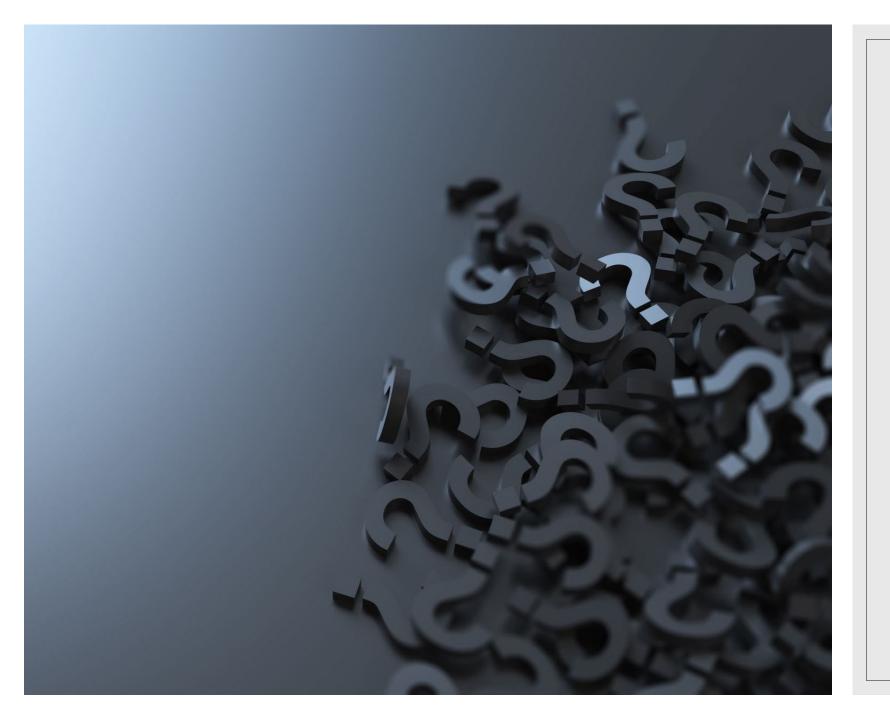


### Fresno Futures Focus Groups

Fresno COG hosted two Fresno Futures workshops in February where stakeholders split into focus groups to discuss three proposed futures.

Each focus group brainstormed potential impacts of each Future, as well as possible strategies to mitigate those impacts.

We will present and discuss these Futures next month.



### Questions?

Seth Scott
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559.724.9213

#### BEFORE THE FRESNO COUNCIL OF GOVERNMENTS AMENDING RESOLUTION NO. 2020-28

In the Matter of:

FRESNO COG REGIONAL
COMPETITIVE ACTIVE
TRANSPORTATION
PROGRAM CYCLE 5
GUIDELINES

AMENDING RESOLUTION ESTABLISHING ADOPTION OF THE FRESNO COG REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 5 GUIDELINES

WHEREAS, the Fresno Council of Governments (FCOG) is the regional transportation planning agency for Fresno County and its fifteen cities pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, FCOG has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, FCOG is the designated Metropolitan Planning Organization (MPO) for Fresno County and its fifteen cities and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, FCOG is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of Fresno County for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013) establishing the Active Transportation Program (ATP); and

WHEREAS, FCOG adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Departments of Transportation (Caltrans); and

WHEREAS, FCOG has developed, in cooperation with CTC, Caltrans, state agencies, local jurisdictions in Fresno County, and non-governmental organizations, program guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group (MAG) evaluates and recommends candidate ATP projects for FCOG to be included in the Program of Projects; and

WHEREAS, the ATP is subject to public review and comment.

NOW, THEREFORE, BE IT RESOLVED, that:

- FCOG approves the guidelines to be used in the evaluation of candidate projects for inclusion in the FCOG Regional Competitive ATP as set forth in the 2021 Regional Competitive ATP Cycle 5 Guidelines attachment; and
- The FCOG Executive Director or designee is granted delegated authority for non-substantive changes to the final MPO Guidelines if changes are requested by the CTC after the FCOG Executive Director has consulted with the Chairs and Vice Chairs of the Transportation Technical Committee, Policy Advisory Committee, and Policy Board; and
- 3. The FCOG Executive Director or designee is authorized to revise the program of projects as necessary in accordance with the guidelines to reflect the programming of projects after the projects are selected; and
- 4. FCOG will establish a list of contingency projects, ranked in priority order based on the project's

- evaluation score to be used should there be any project failures or major delays in the ATP. The contingency list is valid until the adoption of the next ATP Cycle; and
- 5. The FCOG Executive Director shall forward a copy of this resolution and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.
- 6. Amending resolution 2020-28 shall supersede resolution number 2020-11 Resolution Establishing Adoption of The Fresno COG Regional Competitive Active Transportation Program (ATP) Cycle 5 Guidelines approved by FCOG Policy Board on April 30, 2020

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 30th day of July, 2020.

AYES:
NOES:
ABSTAIN:
ABSENT:
Signed: David Cardenas, Chairman
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 30th day of July 2020.
Signed: Tony Boren, Executive Director
rony Boren, Executive Director



## Cycle 5

2021 REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM

GUIDELINES
Adopted by Fresno COG Policy Board on
4/30/2020

Amended by Fresno COG Policy Board on 7/30/2020

To be approved by the California Transportation Commission <u>05/13/2020</u>08/12/2020

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#### INTRODUCTION

#### **BACKGROUND**

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Chapter 2031, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

The California Transportation Commission (CTC) develops guidelines for each ATP cycle that describes the policy, standards, criteria, and procedures for the development, adoption, and management of the ATP. The CTC guidelines lay out the programming policies, procedures and project selection criteria for the statewide competitive program, small urban/rural and large MPO regional competitive programs. Large MPOs, such as Fresno COG, have the option of developing regional guidelines.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Regional Competitive Fresno Council of Governments (FCOG) ATP. The Regional ATP Guidelines substantially follow those of the CTC, but include some differences based on the region's existing priorities. The guidelines were developed in consultation with FCOG's ATP Multidisciplinary Advisory Group (MAG). The MAG includes a representative from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in public health and pedestrian and bicycle issues, including Safe Routes to School programs.

The California Transportation Commission (CTC) must approve these guidelines so that FCOG may carry out the ATP at the Metropolitan Planning Organization (MPO) level.

#### PROGRAM PURPOSE AND GOALS

Pursuant to statute, the purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the
  use of programs including, but not limited to, projects eligible for Safe Routes
  to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

In addition to the goals listed in statute, the ATP will also consider state goals and provisions set forth in Executive Order N-19-19 including state housing goals.

#### PROGRAM SCHEDULE AND FUNDING YEARS

The Cycle 5 Statewide guidelines for the 2021 four-year program of projects (covering state fiscal years 2021/22, 2022/23, 2023/24 and 2024/25) were adopted on March 25, 2020 by the CTC. Each program of projects must be adopted no later than the date designated in statute of each

odd-numbered year; however, the CTC may alternatively elect to adopt a program annually.

#### The following schedule lists the major milestones for the development and adoption of the 2021 ATP:

•
March 25-26, 2020*
March 25-26, 2020*
March 25-26, 2020*
April 10, 2020
April 17, 2020
April 30, 2020
May 13-14, 2020*
June 15, 2020
August 14, 2020
November 16, 2020
December 2-3, 2020
<del>December 2020</del>
December 9, 2020**
January 8, 2021
January 18, 2021
January 28, 2021
April 2, 2021
May 2021*

Project Milestones	Original Schedule	Revised Schedule
Commission approves or rejects MPO guidelines	May 13-14, 2020	June 24-25, 2020August 12, 2020
Statewide Project applications to Caltrans (postmark date)	June 15, 2020	September 15, 2020
Regional project application copies and resolutions due to FCOG	August 14, 2020	November 20, 2020
Staff recommendation for statewide and small urban and rural portions of the program posted	November 16, 2020	February 15, 2021
FCOG MAG Reviews and Scores regional projects	December 9, 2020**	February 24, 2021**
Commission adopts statewide and small urban and rural portions of the program	December 2-3, 2020	March 2021*
Projects not programmed distributed to large MPOs based on location	December 2-3, 2020	March 2021*
FCOG project recommendations to TTC/PAC for approval	January 8, 2021	March 12, 2021
Deadline for MPO <b>Draft</b> project programming recommendations to the Commission	January 18, 2021	April 15, 2021
FCOG project recommendations to Policy Board for adoption	January 28, 2021	March 25, 2021
Deadline for MPO <b>Final</b> project programming recommendations to the Commission	April 2, 2021	May 14, 2021

#### **FUNDING**

#### **SOURCE**

The ATP is funded from various federal and state funds appropriated in the annual Budget Act. These are:

- 100% of the federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation.
- \$21 million of federal Highway Safety Improvement Program funds or other federal funds.
- State Highway Account funds.
- Road Maintenance and Rehabilitation Account (SB 1)

In addition to furthering the purpose and goals of this program, all ATP projects must meet eligibility requirements specific to at least one ATP funding source.

#### DISTRIBUTION

ATP funds from the State of California provide an important funding source for active transportation projects. State and federal law segregate the ATP into multiple, overlapping components. The ATP Fund Estimate must indicate the funds available for each of the program components.

Forty percent of ATP funds must be distributed to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000. These funds must be distributed based on total MPO population.

The 2021 ATP Fund Estimate was adopted at the March 25, 2020 CTC meeting. The regional shares available for Cycle 5 of ATP funding (FY 2021-22 through FY 2024-25) are \$4.8 million per the adopted 2021 ATP Fund Estimate (Appendix A).

Per Senate Bill 99, ATP guidelines include a process to ensure that no less than 25% of overall program funds shall benefit disadvantaged communities. The funds programmed and allocated under this paragraph must be selected through a competitive process by the MPOs in accordance with these guidelines. Projects selected by MPOs may be in either large urban, small urban, or rural areas.

#### MATCHING REQUIREMENTS

Although FCOG encourages the leveraging of additional funds for a project submitted to the regional competitive ATP, matching funds are not required to be eligible. Matching funds cannot be expended prior to the CTC allocation of ATP funds in the same project phase (permits and environmental studies; plans, specifications, and estimates; right-of-way; and construction). Matching funds must be expended concurrently and proportionally to the ATP funds. Matching funds may be adjusted before or shortly after contract award to reflect any substantive change in the bid compared to the estimated cost of the project. This is applicable to all project categories. The source of the matching funds may be any combination of local, private, state, or

<sup>\*</sup>Exact dates will coincide with the CTC's adopted 2020/2021 calendars.

<sup>\*\*</sup>Date subject to change

federal funds. Refer to the CTC guidelines; section 7 and 8, for specific requirements on matching and leveraging fund requirements.

#### REIMBURSEMENT

The ATP is a reimbursement program for eligible costs incurred. In order for an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Invoicing, Local Assistance Procedures Manual. Costs incurred prior to CTC allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

#### MINIMUM FUNDING AWARD REQUEST

There is no minimum ATP award request required for FCOG's Regional Competitive ATP which is different than the statewide requirement. This applies to all project categories.

#### MAXIMUM FUNDING AWARD REQUEST

FCOG encourages ATP funding awards of \$2,000,000 or less per project.

#### **FUNDING SET-ASIDES**

The Fresno COG Regional Competitive ATP does not include any set-aside funding for Safe Routes to School projects, Recreational Trails projects, or Active Transportation Plans. These infrastructure, Non- Infrastructure and combined Infrastructure/Non-Infrastructure projects All regional projects will compete within the same funding source and will be scored accordingly. Infrastructure projects will be scored based on the Small Infrastructure Criteria.

Safe Routes to School projects must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Trail projects that are primarily recreational should meet the federal requirements of the Recreational Trails Program as such projects may not be eligible for funding from other sources (<a href="http://www.fhwa.dot.gov/environment/recreational\_trails/">http://www.fhwa.dot.gov/environment/recreational\_trails/</a>). However, trails that serve active transportation purposes (such as multi-use paths, Class I bikeways, etc.) are fully eligible in the ATP and need not meet the Recreational Trails Program requirements.

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan (bicycle, pedestrian, safe-routes-to- school, or comprehensive). An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008).

Funding for active transportation plans must be consistent with the plan requirements identified in the CTC adopted ATP Guidelines. Please refer to the CTC adopted ATP Guidelines Appendix A for more information regarding the funding of plans.

#### **ELIGIBILITY**

#### **ELIGIBLE APPLICANTS**

The applicant and/or implementing agency for ATP funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must be able to comply with all the federal and state laws, regulations, policies and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement). Refer to Chapter 4, Agreements, of the Local Assistance Procedures Manual for guidance and procedures on Master Agreements. The following entities, within the State of California, are eligible to apply for ATP funds:

- Local, Regional or State Agencies-Examples include city, county, MPO, and Regional Transportation Planning Agency.
- Transit Agencies -Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resource or Public Land Agencies -Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
  - State or local park or forest agencies
  - o State or local fish and game or wildlife agencies
  - Department of the Interior Land Management Agencies
  - U.S. Forest Service
- Public schools or School districts.
- Tribal Governments -Federally-recognized Native American Tribes.
  - For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs (BIA) may be necessary.
  - A tribal government may also partner with another eligible entity to apply if desired.
- Private nonprofit tax-exempt organizations may apply for recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, and not only a private entity.
- Any other entity with responsibility for oversight of transportation or recreational trails that the CTC determines to be eligible.

A project applicant found to have purposefully misrepresented information that could affect a project's score may result in the applicant being excluded from the program for the current cycle and the next cycle.

For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs may be necessary. A tribal government may also partner with another eligible entity to apply if desired.

As noted above, all applicants must comply with the federal aid process. Agencies applying for infrastructure funding that are not familiar with the federal aid process and federal policies and procedures <a href="mailto:shall">shall</a> partner with a local agency that possesses expertise in these funding program requirements. See below for more information on partnering opportunities.

#### PARTNERING WITH IMPLEMENTING AGENCIES

Eligible applicants that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement

the project. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal- Aid Highway Program project are encouraged to partner with an eligible applicant that can implement the project. If another entity agrees to be the implementing agency and assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

The implementing agency will be responsible and accountable for the use and expenditure of program funds.

#### **ELIGIBLE PROJECTS**

All projects must be selected through a competitive process and must meet one or more of the program goals. Because some of the funds in the ATP are federal funds, all projects must be federal- aid eligible:

• Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. The PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the CTC's website: <a href="https://catc.ca.gov/programs/state-transportation-improvement-program">https://catc.ca.gov/programs/state-transportation-improvement-program</a>

A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the ATP.

- <u>Plans</u>: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. Non-infrastructure projects are not limited to those benefiting school students. NI projects can be start-up programs or new and/or expanded components of existing programs. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. A project with new and/or expanded components to an existing program must demonstrate how the original program is continuing without ATP funding. The ATP funds cannot fund ongoing program operations. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted.
- <u>Infrastructure projects with non-infrastructure components</u>: This is a capital improvement project that includes an education, encouragement, or enforcement component. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project.
- Quick-Build Project Pilot: The Commission will consider a small number of quick-build projects for the 2021 ATP as a pilot. Quick-build projects are interim capital improvement projects that further the goals of the ATP. These projects do require construction, but are built with durable, low to moderate cost materials and last from one year to five years. See Appendix D in the CTC adopted guidelines for additional

details. Quick-Build projects are not applicable to the region if they are not selected at the state.

#### **EXAMPLE PROJECTS**

Below is a list of projects generally considered eligible for ATP funding. This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they further the goals of the program. Important—components of an otherwise eligible project may not be eligible. For information on ineligible components, see the Caltrans Local Assistance/ATP website.

- Development of new bikeways and walkways that improve mobility, access, or safety for non- motorized users.
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users.
  - o Elimination of hazardous conditions on existing bikeways and walkways.
  - Preventative maintenance of bikeways and walkways with the primary goal of improving the active transportation operations/usability and extending the service life of the facility.
- Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops.
- Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings for the benefit of the public.
- Bicycle-carrying facilities on public transit, including rail and ferries.
- Establishment or expansion of a bike share program.
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors totrails.
- Development of a community wide bike, pedestrian, safe routes to schools or active transportation plan in a disadvantaged community.
- Education programs to increase bicycling and walking, and other non-infrastructure investments that demonstrate effectiveness in increasing active transportation.
   Components may include but are not limited to:
  - Development and implementation of bike-to-work or walk-to-work school day/month programs.
  - Conducting bicycle and/or pedestrian counts, walkability and/or bikeability assessments or audits, or pedestrian and/or bicycle safety analysis.
  - o Conducting pedestrian and bicycle safety education programs.
  - Development and publishing of community walking and biking maps, including school route/travel plans.
  - Development and implementation of walking school bus or bike train programs.
  - Components of open streets events directly linked to the promotion of a new infrastructure project or designed to promote walking and biking on a daily basis.
  - Targeted enforcement activities around high pedestrian and/or bicycle injury and/or fatality locations (intersections or corridors). These activities cannot be general traffic enforcement but must be tied to improving pedestrian and bicyclist safety.
  - School crossing guard training.

- School bicycle clinics.
- Development and implementation of programs and tools that maximize use of available and emerging technologies to implement the goals of the ATP.

#### PROJECT TYPE REQUIREMENTS

As discussed in the Funding Distribution section (above), State and Federal law segregate the ATP into multiple, overlapping components. SB 99 specifies that at least 25% of funds must benefit disadvantaged communities within each of the program components. However, the ATP also includes other project types that must meet certain requirements. Below is an explanation of the requirements specific to the project types listed in SB 99.

#### **DISADVANTAGED COMMUNITIES**

For a project to contribute toward the Disadvantaged Communities funding requirement of 25%, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. To count as providing a benefit, a project must fulfill an important need of low-income people in a way that provides a significant benefit and targets its benefits primarily to low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must be located within or in reasonable proximity and have a direct connection, to the disadvantaged community served by the project; or the project must be an extension or a segment of a larger project that connects to or directly adjacent to that disadvantaged community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- Median Household Income: The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2014-2018 American Community Survey (<\$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml</p>
- CalEnviroScreen: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (scores must be greater than or equal to 39.34). This list can be found at the following link under SB 535 List of Disadvantaged Communities: <a href="http://www.calepa.ca.gov/EnvJustice/GHGInvest/">http://www.calepa.ca.gov/EnvJustice/GHGInvest/</a>
- National School Lunch Program: At least 75% of public school students in the project area are eligible to receive free or reduced- price meals under the National School Lunch Program. Data is available at: <a href="http://www.cde.ca.gov/ds/sd/sd/filessp.asp">http://www.cde.ca.gov/ds/sd/sd/filessp.asp</a>. Applicants using this measure must indicate how the project benefits the school students in the project area. Project must be located within 2 miles of the school(s) represented by this criteria.
- Healthy Places Index: The Healthy Places Index includes a composite score for each
  census tract in the State. The higher the score, the healthier the community conditions
  based on 25 community characteristics. The scores are then converted to a percentile

to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The <u>live map</u> and the direct data can both be found on the California Healthy Places Index website: <a href="https://map.healthyplacesindex.org/">https://map.healthyplacesindex.org/</a>.

- Native American Tribal Lands: Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- Other: If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Suggested alternatives that can be submitted under this category include:
  - Census data that represents a small neighborhood or unincorporated area.
     The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community's median household income is at or below 80% of that state median household income.
  - CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community's CalEnviroScreen score is at or above 39.34.

#### PROJECT SELECTION PROCESS

#### REGIONAL COMPETITIVE ATP PROJECT SELECTION

Fresno COG will hold a separate call for projects for the Regional Active Transportation Program and have a regional evaluation process. Applicants may apply for either the State ATP program or Regional ATP program, or to both. Fresno COG encourages all ATP projects be submitted to the State ATP competitive program, although it is not required. Projects not selected for programming in the statewide competition must be considered in the regional competition. In administering a competitive selection process, FCOG will use a multidisciplinary advisory group (MAG) to assist in evaluating project applications. Following the competitive selection process, FCOG will submit its programming recommendations to the CTC along with:

- List of the members of its multidisciplinary advisory group
- Description of unbiased project selection methodology
- Program spreadsheet with the following elements
  - All projects evaluated
  - Projects recommended with total project cost, request amount, fiscal years, phases, state only funding requests, amount benefitting disadvantaged communities
  - Project type designations such as non-infrastructure, Safe Routes to School, etc.
- Board resolution approving program of projects
- Updated Project Programming Requests (PPRs)
- Copies of all project applications

#### PROJECT APPLICATION AND SUBMITTAL REQUIREMENTS

ATP project applications will be available at: <a href="https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5">https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5</a>.

The FCOG Regional Competitive ATP information will be made available at: <a href="https://www.fresnocog.org/project/active-transportation-program-atp/">https://www.fresnocog.org/project/active-transportation-program-atp/</a>.

Projects not selected for programming in the statewide competition must be considered in the FCOG Regional Competitive ATP. Per the CTC's guidelines, a copy of the application submitted to the state MUST be submitted to FCOG at the same time.

There will be five different applications available for applicants to complete depending on the project type and size. It is incumbent on the applicant to complete the application appropriate for their project. Applicants applying for infrastructure projects must utilize the application type based on the entire project cost, not the ATP request amount. All eligible projects must apply with one of the following application types. Applications for plans may not be combined with applications for infrastructure or non-infrastructure projects. The five application types are:

- A. Large Project: Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million will be considered a Large Project and must use the Large Project application. Commission staff may conduct onsite field reviews on a selection of projects that qualify as large projects. Field reviews are not indicative of the project's likelihood of funding.
- B. **Medium Project**: Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of more than \$2 million and up to \$7 million will be considered a Medium Project and must use the Medium Project application.
- C. **Small Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of \$2 million or less will be considered a Small Project and must use the Small Project application.
- D. Non-infrastructure Only
- **E. Plan:** Plans cannot be combined with any other type of project.

A project application must include <u>a complete Caltrans cycle 5 ATP application</u>, the FCOG Regional Supplemental Application (Appendix B), and formal council/board/district resolution of the ATP project. the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Where the project is to be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application. A project application must also include documentation of all other funds committed to the projects. All letters of support and resolutions must be included with the application and not mailed separately.

Project applications should be addressed or delivered to:
Fresno Council of
Governments Attn:
Jennifer Soliz
2035 Tulare Street Suite 201
Fresno, CA 93721

Please submit eight hard copies and one electronic copy of a complete application. Applications must be postmarked by the application deadline.

For questions or concerns, please contact Jennifer Soliz at <a href="mailto:jsoliz@fresnocog.org">jsoliz@fresnocog.org</a>. You may also contact us by phone at 559-233-4148 ext. 223.

Before evaluation, project applications will be screened for the following:

- Consistency with an adopted regional transportation plan.
- Use of appropriate application.
- Supplanting Funds: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: Project must be one of the four types of projects listed in Section 13 of the adopted CTC ATP Cycle 5 guidelines.

Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines/criteria, and if the project application is incomplete. Projects not selected for programming in the statewide competition, but deemed eligible for the regional program will be considered. Applicants with projects that are screened out will be notified as soon as non-eligibility has been determined. Please reference section 14 in the adopted CTC guidelines for further screening criteria requirements.

#### SCORING CRITERIA

Proposed projects will be scored and ranked on the basis of applicant responses to the below criteria. Project programming recommendations may not be based strictly on the rating criteria given the various components of the ATP and requirements of the various fund sources.

See the chart below to reference the scoring criteria and points allotted to the different types of applications. The chart shows the maximum number of points allowed for each scoring criteria and type of application. If a scoring criteria is gray, it is not applicable to that application type.

	Scoring Topic	Plan Application		Infrastructure or Infrastructure/Non- Infrastructure Applications		
			Application	Small	Medium	Large
A.	Benefit to Disadvantaged Communities (DAC)	30	10	<del>10</del> <u>6</u>	10	10
B.	Need	20	40	<del>52</del> 50	40	38
C.	Safety		10	25	25	20
D.	Public Participation & Planning	25	15	10	10	10
E.	Scope and Plan Layout Consistency and Cost Effectiveness					7
F.	Scope and Plan Layout Consistency		10	<del>3</del> <u>5</u>	5	
G.	Implementation & Plan Development	25				
Н.	Context Sensitive & Innovation		5		5	5
I.	Transformative Projects					5
J.	Evaluation and Sustainability		10			
K.	Leveraging			<u>3</u>	5	5
L.	Corps (0 or -5)		0 or -5	0 or -5	0 or -5	0 or -5
M.	Past Performance (0 to -10)	0 to -10	0 to -10	0 to -10	0 to -10	0 to -10
<u>N.</u>	Consistency with FCOG adopted 2018 RTP or adopted ATP Plan			<u>1</u>		
	Total	100	100	100	100	100

community affected by the project. The score will be impacted by the project location in relation to the disadvantaged community, the severity, and the direct benefit the project will provide. Applicants will also, if applicable, explain how anti-displacement policies and actions are being implemented to discourage gentrification of the community being impacted by the project.

- B. <u>Need</u>. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users.
- C. <u>Safety</u>. Potential for reducing the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists.
- D. <u>Public participation and Planning</u>. Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process (including the participation of disadvantaged community stakeholders) resulted in the identification and prioritization of the proposed project. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response.
- E. Scope and Plan Layout Consistency and Cost Effectiveness. Evidence that the application, scope and plan layout are consistent with one another and depict what is being proposed. A project's cost effectiveness is the relative costs of the project in comparison to the project's benefits.
- F. <u>Scope and Plan Layout Consistency</u>. Evidence that the application, scope and plan layout are consistent with one another and depict what is being proposed.
- G. <u>Implementation and Plan Development</u>. Specific to applicants using the "plan" application form. Applicant should show evidence that the plan will lead to implementation of the identified projects.
- H. <u>Context sensitive bikeways/walkways and innovative project elements</u>. The "recognized best" solutions appropriate for the local community context will be considered, and a description of the innovative features of the project. OR explain why the context of the project best lends itself to standard treatments/features.
- I. <u>Transformative Projects</u>. Evidence of the transformative nature of the project will help to inform the score. <u>In addition, applicants should address the potential for the project to support existing and planned housing, especially affordable housing.</u>
- J. <u>Evaluation and Sustainability</u>. How will the effectiveness of the program be measured and sustained after completion.
- K. <u>Leveraging</u>. Leveraging of non-ATP funds (excluding in-kind contributions) on the ATP project scope proposed.

- L. <u>Corps.</u> Use of the California Conservation Corps or a certified local community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. An exception applies for applicants using the Plan application type.
  - General information and instructions for consulting with the Corps on ATP projects can be found at the <u>California Conservation Corps website</u> or at the California Association of Local Conservation Corps website.
  - b. The California Corps can be contacted at <a href="mailto:atp@ccc.ca.gov">atp@ccc.ca.gov</a>.
  - c. Qualified Community conservation corps can be contacted at <a href="mailto:inquiry@atpcommunitycorps.org">inquiry@atpcommunitycorps.org</a>.
  - d. Direct contracting with the California Conservation Corps or a qualified community conservation corps without bidding is permissible provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be provided to Caltrans.
  - e. <u>Funded projects will be required to report on the use of the California</u>

    <u>Conservation Corps or a certified local community conservation corps as noticed in the application</u>
- M. Past performance. Applicant's performance on past ATP projects. Point reduction for non- use of the Corps as committed to in a past ATP award or project failure on any past ATP project.
- M.N. Consistency with FCOG adopted 2018 RTP, FCOG Regional Active Transportation Plan or an adopted local Active Transportation Plan including Bicycle/Pedestrian, Master Trails or Safe Routes to School Plans. Must provide documentation highlighting the project listing on the adopted plan.

### PROJECT SELECTION BETWEEN PROJECT APPLICATIONS WITH THE SAME SCORE

If two or more project applications receive the same score that is the funding cut-off score, the following criteria will be used to determine which project(s) will be funded:

- Infrastructure projects
- Project readiness including, but not limited to, completed environmental documents
- Highest score on the highest point value question
- Highest score on the second highest point value question.

#### PROJECT EVALUATION COMMITTEE

FCOG formed a Multidisciplinary Advisory Group (MAG) to assist in the development of the guidelines, scoring criteria, and will participate in the evaluation of the project applications. In forming the MAG, staff sought participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities. The representatives are geographically balanced representing state agencies, FCOG, local jurisdictions in Fresno County, and non-governmental organizations.

Priority for participation in the MAG was given to those who would not represent a project applicant, or would not benefit from projects submitted by others; if they do, they must recuse themselves from scoring their application. In addition, members are not allowed to provide input, verbally or in writing, regarding their project/plan/program during the evaluation period.

The MAG will prioritize, rank the applications, and ensure that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the CTC ATP guidelines. The MAG will then present the recommended project list to the Programming Subcommittee, TTC, PAC, and to the Policy Board for approval before requesting final approval from the CTC of the program of projects.

#### **PROGRAMMING**

The ATP must be developed consistent with the fund estimate and the amount programmed in each fiscal year must not exceed the amount identified in the fund estimate. Requested programming years may vary based on programming capacity.

The program of projects for each fiscal year will include, for each project, the amount to be funded from the ATP, and the estimated total cost of the project. In the case of a large project delivered in segments, include the total cost of the segment for which ATP funds are requested. Project costs in the ATP will include costs for each of the following phases:

- Project approval and environmental document,
- Plans, specifications, and estimates,
- Right-of-way; and
- Construction.

The cost of each project phase will be listed in the Federal Transportation Improvement Program (FTIP) no earlier than in the fiscal year in which the particular project phase can be implemented.

When proposing to fund only preconstruction phases for a project, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan.

FCOG will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of ATP and other committed funding. FCOG will regard funds as committed when they are programmed by the CTC or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and federal formula transit funds, the commitment may be by Federal approval of the Federal Statewide Transportation Improvement Program. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

If the program of projects adopted by FCOG does not program the full capacity identified in the fund estimate for a given fiscal year, the balance will remain available to advance programmed projects. Subject to the availability of federal funds, a balance not programmed in one fiscal year will carry over and be available for projects in the following fiscal year.

Project applications found to not meet Project Study Report (PSR) equivalency will be required to take corrective action prior to allocation of funds. Refer to the CTC guidelines; section VI, for

specific requirements.

#### PERFORMANCE METRICS

Successful projects must submit the required performance metric data within six months of programming. The Commission may delete a project for which no performance metric data is received. The Commission will not consider approval of a project allocation for projects that have not submitted the required performance metric data. Refer to the CTC guidelines; section 23 for required performance metric data.

#### CONTINGENCY PROJECT LIST

FCOG will adopt a list of projects for programming the Regional Competitive ATP that is financially constrained with the amount of ATP funding available (as identified in the CTC's approved ATP Fund Estimate). In addition, FCOG will include a list of contingency projects, ranked in priority order based on the project's evaluation score. FCOG intends to fund projects on the contingency list should there be any project failures in any of the previous cycles of Regional Competitive ATP. This will ensure that the regional competitive ATP will fully use all ATP funds. This contingency list will be in effect only until the adoption of the next programming cycle.

#### **BASELINE AGREEMENTS**

In accordance with the SB 1 Accountability and Transparency Guidelines the Commission requires Baseline Agreements for ATP projects with a total project cost of \$25 million or greater (all funds) or a total programmed amount of \$10 million or greater in ATP funds.. Please reference section 27 of the adopted CTC ATP guidelines for requirements for baseline agreements.

#### **PROGRAM/PROJECT AMENDMENTS**

Project amendments requested by implementing agencies shall receive the approval of all partner and funding entities before submittal presentation to the Commission. Amendment requests should be submitted in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule, public support and benefits.

Caltrans shall coordinate all amendment requests and utilize the Project Programming Request form to help document the change. Implementing agencies must notify Caltrans in writing of proposed project amendments.

Project amendments will be considered for the Active Transportation Program as follows:

- Scope Changes The Commission may consider changes to the scope of the project only as described below.
- Funding Distribution Changes The Commission may consider a request to move funds between phases after a project has been programmed only as described below.

Schedule changes to a project will not be considered. Time extensions are allowed as specified in the timely use of funds section. ATP will not fund any cost increases to the project. Any cost increases should be funded from other fund sources. If there is a change in the cost estimate, the implementing agency must notify Caltrans as soon as possible. The written notification should explain the change and the plan to cover the increase.

#### A. Scope Changes

- The Commission will consider changes to the approved scope submitted in the project application to assist agencies in implementing their ATP projects and maximize the overall benefits of the ATP. An agency requesting a scope change must submit a request to Caltrans that includes the following: An explanation of the proposed scope change.
- The reason for the proposed scope change.
- The impact the proposed scope change would have on the overall cost of the project.
- An estimate of the impact the proposed scope change would have on the potential of the
  project to increase walking and bicycling as compared to the benefits identified in the
  project application (increase or decrease in benefit).
- An estimate of the impact the proposed scope change would have on the potential of the
  project to increase the safety of pedestrians and bicyclists as compared to the benefits
  identified in the project application (increase or decrease in benefit).
- An explanation of the methodology used to develop the aforementioned estimates.
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.
- How the scope change impacts the project schedule.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.
- For projects programmed in the Metropolitan Planning Organization (MPO) component,
   evidence of MPO approval and the MPO rationale for their approval

Caltrans will review the proposed scope change and forward the proposed scope change with Caltrans' written analysis and recommendation to the Commission for the Commission's approval.

Commission staff accepts or denies minor scope changes and will present those that are accepted to the Commission as a part of the project allocation request. Minor scope changes are those that stay true to the project proposed in the application, with little or no impact to project benefits, strong public support, or increase the benefits of the project. If Commission staff determines the minor scope change should be denied, Caltrans will resubmit the scope change request as a major scope change.

Caltrans will present recommendations to approve or disapprove major scope changes to the Commission as a project amendment agenda item at a regularly scheduled Commission meeting. Commission staff may recommend denying a scope change if the request dramatically changes the project scope and intent from what was approved in the application, or if there is a loss in benefits. The Commission may approve or deny the scope change request, regardless of staff and Caltrans' recommendations

#### B. Funding Distribution Changes

Agencies may request to move amounts between programmed phases (Environmental Studies and Permits (PA&ED), Plans, Specs and Estimates (PS&E), Right of Way (ROW) and Construction).

Moving funds between phases will not increase the total programmed amount. The agency must show that the project remains fully funded and that the benefit of the project will remain the same or increase. All funding distribution change requests must be considered by the Commission for approval. When preparing a request for a funding distribution change, agencies should consider the following:

- The request cannot be made in the same state fiscal year in which the funds have been programmed.
- The funds that are part of the request cannot have been allocated.
- Funds programmed in construction cannot be moved out of construction.
- An agency can only request a funding distribution change once during the life of the project. Agencies should consider waiting until after the environmental review has been completed to submit a funding distribution change.

#### The notification to Caltrans must include:

- A revised Project Programming Request (PPR) that outlines the proposed funding distribution change.
- The reason for the proposed funding distribution change.
- The impact the proposed change would have on the overall cost of the project. The project must remain fully funded.
- A discussion of whether the funding distribution change will affect the benefit of the project as described in the project application

#### **ALLOCATIONS**

When an agency is ready to implement a project or project phase, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review and recommendation and Commission allocation is 60 days.

Caltrans will review the request and determine whether or not to recommend the request to the Commission for action. The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding, and the consistency with the project's baseline agreement, if applicable. When Caltrans develops its construction allocation recommendation, the Commission expects Caltrans to certify that a project's plans specifications and estimate are complete, and match the application scope or approved scope amendment, environmental and right-of-way clearances are secured, and all necessary permits and agreements are executed. The Commission will only consider an allocation of construction funds to projects that are ready to advertise. Projects using the design-build or design-sequencing contracting methods shall be considered ready for allocation upon completion of environmental clearance. Readiness for projects to be transferred to FTA shall be consistent with FTA's definition of readiness for obligation.

In compliance with Section 21150 of the Public Resources Code, the CTC will not allocate funds for a non-infrastructure project or plan, or for design, right-of-way, or construction of an infrastructure project, prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA). As a matter of policy, the CTC will not allocate funds, other than for the environmental phase, for a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.

The Commission will approve the allocation in whole thousands of dollars if the funds are available and the allocation is necessary to implement the project as included in the adopted ATP. If there is a cost increase to the project, the implementing agency must submit an updated PPR form that identifies the cost increase and the fund source that will cover the cost increase.

The ATP does not fund cost increases except for Caltrans implemented projects. If the fund source(s) is (are) not identified to cover the cost increase, the project component will be lapsed.

Applicants that have partnered with an implementing agency must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency with the allocation request.

The CTC will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted ATP. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

In order to ensure the timely use of all program funds, the CTC will, contingent upon availability, advance allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. Should requests for advance allocations exceed available capacity; the CTC will give priority to projects programmed in the current-year.

Allocation requests for a project in the MPO ATP projects must include a recommendation by the MPO.

Any scope changes must be presented to Caltrans for consideration prior to allocation in the manner described above and in section 28 of the adopted ATP state guidelines.

#### PROJECT DELIVERY

#### LETTER OF NO PREJUDICE

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines are on the CTC website.

#### TIMELY USE OF FUNDS

ATP allocations are requested by project phase, Environmental Phase (PA&ED), Design Phase (PS&E), Right-of-Way Phase (ROW), and Construction Phase (CON). Each allocation must be requested in the fiscal year that the phase is programmed. Construction allocations are valid for award for six months from the date of allocation unless the Commission approves an extension. When programmed funds are not allocated within the fiscal year programmed or within the time allowed by an approved extension, the project will be deleted from the Active Transportation Program.

The CTC may extend the deadline only once for allocation and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months. If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. Extension requests for a project in the regional selected portion of the program must include a recommendation by FCOG, consistent with the preceding requirements.

Funds allocated for project development or right-of-way costs must be expended by the end of

the second fiscal year following the fiscal year in which the funds were allocated. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

The Commission may extend the deadline only once for contract award and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

After award of the contract, the implementing agency has up to 36 months to complete (accept) the contract. At the time of construction fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

The Commission may extend the deadlines for expenditures for project development or rightof- way, or for contract completion no more than one time, only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed more than 12 months for project completion and 12 months for expenditure.

Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Caltrans prior to the expiration date. For allocation of funds, the time extension must be approved by the Commission by June 30th of the year the funds are programmed; otherwise the funds will lapse.

Projects must commence the right-of-way phase or actual construction with-in 10 years of receiving pre-construction funding through the Active Transportation Program, or the implementing agency must repay the Active Transportation Program funds. Repaid funds will be made available for redistribution in the subsequent programming cycle.

If there are insufficient funds, the CTC may delay the allocation of funds to a project until the next fiscal year without requiring an extension. It is incumbent upon the implementing agency to develop accurate project cost estimates. If the amount of a contract award is less than the amount allocated, or if the final cost of a phase is less than the amount allocated, the savings generated will not be available for future programming.

Caltrans will track the delivery of ATP projects and submit to the CTC the required reports showing the delivery of each project phase.

#### DELIVERY DEADLINE EXTENSIONS

The Commission may extend a delivery deadline, as described in the Timely Use of Funds Section, upon the request of the implementing agency. No deadline may be extended more than once.

However, there are separate deadlines for allocations, contract award, expenditures, and project completion. Each project phase has its own deadline. The Commission may consider the extension for each deadline separately.

All requests for project delivery deadline extensions shall be submitted directly to Caltrans for processing prior to the expiration date. The extension request should describe the specific

circumstance that justifies the extension and identify the delay directly attributable to the circumstance. Caltrans will review and prepare a written analysis of the proposed extension requests and forward the written analysis and recommendation to the Commission for action.

#### FEDERAL REQUIREMENTS

Unless fully programmed for state-only funding, project applicants must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans. Refer to the CTC guidelines; section 33, for examples of federal requirements that must be met when administering ATP projects.

#### **DESIGN STANDARDS**

Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all minimum safety design criteria established by Caltrans, except that an agency may utilize other minimum safety design criteria if specific conditions are met, as described in Streets and Highways Code Section 891(b). Refer to the CTC guidelines; section 34, for specific requirements.

#### PROJECT INACTIVITY

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation Policy). Failure to do so will result in the project being deemed "inactive" and subject to de-obligation if proper justification is not provided.

#### PROJECT COST SAVINGS

Savings at contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable active transportation benefits. The expanded scope must be approved by the Commission's Executive Director prior to contract award. All other contract award savings will be returned proportionally.

Savings at project completion must be returned proportionally except when an agency has, subsequent to project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming. Any additional savings at project completion must be returned proportionally.

Any amount allocated for environmental may also be expended for design. In addition, a local agency may expend an amount allocated for environmental, design, right of way, construction (infrastructure) or construction (non-infrastructure) for another allocated project phase, provided that the total expenditure shifted to a phase in this way is not more than 20 percent of the amount actually allocated for either phase. This means that the amount transferred by a local agency from one phase to another may be no more than 20 percent of whichever of the phases has received the smaller allocation from the Commission.

If an implementing agency requests an allocation of funds in an amount that is less than the amount programmed, the balance of the programmed amount may be allocated to a programmed project advanced from a future fiscal year. Project savings, including savings from

projects programmed in the MPO component, will return to the overall ATP and be available to a programmed project advanced from a future fiscal year.

# PROJECT REPORTING

The purpose of all required reports is to ensure that the project is executed on time and is within the scope and budget identified when the decision was made to fund the project. The ATP program adheres to the program accountability requirements set forth in the SB1 Accountability and Transparency Guidelines. The reporting provisions specified in the SB 1 Accountability and Transparency Guidelines apply to all projects programmed in the ATP.

All implementing agencies must submit regular progress reports, a completion report and a final delivery report to Caltrans. Implementing agencies should refer to the <u>Local Assistance</u> <u>website</u> for details.

An agency implementing a project in the MPO selected portion of the program is required to also submit copies of all of its reports to the MPO. However, all agencies are encouraged to submit copies of their reports to their MPO or RTPA.

#### **AUDITS**

The audit requirements as outlined in the SB1 Accountability and Transparency Guidelines apply to all projects programmed in the ATP.

## **ROLES AND RESPONSIBILITIES**

# CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The CTC responsibilities include:

- Adopt guidelines, policies, and application for the ATP.
- Adopt ATP Fund Estimate.
- Evaluate, score and rank projects, including forming and facilitating the Project Evaluation Committee.
- In consultation with Regional Agencies and Caltrans, recommend and adopt a program of projects, including:
  - The statewide component of the ATP,
  - o The small urban and rural component of the ATP and,
  - The MPO selected portion of the program based on the recommendations of the MPOs.
  - Ensure that at least 25% of the funds benefit disadvantage communities.
- Maintain a contingency list of projects to be amended into the program in the
  event a programmed project is delivered under the programmed amount of if a
  project fails, approve and recommend such amendments for Commission
  approval. This contingency list will be in effect only until the adoption of the next
  statewide program.
- Post recommendations and final adopted list of approved projects on the Commission's website
- Allocate funds to projects.
- Publish a Status Report of the ATP annually to increase the transparency of the program and show the progress of the programmed projects

- Review project amendment requests and recommend approval or denial to the commission
- Evaluate and report to the legislature.

## CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Caltrans has the primary responsibility for the administration of the adopted ATP. Responsibilities include:

- Prepare and provide statewide program and procedural guidance. Conduct outreach through various networks such as, but not limited to, the Active Transportation Program website, and at conferences, meetings, or workgroups
- Develop and provide program training.
- Solicit project applications for the program.
- Perform eligibility and deliverability reviews of ATP projects at the Commission's request and inform the Commission of any identified issues in writing and before consensus scores are submitted by the evaluators.
- Assist as needed in functions such as facilitating project evaluation teams and evaluating applications.
- Notify successful applicants of their next steps after each call for projects.
- Recommend project allocations (including funding type) to the Commission.
- Make Project Amendment recommendations to the Commission.
- Track and report on project implementation, including project completion.
- Create reports required by the Commission and solicit implementing agencies to submit required reports in a timely manner.
- Perform audits of selected projects in accordance with generally accepted government auditing standards.
- Serve as the main point of contact in project implementation, including administering the contract(s) for the ATP Resource Center.

# METROPOLITAN PLANNING ORGANIZATIONS (MPOS) WITH LARGE URBANIZED AREAS

MPOs with large urbanized areas, such as FCOG, are responsible for overseeing a competitive project selection process in accordance with these guidelines. The responsibilities include:

- Ensure that at least 25% of the funds in the FCOG call for projects benefit disadvantaged communities.
- FCOG is using a different minimum project size for its regional competitive ATP selection process than the statewide guidelines.
- FCOG will notify the Commission of their intent to have a supplemental call no later than the application deadline and will consider the projects that were not selected through the statewide competition along with those received in the supplemental call for projects.
- FCOG will submit copies of all applications received by the MPO. Projects
  recommended for programming by an MPO will not be considered for funding unless
  the application is received by the designated deadline.
- In administering a regional competitive ATP selection process, FCOG must use a multidisciplinary advisory group to assist in evaluating project applications.
- In administering a regional competitive ATP selection process, FCOG must explain how the projects recommended for programming include a broad spectrum of projects to

- benefit pedestrians and bicyclists. The explanation must include a discussion of how the recommended projects benefit students walking and cycling to school.
- FCOG elects to have a contingency list of projects to be amended into the program in the event a programmed project fails to deliver. FCOG will approve and recommend such amendments for Commission approval. This contingency list will be provided to the Commission and will be in effect only until the adoption of the next statewide program.
- Recommend allocation requests for a project in the FCOG regional competitive ATP.
- Determine which projects to advance and make that recommendation to the CTC in consultation with Commission staff and Caltrans.
- Submit an annual assessment of FCOG's regional competitive ATP in terms of its effectiveness in achieving the goals of the overall ATP.

#### PROJECT APPLICANT

Project applicants nominate ATP projects for funding consideration by submitting an application by the deadline. If awarded ATP funding for a submitted project, the project applicant (or partnering implementing agency if applicable) has contractual responsibility for carrying out the project to completion and complying with reporting requirements in accordance with federal, state, and local laws and regulations, and these guidelines.

For infrastructure projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

#### PROJECT SIGNAGE

The implementing agency must, for all SB 1 projects, include signage stating that the project was made possible by SB 1- The Road Repair and Accountability Act of 2017. The signage should be in compliance with applicable federal or state law, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices.

#### **ACTIVE TRANSPORTATION PLANS**

The ATP provides for the creation of Active Transportation Plans. Funding from the ATP may be used to fund the development of community wide active transportation plans within or, for area- wide plans, encompassing disadvantaged communities, including bike, pedestrian, safe routes to schools, or comprehensive active transportation plans. A list of the components that must be included in an active transportation plan can be found in Appendix A of the statewide guidelines.

Please note: The statewide guidelines state that a large MPO, in administering its portion of the program, may make up to 2% of its funding available for active transportation plans in disadvantaged communities within the MPO boundaries. Although Fresno COG does not intend to set-aside funding for active transportation plans, no more than 2% of the total ATP regional funds can be used to fund active transportation plans in disadvantaged communities. Refer to section 9 of the statewide guidelines for detailed information on "Funding for Active

Transportation Plans" and the funding priorities that will be used when evaluating the potential to fund active transportation plan in disadvantaged communities.

# PROGRAM EVALUATION

The ATP will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project must collect and submit data to Caltrans as described in the "Project Reporting" section.

The CTC will include in its annual report to the Legislature a discussion on the effectiveness of the program in terms of planned and achieved improvement in mobility and safety and timely use of funds, and will include a summary of its activities relative to the administration of the ATP including projects programmed, projects allocated, projects completed to date by project type, projects completed to date by geographic distribution, projects completed to date by benefit to disadvantaged communities, and projects completed to date with the California Conservation Corps or qualified community conservation corps.

# **APPENDIX A**

#### **Fresno Council of Governments**

2021 Active Transportation Program Cycle 5 Regional Share Targets

Cycle 5 Program - FY 2021-22 through FY 2024-25

#### ATP Regional Share (in thousands)

Fund Source	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Total
Federal STBG (TAP)			\$584	\$584	\$1,168
Federal Other			\$248	\$248	\$496
State	\$1,047	\$1,090	\$507	\$507	\$1,014
<b>Total ATP Regional Share</b>	\$1,047	\$1,090	\$1,339	\$1,339	\$4,815

Per SB 99, 25% of overall program funds shall benefit disadvantaged communities.

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# **APPENDIX B**

<u>Fresno Council of Governments Regional 2021 Active Transportation Program Cycle 5 Supplemental Application</u>



# Cycle 5 2021 REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM

# **SUPPLEMENTAL APPLICATION**

Project Application No. (must match Caltrans ATP application):

Project name (must match Caltrans ATP application project name):

Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines and if the project application is incomplete. Projects not selected for programming in the statewide competition, but deemed eligible for the regional program, will be considered; however, all applicants are required to submit this short supplemental application.

<u>a.</u>	This project was submitted to the statewide competition. Y / N	
lf y	yes, please complete question 2.	
b.	Caltrans Cycle 5 project application is complete and included. Y / N	

# **2. Project Phasing and Segmentation** (skip if you did not submit this project to the statewide competition)

Agencies are allowed to phase or segment a project for the Regional ATP if the project was submitted and considered in the statewide call for projects to meet our encouraged maximum funding award request. The agency must show that the project phase or segment submitted for consideration in the Regional ATP is a functional segment and meets all eligibility requirements for ATP funding. In addition, the agency must complete the small infrastructure Caltrans application that includes documentation to reflect the phase or segmented project.

☐ Project was submitted for consideration in the statewide call for projects and has been altered for
consideration in the Regional ATP
☐ Project was submitted for consideration in the statewide call for projects and has NOT been altered
for consideration in the Regional ATP

#### 3. Leveraging (3 points)

Points will be based on the amount of non-ATP funding pledged to the project as listed on your Caltrans application in the PPR. The Commission will only consider cash funds for leveraging. Preconstruction phases funded by the local agency will be considered for leveraging even if the funds were expended before the application deadline.

☐ Project is requesting 100% ATP funds	
☐ Project is leveraging non-ATP funds as shown in the	PPR
Total Project Cost: \$	
Total ATP Funding Request: \$	
Total Non-ATP Funding (if applicable): \$	

<u>Points</u>	Amount Leveraged
<u>1 Point</u>	More than 10% to 15% of total project cost
2 Points	More than 15% to 20% of total project cost
3 Points	More than 20% of total project cost

4. Project is consistent with Fresno COG's adopted 2018 RTP, Fresno COG's Regional Active

Transportation Plan or an adopted local Active Transportation Plan including Bicycle/Pedestrian,

Master Trails or Safe Routes to School Plans. (1 point)

☐ Project is on the constrained project list in the adopted 2018 RTP, FCOG Regional Active
<u>Transportation Plan, or adopted local Active Transportation Plan (1 Point)</u>
If checked, please attach documentation highlighting the project listing on the adopted plan.
☐ Project is NOT on an adopted Plan (0 points)
RTP Constrained List Link: https://www.fresnocog.org/wp-content/uploads/2017/02/2018-
RTP Appendix-C FINAL.pdf
Regional ATP Link (Appendix D): https://www.fresnocog.org/wp-
content/uploads/2016/01/Appendices-C-F.rev Jun18.pdf

#### 5. Board Resolution Attached □

<u>The following rubrics will be used by the Fresno COG Regional Scoring Committee based on the information provided in the Caltrans ATP application for the Benefit to Disadvantaged Communities, Need and Scope and Plan Layout Consistency categories.</u>

#### **Benefit to Disadvantaged Communities (6 Points)**

Severity (0-4 Points)

<u>Points</u>	Median Household Income (MHI) Criteria – MHI = \$56,982
<u> 0 Points</u>	Greater than 80% of the MHI greater than \$56,982.40
<u>1 Point</u>	75% through <80% of MHI \$53,421 through \$56,982.40
2 Points	70% through <75% of MHI \$49,859.60 through \$53,421
3 Points	65% through <70% of MHI \$46,298.20 through \$49,859.60
4 Points	< 65% of MHI less than \$46,298.20
<u>Points</u>	<u>CalEnviroScreen Criteria</u>
<u> 0 Points</u>	Above 25% most disadvantaged less than 39.34
<u>1 Point</u>	20% through 25% most disadvantaged 39.34 through 42.86
2 Points	15% through < 20% most disadvantaged 42.87 through 46.63
3 Points	10% through < 15% most disadvantaged 46.64 through 51.18
4 Points	< 10% most disadvantaged 51.19 through 94.09
<u>Points</u>	<u>Free or Reduced Lunches</u>
<u> 0 Points</u>	Less than 75% of students receive free or reduced lunches
<u>1 Point</u>	≥ 75% through 80% of students receive free or reduced lunches
2 Points	> 80% through 85% of students receive free or reduced lunches
3 Points	> 85% through 90% of students receive free or reduced lunches
<u>4 Points</u>	> 90% of students receive free or reduced lunches
<u>Points</u>	Healthy Places Index Percentile
<u> 0 Points</u>	Healthy Places Index Score above 25 Percentile
<u>1 Point</u>	Healthy Places Index Score 20 through 25 Percentile
2 Points	Healthy Places Index Score 15 through <20 Percentile
3 Points	Healthy Places Index Score 10 through <15 Percentile

#### Project Location (0-2 Points)

Points Applicant's ability to demonstrate the project is located within a DAC.	
--	--

2 Points	Project location(s) are/is fully (100%) located within a DAC.
1 Point	Project location(s) are/is partially (less than 100%) within a DAC.
<u> 0 Points</u>	None of the project location(s) are/is within a DAC.

#### Need (50 Points)

Statement of Project need (0-26 Points)

	nt of Project need (0-26 Points)
<u>Points</u>	Applicant's ability to demonstrate a specific active transportation need.
	The application <b>compellingly demonstrates "need" in the project area</b> , and documents all of the
	following in a clear narrative:
	• the lack of connectivity,
19-24	• the lack of mobility for non-motorized users,
Points	• data showing the local health concerns, including a comparison to statewide health data
101110	AND if applicable
	<ul> <li>For projects benefiting a disadvantaged community – the need for the project in that</li> </ul>
	community, • For NI components – the need for the education,
	encouragement and/or enforcement program
	The application duly demonstrates "need" in the project area, and documents: only 2 of the
	following clearly, and at least one other partially:
	• the lack of connectivity,
13-18	• the lack of mobility for non-motorized users,
Points	• data showing the local health concerns, including a comparison to statewide health data
1011103	AND if applicable
	• For projects benefiting a disadvantaged community – the need for the project in that
	community, • For NI components – the need for the
	education, encouragement and/or enforcement program
	The application demonstrates "need" in the project area, and documents: only 1 of the
	following clearly, and at least <b>one other partially</b> :
	• the lack of connectivity,
7.40	• the lack of mobility for non-motorized users,
<u>7-12</u>	<ul> <li>data showing the local health concerns, including a comparison to statewide health</li> </ul>
<u>Points</u>	data
	AND if applicable
	For NI components – the need for the education, encouragement and/or enforcement
	program
	program
	The application minimally demonstrates "need" in the project area, and partially
	documents 1 of the following:
	• the lack of connectivity,
<u>1-6</u>	• the lack of mobility for non-motorized users,
<u>Points</u>	• local health concerns
	AND if applicable
	• For NI components – the need for the education, encouragement and/or enforcement
	program
	The application does not demonstrate "need" in any way in the project area in any of the three
<u>0</u>	areas of need, and there is no mention of the need of the disadvantaged community and there is
<u>Points</u>	no mention of the NI program (if applicable).
L	

<u>Points</u>	Applicant's ability to demonstrate the active transportation needs of STUDENTS.				
2 Points	The application addresses the active transportation needs of students				
<u>O Points</u>	The application does not address or mention the active transportation needs of students				

Describe how the proposed project will address the active transportation need: (0-24 points)

Describe I	how the proposed project will address the active transportation need: (0-24 points)			
Deinte	Applicant's ability to make a case that the project will address need for active			
<u>Points</u>	transportation.			
18-23 Points	The application clearly and convincingly demonstrates that the project will best address the active transportation need presented in part A by:  • creating or improving links or connections,  • encouraging use of routes to very important destinations and community identified destinations.			
11-17 Points	The application demonstrates that the project will likely address the active transportation need presented in part A by:  • creating or improving links or connections,  • encouraging use of routes to very important destinations and community identified destinations.			
5-10 Points	The application somewhat demonstrates that the project will address the active transportation need presented in part A by: (at least 1 of the following)  • creating or improving links or connections,  • encouraging use of routes to very important destinations and community identified destinations.			
1-4 Points	The application minimally demonstrates that the project may address the active transportation need presented in part A by: (partially 1 or more of the following)  • creating or improving links or connections,  • encouraging use of routes to very important destinations and community identified destinations.			
<u>0</u> <u>Points</u>	The application <b>did not demonstrate</b> the project would address the need presented in Part A.			

Dointe	Applicant's ability to make a case that the proposal that will increase the number of active
<u>Points</u>	transportation trips accomplished by STUDENTS.
1 Doint	The project will increase the proportion of active transportation trips accomplished by
1 Point	<u>students</u>
<u>O Points</u>	The project will not increase the proportion of active transportation trips accomplished by
	<u>students</u>

# **Scope and Plan Layout Consistency (5 Points)**

<u>Points</u>	Evaluating Layouts/Maps_				
	The submitted layouts/maps are complete, clear, and/or provide sufficient detail to				
2 Points	determine the full scope of the proposed project.				
	The submitted layouts/maps are poorly developed or vague in outlining the various elements				
<u> 0 Points</u>	of the proposed project, or the applicant failed.				

<u>Points</u>	Evaluating Engineer's Estimate			
	The submitted estimate is thorough and consistent with the elements and phases of the			
2 Points	proposed project.			
<u>O Points</u>	The applicant failed to provide an estimate that matches the proposed elements.			

<u>Points</u>	Evaluating the Project Schedule					
	The submitted schedule fully incorporates all necessary phases and provides adequate time					
<u> 1 Point</u>	int to complete the phases (PA&ED, PS&E, ROW, CON and CON-NI).					
	The submitted schedule failed to incorporate all necessary phases and/or does not provide					
<u> 0 Points</u>	adequate time to complete the phases (PA&ED, PS&E, ROW, CON and CON-NI).					



# Cycle 5

2021 REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM

GUIDELINES
Adopted by Fresno COG Policy Board on
4/30/2020
Amended by Fresno COG Policy Board on
7/30/2020

To be approved by the California Transportation Commission 08/12/2020

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#### INTRODUCTION

#### **BACKGROUND**

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Chapter 2031, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

The California Transportation Commission (CTC) develops guidelines for each ATP cycle that describes the policy, standards, criteria, and procedures for the development, adoption, and management of the ATP. The CTC guidelines lay out the programming policies, procedures and project selection criteria for the statewide competitive program, small urban/rural and large MPO regional competitive programs. Large MPOs, such as Fresno COG, have the option of developing regional guidelines.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Regional Competitive Fresno Council of Governments (FCOG) ATP. The Regional ATP Guidelines substantially follow those of the CTC, but include some differences based on the region's existing priorities. The guidelines were developed in consultation with FCOG's ATP Multidisciplinary Advisory Group (MAG). The MAG includes a representative from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in public health and pedestrian and bicycle issues, including Safe Routes to School programs.

The California Transportation Commission (CTC) must approve these guidelines so that FCOG may carry out the ATP at the Metropolitan Planning Organization (MPO) level.

#### PROGRAM PURPOSE AND GOALS

Pursuant to statute, the purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

In addition to the goals listed in statute, the ATP will also consider state goals and provisions set forth in Executive Order N-19-19 including state housing goals.

#### PROGRAM SCHEDULE AND FUNDING YEARS

The Cycle 5 Statewide guidelines for the 2021 four-year program of projects (covering state fiscal years 2021/22, 2022/23, 2023/24 and 2024/25) were adopted on March 25, 2020 by the CTC. Each program of projects must be adopted no later than the date designated in statute of each odd-numbered year; however, the CTC may alternatively elect to adopt a program annually.

The following schedule lists the major milestones for the development and adoption of the 2021 ATP:

Project Milestones	Revised Schedule		
Commission approves or rejects MPO guidelines	August 12, 2020		
Statewide Project applications to Caltrans (postmark date)	September 15, 2020		
Regional project application copies and resolutions due to FCOG	November 20, 2020		
Staff recommendation for statewide and small urban and rural portions of the program posted	February 15, 2021		
FCOG MAG Reviews and Scores regional projects	February 24, 2021**		
Commission adopts statewide and small urban and rural portions of the program	March 2021*		
Projects not programmed distributed to large MPOs based on location	March 2021*		
FCOG project recommendations to TTC/PAC for approval	March 12, 2021		
FCOG project recommendations to Policy Board for adoption	March 25, 2021		
Deadline for MPO <b>Draft</b> project programming recommendations to the Commission	April 15, 2021		
Deadline for MPO <b>Final</b> project programming recommendations to the Commission	May 14, 2021		
Commission adopts MPO selected projects	June 2021*		

<sup>\*</sup>Exact dates will coincide with the CTC's adopted 2020/2021 calendars.

#### **FUNDING**

#### **SOURCE**

The ATP is funded from various federal and state funds appropriated in the annual Budget Act. These are:

- 100% of the federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation.
- \$21 million of federal Highway Safety Improvement Program funds or other federal funds.
- State Highway Account funds.
- Road Maintenance and Rehabilitation Account (SB 1)

In addition to furthering the purpose and goals of this program, all ATP projects must meet eligibility requirements specific to at least one ATP funding source.

#### DISTRIBUTION

ATP funds from the State of California provide an important funding source for active transportation projects. State and federal law segregate the ATP into multiple, overlapping components. The ATP Fund Estimate must indicate the funds available for each of the program components.

<sup>\*\*</sup>Date subject to change

Forty percent of ATP funds must be distributed to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000. These funds must be distributed based on total MPO population.

The 2021 ATP Fund Estimate was adopted at the March 25, 2020 CTC meeting. The regional shares available for Cycle 5 of ATP funding (FY 2021-22 through FY 2024-25) are \$4.8 million per the adopted 2021 ATP Fund Estimate (Appendix A).

Per Senate Bill 99, ATP guidelines include a process to ensure that no less than 25% of overall program funds shall benefit disadvantaged communities. The funds programmed and allocated under this paragraph must be selected through a competitive process by the MPOs in accordance with these guidelines. Projects selected by MPOs may be in either large urban, small urban, or rural areas.

#### MATCHING REQUIREMENTS

Although FCOG encourages the leveraging of additional funds for a project submitted to the regional competitive ATP, matching funds are not required to be eligible. Matching funds cannot be expended prior to the CTC allocation of ATP funds in the same project phase (permits and environmental studies; plans, specifications, and estimates; right-of-way; and construction). Matching funds must be expended concurrently and proportionally to the ATP funds. Matching funds may be adjusted before or shortly after contract award to reflect any substantive change in the bid compared to the estimated cost of the project. This is applicable to all project categories. The source of the matching funds may be any combination of local, private, state, or federal funds. Refer to the CTC guidelines; section 7 and 8, for specific requirements on matching and leveraging fund requirements.

#### REIMBURSEMENT

The ATP is a reimbursement program for eligible costs incurred. In order for an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Invoicing, Local Assistance Procedures Manual. Costs incurred prior to CTC allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

#### MINIMUM FUNDING AWARD REQUEST

There is no minimum ATP award request required for FCOG's Regional Competitive ATP which is different than the statewide requirement. This applies to all project categories.

#### MAXIMUM FUNDING AWARD REQUEST

FCOG encourages ATP funding awards of \$2,000,000 or less per project.

#### **FUNDING SET-ASIDES**

The Fresno COG Regional Competitive ATP does not include any set-aside funding for Safe Routes to School projects, Recreational Trails projects, or Active Transportation Plans. All regional projects will compete within the same funding source and will be scored accordingly. Infrastructure projects will be scored based on the Small Infrastructure Criteria.

Safe Routes to School projects must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Trail projects that are primarily recreational should meet the federal requirements of the Recreational Trails Program as such projects may not be eligible for funding from other sources (<a href="http://www.fhwa.dot.gov/environment/recreational\_trails/">http://www.fhwa.dot.gov/environment/recreational\_trails/</a>). However, trails that serve active transportation purposes (such as multi-use paths, Class I bikeways, etc.) are fully eligible in the ATP and need not meet the Recreational Trails Program requirements.

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan (bicycle, pedestrian, saferoutes-to- school, or comprehensive). An active transportation plan prepared by a city or county may be integrated into the circulation element of its general Plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008).

Funding for active transportation plans must be consistent with the plan requirements identified in the CTC adopted ATP Guidelines. Please refer to the CTC adopted ATP Guidelines Appendix A for more information regarding the funding of plans.

#### **ELIGIBILITY**

#### **ELIGIBLE APPLICANTS**

The applicant and/or implementing agency for ATP funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must be able to comply with all the federal and state laws, regulations, policies and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement). Refer to Chapter 4, Agreements, of the Local Assistance Procedures Manual for guidance and procedures on Master Agreements. The following entities, within the State of California, are eligible to apply for ATP funds:

- Local, Regional or State Agencies-Examples include city, county, MPO, and Regional Transportation Planning Agency.
- Transit Agencies -Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resource or Public Land Agencies -Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
  - State or local park or forest agencies
  - o State or local fish and game or wildlife agencies
  - Department of the Interior Land Management Agencies
  - o U.S. Forest Service
- Public schools or School districts.
- Tribal Governments -Federally-recognized Native American Tribes.
  - For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs (BIA) may be necessary.
  - A tribal government may also partner with another eligible entity to apply if desired.

- Private nonprofit tax-exempt organizations may apply for recreational trails and trailheads, park
  projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion
  of abandoned railroad corridors to trails. Projects must benefit the general public, and not only
  a private entity.
- Any other entity with responsibility for oversight of transportation or recreational trails that the CTC determines to be eligible.

A project applicant found to have purposefully misrepresented information that could affect a project's score may result in the applicant being excluded from the program for the current cycle and the next cycle.

For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs may be necessary. A tribal government may also partner with another eligible entity to apply if desired.

As noted above, all applicants must comply with the federal aid process. Agencies applying for infrastructure funding that are not familiar with the federal aid process and federal policies and procedures <a href="mailto:shall">shall</a> partner with a local agency that possesses expertise in these funding program requirements. See below for more information on partnering opportunities.

#### PARTNERING WITH IMPLEMENTING AGENCIES

Eligible applicants that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal- Aid Highway Program project are encouraged to partner with an eligible applicant that can implement the project. If another entity agrees to be the implementing agency and assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

The implementing agency will be responsible and accountable for the use and expenditure of program funds.

#### **ELIGIBLE PROJECTS**

All projects must be selected through a competitive process and must meet one or more of the program goals. Because some of the funds in the ATP are federal funds, all projects must be federal-aid eligible:

• Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. The PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the CTC's website: <a href="https://catc.ca.gov/programs/state-transportation-improvement-program">https://catc.ca.gov/programs/state-transportation-improvement-program</a>

A capital improvement that is required as a condition for private development approval or

- permits is not eligible for funding from the ATP.
- <u>Plans</u>: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. Non-infrastructure projects are not limited to those benefiting school students. NI projects can be start-up programs or new and/or expanded components of existing programs. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. A project with new and/or expanded components to an existing program must demonstrate how the original program is continuing without ATP funding. The ATP funds cannot fund ongoing program operations. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted.
- <u>Infrastructure projects with non-infrastructure components</u>: This is a capital improvement project that includes an education, encouragement, or enforcement component. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project.
- Quick-Build Project Pilot: The Commission will consider a small number of quick-build projects
  for the 2021 ATP as a pilot. Quick-build projects are interim capital improvement projects that
  further the goals of the ATP. These projects do require construction, but are built with
  durable, low to moderate cost materials and last from one year to five years. See Appendix D
  in the CTC adopted guidelines for additional details. Quick-Build projects are not applicable to
  the region if they are not selected at the state.

#### **EXAMPLE PROJECTS**

Below is a list of projects generally considered eligible for ATP funding. This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they further the goals of the program. Important—components of an otherwise eligible project may not be eligible. For information on ineligible components, see the Caltrans Local Assistance/ATP website.

- Development of new bikeways and walkways that improve mobility, access, or safety for non-motorized users.
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users.
  - Elimination of hazardous conditions on existing bikeways and walkways.
  - Preventative maintenance of bikeways and walkways with the primary goal of improving the active transportation operations/usability and extending the service life of the facility.
- Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops.
- Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings for the benefit of the public.
- Bicycle-carrying facilities on public transit, including rail and ferries.
- Establishment or expansion of a bike share program.
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors totrails.

- Development of a community wide bike, pedestrian, safe routes to schools or active transportation plan in a disadvantaged community.
- Education programs to increase bicycling and walking, and other non-infrastructure investments that demonstrate effectiveness in increasing active transportation. Components may include but are not limited to:
  - Development and implementation of bike-to-work or walk-to-work school day/month programs.
  - Conducting bicycle and/or pedestrian counts, walkability and/or bikeability assessments or audits, or pedestrian and/or bicycle safety analysis.
  - o Conducting pedestrian and bicycle safety education programs.
  - Development and publishing of community walking and biking maps, including school route/travel plans.
  - o Development and implementation of walking school bus or bike train programs.
  - Components of open streets events directly linked to the promotion of a new infrastructure project or designed to promote walking and biking on a daily basis.
  - Targeted enforcement activities around high pedestrian and/or bicycle injury and/or fatality locations (intersections or corridors). These activities cannot be general traffic enforcement but must be tied to improving pedestrian and bicyclist safety.
  - School crossing guard training.
  - School bicycle clinics.
  - Development and implementation of programs and tools that maximize use of available and emerging technologies to implement the goals of the ATP.

#### PROJECT TYPE REQUIREMENTS

As discussed in the Funding Distribution section (above), State and Federal law segregate the ATP into multiple, overlapping components. SB 99 specifies that at least 25% of funds must benefit disadvantaged communities within each of the program components. However, the ATP also includes other project types that must meet certain requirements. Below is an explanation of the requirements specific to the project types listed in SB 99.

#### **DISADVANTAGED COMMUNITIES**

For a project to contribute toward the Disadvantaged Communities funding requirement of 25%, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. To count as providing a benefit, a project must fulfill an important need of low-income people in a way that provides a significant benefit and targets its benefits primarily to low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must be located within or in reasonable proximity and have a direct connection, to the disadvantaged community served by the project; or the project must be an extension or a segment of a larger project that connects to or directly adjacent to that disadvantaged community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

Median Household Income: The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the

2014-2018 American Community Survey (<\$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: <a href="http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml">http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml</a>

- <u>CalEnviroScreen:</u> An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (scores must be greater than or equal to 39.34). This list can be found at the following link under SB 535 List of Disadvantaged Communities: <a href="http://www.calepa.ca.gov/EnvJustice/GHGInvest/">http://www.calepa.ca.gov/EnvJustice/GHGInvest/</a>
- National School Lunch Program: At least 75% of public school students in the project area are eligible to receive free or reduced- price meals under the National School Lunch Program. Data is available at: <a href="http://www.cde.ca.gov/ds/sd/sd/filessp.asp">http://www.cde.ca.gov/ds/sd/sd/filessp.asp</a>. Applicants using this measure must indicate how the project benefits the school students in the project area. Project must be located within 2 miles of the school(s) represented by this criteria.
- Healthy Places Index: The Healthy Places Index includes a composite score for each census tract
  in the State. The higher the score, the healthier the community conditions based on 25
  community characteristics. The scores are then converted to a percentile to compare it to other
  tracts in the State. A census tract must be in the 25th percentile or less to qualify as a
  disadvantaged community. The <u>live map</u> and the direct data can both be found on the California
  Healthy Places Index website: <a href="https://map.healthyplacesindex.org/">https://map.healthyplacesindex.org/</a>.
- Native American Tribal Lands: Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- Other: If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Suggested alternatives that can be submitted under this category include:
  - Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community's median household income is at or below 80% of that state median household income.
  - CalEnviroScreen data that represents a small neighborhood or unincorporated area.
     The applicant must submit for consideration an assessment to demonstrate that the community's CalEnviroScreen score is at or above 39.34.

#### PROJECT SELECTION PROCESS

#### REGIONAL COMPETITIVE ATP PROJECT SELECTION

Fresno COG will hold a separate call for projects for the Regional Active Transportation Program and have a regional evaluation process. Applicants may apply for either the State ATP program or Regional ATP program, or to both. Fresno COG encourages all ATP projects be submitted to the State ATP competitive program, although it is not required. Projects not selected for programming in the statewide competition must be considered in the regional competition. In administering a competitive selection process, FCOG will use a multidisciplinary advisory group (MAG) to assist in evaluating project applications. Following the competitive selection process, FCOG will submit its programming recommendations to the CTC along with:

- List of the members of its multidisciplinary advisory group
- Description of unbiased project selection methodology

- Program spreadsheet with the following elements
  - All projects evaluated
  - Projects recommended with total project cost, request amount, fiscal years, phases, state only funding requests, amount benefitting disadvantaged communities
  - Project type designations such as non-infrastructure, Safe Routes to School, etc.
- Board resolution approving program of projects
- Updated Project Programming Requests (PPRs)
- Copies of all project applications

#### PROJECT APPLICATION AND SUBMITTAL REQUIREMENTS

ATP project applications will be available at: <a href="https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5">https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5</a>.

The FCOG Regional Competitive ATP information will be made available at: <a href="https://www.fresnocog.org/project/active-transportation-program-atp/">https://www.fresnocog.org/project/active-transportation-program-atp/</a>.

Projects not selected for programming in the statewide competition must be considered in the FCOG Regional Competitive ATP. Per the CTC's guidelines, a copy of the application submitted to the state MUST be submitted to FCOG at the same time.

There will be five different applications available for applicants to complete depending on the project type and size. It is incumbent on the applicant to complete the application appropriate for their project. Applicants applying for infrastructure projects must utilize the application type based on the entire project cost, not the ATP request amount. All eligible projects must apply with one of the following application types. Applications for plans may not be combined with applications for infrastructure or non-infrastructure projects. The five application types are:

- A. Large Project: Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million will be considered a Large Project and must use the Large Project application. Commission staff may conduct onsite field reviews on a selection of projects that qualify as large projects. Field reviews are not indicative of the project's likelihood of funding.
- B. **Medium Project**: Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of more than \$2 million and up to \$7 million will be considered a Medium Project and must use the Medium Project application.
- C. **Small Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of \$2 million or less will be considered a Small Project and must use the Small Project application.

#### D. Non-infrastructure Only

**E. Plan:** Plans cannot be combined with any other type of project.

A project application must include a complete Caltrans cycle 5 ATP application, the FCOG Regional Supplemental Application (Appendix B), and formal council/board/district resolution of the ATP project. Where the project is to be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application. A project application must also include documentation of all other funds committed to the projects. All letters of support and resolutions must be included with the application and not mailed

separately.

Project applications should be addressed or delivered to: Fresno Council of Governments Attn: Jennifer Soliz 2035 Tulare Street Suite 201 Fresno, CA 93721

Please submit eight hard copies and one electronic copy of a complete application. Applications must be postmarked by the application deadline.

For questions or concerns, please contact Jennifer Soliz at <a href="mailto:jsoliz@fresnocog.org">jsoliz@fresnocog.org</a>. You may also contact us by phone at 559-233-4148 ext. 223.

#### **SCREENING CRITERIA**

Before evaluation, project applications will be screened for the following:

- Consistency with an adopted regional transportation plan.
- Use of appropriate application.
- Supplanting Funds: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: Project must be one of the four types of projects listed in Section 13 of the adopted CTC ATP Cycle 5 guidelines.

Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines/criteria, and if the project application is incomplete. Projects not selected for programming in the statewide competition, but deemed eligible for the regional program will be considered. Applicants with projects that are screened out will be notified as soon as non-eligibility has been determined. Please reference section 14 in the adopted CTC guidelines for further screening criteria requirements.

#### SCORING CRITERIA

Proposed projects will be scored and ranked on the basis of applicant responses to the below criteria. Project programming recommendations may not be based strictly on the rating criteria given the various components of the ATP and requirements of the various fund sources.

See the chart below to reference the scoring criteria and points allotted to the different types of applications. The chart shows the maximum number of points allowed for each scoring criteria and type of application. If a scoring criteria is gray, it is not applicable to that application type.

	Scoring Topic	Plan Application	Non- Infrastructure Only Application	Infrastructure or Infrastructure/Non- Infrastructure Applications		
				Small	Medium	Large
A.	Benefit to Disadvantaged Communities (DAC)	30	10	6	10	10
В.	Need	20	40	50	40	38
C.	Safety		10	25	25	20
D.	Public Participation & Planning	25	15	10	10	10
E.	Scope and Plan Layout Consistency and Cost Effectiveness					7
F.	Scope and Plan Layout Consistency		10	5	5	
G.	Implementation & Plan Development	25				
Н.	Context Sensitive & Innovation		5		5	5
I.	Transformative Projects					5
J.	Evaluation and Sustainability		10			
К.	Leveraging			3	5	5
L.	Corps (0 or -5)		0 or -5	0 or -5	0 or -5	0 or -5
M.	Past Performance (0 to -10)	0 to -10	0 to -10	0 to -10	0 to -10	0 to -10
N.	Consistency with FCOG adopted 2018 RTP or adopted ATP Plan			1		
	Total	100	100	100	100	100

- A. <u>Benefit to Disadvantaged Communities</u>. The benefit provided to the disadvantaged community affected by the project. The score will be impacted by the project location in relation to the disadvantaged community, the severity, and the direct benefit the project will provide. Applicants will also, if applicable, explain how anti-displacement policies and actions are being implemented to discourage gentrification of the community being impacted by the project.
- B. <u>Need</u>. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users.
- C. <u>Safety</u>. Potential for reducing the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists.
- D. <u>Public participation and Planning</u>. Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must

clearly articulate how the local participation process (including the participation of disadvantaged community stakeholders) resulted in the identification and prioritization of the proposed project. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response.

- E. <u>Scope and Plan Layout Consistency and Cost Effectiveness</u>. Evidence that the application, scope and plan layout are consistent with one another and depict what is being proposed. A project's cost effectiveness is the relative costs of the project in comparison to the project's benefits.
- F. <u>Scope and Plan Layout Consistency</u>. Evidence that the application, scope and plan layout are consistent with one another and depict what is being proposed.
- G. <u>Implementation and Plan Development</u>. Specific to applicants using the "plan" application form. Applicant should show evidence that the plan will lead to implementation of the identified projects.
- H. Context sensitive bikeways/walkways and innovative project elements. The "recognized best" solutions appropriate for the local community context will be considered, and a description of the innovative features of the project. OR explain why the context of the project best lends itself to standard treatments/features.
- I. <u>Transformative Projects</u>. Evidence of the transformative nature of the project will help to inform the score. <u>In addition, applicants should address the potential for the project</u> to support existing and planned housing, especially affordable housing.
- J. <u>Evaluation and Sustainability</u>. How will the effectiveness of the program be measured and sustained after completion.
- K. <u>Leveraging</u>. Leveraging of non-ATP funds (excluding in-kind contributions) on the ATP project scope proposed.
- L. <u>Corps.</u> Use of the California Conservation Corps or a certified local community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. An exception applies for applicants using the Plan application type.
  - a. General information and instructions for consulting with the Corps on ATP
    projects can be found at the <u>California Conservation Corps website</u> or at the
    <u>California Association of Local Conservation Corps website</u>.
  - b. The California Corps can be contacted at <a href="mailto:atp@ccc.ca.gov">atp@ccc.ca.gov</a>.
  - c. Qualified Community conservation corps can be contacted at inquiry@atpcommunitycorps.org.
  - d. Direct contracting with the California Conservation Corps or a qualified community conservation corps without bidding is permissible provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and

- obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be provided to Caltrans.
- e. <u>Funded projects will be required to report on the use of the California</u>

  <u>Conservation Corps or a certified local community conservation corps as noticed in the application</u>
- M. <u>Past performance</u>. Applicant's performance on past ATP projects. Point reduction for non- use of the Corps as committed to in a past ATP award or project failure on any past ATP project.
- N. Consistency with FCOG adopted 2018 RTP, FCOG Regional Active Transportation Plan or an adopted local Active Transportation Plan including Bicycle/Pedestrian, Master Trails or Safe Routes to School Plans. Must provide documentation highlighting the project listing on the adopted plan.

# PROJECT SELECTION BETWEEN PROJECT APPLICATIONS WITH THE SAME SCORE

If two or more project applications receive the same score that is the funding cut-off score, the following criteria will be used to determine which project(s) will be funded:

- Infrastructure projects
- Project readiness including, but not limited to, completed environmental documents
- Highest score on the highest point value question
- Highest score on the second highest point value question.

#### PROJECT EVALUATION COMMITTEE

FCOG formed a Multidisciplinary Advisory Group (MAG) to assist in the development of the guidelines, scoring criteria, and will participate in the evaluation of the project applications. In forming the MAG, staff sought participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities. The representatives are geographically balanced representing state agencies, FCOG, local jurisdictions in Fresno County, and non-governmental organizations. Priority for participation in the MAG was given to those who would not represent a project applicant, or would not benefit from projects submitted by others; if they do, they must recuse themselves from scoring their application. In addition, members are not allowed to provide input, verbally or in writing, regarding their project/plan/program during the evaluation period.

The MAG will prioritize, rank the applications, and ensure that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the CTC ATP guidelines. The MAG will then present the recommended project list to the Programming Subcommittee, TTC, PAC, and to the Policy Board for approval before requesting final approval from the CTC of the program of projects.

#### **PROGRAMMING**

The ATP must be developed consistent with the fund estimate and the amount programmed in each fiscal year must not exceed the amount identified in the fund estimate. Requested programming years

may vary based on programming capacity.

The program of projects for each fiscal year will include, for each project, the amount to be funded from the ATP, and the estimated total cost of the project. In the case of a large project delivered in segments, include the total cost of the segment for which ATP funds are requested. Project costs in the ATP will include costs for each of the following phases:

- Project approval and environmental document,
- Plans, specifications, and estimates,
- Right-of-way; and
- Construction.

The cost of each project phase will be listed in the Federal Transportation Improvement Program (FTIP) no earlier than in the fiscal year in which the particular project phase can be implemented.

When proposing to fund only preconstruction phases for a project, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan.

FCOG will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of ATP and other committed funding. FCOG will regard funds as committed when they are programmed by the CTC or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and federal formula transit funds, the commitment may be by Federal approval of the Federal Statewide Transportation Improvement Program. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

If the program of projects adopted by FCOG does not program the full capacity identified in the fund estimate for a given fiscal year, the balance will remain available to advance programmed projects. Subject to the availability of federal funds, a balance not programmed in one fiscal year will carry over and be available for projects in the following fiscal year.

Project applications found to not meet Project Study Report (PSR) equivalency will be required to take corrective action prior to allocation of funds. Refer to the CTC guidelines; section VI, for specific requirements.

#### PERFORMANCE METRICS

Successful projects must submit the required performance metric data within six months of programming. The Commission may delete a project for which no performance metric data is received. The Commission will not consider approval of a project allocation for projects that have not submitted the required performance metric data. Refer to the CTC guidelines; section 23 for required performance metric data.

#### **CONTINGENCY PROJECT LIST**

FCOG will adopt a list of projects for programming the Regional Competitive ATP that is financially

constrained with the amount of ATP funding available (as identified in the CTC's approved ATP Fund Estimate). In addition, FCOG will include a list of contingency projects, ranked in priority order based on the project's evaluation score. FCOG intends to fund projects on the contingency list should there be any project failures in any of the previous cycles of Regional Competitive ATP. This will ensure that the regional competitive ATP will fully use all ATP funds. This contingency list will be in effect only until the adoption of the next programming cycle.

#### **BASELINE AGREEMENTS**

In accordance with the SB 1 Accountability and Transparency Guidelines the Commission requires Baseline Agreements for ATP projects with a total project cost of \$25 million or greater (all funds) or a total programmed amount of \$10 million or greater in ATP funds. Please reference section 27 of the adopted CTC ATP guidelines for requirements for baseline agreements.

# PROGRAM/PROJECT AMENDMENTS

Project amendments requested by implementing agencies shall receive the approval of all partner and funding entities before submittal presentation to the Commission. Amendment requests should be submitted in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule, public support and benefits.

Caltrans shall coordinate all amendment requests and utilize the Project Programming Request form to help document the change. Implementing agencies must notify Caltrans in writing of proposed project amendments.

Project amendments will be considered for the Active Transportation Program as follows:

- Scope Changes The Commission may consider changes to the scope of the project only as described below.
- Funding Distribution Changes The Commission may consider a request to move funds between phases after a project has been programmed only as described below.

Schedule changes to a project will not be considered. Time extensions are allowed as specified in the timely use of funds section. ATP will not fund any cost increases to the project. Any cost increases should be funded from other fund sources. If there is a change in the cost estimate, the implementing agency must notify Caltrans as soon as possible. The written notification should explain the change and the plan to cover the increase.

#### A. Scope Changes

- The Commission will consider changes to the approved scope submitted in the project application to assist agencies in implementing their ATP projects and maximize the overall benefits of the ATP. An agency requesting a scope change must submit a request to Caltrans that includes the following: An explanation of the proposed scope change.
- The reason for the proposed scope change.
- The impact the proposed scope change would have on the overall cost of the project.
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit).
- An estimate of the impact the proposed scope change would have on the potential of the

project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit).

- An explanation of the methodology used to develop the aforementioned estimates.
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.
- How the scope change impacts the project schedule.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.
- For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval

Caltrans will review the proposed scope change and forward the proposed scope change with Caltrans' written analysis and recommendation to the Commission for the Commission's approval.

Commission staff accepts or denies minor scope changes and will present those that are accepted to the Commission as a part of the project allocation request. Minor scope changes are those that stay true to the project proposed in the application, with little or no impact to project benefits, strong public support, or increase the benefits of the project. If Commission staff determines the minor scope change should be denied, Caltrans will resubmit the scope change request as a major scope change.

Caltrans will present recommendations to approve or disapprove major scope changes to the Commission as a project amendment agenda item at a regularly scheduled Commission meeting. Commission staff may recommend denying a scope change if the request dramatically changes the project scope and intent from what was approved in the application, or if there is a loss in benefits. The Commission may approve or deny the scope change request, regardless of staff and Caltrans' recommendations

#### B. Funding Distribution Changes

Agencies may request to move amounts between programmed phases (Environmental Studies and Permits (PA&ED), Plans, Specs and Estimates (PS&E), Right of Way (ROW) and Construction). Moving funds between phases will not increase the total programmed amount. The agency must show that the project remains fully funded and that the benefit of the project will remain the same or increase. All funding distribution change requests must be considered by the Commission for approval. When preparing a request for a funding distribution change, agencies should consider the following:

- The request cannot be made in the same state fiscal year in which the funds have been programmed.
- The funds that are part of the request cannot have been allocated.
- Funds programmed in construction cannot be moved out of construction.
- An agency can only request a funding distribution change once during the life of the project.
   Agencies should consider waiting until after the environmental review has been completed to submit a funding distribution change.

#### The notification to Caltrans must include:

- A revised Project Programming Request (PPR) that outlines the proposed funding distribution change.
- The reason for the proposed funding distribution change.

- The impact the proposed change would have on the overall cost of the project. The project must remain fully funded.
- A discussion of whether the funding distribution change will affect the benefit of the project as described in the project application

#### **ALLOCATIONS**

When an agency is ready to implement a project or project phase, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review and recommendation and Commission allocation is 60 days.

Caltrans will review the request and determine whether or not to recommend the request to the Commission for action. The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding, and the consistency with the project's baseline agreement, if applicable. When Caltrans develops its construction allocation recommendation, the Commission expects Caltrans to certify that a project's plans specifications and estimate are complete, and match the application scope or approved scope amendment, environmental and right-of-way clearances are secured, and all necessary permits and agreements are executed. The Commission will only consider an allocation of construction funds to projects that are ready to advertise. Projects using the design-build or design-sequencing contracting methods shall be considered ready for allocation upon completion of environmental clearance. Readiness for projects to be transferred to FTA shall be consistent with FTA's definition of readiness for obligation.

In compliance with Section 21150 of the Public Resources Code, the CTC will not allocate funds for a non-infrastructure project or plan, or for design, right-of-way, or construction of an infrastructure project, prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA). As a matter of policy, the CTC will not allocate funds, other than for the environmental phase, for a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.

The Commission will approve the allocation in whole thousands of dollars if the funds are available and the allocation is necessary to implement the project as included in the adopted ATP. If there is a cost increase to the project, the implementing agency must submit an updated PPR form that identifies the cost increase and the fund source that will cover the cost increase. The ATP does not fund cost increases except for Caltrans implemented projects. If the fund source(s) is (are) not identified to cover the cost increase, the project component will be lapsed.

Applicants that have partnered with an implementing agency must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency with the allocation request.

The CTC will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted ATP. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

In order to ensure the timely use of all program funds, the CTC will, contingent upon availability, advance

allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. Should requests for advance allocations exceed available capacity; the CTC will give priority to projects programmed in the current-year.

Allocation requests for a project in the MPO ATP projects must include a recommendation by the MPO.

Any scope changes must be presented to Caltrans for consideration prior to allocation in the manner described above and in section 28 of the adopted ATP state guidelines.

#### PROJECT DELIVERY

#### LETTER OF NO PREJUDICE

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines are on the CTC website.

#### TIMELY USE OF FUNDS

ATP allocations are requested by project phase, Environmental Phase (PA&ED), Design Phase (PS&E), Right-of-Way Phase (ROW), and Construction Phase (CON). Each allocation must be requested in the fiscal year that the phase is programmed. Construction allocations are valid for award for six months from the date of allocation unless the Commission approves an extension. When programmed funds are not allocated within the fiscal year programmed or within the time allowed by an approved extension, the project will be deleted from the Active Transportation Program.

The CTC may extend the deadline only once for allocation and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months. If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. Extension requests for a project in the regional selected portion of the program must include a recommendation by FCOG, consistent with the preceding requirements.

Funds allocated for project development or right-of-way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

The Commission may extend the deadline only once for contract award and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

After award of the contract, the implementing agency has up to 36 months to complete (accept) the contract. At the time of construction fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

The Commission may extend the deadlines for expenditures for project development or right-of- way, or for contract completion no more than one time, only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed more than 12 months for project completion and 12 months for expenditure.

Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Caltrans prior to the expiration date. For allocation of funds, the time extension must be approved by the Commission by June 30th of the year the funds are programmed; otherwise the funds will lapse.

Projects must commence the right-of-way phase or actual construction with-in 10 years of receiving pre-construction funding through the Active Transportation Program, or the implementing agency must repay the Active Transportation Program funds. Repaid funds will be made available for redistribution in the subsequent programming cycle.

If there are insufficient funds, the CTC may delay the allocation of funds to a project until the next fiscal year without requiring an extension. It is incumbent upon the implementing agency to develop accurate project cost estimates. If the amount of a contract award is less than the amount allocated, or if the final cost of a phase is less than the amount allocated, the savings generated will not be available for future programming.

Caltrans will track the delivery of ATP projects and submit to the CTC the required reports showing the delivery of each project phase.

#### DELIVERY DEADLINE EXTENSIONS

The Commission may extend a delivery deadline, as described in the Timely Use of Funds Section, upon the request of the implementing agency. No deadline may be extended more than once. However, there are separate deadlines for allocations, contract award, expenditures, and project completion. Each project phase has its own deadline. The Commission may consider the extension for each deadline separately.

All requests for project delivery deadline extensions shall be submitted directly to Caltrans for processing prior to the expiration date. The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to the circumstance. Caltrans will review and prepare a written analysis of the proposed extension requests and forward the written analysis and recommendation to the Commission for action.

#### FEDERAL REQUIREMENTS

Unless fully programmed for state-only funding, project applicants must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans. Refer to the CTC guidelines; section 33, for examples of federal requirements that must be met when administering ATP projects.

### **DESIGN STANDARDS**

Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all minimum safety design criteria established by Caltrans, except that an agency may utilize other minimum safety design criteria if specific conditions are met, as described in Streets and Highways Code Section 891(b). Refer to the CTC guidelines; section 34, for specific requirements.

### PROJECT INACTIVITY

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation Policy). Failure to do so will result in the project being deemed "inactive" and subject to de-obligation if proper justification is not provided.

### PROJECT COST SAVINGS

Savings at contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable active transportation benefits. The expanded scope must be approved by the Commission's Executive Director prior to contract award. All other contract award savings will be returned proportionally.

Savings at project completion must be returned proportionally except when an agency has, subsequent to project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming. Any additional savings at project completion must be returned proportionally.

Any amount allocated for environmental may also be expended for design. In addition, a local agency may expend an amount allocated for environmental, design, right of way, construction (infrastructure) or construction (non-infrastructure) for another allocated project phase, provided that the total expenditure shifted to a phase in this way is not more than 20 percent of the amount actually allocated for either phase. This means that the amount transferred by a local agency from one phase to another may be no more than 20 percent of whichever of the phases has received the smaller allocation from the Commission.

If an implementing agency requests an allocation of funds in an amount that is less than the amount programmed, the balance of the programmed amount may be allocated to a programmed project advanced from a future fiscal year. Project savings, including savings from projects programmed in the MPO component, will return to the overall ATP and be available to a programmed project advanced from a future fiscal year.

## PROJECT REPORTING

The purpose of all required reports is to ensure that the project is executed on time and is within the scope and budget identified when the decision was made to fund the project. The ATP program adheres to the program accountability requirements set forth in the SB1 Accountability and Transparency Guidelines. The reporting provisions specified in the SB 1 Accountability and Transparency Guidelines apply to all projects programmed in the ATP.

All implementing agencies must submit regular progress reports, a completion report and a final delivery report to Caltrans. Implementing agencies should refer to the <u>Local Assistance website</u> for details.

An agency implementing a project in the MPO selected portion of the program is required to also submit copies of all of its reports to the MPO. However, all agencies are encouraged to submit copies of their reports to their MPO or RTPA.

#### **AUDITS**

The audit requirements as outlined in the SB1 Accountability and Transparency Guidelines apply to all projects programmed in the ATP.

### **ROLES AND RESPONSIBILITIES**

## CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The CTC responsibilities include:

- Adopt guidelines, policies, and application for the ATP.
- Adopt ATP Fund Estimate.
- Evaluate, score and rank projects, including forming and facilitating the Project Evaluation Committee.
- In consultation with Regional Agencies and Caltrans, recommend and adopt a program of projects, including:
  - o The statewide component of the ATP,
  - o The small urban and rural component of the ATP and,
  - The MPO selected portion of the program based on the recommendations of the MPOs.
  - o Ensure that at least 25% of the funds benefit disadvantage communities.
- Maintain a contingency list of projects to be amended into the program in the event a
  programmed project is delivered under the programmed amount of if a project fails, approve
  and recommend such amendments for Commission approval. This contingency list will be in
  effect only until the adoption of the next statewide program.
- Post recommendations and final adopted list of approved projects on the Commission's website
- Allocate funds to projects.
- Publish a Status Report of the ATP annually to increase the transparency of the program and show the progress of the programmed projects
- Review project amendment requests and recommend approval or denial to the commission
- Evaluate and report to the legislature.

## CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Caltrans has the primary responsibility for the administration of the adopted ATP. Responsibilities include:

- Prepare and provide statewide program and procedural guidance. Conduct outreach through various networks such as, but not limited to, the Active Transportation Program website, and at conferences, meetings, or workgroups
- Develop and provide program training.

- Solicit project applications for the program.
- Perform eligibility and deliverability reviews of ATP projects at the Commission's request and inform the Commission of any identified issues in writing and before consensus scores are submitted by the evaluators.
- Assist as needed in functions such as facilitating project evaluation teams and evaluating applications.
- Notify successful applicants of their next steps after each call for projects.
- Recommend project allocations (including funding type) to the Commission.
- Make Project Amendment recommendations to the Commission.
- Track and report on project implementation, including project completion.
- Create reports required by the Commission and solicit implementing agencies to submit required reports in a timely manner.
- Perform audits of selected projects in accordance with generally accepted government auditing standards.
- Serve as the main point of contact in project implementation, including administering the contract(s) for the ATP Resource Center.

## METROPOLITAN PLANNING ORGANIZATIONS (MPOS) WITH LARGE URBANIZED AREAS

MPOs with large urbanized areas, such as FCOG, are responsible for overseeing a competitive project selection process in accordance with these guidelines. The responsibilities include:

- Ensure that at least 25% of the funds in the FCOG call for projects benefit disadvantaged communities.
- FCOG is using a different minimum project size for its regional competitive ATP selection process than the statewide guidelines.
- FCOG will notify the Commission of their intent to have a supplemental call no later than the application deadline and will consider the projects that were not selected through the statewide competition along with those received in the supplemental call for projects.
- FCOG will submit copies of all applications received by the MPO. Projects recommended for
  programming by an MPO will not be considered for funding unless the application is received
  by the designated deadline.
- In administering a regional competitive ATP selection process, FCOG must use a multidisciplinary advisory group to assist in evaluating project applications.
- In administering a regional competitive ATP selection process, FCOG must explain how the
  projects recommended for programming include a broad spectrum of projects to benefit
  pedestrians and bicyclists. The explanation must include a discussion of how the recommended
  projects benefit students walking and cycling to school.
- FCOG elects to have a contingency list of projects to be amended into the program in the event a programmed project fails to deliver. FCOG will approve and recommend such amendments for Commission approval. This contingency list will be provided to the Commission and will be in effect only until the adoption of the next statewide program.
- Recommend allocation requests for a project in the FCOG regional competitive ATP.
- Determine which projects to advance and make that recommendation to the CTC in consultation with Commission staff and Caltrans.
- Submit an annual assessment of FCOG's regional competitive ATP in terms of its effectiveness in achieving the goals of the overall ATP.

#### PROJECT APPLICANT

Project applicants nominate ATP projects for funding consideration by submitting an application by the deadline. If awarded ATP funding for a submitted project, the project applicant (or partnering implementing agency if applicable) has contractual responsibility for carrying out the project to completion and complying with reporting requirements in accordance with federal, state, and local laws and regulations, and these guidelines.

For infrastructure projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

#### **PROJECT SIGNAGE**

The implementing agency must, for all SB 1 projects, include signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017. The signage should be in compliance with applicable federal or state law, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices.

#### **ACTIVE TRANSPORTATION PLANS**

The ATP provides for the creation of Active Transportation Plans. Funding from the ATP may be used to fund the development of community wide active transportation plans within or, for area- wide plans, encompassing disadvantaged communities, including bike, pedestrian, safe routes to schools, or comprehensive active transportation plans. A list of the components that must be included in an active transportation plan can be found in Appendix A of the statewide guidelines.

Please note: The statewide guidelines state that a large MPO, in administering its portion of the program, may make up to 2% of its funding available for active transportation plans in disadvantaged communities within the MPO boundaries. Although Fresno COG does not intend to set-aside funding for active transportation plans, no more than 2% of the total ATP regional funds can be used to fund active transportation plans in disadvantaged communities. Refer to section 9 of the statewide guidelines for detailed information on "Funding for Active Transportation Plans" and the funding priorities that will be used when evaluating the potential to fund active transportation plan in disadvantaged communities.

### PROGRAM EVALUATION

The ATP will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project must collect and submit data to Caltrans as described in the "Project Reporting" section.

The CTC will include in its annual report to the Legislature a discussion on the effectiveness of the program in terms of planned and achieved improvement in mobility and safety and timely use of funds, and will include a summary of its activities relative to the administration of the ATP including projects programmed, projects allocated, projects completed to date by project type, projects completed to date by geographic distribution, projects completed to date by benefit to disadvantaged communities, and projects completed to date with the California Conservation Corps or qualified community conservation corps.

## **APPENDIX A**

## **Fresno Council of Governments**

2021 Active Transportation Program Cycle 5 Regional Share Targets

Cycle 5 Program - FY 2021-22 through FY 2024-25

#### ATP Regional Share (in thousands)

Fund Source	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Total
Federal STBG (TAP)			\$584	\$584	\$1,168
Federal Other			\$248	\$248	\$496
State	\$1,047	\$1,090	\$507	\$507	\$1,014
Total ATP Regional Share	\$1,047	\$1,090	\$1,339	\$1,339	\$4,815

Per SB 99, 25% of overall program funds shall benefit disadvantaged communities.

## **APPENDIX B**

Fresno Council of Governments Regional 2021 Active Transportation Program Cycle 5 Supplemental Application



# Cycle 5

2021 REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM

## SUPPLEMENTAL APPLICATION

Project Application No. (must match Caltrans ATP application):	

Project name (must match Caltrans ATP application project name):

	1.	Project Eligibility	and Application	Completenes
--	----	---------------------	-----------------	-------------

Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines and if the project application is incomplete. Projects not selected for programming in the statewide competition, but deemed eligible for the regional program, will be considered; however, all applicants are required to submit this short supplemental application.

a.	This project was submitted to the statewide competition. Y / N
If y	ves, please complete question 2.
b.	Caltrans Cycle 5 project application is complete and included. Y / N

## **2. Project Phasing and Segmentation** (skip if you did not submit this project to the statewide competition)

Agencies are allowed to phase or segment a project for the Regional ATP if the project was submitted and considered in the statewide call for projects to meet our encouraged maximum funding award request. The agency must show that the project phase or segment submitted for consideration in the Regional ATP is a functional segment and meets all eligibility requirements for ATP funding. In addition, the agency must complete the small infrastructure Caltrans application that includes documentation to reflect the phase or segmented project.

$\square$ Project was submitted for consideration in the statewide call for projects and has been altered for
consideration in the Regional ATP
$\hfill\square$ Project was submitted for consideration in the statewide call for projects and has NOT been altered
for consideration in the Regional ATP

#### 3. Leveraging (3 points)

Points will be based on the amount of non-ATP funding pledged to the project as listed on your Caltrans application in the PPR. The Commission will only consider cash funds for leveraging. Preconstruction phases funded by the local agency will be considered for leveraging even if the funds were expended before the application deadline.

☐ Project is requesting 100% ATP funds
$\square$ Project is leveraging non-ATP funds as shown in the PPR
Total Project Cost: \$
Total ATP Funding Request: \$
Total Non-ATP Funding (if applicable): \$

Points	Amount Leveraged
1 Point	More than 10% to 15% of total project cost
2 Points	More than 15% to 20% of total project cost
3 Points	More than 20% of total project cost

4.	Project is consistent with Fresno COG's adopted 2018 RTP, Fresno COG's Regional Active Transportation Plan or an adopted local Active Transportation Plan including Bicycle/Pedestrian, Master Trails or Safe Routes to School Plans. (1 point)
	☐ Project is on the constrained project list in the adopted 2018 RTP, FCOG Regional Active Transportation Plan, or adopted local Active Transportation Plan (1 Point)  If checked, please attach documentation highlighting the project listing on the adopted plan.
	☐ Project is NOT on an adopted Plan (0 points)

RTP Constrained List Link: <a href="https://www.fresnocog.org/wp-content/uploads/2017/02/2018-">https://www.fresnocog.org/wp-content/uploads/2017/02/2018-</a>
RTP Appendix-C FINAL.pdf

Regional ATP Link (Appendix D): <a href="https://www.fresnocog.org/wp-content/uploads/2016/01/Appendices-C-F.rev Jun18.pdf">https://www.fresnocog.org/wp-content/uploads/2016/01/Appendices-C-F.rev Jun18.pdf</a>

#### 5. Board Resolution Attached □

The following rubrics will be used by the Fresno COG Regional Scoring Committee based on the information provided in the Caltrans ATP application for the Benefit to Disadvantaged Communities, Need and Scope and Plan Layout Consistency categories.

## **Benefit to Disadvantaged Communities (6 Points)**

Severity (0-4 Points)

Points	Median Household Income (MHI) Criteria – MHI =	\$56,982	
0 Points	Greater than 80% of the MHI greater than \$56,982.40		
1 Point	75% through <80% of MHI \$53,421 through \$56,982	2.40	
2 Points	70% through <75% of MHI \$49,859.60 through \$53,	421	
3 Points	65% through <70% of MHI \$46,298.20 through \$49,	859.60	
4 Points	< 65% of MHI less than \$46,298.20		
Points	CalEnviroScreen Criteria		
0 Points	Above 25% most disadvantaged less than 39.34		
1 Point	20% through 25% most disadvantaged 39.34 through 4	2.86	
2 Points	15% through < 20% most disadvantaged 42.87 through 4	6.63	
3 Points	10% through < 15% most disadvantaged 46.64 through 5	1.18	
4 Points	< 10% most disadvantaged 51.19 through	94.09	
Points	Free or Reduced Lunches	Free or Reduced Lunches	
0 Points	Less than 75% of students receive free or reduced lunches		
1 Point	≥ 75% through 80% of students receive free or reduced lunches		
2 Points	> 80% through 85% of students receive free or reduced lunches		
3 Points	> 85% through 90% of students receive free or reduced lunches		
4 Points	> 90% of students receive free or reduced lunches		
Points	Healthy Places Index Percentile		
0 Points	Healthy Places Index Score above 25 Percentile		
1 Point	Healthy Places Index Score 20 through 25 Percentile		
2 Points	Healthy Places Index Score 15 through <20 Percentile		

3 Points	Healthy Places Index Score 10 through <15 Percentile
4 Points	Healthy Places Index Score <10 Percentile

## Project Location (0-2 Points)

Points	Applicant's ability to demonstrate the project is located within a DAC.	
2 Points	Project location(s) are/is fully (100%) located within a DAC.	
1 Point	Project location(s) are/is partially (less than 100%) within a DAC.	
0 Points	None of the project location(s) are/is within a DAC.	

## Need (50 Points)

Statement of Project need (0-26 Points)

Points	Applicant's ability to demonstrate a specific active transportation need.
19-24 Points	The application compellingly demonstrates "need" in the project area, and documents all of the following in a clear narrative:  • the lack of connectivity,  • the lack of mobility for non-motorized users,  • data showing the local health concerns, including a comparison to statewide health data  AND if applicable  • For projects benefiting a disadvantaged community – the need for the project in that community,  • For NI components – the need for the education, encouragement and/or enforcement program
13-18 Points	The application duly demonstrates "need" in the project area, and documents: only 2 of the following clearly, and at least one other partially:  • the lack of connectivity,  • the lack of mobility for non-motorized users,  • data showing the local health concerns, including a comparison to statewide health data AND if applicable  • For projects benefiting a disadvantaged community – the need for the project in that community,  • For NI components – the need for the education, encouragement and/or enforcement program
7-12 Points	The application demonstrates "need" in the project area, and documents: only 1 of the following clearly, and at least one other partially:  • the lack of connectivity,  • the lack of mobility for non-motorized users,  • data showing the local health concerns, including a comparison to statewide health data  AND if applicable  • For NI components – the need for the education, encouragement and/or enforcement program
1-6 Points	The application minimally demonstrates "need" in the project area, and partially documents 1 of the following:  • the lack of connectivity,  • the lack of mobility for non-motorized users,  • local health concerns  AND if applicable  • For NI components – the need for the education, encouragement and/or enforcement program

	0	The application does not demonstrate "need" in any way in the project area in any of the three
	Points	areas of need, and there is no mention of the need of the disadvantaged community and there is
"		no mention of the NI program (if applicable).

Points	Applicant's ability to demonstrate the active transportation needs of STUDENTS.	
2 Points	The application addresses the active transportation needs of students	
0 Points	The application does not address or mention the active transportation needs of students	

Describe how the proposed project will address the active transportation need: (0-24 points)

Points	Applicant's ability to make a case that the project will address need for active transportation.		
18-23 Points	The application clearly and convincingly demonstrates that the project will best address the active transportation need presented in part A by:  • creating or improving links or connections,  • encouraging use of routes to very important destinations and community identified destinations.		
11-17 Points	The application demonstrates that the project will likely address the active transportation need presented in part A by:  • creating or improving links or connections,  • encouraging use of routes to very important destinations and community identified destinations.		
5-10 Points	The application somewhat demonstrates that the project will address the active transportation need presented in part A by: (at least 1 of the following)  • creating or improving links or connections,  • encouraging use of routes to very important destinations and community identified destinations.		
1-4 Points	The application minimally demonstrates that the project may address the active transportation need presented in part A by: (partially 1 or more of the following)  • creating or improving links or connections,  • encouraging use of routes to very important destinations and community identified destinations.		
0 Points	The application <b>did not demonstrate</b> the project would address the need presented in Part A.		

Points	Applicant's ability to make a case that the proposal that will increase the number of active transportation trips accomplished by STUDENTS.		
1 Point	The project will increase the proportion of active transportation trips accomplished by students		
0 Points	The project <b>will not</b> increase the proportion of active transportation trips accomplished by students		

## **Scope and Plan Layout Consistency (5 Points)**

Points	Evaluating Layouts/Maps		
	The submitted layouts/maps are complete, clear, and/or provide sufficient detail to		
2 Points	determine the full scope of the proposed project.		
	The submitted layouts/maps are poorly developed or vague in outlining the various elements		
0 Points	of the proposed project, or the applicant failed.		

Points	Evaluating Engineer's Estimate		
	The submitted estimate is thorough and consistent with the elements and phases of the		
2 Points	proposed project.		
0 Points	The applicant failed to provide an estimate that matches the proposed elements.		

Points	Evaluating the Project Schedule			
	The submitted schedule fully incorporates all necessary phases and provides adequate time			
1 Point	to complete the phases (PA&ED, PS&E, ROW, CON and CON-NI).			
	The submitted schedule failed to incorporate all necessary phases and/or does not provide			
0 Points	adequate time to complete the phases (PA&ED, PS&E, ROW, CON and CON-NI).			

# FRESNO COUNTY SB 743 IMPLEMENTATION REGIONAL GUIDELINES







## FRESNO COUNTY SB 743 IMPLEMENTATION REGIONAL GUIDELINES



#### Submitted to:

Fresno Council of Governments 2035 Tulare Street, Suite 201 Fresno, California 93721

### Prepared by:

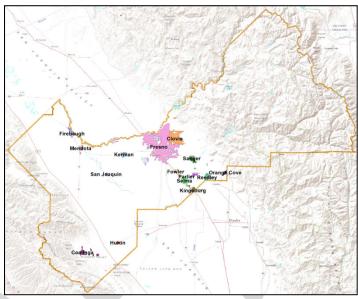
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#### **EXECUTIVE SUMMARY**

Senate Bill (SB) 743, signed in 2013, and codified in the California Environmental Quality Act (CEQA) Guidelines in January 2019, changes the way transportation impacts are analyzed in the CEQA process. Vehicle miles traveled (VMT) replaces auto delay and level of service (LOS) as the metric for transportation impact determination. SB 743 takes effect statewide on July 1, 2020. In order to assist the member agencies in their shift from delay based LOS approach to VMT analysis, Fresno Council of Governments (COG) has prepared this document as a regional guide for the 16 member jurisdictions (illustrated in Figure S1). The local governments can take the recommendations in the regional guidelines as appropriate based on their individual circumstances, such as growth policies and economic development goals.



Source: Fresno County.

Figure S1: Fresno COG Member Jurisdictions— County of Fresno and 15 Cities

This document discusses in further detail the following:

- Context for VMT analysis.
- Project screening.
- VMT significance thresholds and VMT analysis for land use development projects, transportation projects, and land use plans.
- Feasible mitigation strategies applicable for the Fresno region.



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#### LIST OF ABBREVIATIONS AND ACRONYMS

ABM activity-based model

ADT average daily trips

CalEEMod California Emissions Estimator Model

Caltrans California Department of Transportation

CAPCOA California Air Pollution Control Officers Association

CARB California Air Resources Board

CEQA California Environmental Quality Act

CO<sub>2</sub>e carbon dioxide equivalent

COG Council of Governments

EIR Environmental Impact Report

EO Executive Order

FAR floor-to-area ratio

GHG greenhouse gas

GPA General Plan Amendment

GWP global warming potential

HOT high-occupancy toll

HOV high-occupancy vehicle

ITE Institute of Transportation Engineers

LOS level of service

LRTP Long-Range Transportation Plan

mi mile

MND Mitigated Negative Declaration

MPO Metropolitan Planning Organizations

MT metric ton

NCST National Center for Sustainable Transportation

ND Negative Declaration

OPR Governor's Office of Planning and Research

PRC Public Resources Code

RTP Regional Transportation Plan

RTPA Regional Transportation Planning Agency

SB Senate Bill

SCS Sustainable Communities Strategy

SOC Statement of Overriding Considerations

TA Technical Advisory

TDM transportation demand management

VMT vehicle miles traveled

ZC Zone Change

#### **CHAPTER 1. INTRODUCTION**

Senate Bill (SB) 743, signed in 2013, changes the way transportation impacts are analyzed in the California Environmental Quality Act (CEQA) process. Vehicle miles traveled (VMT) replaces auto delay and LOS as the metric for transportation impact determination. For land use development projects, VMT is simply the product of the daily trips generated by a new development and the distance those trips travel to their destinations. For capital projects, impacts are identified as the new VMT attributable to the added capital project, both from the installation of the facility and the induced growth—a new term in the CEQA lexicon—generated as a result of induced land use.

In January 2019, the Natural Resources Agency and the Governor's Office of Planning and Research (OPR) codified SB 743 into the Public Resources Code (PRC) and the *State CEQA Guidelines*. The *State CEQA Guidelines* Section 15064.3 subdivision (b) states:

- 1. Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- 2. Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
- **3. Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- 4. Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

The OPR provides a Technical Advisory (TA) as a guidance document to establish thresholds for this new VMT metric. The laws and rules governing the CEQA process are contained in the CEQA statute (PRC Section 21000 and following), the *State CEQA Guidelines* (California Code of Regulations, Title 14,

Section 15000 and following), published court decisions interpreting CEQA, and locally adopted CEQA procedures. The TA is intended as a reference document; it does not have the weight of law. Yet, deviating from the TA is best undertaken with substantial evidence to support the agency action.

The State of California is committed to reducing greenhouse gas (GHG) emissions and achieving long-term climate change goals. To achieve these climate change goals, California needs to reduce VMT. As illustrated in Figure 1, over the last 40 years, with increase in statewide population, the overall VMT has also increased. As illustrated in Figure 2, transportation is the single largest sector contributing to the State's GHG emissions. More than 40 percent of the GHG emissions come from the transportation sector, primarily passenger cars and light-duty trucks. Reducing the number of vehicle trips and the length of the trips are expected to result in reduced VMT and reduced GHG emissions. The new *State CEQA Guidelines* and the establishment of VMT thresholds for CEQA analyses is linked to GHG reduction strategies and overall statewide climate change goals.

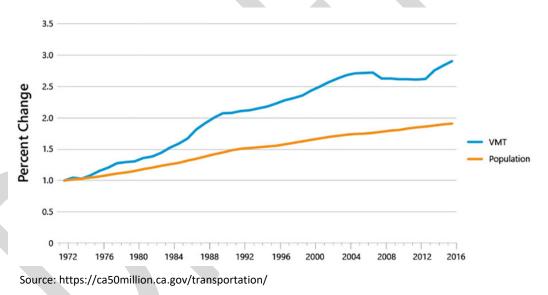
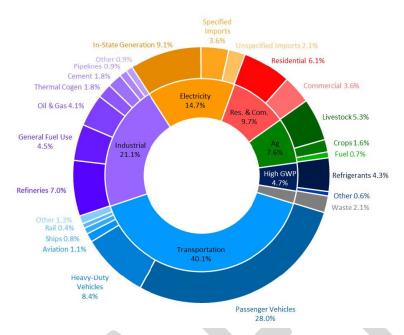


Figure 1: VMT Per Capita Compared to Population in California



Source: California Greenhouse Gas Emissions for 2000 to 2017 Trends of Emissions and Other Indicators (California Air Resources Board Report).

Figure 2: 2017 GHG Emissions in California by Scoping Plan Sector and Sub-Sector Category

This document provides a guide and substantial evidence for Fresno Council of Governments (COG) and its member jurisdictions in setting the thresholds of significance for CEQA transportation studies. It is divided into chapters, including:

- Chapter 2 Definition of Region: This chapter describes what the comparative is for analysis
  purposes. Each project will be compared to an existing regional average. The geographical area
  that defines the region is defined and described.
- Chapter 3 Project Screening: OPR acknowledges that certain projects are either low VMT generators or by virtue of their location would have a less than significant impact. The Fresno COG member jurisdictions may use these screening criteria and should offer substantial evidence for other circumstances that would lead to a less than significant impact.
- Chapter 4 –Threshold and VMT Analysis for Land Use Development Projects: In this chapter, thresholds that would define a significant CEQA impact are identified. The actual VMT metric (either an efficiency rate or total VMT) is described. The process of VMT analysis is also described in this chapter.
- Chapter 5 –Threshold and Induced VMT Analysis for Transportation Projects: This chapter
  describes the method to evaluate significant CEQA impacts associated with transportation
  projects. Many non-vehicular capital projects are presumed to have a less than significant

impact. Capacity enhancing projects may have significant impacts and may be subject to a detailed analysis that will include measuring induced travel.

- Chapter 6 Threshold Recommendations for Land Use Plans: This chapter provides guidance and substantial evidence to support the threshold recommendation for land use plans and CEQA transportation analyses by Fresno COG members.
- Chapter 7 Mitigation Strategies: Potential mitigation strategies are indicated in this chapter. It is noted that this discussion is not intended as a full list of measures Fresno COG members sanction as feasible. As in previous CEQA practice, it is generally the practitioner who identifies mitigation measures to offset the specific project related impacts identified in individual environmental document. The discussion here is intended as a guide for possible strategy for applicants who may wish to investigate methods to offset their specific project-related significant impacts.



#### CHAPTER 2. DEFINITION OF REGION: VEHICLE MILES TRAVELED CONTEXT

The question of context is the definition of the scope of the VMT analysis. The common term for this in previous delay-based LOS analyses is *project study area*. In the delay-based LOS analyses, a project study area is generally determined based on the incremental increase in traffic from the project and its potential to create a significant LOS impact. This generally includes intersections and roadway segments where the project would add a prescribed number of peak-hour trips. Many times, lead agencies stop study area boundaries at their jurisdictional borders.

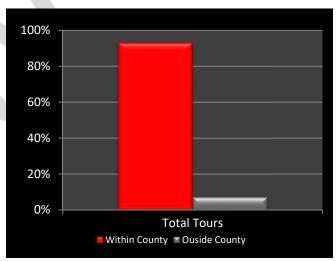
Unlike delay-based LOS analyses, VMT is a regional effect not defined by roadway, intersection, or pathway. The OPR acknowledges this in its TA (page 6), which states,

Lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries....

Furthermore, the recommendations for thresholds for the primary land use types (residential and office) are based on a comparison to a *regional average*. Region is not defined further in the TA. Instead, the OPR offers the following suggestions:

- 1. In cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography, such as **county**, that includes the area over which nearly all workers would be expected to live (page 16).
- 2. For residential projects in unincorporated county areas, the local agency can compare a residential project's VMT to (1) the region's VMT per capita, or (2) the aggregate population weighted VMT per capita of all cities in the region (page 15).

LSA surveyed other large urbanized areas around the State to identify what region has been established for VMT thresholds. In most cases, the County boundary has been identified as the region selected for VMT analysis. Mobility can be studied using a trip-based approach or a tourbased approach. The OPR TA states that "where available, tour-based assessment is ideal because it captures travel behavior more comprehensively." Since Fresno COG's model is an Activity-Based Model (ABM), 1 a tour-based approach has been followed. COG's ABM was used to examine the tours into and out of Fresno County. As such, consistent with the OPR TA, only tours having origins or



Source: Fresno COG Activity Based Model

Figure 3: Percentage of Total Tours Having Origins/Destinations within Fresno County and Terminating within or outside the County

Fresno COG ABM Update Report: <a href="https://www.fresnocog.org/wp-content/uploads/2017/06/Fresno-COG-ABM-Report.pdf">https://www.fresnocog.org/wp-content/uploads/2017/06/Fresno-COG-ABM-Report.pdf</a>.

destinations or both within Fresno County were considered. External pass-through trips were not considered. As illustrated in Figure 3, out of the total tours, about 93 percent originate or are destined within Fresno County. The remaining 7 percent tours are pass through trips and do not have stops within Fresno County.

Because the majority of the tours are contained within Fresno County or have origins or destinations within the County, the County line may be used to define the region. It should be noted that, for residential projects, the TA states that "Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. Proposed development referencing a threshold based on city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the number of units specified in the [sustainable community strategy] SCS for that city, and should be consistent with the SCS." As such, this analysis evaluated residential VMT per capita for all 16 member jurisdictions using Fresno County as the region as well as individual City boundaries as the region. Fresno COG recommends that each member evaluate the findings of the analysis to determine the appropriate region for its respective jurisdictions. For office, retail, and all other non-residential projects, consistent with the TA, Fresno COG recommends using Fresno County as the region. The other OPR guidance recommends consistency in approach; once a region is established, that region should be used for all subsequent traffic analyses.

In some cases, this County boundary has other names, such as the Council of Governments boundary. Nonetheless, County is a common and reoccurring context for CEQA VMT analyses throughout the State.

It should be recognized that the use of the County as the region defines the comparative, or the denominator, in the identification of project-related impact. The numerator is the project's VMT contribution. This project-related VMT profile may go beyond the County boundary and not be truncated by a jurisdictional boundary. For example, a new, large employment generating land development proposed near Fresno County's northern boundary may include VMT from as far away as Madera, Tulare, or Kings Counties, or other communities in the San Joaquin Valley. In that case, it would be the responsibility of the applicant and their traffic study preparer to include the project VMT regardless of geographical limit to the satisfaction of the agency staff. This project-related VMT profile would be compared against the Fresno County regional average.

#### **CHAPTER 3. PROJECT SCREENING**

The TA does acknowledge that certain activities and projects may result in a reduction in VMT and GHG emissions and, therefore, a less than significant impact to transportation and circulation. A variety of projects may be screened out of a complicated VMT analysis due to the presumption described in the TA regarding the occurrence of less than significant impacts.

#### **3.1 Land Use Development Projects**

The TA acknowledges that conditions may exist that would presume that a land use development project has a less than significant impact. These may be size, location, proximity to transit, or tripmaking potential. For example, land use development projects that have one or more of the following attributes may be presumed to create a less than significant impact:

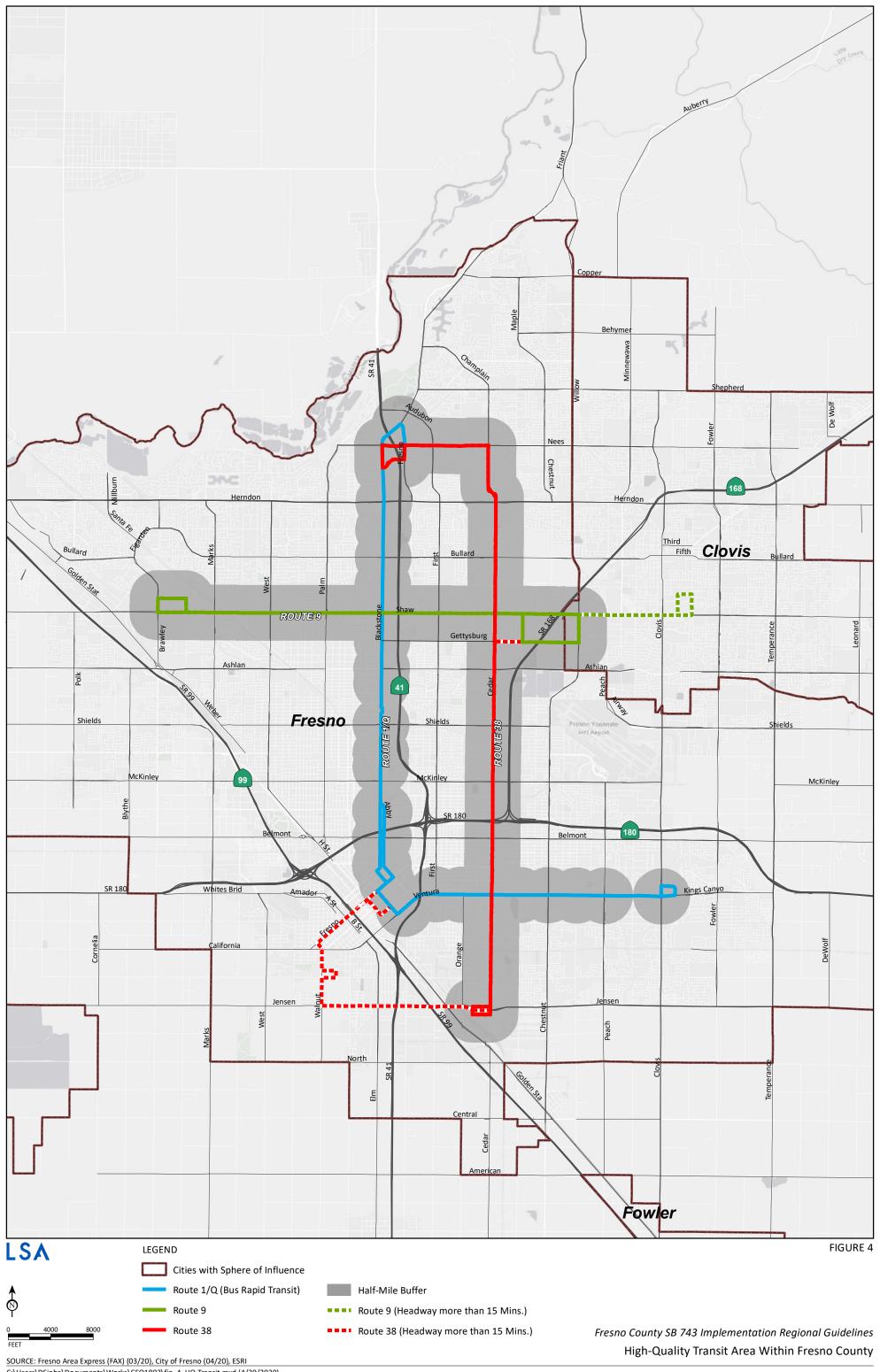
• The project is within 0.5 mile (mi) of a transit priority area or a high-quality transit area unless the project is inconsistent with the Regional Transportation Plan (RTP)/SCS, has a floor area ratio (FAR) less than 0.75, provides an excessive amount of parking, or reduces the number of affordable residential units. In accordance with SB 743, "transit priority areas" are defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. A Major transit stop means: "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods." A high-quality transit area or corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Figure 4 depicts transit priority areas within Fresno County, including high-quality transit areas (within 0.5 mile of a major transit stop) served by the Fresno Area Express (FAX) with service intervals of 15 minutes or less. Projects proposed in these areas may be presumed to have a less-than-significant transportation impact unless the project is inconsistent with the RTP/SCS, has an FAR less than 0.75, provides an excessive amount of parking, or reduces the number of affordable residential units.

- The project involves local-serving retail space of less than 50,000 square feet (sf).
- The project has a high level of affordable-housing units.<sup>2</sup>
- The project generates fewer than 500 average daily trips (ADT).
- The TA recommends a volume of 110 ADT. This recommendation is not based on any analysis of GHG reduction but, rather, on a CEQA categorical exemption. This exemption criterion states that for existing facilities, including additions to existing structures of up to 10,000 sf, the project is exempted from CEQA as long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not located in an

The affordable-housing requirement to meet the screening criteria is to be determined by each Fresno COG jurisdiction.







environmentally sensitive area (*State CEQA Guidelines* Section 15301, subdivision (e)(2). As stated in the OPR TA, for projects that have a linear increase in trip generation with respect to the building footprint, the daily trip generation is anticipated to be between 110 and 124 trips per 10,000 sf. Therefore, based on this assumption, the OPR recommends 110 ADT as the screening threshold. However, the California Emissions Estimator Model (CalEEMod) was used to characterize the effect of changes in project-related ADT to the resulting GHG emissions. This model was selected because it is provided by the California Air Resources Board (CARB) to be used statewide for developing project-level GHG emissions. CalEEMod was used with the built-in default trip lengths and types to show the vehicular GHG emissions from incremental amounts of ADT. Table A shows the resulting annual VMT and GHG emissions from the incremental ADT.

Table A: Representative VMT and GHG Emissions from CalEEMod

Average Daily Trips (ADT) Annual Vehicle Miles Traveled (VMT)		GHG Emissions (Metric Tons CO₂e per year)	
Average Daily Trips (ADT)	Affilial vehicle willes fraveled (vivi)	dnd Ellissions (Wethic Tons Coze per year)	
200	683,430	258	
300	1,021,812	386	
400	1,386,416	514	
500	1.703,020	643	
600	2,043,623	771	

Source: CalEEMod version 2016.3.2.

CalEEMod = California Emissions Estimator Model

 $CO_2e$  = carbon dioxide equivalent

GHG = Greenhouse Gas

A common GHG emissions threshold is 3,000 metric tons (MT) of carbon dioxide equivalent<sup>3</sup> (CO<sub>2</sub>e) per year.<sup>4</sup> The vehicle emissions are typically more than 50 percent of the total project GHG emissions. Thus, a project with 500 ADT would generally have total project emissions that could be less than 1,300 MT CO<sub>2</sub>e/year (i.e., 50 percent or 643 MT CO<sub>2</sub>e/year from vehicle emissions and the other 50 percent coming from other project activities). As this level of GHG emissions would be less than 3,000 MT CO<sub>2</sub>e/year, the emissions of GHG from a project up to 500 ADT would typically be less than significant. Therefore, it is recommended that projects be screened out if they generate fewer than 500 ADT.

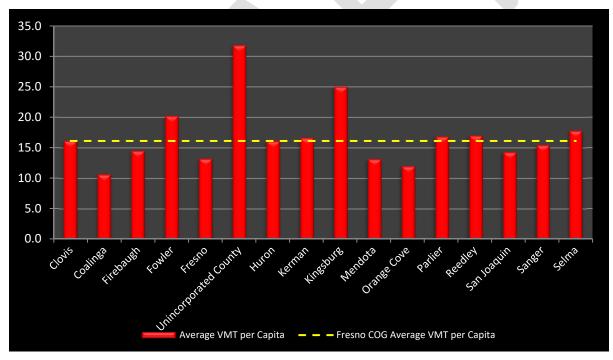
• The development of institutional/government and public service uses that support community health, safety and welfare may also be screened from subsequent CEQA VMT analysis. These facilities (e.g. police stations, fire stations, community centers, refuse stations) are already part of the community and, as a public service, the VMT is accounted for in the existing regional average. Many of these facilities generate fewer than 500 ADT and/or use vehicles other than passenger cars or light-duty trucks. These other vehicle fleets are subject to regulation outside of CEQA, such as CARB and the San Joaquin Valley Air Pollution Control District. The local

<sup>&</sup>lt;sup>3</sup> Carbon dioxide equivalent ( $CO_2e$ ) is a concept developed to provide one metric that includes the effects of numerous GHGs. The global warming potential (GWP) of each GHG characterizes the ability of each GHG to trap heat in the atmosphere relative to another GHG. The GWPs of all GHGs are combined to derive the  $CO_2e$ .

Source: <a href="http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds">http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds</a>.

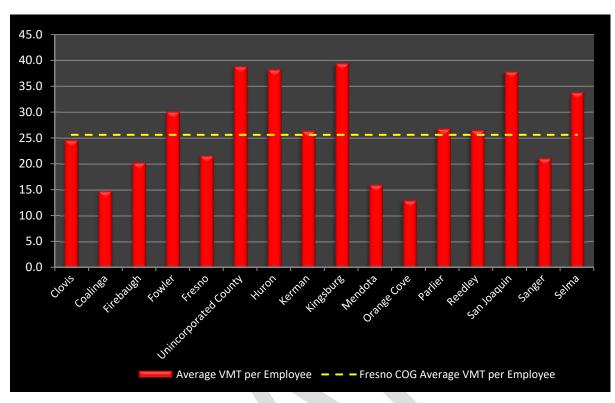
jurisdiction will have the discretion to determine whether such facilities, that provide safety, security, and serve the local communities, can be screened out from the VMT analysis.

• The TA states "Residential and office projects that are located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps may be used to screen out residential and office projects from needing to prepare a detailed VMT analysis." VMT per capita was calculated for each member jurisdiction and compared with the VMT per capita of the entire Fresno County. Figure 5 illustrates a comparison between average VMT per capita for each member jurisdiction compared to the countywide average. This provides an overview of member jurisdictions' average VMT profile (high, medium, and low) compared to the regional average. Figure 6 illustrates a similar comparison for VMT per employee. Region-wide screening maps were also created for residential and office projects. Figure 7 illustrates the VMT per capita screening map for the region. Appendix A includes detailed residential screening maps. Figure 8 illustrates the VMT per employee screening map for the region. Appendix B provides detailed screening maps for office projects.



Source: Fresno COG Activity Based Model.

Figure 5: Average VMT per Capita for Member Jurisdictions Compared to Countywide Average VMT Per Capita



Source: Fresno COG Activity Based Model.

Figure 6: Average VMT per Employee for Member Jurisdictions Compared to Countywide Average VMT per Employee

Based on the individual COG agency traffic study guidelines or existing CEQA guidelines, other conditions may apply to screen out projects. Consistency with other plans to reduce GHG emissions may also reflect substantial evidence supporting a screening out, or the agencies may adopt the TA recommendations in total.

Additionally, the 2020 State CEQA Guidelines Section 15007 (c) states that "if a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." Therefore, if a land use development/transportation project is already cleared by a certified Environmental Impact Report (EIR) or an adopted Negative Declaration (ND)/Mitigated Negative Declaration (MND), then subsequent projects that are consistent with the approved project will not require a new VMT analysis.

The Fresno COG VMT Screening Tool can be used to determine whether a land use development project may be screened from a detailed VMT analysis. It should be noted that if a project constitutes a General Plan Amendment (GPA) or a Zone Change (ZC), none of the above screening criteria may apply. The City will be required to evaluate such projects on a case-by-case basis to determine whether a VMT analysis would be required. The VMT screening tool is available on

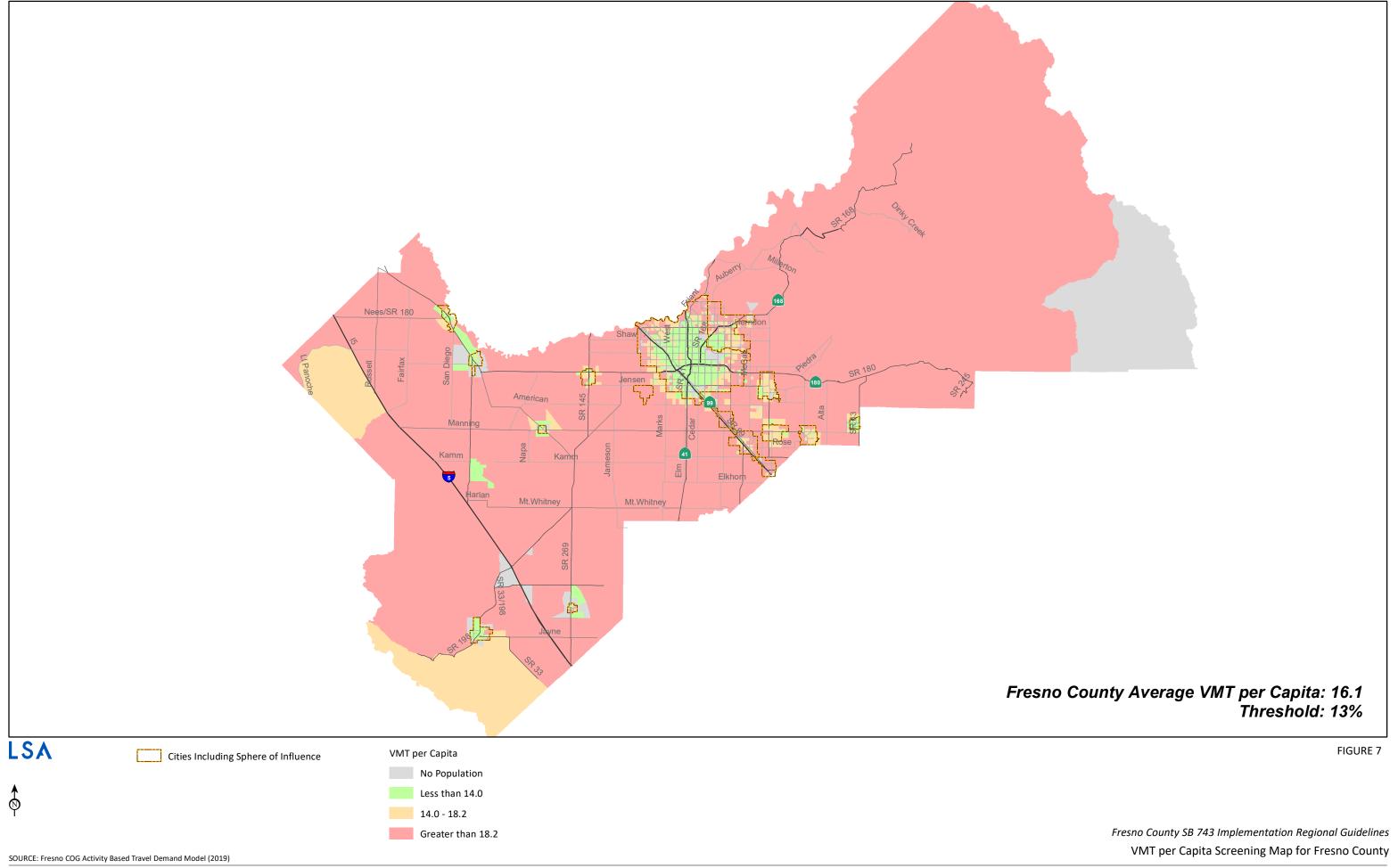
Fresno COG's website at <a href="https://www.fresnocog.org/project/sb743-regional-guidelines-development/">https://www.fresnocog.org/project/sb743-regional-guidelines-development/</a>.

#### **3.2 Transportation Projects**

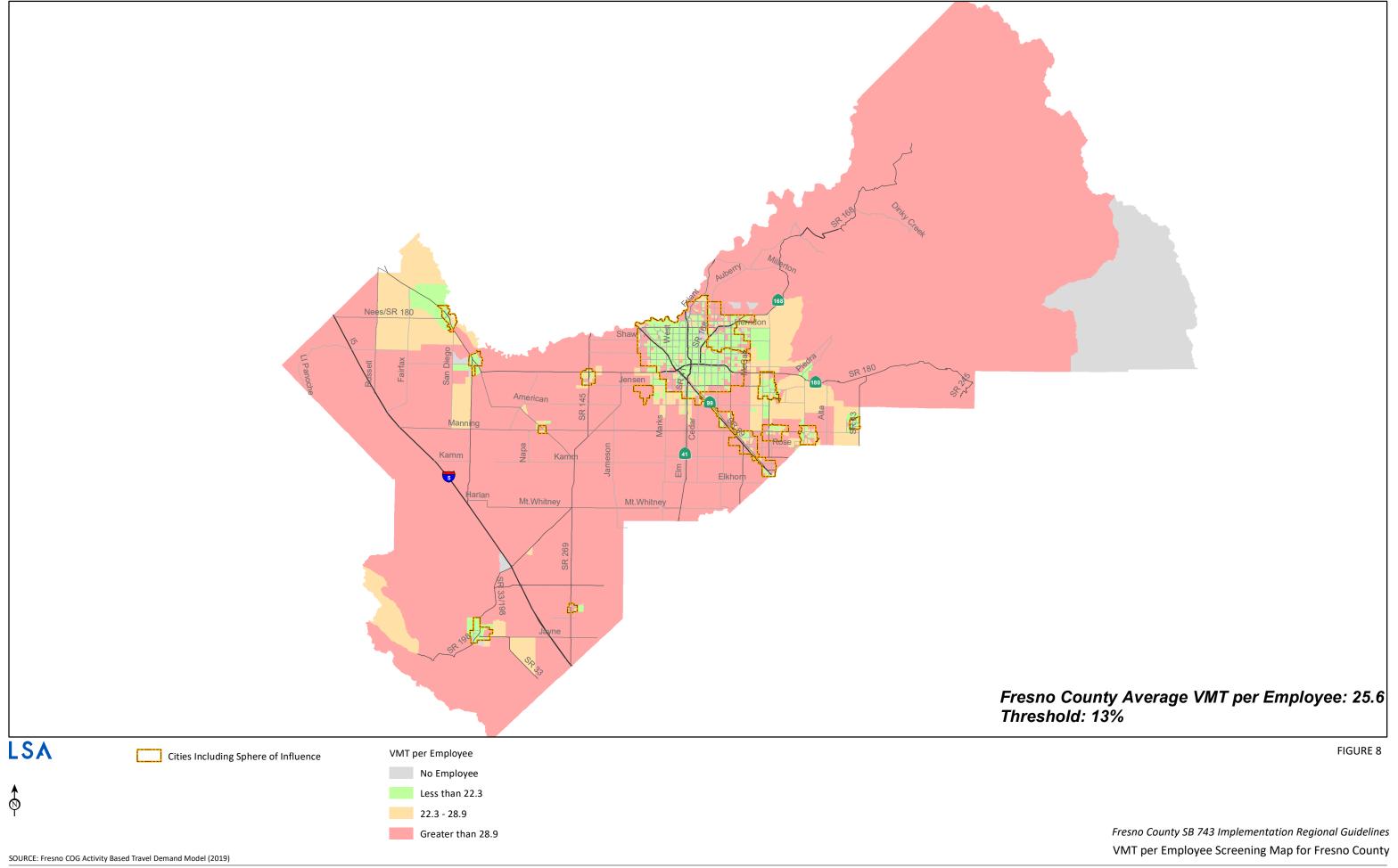
The primary factor to consider for transportation projects is the potential to increase vehicle travel, sometimes referred to as "induced travel." Based on the OPR TA, while the lead agency has discretion to continue to use a delay-based LOS analysis for CEQA disclosure of transportation projects, changes in vehicle travel must also be quantified. The lead agency may solely use VMT analysis for CEQA disclosure of transportation projects, but can also require an LOS analysis for design, traffic operations, and safety purposes. The TA lists a series of projects that would not likely













lead to a substantial or measurable increase in vehicle travel and which would, therefore, not require an induced travel analysis. These include the following:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the
  condition of existing transportation assets (e.g., highways; roadways; bridges; culverts;
  Transportation Management System field elements such as cameras, message signs, detection,
  or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and
  that do not add additional motor vehicle capacity.
- Roadside safety devices or hardware installation such as median barriers and guardrails.
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only
  by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not
  be used as automobile vehicle travel lanes.
- Addition of an auxiliary lane of less than 1 mi in length designed to improve roadway safety.
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left-, right-, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes.
- Addition of roadway capacity on local or collector streets, provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.
- Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel.
- Addition of a new lane that is permanently restricted to use only by transit vehicles.
- Reduction in the number of through lanes.
- Grade separation to separate vehicles from rail, transit, pedestrians, or bicycles, or to replace a
  lane in order to separate preferential vehicles (e.g., high-occupancy vehicles [HOVs], highoccupancy toll [HOT] lane traffic, or trucks) from general vehicles.
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority features.
- Installation of traffic metering systems, detection systems, cameras, changeable message signs, and other electronics designed to optimize vehicle, bicycle, or pedestrian flow.
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.
- Installation of roundabouts or traffic circles.
- Installation or reconfiguration of traffic calming devices.
- Adoption of or increase in tolls.
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase.

- Initiation of a new transit service.
- Conversion of streets from one-way to two-way operation with no net increase in the number of traffic lanes.
- Removal or relocation of off-street or on-street parking spaces.
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs).
- Addition of traffic wayfinding signage.
- Rehabilitation and maintenance projects that do not add motor vehicle capacity.
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve nonmotorized travel
- Installation of publicly available alternative fuel/charging infrastructure.
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor.

Additionally, transit and active transportation projects generally reduce VMT and, therefore, may be presumed to cause a less than significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid-transit projects, and bicycle and pedestrian infrastructure projects. The agency may use this CEQA presumption of less than significant impact to aid in the prioritization of capital projects, as the CEQA process for any of these project types would be more streamlined than other capacity-enhancing capital projects.

## CHAPTER 4. THRESHOLD AND VMT ANALYSIS FOR LAND USE DEVELOPMENT PROJECTS

#### **4.1 Thresholds for Land Use Projects**

The TA states that SB 743 and all CEQA VMT transportation analyses refer to automobiles. Here, the term automobile refers to on-road passenger vehicles, specifically cars and light duty trucks (page. 4). Heavy-duty trucks can be addressed in other CEQA sections (air quality, greenhouse gas, noise, and health risk assessment analysis) and are subject to regulation in a separate collection of rules under CARB jurisdiction. This approach was amplified by Chris Ganson, Senior Advisor for Transportation at OPR, in a recent presentation at the Fresno Council of Governments (October 23, 2019) and by Ellen Greenberg, the California Department of Transportation (Caltrans) Deputy Director for Sustainability, at the San Joaquin Valley Regional Planning Agencies' Directors' Committee meeting (January 9, 2020).

The OPR has identified the subject of the thresholds as the primary trips in the home-based typology: specifically, home-based work tours. This includes residential uses, office uses, and retail uses. The home-based work tour type is the primary tourmaking during the peak hours of commuter traffic in the morning and evening periods.

The impact of transportation has shifted from congestion to climate change, and the purpose of the CEQA analysis is to disclose and ultimately reduce GHG emissions by reducing the number and length of automobile trips. As part of the SB 375 land use/transportation integration process and GHG goal setting, the State and Regional Transportation Planning Agencies (RTPAs) have agreed to reduce GHG through integrated land use and transportation planning by a statewide average of approximately 15 percent by 2035. Figure 9 illustrates SB 375 regional GHG emissions reduction targets for all the 18 Metropolitan Planning Organizations (MPOs) in California that CARB established in 2018. Furthermore, in its 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals, the CARB recommends total VMT per capita rates approximately 15 percent below existing conditions.

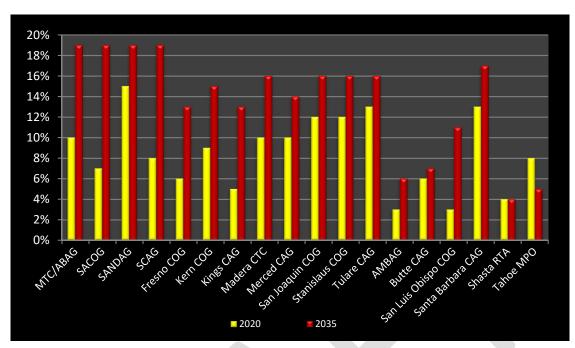
#### The TA therefore recommends:

A proposed (residential) project exceeding a level of 15 percent below existing regional average VMT per capita may indicate a significant transportation impact.

A similar threshold would apply to office projects (15 percent below existing regional average VMT per employee).

VMT generated by retail projects exceeding 50,000 sf would indicate a significant impact for any net increase in total VMT.

It is noted that the aggregate GHG emission reduction sought after by CARB in the 2017 Scoping Plan is 15 percent statewide. This is one reason OPR believes the 15 percent reduction in VMT is appropriate. The aggregate 15 percent GHG emission reduction applies across all land use and transportation activities and would indicate that the State and its individual MPOs are compliant with the SB 375 goals, the overall State climate change strategy, and Scoping Plan objectives.



Source: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets.

Figure 9: SB 375 Regional Plan Climate Targets for California's 18 MPOs

CARB establishes GHG targets for each of the 18 MPOs in the State, reviews the SCSs and makes a determination whether the SCSs would achieve GHG reduction targets if implemented. Fresno COG's 2018 RTP/SCS demonstrated a GHG reduction of 10 percent by 2035 through the integrated land use, transportation initiatives, and capital project listing, which meets the targets set by the CARB. All reviewing federal and State authorities, including the CARB, approved Fresno COG's 2018 RTP/SCS. In the spring of 2018, CARB adopted new GHG targets for all the 18 MPOs in the State based on the 2017 Scoping Plan and other new data. CARB established a 13 percent GHG reduction target for 2035 for the Fresno region's third RTP/SCS. The State recognizes that Fresno County's contribution to the aggregate 15 percent statewide GHG emission reduction is 13 percent. Other regions may achieve greater reductions to achieve the aggregate statewide goal.<sup>5</sup> As such, reduction in GHG directly corresponds to reduction in VMT. In order to reach the statewide GHG reduction goal of 15 percent, the Fresno region must reduce GHG by 13 percent. The method of reducing GHG by 13 percent is to reduce VMT by 13 percent as well.

Therefore, Fresno County member jurisdictions may establish a threshold for land use developments, specifically residential and office, of exceeding 13 percent below the existing regional VMT per capita as indicative of a significant environmental impact.

No other discrete land use types are identified for threshold development. Mixed-use projects may be evaluated for each component of the project independently, or the lead agency may use the predominant land use type for the analysis. The lead agency will make a determination of the

The latest GHG targets by region can be found at https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets.

predominant land use type on a case-by-case basis based on the project description. Credit for internal trip capture should be made. Internal trip capture may be calculated using the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Handbook* (for smaller projects), the Fresno COG ABM (for larger projects), or other applicable sources approved by the agency. The TA suggests that lead agency may, but is not required to, develop thresholds for any other use. This method may underreport the benefits of mixed-use by only evaluating the predominant land use or by limiting the acknowledgment of trip savings to internal capture in trip generation. The results will most likely over-report the project VMT and overstate the potential CEQA impacts from these beneficial project types.

For land use types other than residential, office, and retail, one approach is to review the agency General Plan and/or the Fresno COG RTP/SCS and identify whether the implementation of the plan would result in a reduction of VMT and GHGs. If it does, the lead agency may conclude the implementation of the plan, including all the other land use types will achieve the regional climate change goals. Therefore, consistency with the plan and no net change in VMT per employee for the other land use types is a rational threshold. However, for projects seeking a GPA, a project exceeding a level of 13 percent below the existing County average VMT per employee would indicate a significant transportation impact.

This approach would require disclosure of substantial evidence, including the General Plan findings, and other supporting traffic and air quality forecasting support. Additionally, if the agency wishes to establish some other threshold less stringent than the 13 percent recommended for residential and office projects, a body of substantial evidence would be necessary.

#### 4.2 Land Use Projects VMT Analysis/Mitigation Process

Figure 10 demonstrates the potential land use development entitlement process to comply with the *State CEQA Guidelines* related to VMT and transportation impacts. It provides the path from application filing through determination of impacts. It is presented as the standard process; each development application is considered unique and may create alternative or modified steps through the process. Each step that diverges from this standard process should be accompanied with substantial evidence demonstrating compliance with other climate change and GHG emission reduction laws and regulations.

#### 4.2.1 Agency Communication

At the outset of the project development process, the applicant should seek a meeting with the lead agency's staff to discuss the project description, the transportation study content and the analysis methodology. Key elements to address include a description of the project in sufficient detail to generate trips and identify the potential catchment area (i.e., trip lengths if no modeling is undertaken), estimate project VMT, discuss project design features that may reduce the VMT from the project development, and discuss the project location and associated existing regional VMT percentages. As a result of the meeting, the applicant or their consultant shall prepare a transportation analysis scope of work for review and approval by the agency.



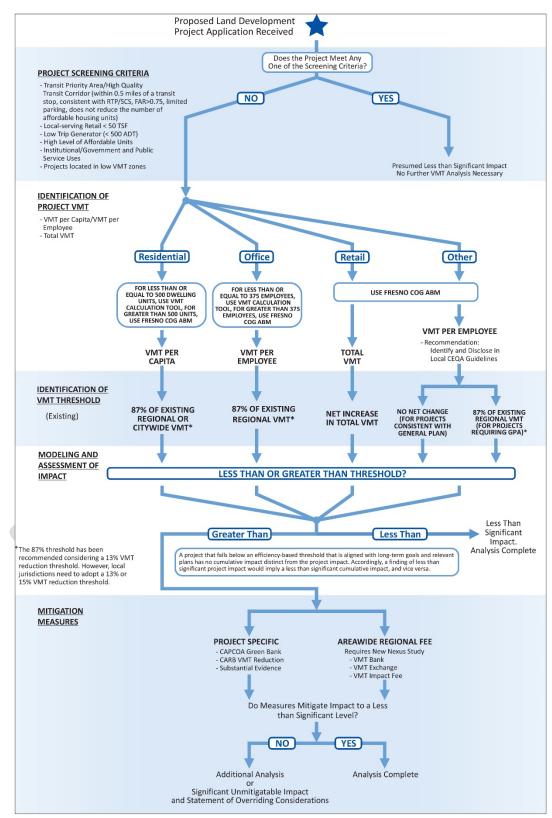


Figure 10: VMT Analysis Process for Land Use Development Projects



Projects that will have impact on Caltrans facilities may be subject to the Caltrans Local Development-Intergovernmental Review program. Caltrans may review the VMT analysis methodology, findings, and mitigation measures for each one of these development projects that is determined to affect the State highway system and falls within Caltrans jurisdiction.

#### 4.2.2 Project Screening

Once a development application is filed and the meeting is held, project screening is conducted as the initial step. If the project meets any one of the screening criteria, the project may be presumed to create a less than significant impact. No further VMT analysis is necessary. The CEQA document should enumerate the screening criterion and how the project meets or exceeds that threshold. If project screening does not apply, a VMT analysis may be required. The extent of this analysis may be a simple algebraic demonstration or a more sophisticated traffic modeling exercise. This distinction is addressed later.

#### 4.2.3 Development Project VMT Analysis

The first step is to identify the project land use type and the appropriate metric to use, i.e., VMT per capita, VMT per employee, or total VMT. The metric should be VMT per capita for residential projects, VMT per employee for office projects, and total VMT for retail projects. For mixed-use projects, after taking credit for internal trip capture, the project VMT can be estimated based on each component of the project independently, or the lead agency may use the predominant land use type for the analysis. For all other uses, the metric used should be VMT per employee.

#### 4.2.3.1 Small Project Vehicle Miles Traveled Analysis

Project VMT may be calculated using the Fresno COG VMT Calculation Tool for residential projects with 500 dwelling units or fewer, office projects with 375 employees or fewer. For all other projects, the VMT analysis should be determined using the Fresno COG ABM. The VMT calculation tool can be found at: <a href="https://www.fresnocog.org/project/sb743-regional-guidelines-development/">https://www.fresnocog.org/project/sb743-regional-guidelines-development/</a>.

#### 4.2.3.2 Large Project Vehicle Miles Traveled Analysis

Large or multi-use projects require the use of the Fresno COG ABM. For purposes of agency review, all development projects, other than residential uses with less than or equal to 500 dwelling units or offices with less than or equal to 375 employees, should use the Fresno COG ABM. At this level of trip generation, the probability of trip fulfilment expands to an area greater than the immediate project location and may include a greater regional attraction. The Fresno COG ABM can more accurately define the project trip characteristics and the total VMT generated by the project.

Next, the project generated VMT per capita/VMT per employee/total VMT is compared to the appropriate significance threshold. This is either equal to or more than 13 percent below the existing regional average per capita or employment for specific uses or no net increase in total VMT for retail or other uses that are consistent with the General Plan. For those projects that require a GPA, a threshold of exceeding 13 percent below existing regional average is appropriate, as the project has yet to be evaluated as part of the agency's ultimate land use development vision.

If the project VMT metric is less than the significance threshold, the project is presumed to create a less than significant impact. No further VMT analysis is required. If the project is greater than the significance threshold, mitigation measures are required.

#### 4.2.4 Mitigation Measures

The applicant is required, per CEQA, to identify feasible offsets to completely or to extent possible mitigate the impact created by the project. These can come from the mitigation strategies provided by the agency (Appendices A and B), or selected based on the applicant and their CEQA team experience. The agency must approve and accept the ultimate mitigation ascribed to the project and the related VMT percentage reduction.

If the mitigation measures mitigate the project impact to less than the jurisdictional threshold, the project is presumed to have an impact mitigated to a less than significant level. No further VMT analysis is required. If the project's VMT impact cannot be mitigated, the agency may 1) request the project be redesigned, relocated or realigned to reduce the VMT impact, or 2) require the preparation of an EIR with a Statement of Overriding Considerations (SOC) for the transportation impacts associated with the project. All feasible mitigation measures must be assigned to and carried out by the project even if an EIR/SOC is prepared.

# CHAPTER 5. THRESHOLD AND INDUCED VMT ANALYSIS FOR TRANSPORTATION PROJECTS

The 2020 State CEQA Guidelines include Section 15064.3.b.(2) to address transportation projects. It reads:

For roadway capacity projects, agencies have the discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements.

Lead agencies may continue to use delay and LOS for transportation projects for design and traffic operations purposes as long as impacts related to "other applicable requirements" are disclosed. This has generally been interpreted as VMT impacts and other State climate change objectives. These other applicable requirements may be found in other parts of an environmental document (i.e., air quality, GHG), or may be provided in greater detail in the transportation section.

For projects on the State highway system, Caltrans will use and will require sponsoring agencies to use VMT as the CEQA metric, and Caltrans will evaluate the VMT "attributable to the project" (Caltrans Draft VMT-Focused Transportation Impact Study Guide, 2020).

The assessment of a transportation project's VMT should disclose the VMT without the project and the difference in VMT with the project. Any growth in VMT attributable to the transportation project would result in a significant impact.

Capacity improvement projects have the potential of producing significant transportation impacts because they are likely to induce travel. According to the OPR TA, induced travel is the additional vehicle travel that is caused by the new capacity on the roadway. The induced travel could include route switching, time-of-day change, model shift, longer trips, new trips to existing destinations, and additional travel due to new development. Many traffic models have limited abilities to forecast new trips and new developments associated with the capacity improvements, as their land use or socioeconomic databases are fixed to a horizon date. OPR refers to a limited set of reports that would indicate elasticities.

The most recent major study (Duranton & Turner 2011, p. 24), estimates an elasticity of 1.0, meaning that every 1 percent change in lane miles results in a 1 percent increase in VMT.

The TA presents one method to identify the induced growth, as follows.

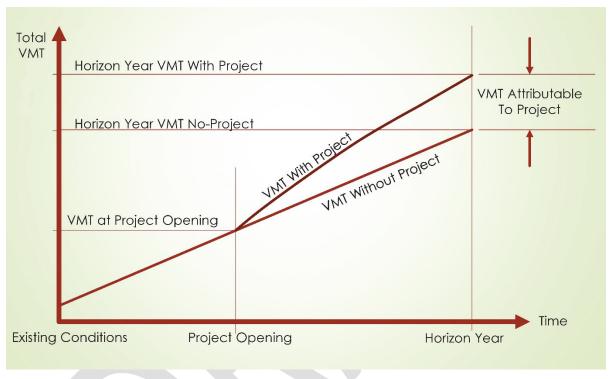
To estimate VMT impacts from roadway expansion projects:

- Determine the total lane-miles over an area that fully captures travel behavior changes resulting from the project (generally the region, but for projects affecting interregional travel look at all affected regions).
- Determine the percentage change in total lane miles that will result from the project.
- 3. Determine the total existing VMT over that same area.

4. Multiply the percentage increase in lane miles by the existing VMT, and then multiply that by the elasticity from the induced travel literature:

[% increase in lane miles] × [existing VMT] × [elasticity] = [VMT resulting from the project]

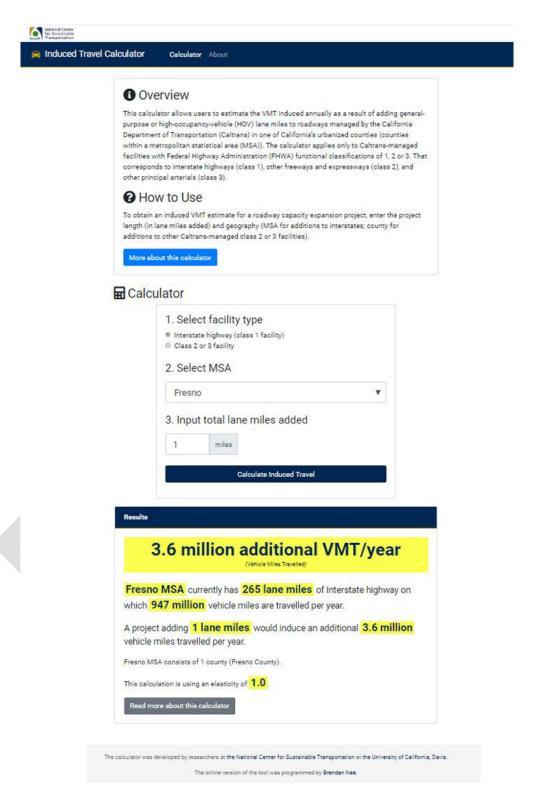
Figure 11 provides a representative illustration of induced VMT attributable to a project.



Source: Presentation: Caltrans Transportation Analysis under CEQA or TAC: Significance Determinations for Induced Travel Analysis (SHCC Pre-Release Session 2 Jeremy Ketchum, Division of Environmental Analysis, Caltrans; March 2, 2020).

Figure 11: Induced Travel – VMT Attributable to a Project

Caltrans has identified a computerized tool that estimates VMT generation from transportation projects. It was developed by the National Center for Sustainable Transportation (NCST) at University of California, Davis and is based on elasticities and the relationship of lane mile additions and growth in VMT. It uses Federal Highways Administration definitions of facility type and ascribes VMT increases to each facility. Output includes increases on million vehicle miles per year. Caltrans is investigating its use for all its VMT analyses of capital projects on the State Highway System. The NCST tool is available at <a href="https://blinktag.com/induced-travel-calculator">https://blinktag.com/induced-travel-calculator</a>. Figure 12 provides an illustration of that tool.



Source: https://blinktag.com/induced-travel-calculator/index.html

**Figure 12: Caltrans Induced Travel Calculator** 



The TA provides other options to identify induced growth- and project-related VMT. These include:

- 1. Employ an expert panel. An expert panel could assess changes to land use development that would likely result from the project. This assessment could then be analyzed by the travel demand model to assess effects on vehicle travel. Induced vehicle travel assessed via this approach should be verified using elasticities found in the academic literature.
- 2. Adjust model results to align with the empirical research. If the travel demand model analysis is performed without incorporating projected land use changes resulting from the project, the assessed vehicle travel should be adjusted upward to account for those land use changes. The assessed VMT after adjustment should fall within the range found in the academic literature.
- 3. Employ a land use model, running it iteratively with a travel demand model. A land use model can be used to estimate the land use effects of a roadway capacity increase, and the traffic patterns that result from the land use change can then be fed back into the travel demand model. The land use model and travel demand model can be iterated to produce an accurate result.

#### The TA provides a final warning:

Whenever employing a travel demand model to assess induced vehicle travel, any limitation or known lack of sensitivity in the analysis that might cause substantial errors in the VMT estimate (for example, model insensitivity to one of the components of induced VMT described above) should be disclosed and characterized, and a description should be provided on how it could influence the analysis results. A discussion of the potential error or bias should be carried into analyses that rely on the VMT analysis, such as greenhouse gas emissions, air quality, energy, and noise.

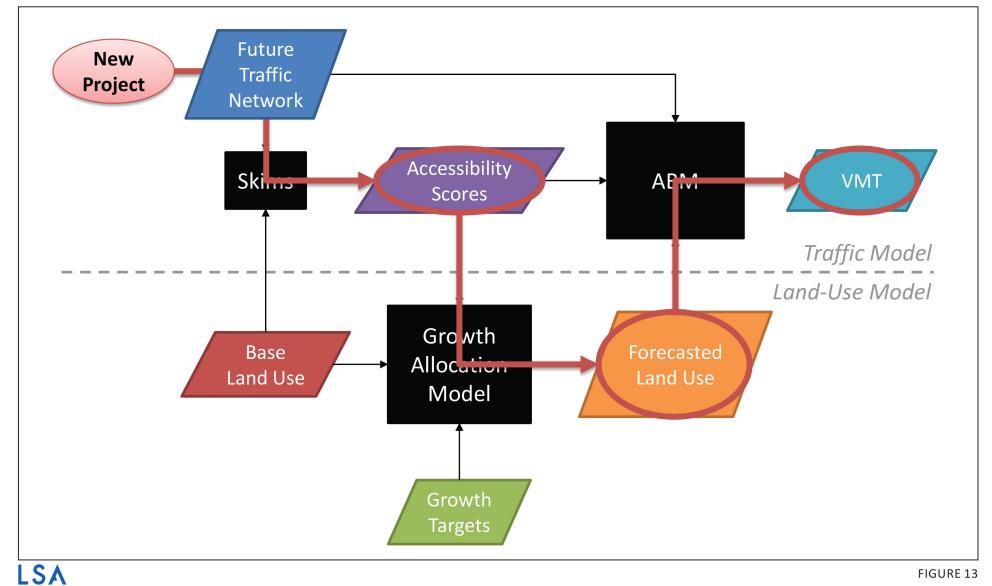
Due to the lack of sensitivity of the NCST tool to project location, roadway type, congestion level, surrounding land uses, and localized trip characteristics, it was determined that the Fresno COG ABM is able to provide a more robust and comprehensive estimation of the VMT generated by capacity projects if combined with an integrated land use modeling process. The Fresno COG ABM is a tour-based model that is sensitive to route switching, mode shift, time-of-day change, longer trips, and new trips to existing destinations due to capacity improvements to the transportation system. In order to address the induced travel generated from new land use due to capacity improvements, which the ABM is not sensitive to by itself, Fresno COG staff and the Resource Systems Group, Inc. (RSG) have prepared a detailed iterative and integrated process for the induced VMT analysis. The methodology looks at induced VMT from new land uses generated by transportation capacity improvement projects. It provides iterative and incremental feedback between the Fresno COG ABM and the land-use growth allocation model such that changes in the traffic network are incorporated into land-use allocation, and vice-versa. For capacity projects that are not under Caltrans' jurisdiction, it is recommended that the Fresno COG ABM in combination with the expanded land use tool be utilized to calculate project-related induced VMT. As illustrated in Figure 11, VMT attributable to the project must be calculated by evaluating no project and with project conditions

under the horizon year scenario using Fresno COG ABM. Net increase in induced VMT will result in a significant impact for the proposed project.

Figure 13 illustrates a conceptual overview of the methodology to be followed to calculate induced demand. As illustrated in Figure 13, the effect of induced VMT will be required to be evaluated with an integrated land use and travel demand modeling process.

Detailed description of the integrated process for estimating induced VMT is provided in Appendix C.







#### CHAPTER 6. THRESHOLD RECOMMENDATIONS FOR LAND USE PLANS

The OPR guidance has provided guidance on traffic analyses for land use plans in the TA. The TA reiterates previous direction regarding individual land use assessments:

- Analyze the VMT outcomes over the full area over which the plan may substantively affect travel patterns (the definition of region).
- VMT should be counted in full rather than split between origins and destinations (the full impact of the project VMT).

The TA provides a single sentence as consideration for land use plans. It states, "A general plan, area plan, or community plan may have a significant impact on transportation if proposed new residential, office or retail land uses would in aggregate exceed the respective thresholds recommended above." This recommendation refers to a threshold of exceeding 13 percent below the existing regional average, for residential and office uses and no net gain for retail land uses.

To assess a land use plan, use of a traffic-forecasting tool is recommended. Therefore, Fresno COG recommends use of the ABM to asses VMT for land use plans. The total VMT for the plan may be identified for all tour types and all potential VMT contributors within the plan area. Model runs may be conducted for the existing base year and the horizon year with project (plan).

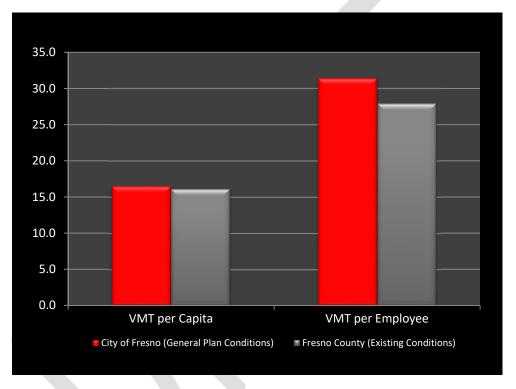
The SB 375 process establishes ambitious and achievable GHG reduction targets for the 18 MPOs in the State. The achievements of the targets are provided through the integration of land use and transportation planning, not solely through the imposition of regulation on passenger cars and light-duty trucks. CARB reviews the strategies and programs that the regional agencies put in place in the SCS to achieve the GHG reduction. The CARB approved the new GHG reduction targets for all the 18 MPOs in the State in the spring of 2018. The 2018 targets are applicable to the third SCSes for the MPOs.

Other legislative mandates and State policies speak to GHG reduction targets. A sample of these include:

- Assembly Bill 32 (2006) requires statewide GHG emissions reductions to 1990 levels by 2020 and continued reductions beyond 2020.
- SB 32 (2016) requires at least a 40 percent reduction in GHG emissions from 1990 levels by 2030.
- Executive Order (EO) B-30-15 (2015) sets a GHG emissions reduction target of 40 percent below 1990 levels by 2030.
- EO S-3-05 (2005) sets a GHG emissions reduction target of 80 percent below 1990 levels by 2050.

• EO B-16-12 (2012) specifies a GHG emissions reduction target of 80 percent below 1990 levels by 2050 specifically for transportation.

Therefore, the recommended methodology for conducting VMT assessments for land use plans is to compare the existing VMT per capita and/or VMT per employee for the region with the expected horizon year VMT per capita and/or VMT per employee for the land use plan of the jurisdiction. If there is a net increase in the VMT metric under horizon year conditions, then the project will have a significant impact. Figure 14 illustrates the comparison of VMT per capita and VMT per employee under the horizon year for the City of Fresno General Plan compared to the existing regional VMT per capita and existing VMT per employee, respectively.



Source: Fresno COG Activity Based Model

Figure 14: VMT Per Capita and VMT per Employee Comparisons - City of Fresno General Plan versus Fresno County under Existing Conditions

#### **CHAPTER 7. MITIGATION STRATEGIES**

When a lead agency identifies a significant CEQA impact according to the thresholds described above, the agency must identify feasible mitigation measures in order to avoid or substantially reduce that impact. Although previous LOS impacts could be mitigated with location-specific LOS improvements, VMT impacts will require mitigation of regional impacts through more behavioral changes. Enforcement of mitigation measures will be still be subject to the mitigation monitoring requirements of CEQA, as well as the regular police powers of the agency. These measures can also be incorporated as a part of plans, policies, regulations, or project designs.

#### 7.1 Definition of Mitigation

Section 15370 of the 2020 State CEQA Guidelines defines mitigations as follows:

"Mitigation" includes:

- a. Avoiding the impact altogether by not taking a certain action or parts of an action.
- b. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- c. Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- e. Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

Section 15097 of the *State CEQA Guidelines* states that "the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects."

VMT mitigations may not be physical improvements; rather, they are complex in nature and will significantly depend on changes in human behavior. Therefore, it will be important that lead agencies develop a proper monitoring program to ensure the implementation of these mitigation measures, throughout the life of a project, in compliance with CEQA. Lead agencies must also coordinate with other responsible agencies as part of this monitoring program to determine the feasibility of the mitigations and whether they would last in perpetuity.

Historically, mitigation measures for LOS based transportation impacts have addressed either trip generation reductions or traffic-flow-capacity enhancements. LOS mitigation measures include adding capacity to intersections, roadways, ramps, and freeways. However, transportation demand management (TDM) actions, active transportation amenities, and other measures to reduce the number of trips creating an impact are also possible mitigation strategies.

LOS based mitigations are mostly physical improvements whose benefits are observable, measurable, and virtually perpetual. The addition of a left-turn lane at an intersection will behave similarly regardless of location and will continue to perform as intended until the lane is removed or modified. A lane mile of roadway will carry a similar volume of traffic if designed consistently across most jurisdictions in California, and it will continue to do so as long as the lane exists.

The definition of VMT mitigation measures is somewhat different. Most VMT mitigations may seem feasible from a theoretical perspective, but practical implementation of these strategies as formal CEQA mitigation measures in perpetuity is yet to be tested. Several of these mitigations are contextual and behavioral in nature. Their success will depend on the size and location of the project as well as expected changes in human behavior. For example, a project providing a bike share program does not necessarily guarantee a behavioral change within the project's population; the level of improvement may be uncertain and subject to the whim of the population affected.

LOS mitigations (such as addition of turn lanes) focus more on rectifying a physical CEQA impact (strategy "c" of *State CEQA Guidelines* Section 15370). On the contrary, the majority of VMT mitigations (such as commute trip-reduction programs) will aim at reducing or eliminating an impact over time through preservation and monitoring over the life of the project (strategy "d" of *State CEQA Guidelines* Section 15370). Additionally, some VMT mitigations (such as those focused on land use/location-based policies) will aim at minimizing impacts by reducing the number of trips generated by the projects (strategy "b" of *State CEQA Guidelines* Section 15370).

Furthermore, it may be that identified VMT impacts cannot be mitigated at the project-specific level. Most VMT impacts are in the context of the region of analysis. The incremental change in VMT associated with a project in the particular setting in which it may be located would suggest a greater VMT deficit than individual strategies can offset. Only a regional solution (e.g., completion of a transit system, purchase of more transit buses, or gap closure of an entire bicycle master plan system) may offer the incremental change necessary to reduce the VMT impact to a level of insignificance. Also, VMT, as a proxy for GHG emissions, may not require locational specificity. A project does not necessarily need to diminish the VMT at the project site to gain benefit in VMT and GHG reduction in the State. Offsets in an area where the benefit would be greater will have a more effective reduction in VMT and GHG and contribute to the State's ultimate climate goals. This is the basis for the cap-and-trade strategies.

These issues of regional scale, partial participation, and geographic ambiguity confound the certainty of agency identification of VMT mitigation measures. Section 15126.4 of the *State CEQA Guidelines* states, "Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. **Formulation of mitigation measures shall not be deferred until some future time** [emphasis added]." Certainty does not yet exist that partial participation in VMT mitigation measures is permissible. Regional VMT mitigation is considered the most effective method for large-scale VMT reduction, yet the cost and implementation barriers are greater in most cases than one project can undertake. The only exception may be where VMT mitigation strategies are provided at a regional level in the form of mitigation banks, fees, and exchanges and the projects are subject to contribute to these fee

programs consistent with applicable provision to ensure compliance and consistency with CEQA and other legal requirements.

Section 21099 (b) (4) of the PRC states, "This subdivision [requiring a new transportation metric under CEQA] does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements pursuant to the police power or any other authority." Hence, despite the fact that automobile delay will no longer be considered a significant impact under CEQA, the lead agency can still require projects to meet the LOS standards designated in its zoning code or general plan. Therefore, in that case, the project might still be required to propose LOS improvements for congestion relief in addition to VMT strategies as CEQA mitigation measures.

#### 7.2 Mitigation Measures

#### 7.2.1 Land Use Development Projects and Community/General Plans

Mitigations and project alternatives for VMT impacts have been suggested by the OPR and are included in the TA. VMT mitigations can be extremely diverse and can be classified under several categories such as land use/location, road pricing, transit improvements, commute trip reduction strategies, and parking pricing/policy. However, the issue with VMT mitigations is the quantitative measurement of the relief provided by the strategies. How much VMT reduction does a TDM program, a bike share program, a transit route, or 1 mile of sidewalk provide? Improvements related to VMT reduction strategies have been quantified in sources such as the California Air Pollution Control



Source: https://abc30.com/3126364/

Bus Rapid Transit in City of Fresno

Officers Association (CAPCOA) report *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA Green Book) and CARB sources, and are generally presented in wide ranges of potential VMT reduction percentages.

Source: https://www.fresnocog.org/ project/measure-c/

Fresno County Transportation Authority's Measure C Program

Appendix D is a summary of the different VMT mitigation measures and project alternatives stated in the CAPCOA Green Book (only those strategies directly attributed to transportation) and the OPR TA for land use development projects. It also refers to mitigation measures listed in other sources such as the VMT Measurement Calculator for the City of Los Angeles, the transportation analysis guidelines for the City of San Jose and the San Diego Region, and the memorandum Analysis of VMT Mitigation Measures Pursuant to SB 743, prepared by Iteris, Inc., for the Los Angeles County Metropolitan Transportation Authority.

Appendix E provides a list of mitigations for land use development projects based on the research work performed by Deborah Salon, Marlon G. Boarnet, Susan Handy, Steven Spears, and Gil Tal with the support of CARB. For a few mitigation measures, Fresno COG staff conducted additional research as applicable to the Fresno COG region using the Fresno COG ABM and locally available empirical data. Based on that analysis, specific VMT reduction percentages were developed for these mitigation measures. Details about these mitigation measures are provided in the Fresno County SB 743 Implementation Regional Guidelines – Technical Documentation.



Source: https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2016/09/170022FresnoA TPFinal012017.pdf

#### **Bike Routes in the City of Fresno**

For all other mitigation measures, the project applicant will be required to provide a substantial evidence while identifying a project-specific value. In case that information is not available, consistent with the Fresno COG's recommendations, the project should apply the low-point of provided ranges for VMT reduction. Where a mitigation strategy does not have an identified VMT reduction range, the project applicant would be required to provide a reduction estimate supported by evidence.

As for land use plans, the potential mitigation measures for community/general plans would be similar to those for land use development projects, with certain modifications. The OPR TA does not specifically state any VMT mitigations for land use plans. However, the transportation impact study guidelines for the San Diego Region list potential mitigation measures. These measures have been summarized in Appendix F along with corresponding VMT reduction percentages obtained from CAPCOA.

It must be noted that Appendices D through F provide only summaries of the mitigations stated in the sources mentioned above. The reader should refer to the original source for further details and for subsequent updates to the mitigation measures. Also, Appendices D through F do not provide an exhaustive list of mitigation measures to offset the CEQA impacts. Other measures can also be accepted by agencies based on provision of substantial evidence.

As additional mitigation measures are developed to offset VMT impacts in the future for the *State CEQA Guidelines* process, linkages between the strategy and the incremental effect and quantified offset must be made. This can be based on other sources' observations and measurements or the agency's experience in these practices. The key to mitigation is to base its efficacy on real and substantial evidence.

#### 7.2.2 Transportation Projects

Although OPR provides detailed guidance on how to assess induced-growth impacts associated with transportation projects, it leaves the subject of mitigation measures vague. Only four strategies are suggested as mitigation measures:

- Tolling new lanes to encourage carpools and fund transit improvements.
- Converting existing general-purpose lanes to HOV or HOT lanes.
- Implementing or funding off-site travel demand management.
- Implementing Intelligent Transportation Systems strategies to improve passenger throughput on existing lanes.

No quantified reduction percentage is allocated to these strategies, and LSA could find no substantial evidence that would provide guidance to levels of



Source: https://medium.com/@davidcanepa/toll-lanes-good-for-the-rich-bad-for-the-environment-4f1ec24105d3

#### **Toll Lanes**

significance after implementation of these strategies. Review of the four recommended strategies suggests that OPR is directing strategies away from general-purpose mixed-flow lanes on expressways, freeways, and arterial highways. Inasmuch as these are the project descriptions and Purpose and Need, the project intent and the project mitigation may be at odds. The lead agency would be subject to an SOC for the capital project VMT impact.

#### 7.3 Funding Mechanisms

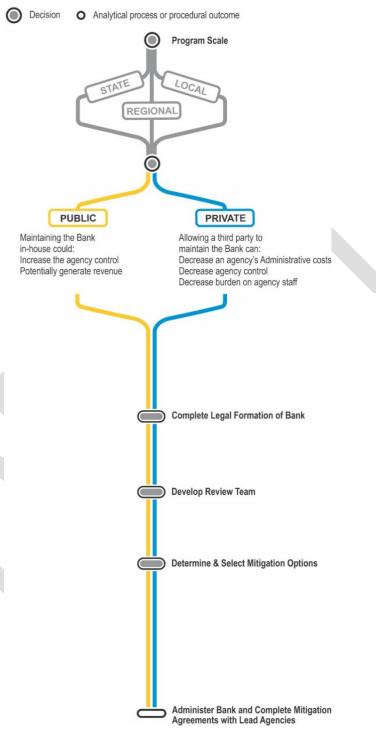
The change in the metric for transportation impacts from LOS to VMT will lead to a shift in impacts and mitigation measures from being local and project-specific to being more regional in nature. OPR acknowledges the regional nature of VMT impacts and states that regional VMT reduction programs and fee programs (in-lieu fees and development impact fees) may be appropriate forms of mitigation. Fee programs are particularly useful to address cumulative impacts. It is very important for the agencies to coordinate with the RTPA or the MPO to develop such mitigation programs that would fund transit, develop active transportation plans, etc. These programs are regional in nature and best suited for administration by the regional agency. Regional agencies may also wish to coordinate with appropriate stakeholders, including participating local jurisdictions, developers, and other interests while conducting nexus studies and checking for rough proportionality and compliance with CEQA.

Most of the VMT mitigations included in Appendix C are applicable in urban areas. They are less effective in suburban and rural contexts, where TDM strategies may become diluted or are not applicable. Thus, site-specific strategies are more suitable in urban areas, whereas program-level strategies are more suitable for projects in suburban/rural areas. In the latter approach, cumulative contributions for development mitigations can pay for VMT reduction strategies that would not be feasible for the individual projects to implement themselves. Apart from fee programs, program-based mitigation approaches may include mitigation exchanges and mitigation banks. The mitigation exchange concept requires a developer to implement a predetermined project that would reduce VMT in order to propose a new one. On the other hand, the concept of mitigation banks seeks to establish monetary values for VMT reductions so that developers can purchase VMT reduction credits.

As previously stated, VMT impacts are more regional in nature. Hence, there might be requirements for mitigations outside the control of the lead agency, and without consent from the agency controlling the mitigations, the impacts might remain significant and unavoidable. Additionally, identification of regional improvements where projects can contribute their fair share to mitigate impacts might prove to be difficult. Therefore, it is recommended that local agencies working collaboratively within their regions to ultimately establish fee programs, mitigation banks, and exchanges as the most efficient way to establish a regional mitigation pathway where the projects can contribute. Procedural flow charts for VMT banks, exchanges, and impact fees are on the following pages.



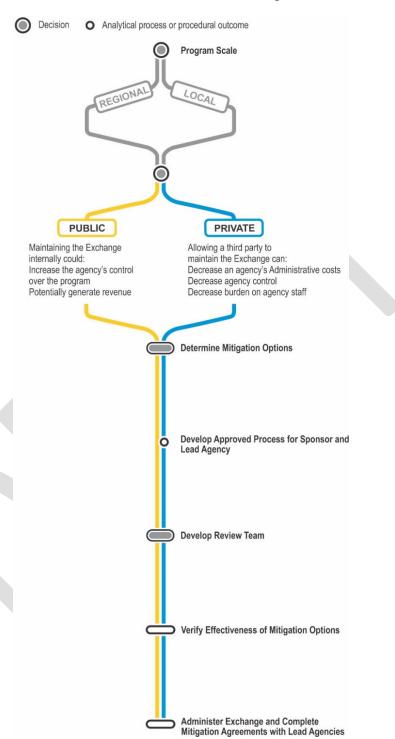
## Procedural Flow Chart – VMT Bank



Source: VMT Mitigation Through Banks and Exchanges: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).



#### Procedural Flow Chart – VMT Exchange



Source: VMT Mitigation Through Banks and Exchanges: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

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#### **Procedural Flow Chart – VMT Impact Fee**



Source: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

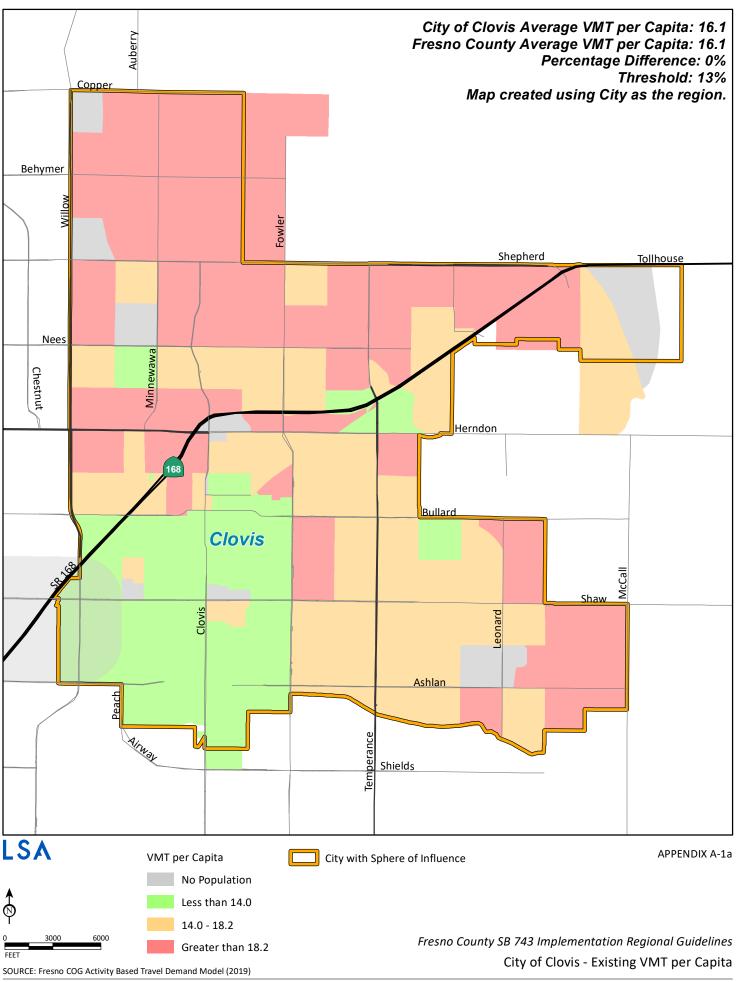
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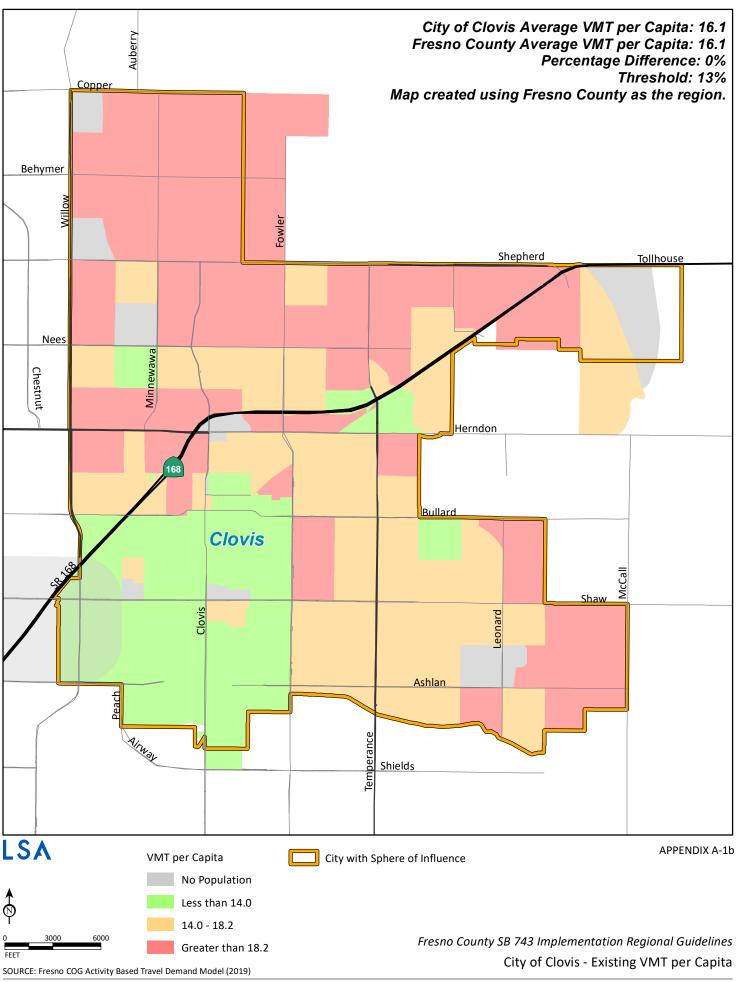


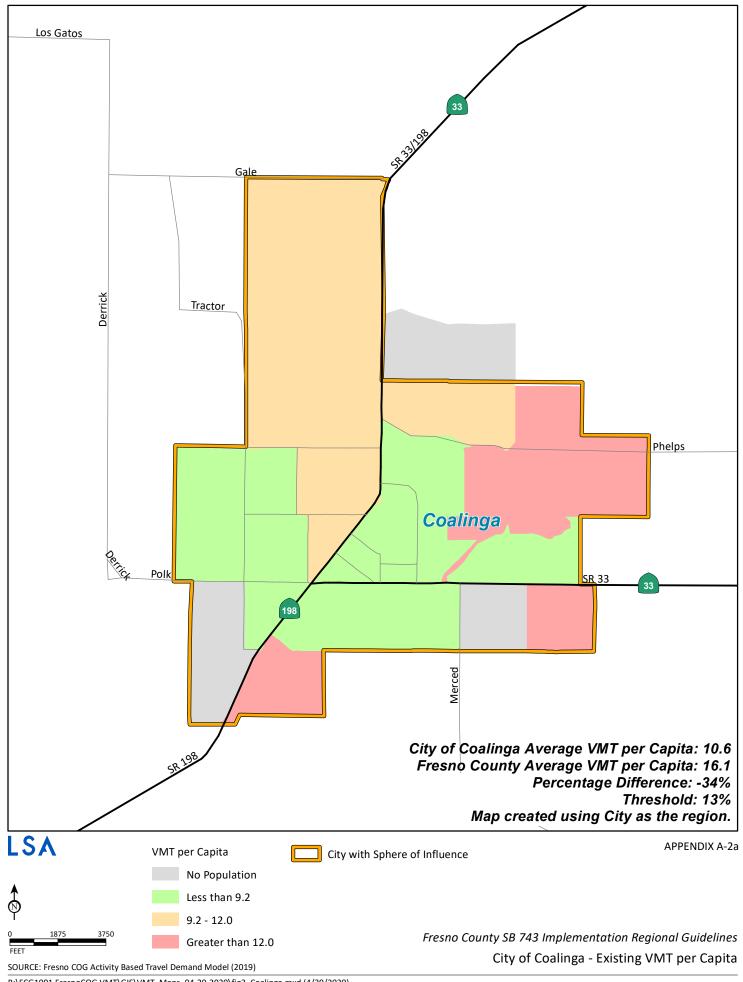
## **APPENDIX A**

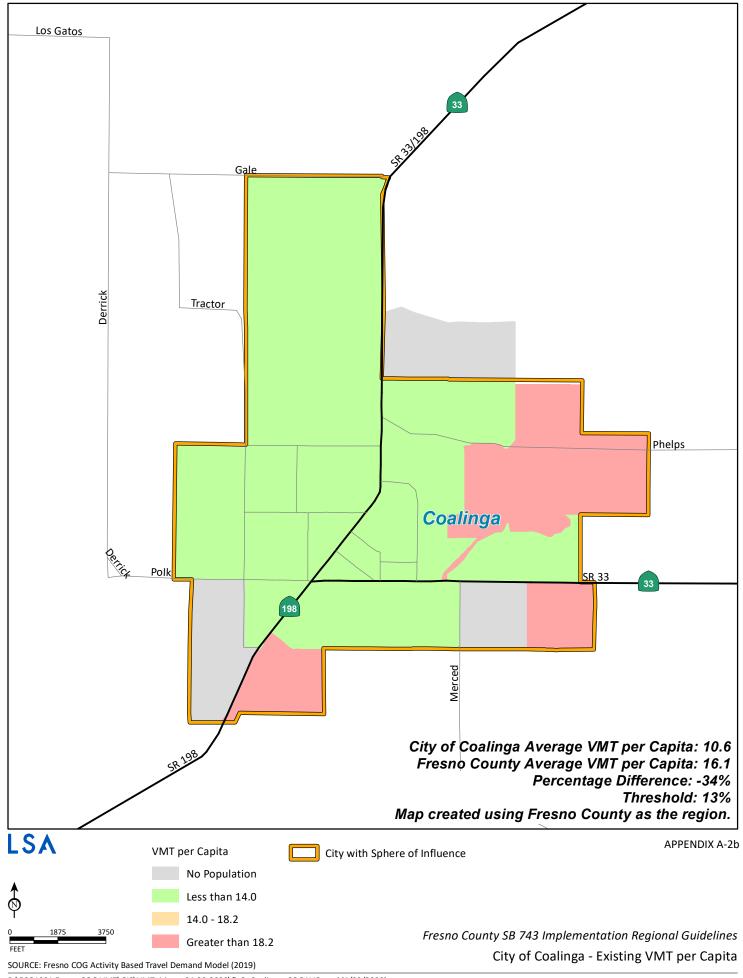
# VMT SCREENING MAPS FOR MEMBER JURISDICTIONS – RESIDENTIAL PROJECTS

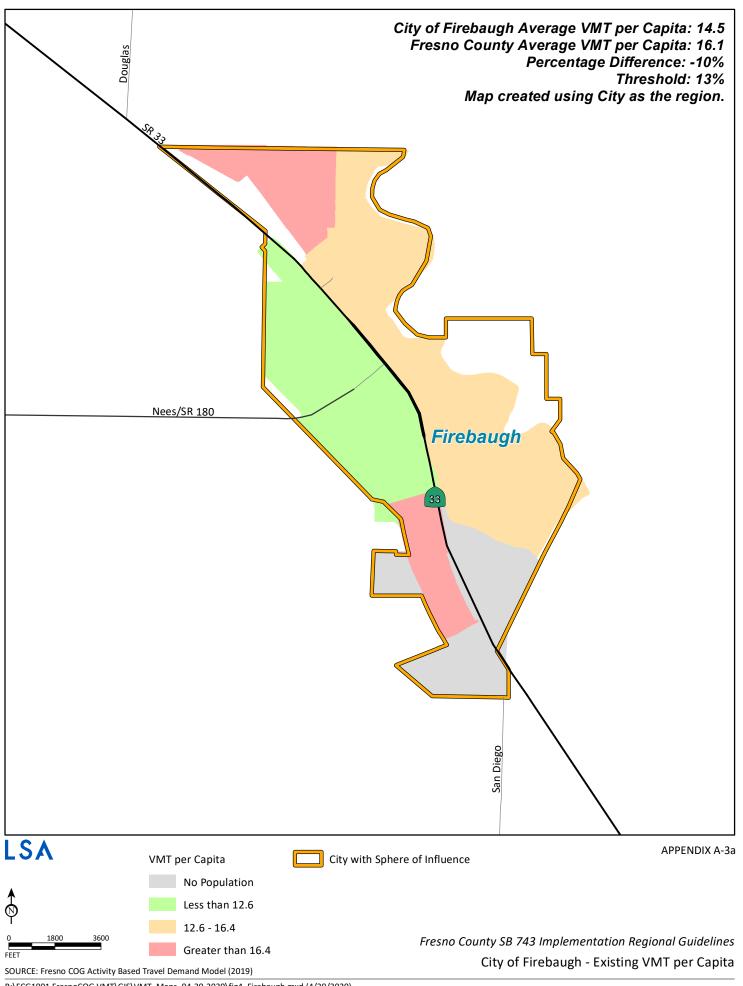


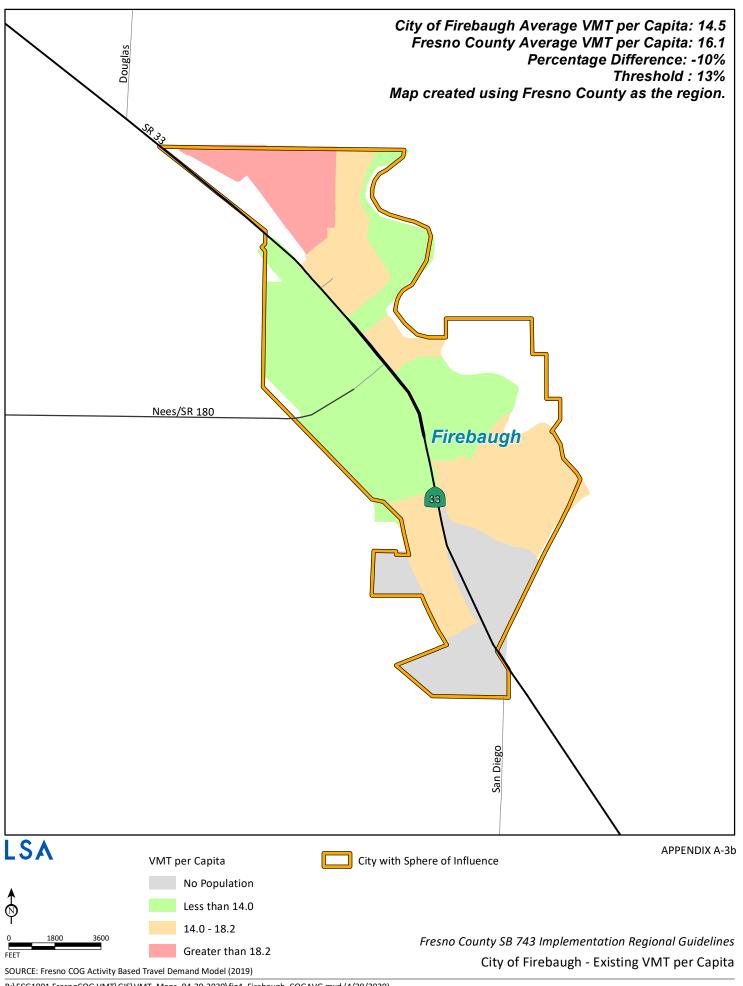


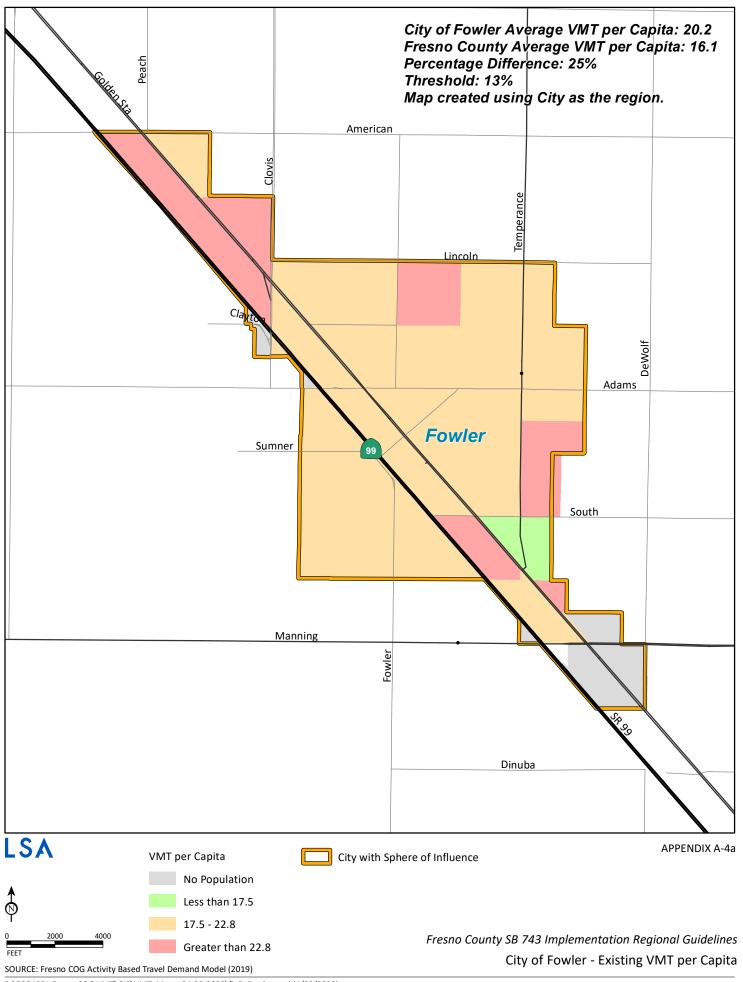


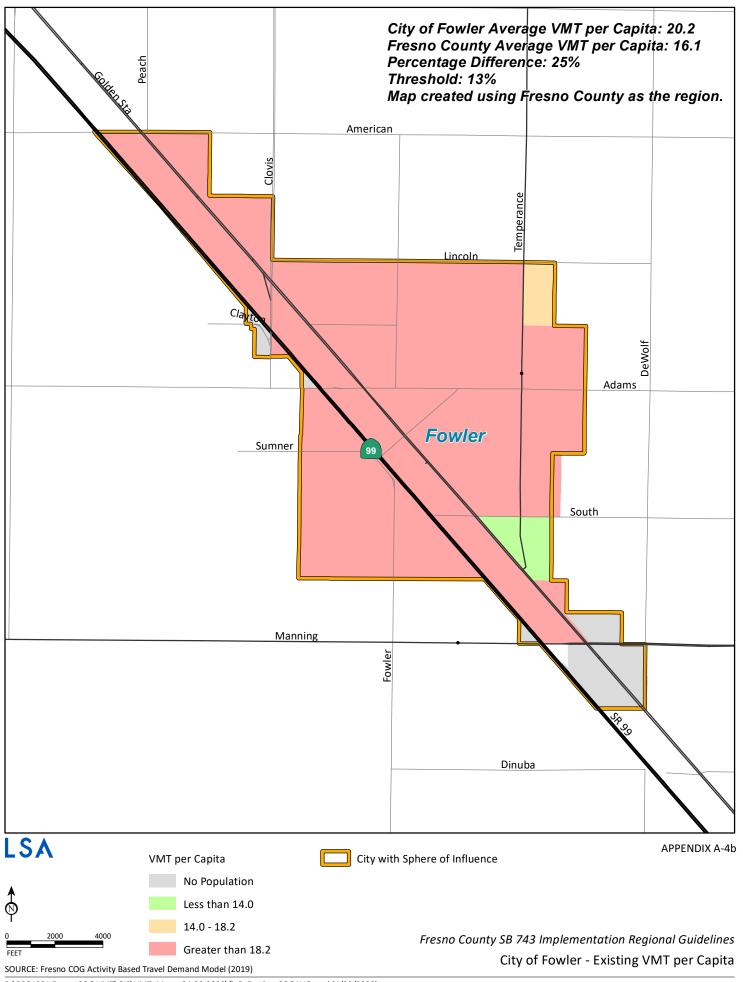


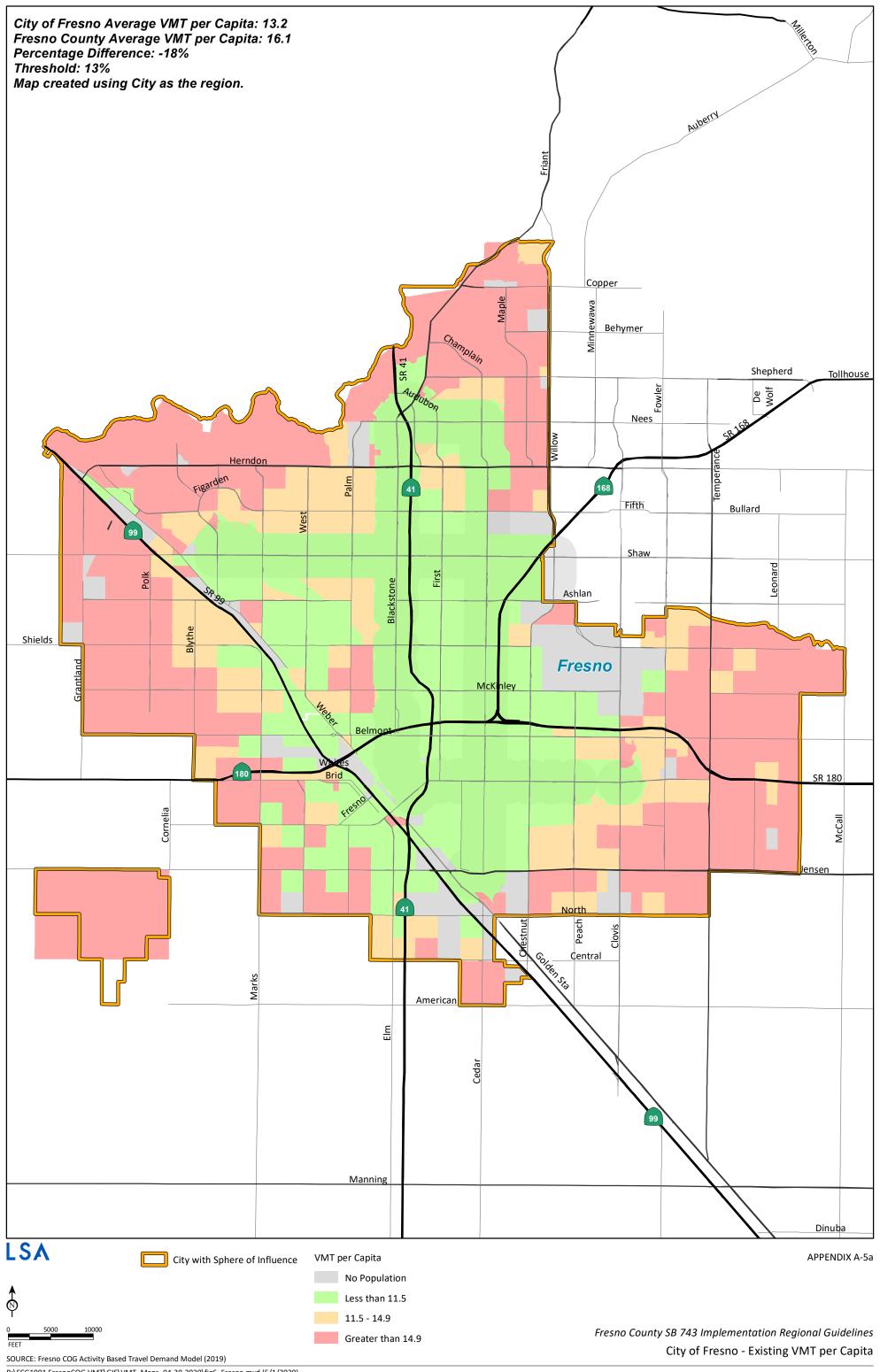


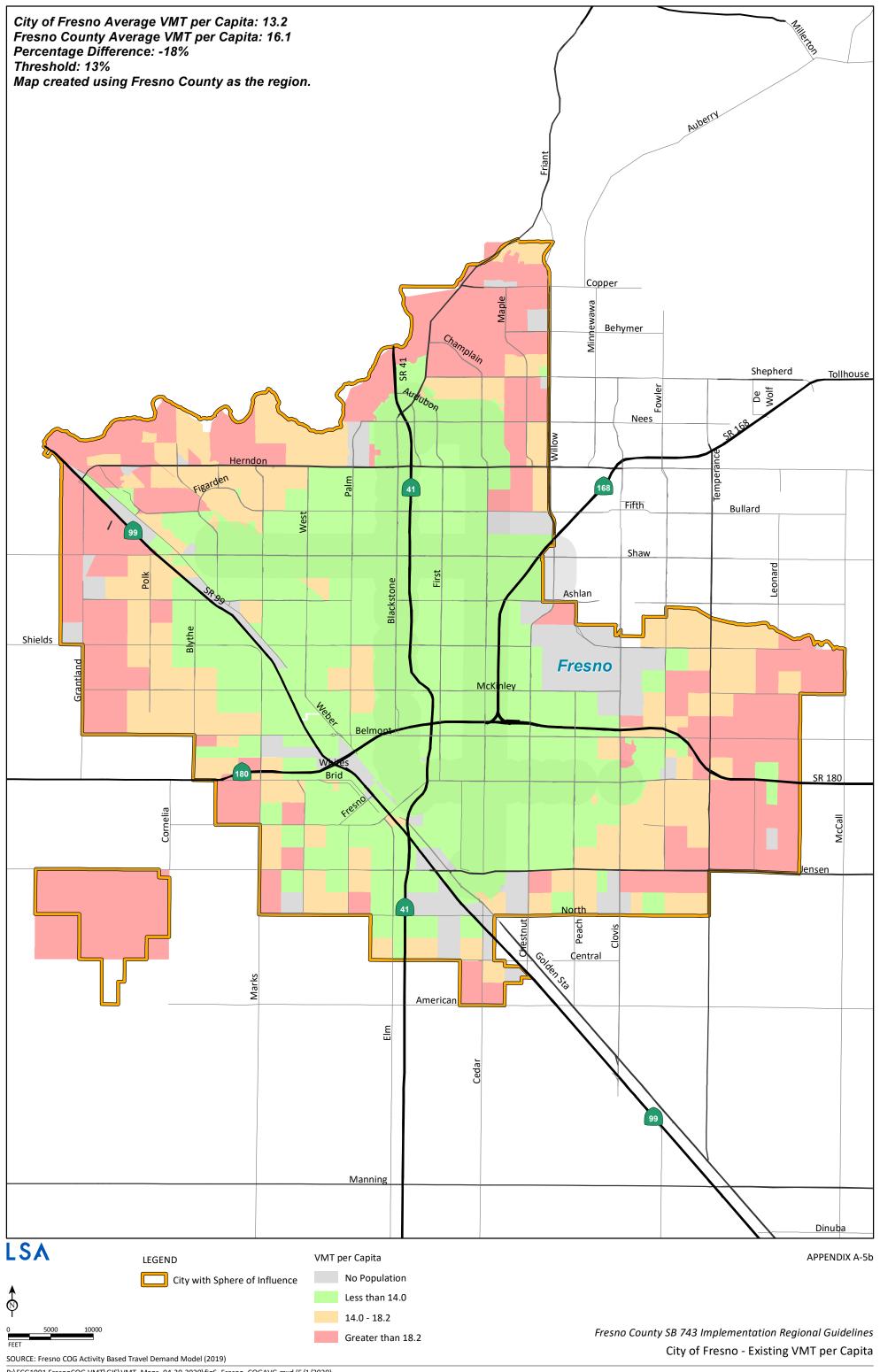


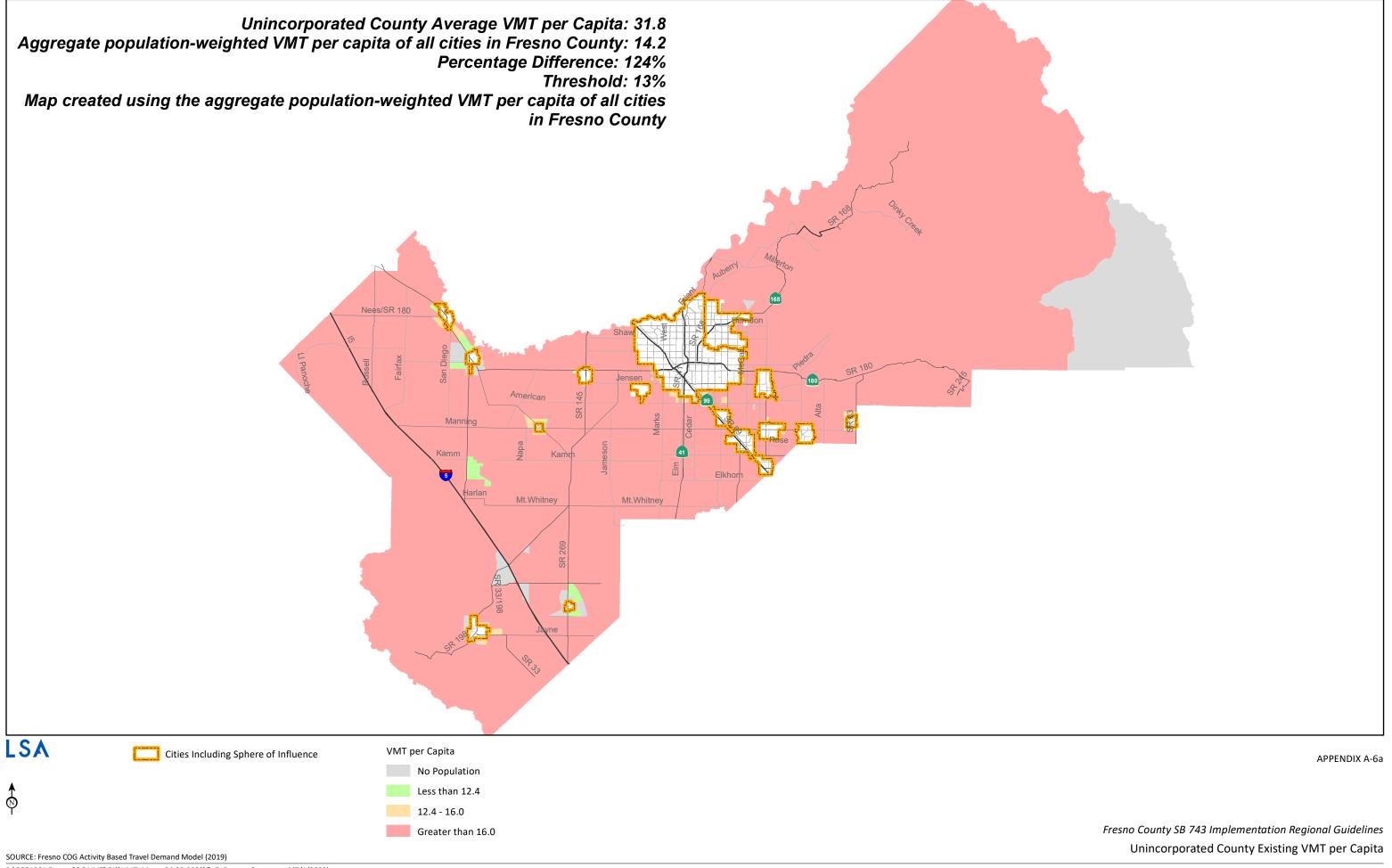


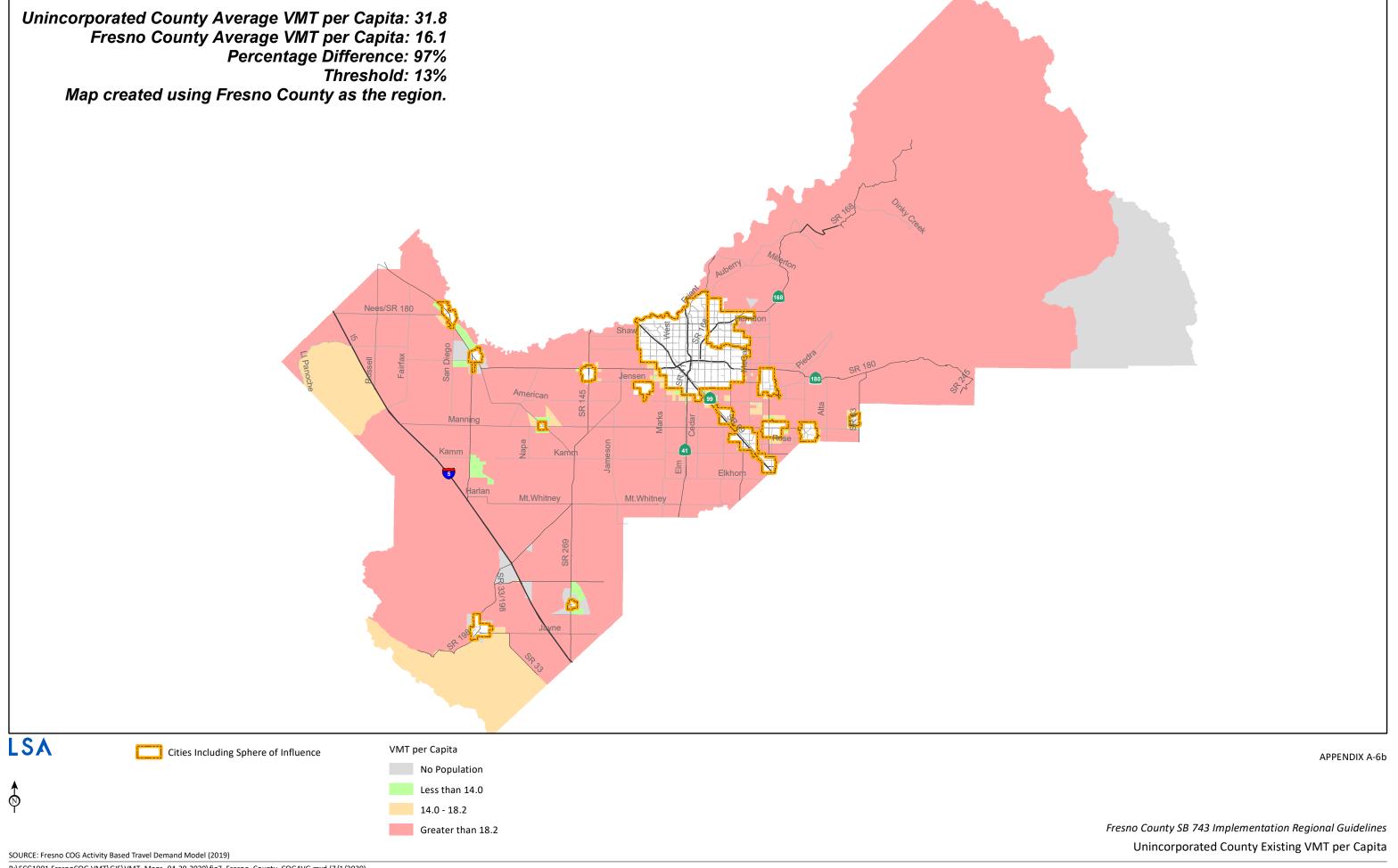


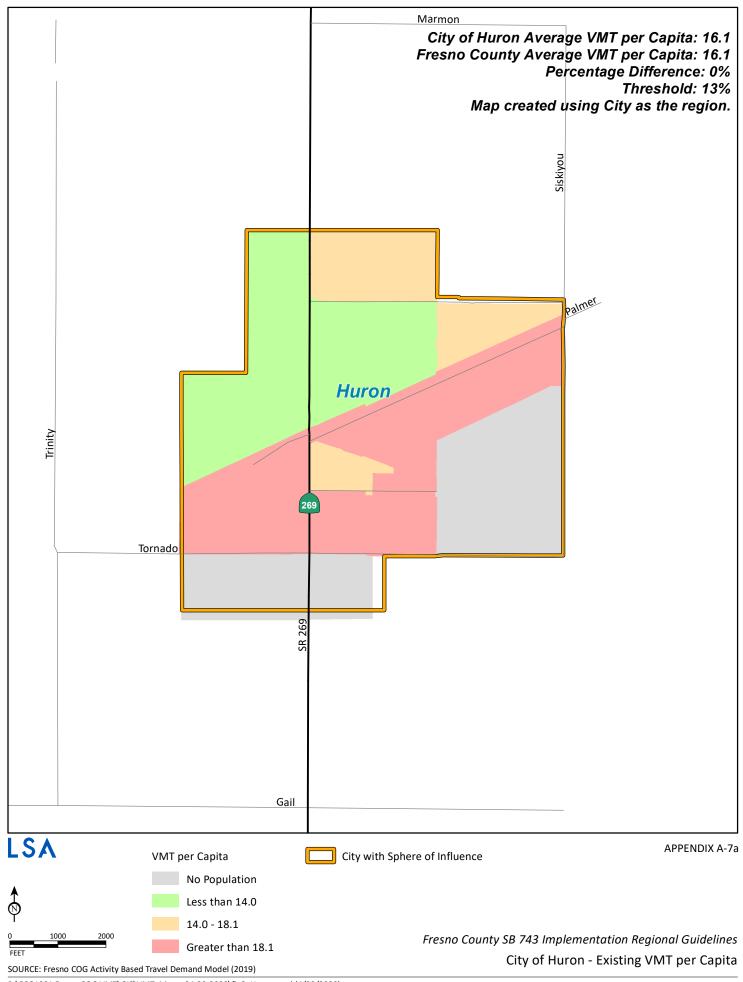


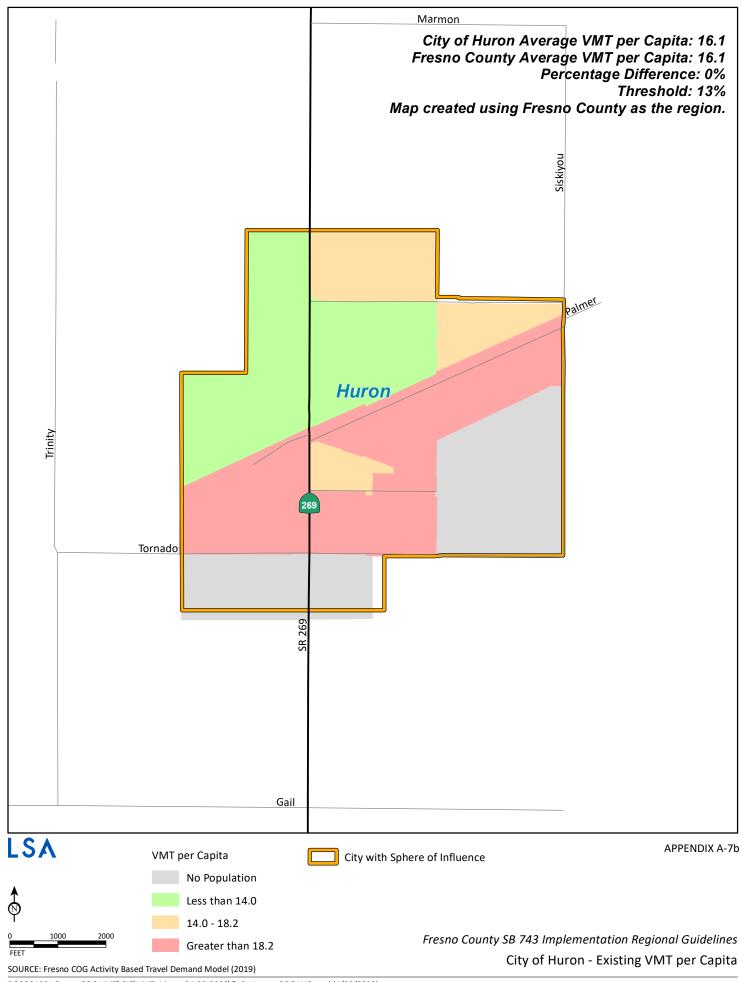


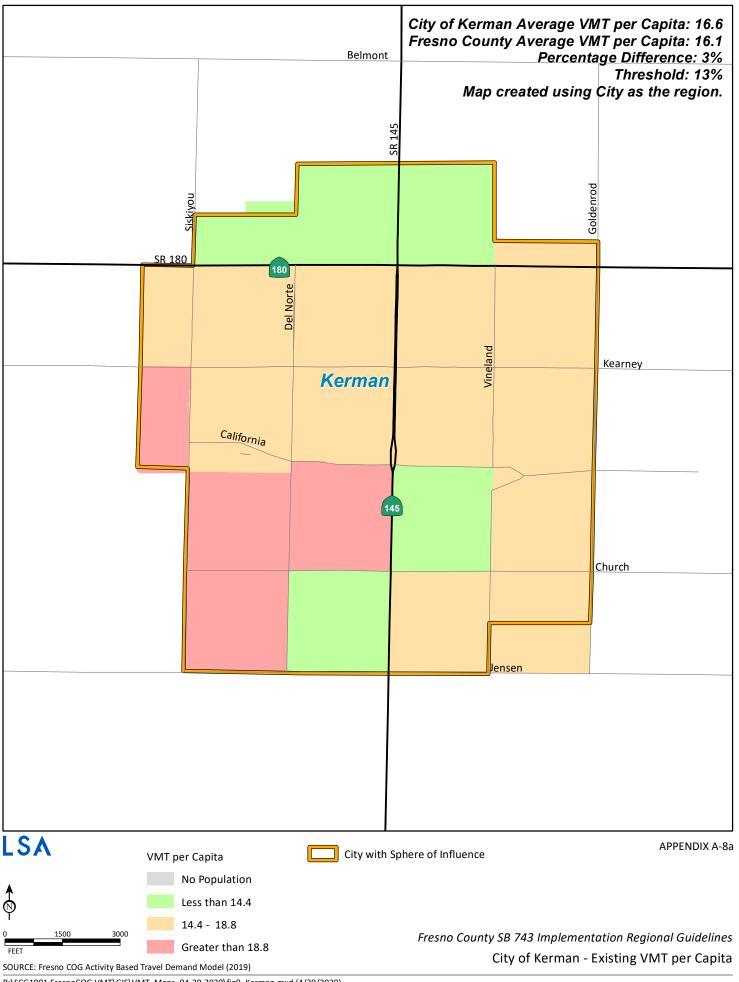


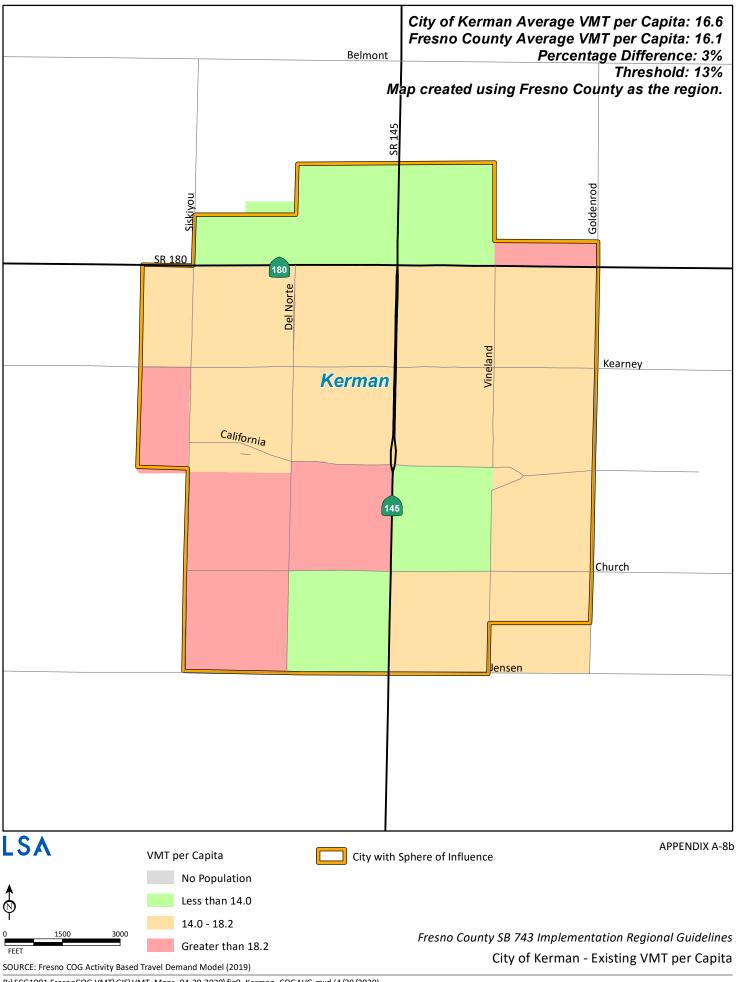


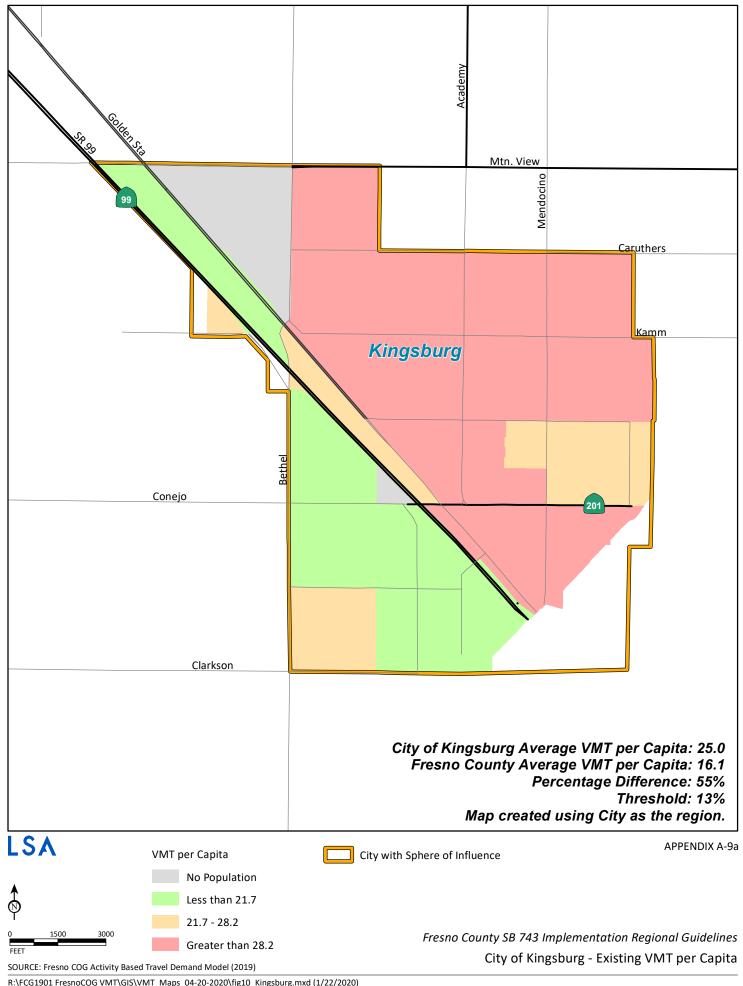


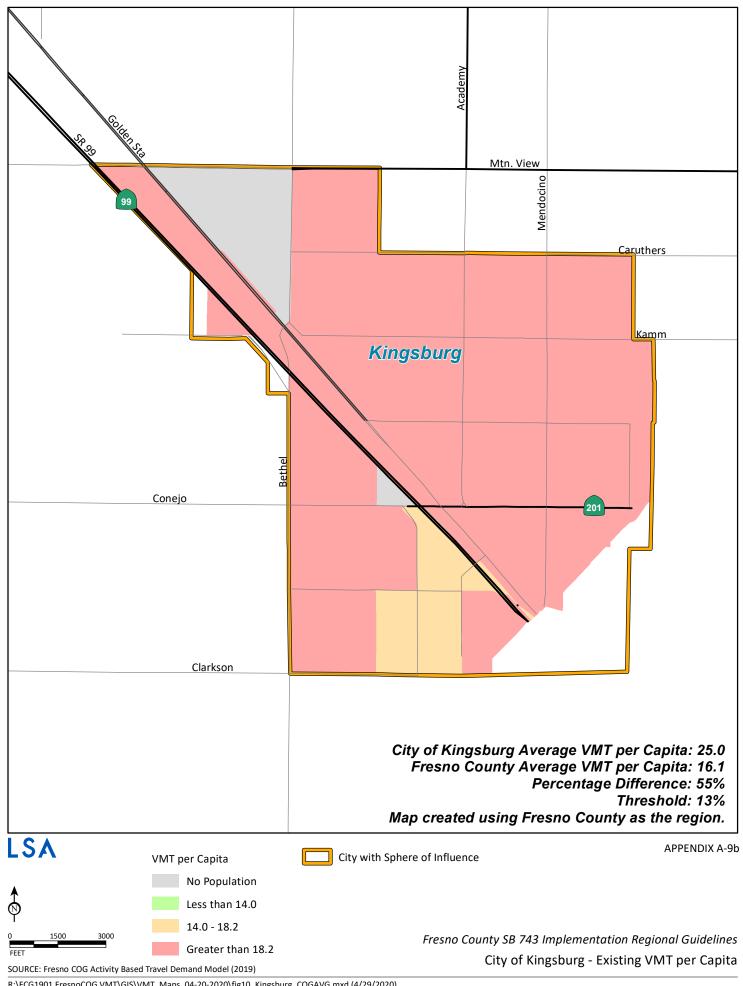


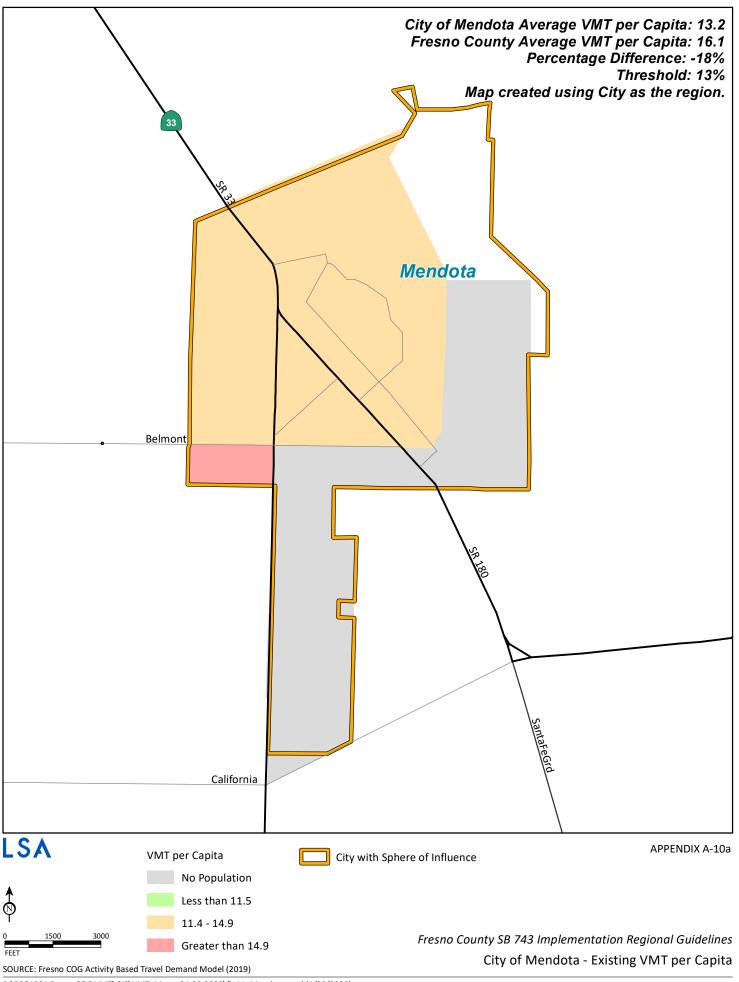


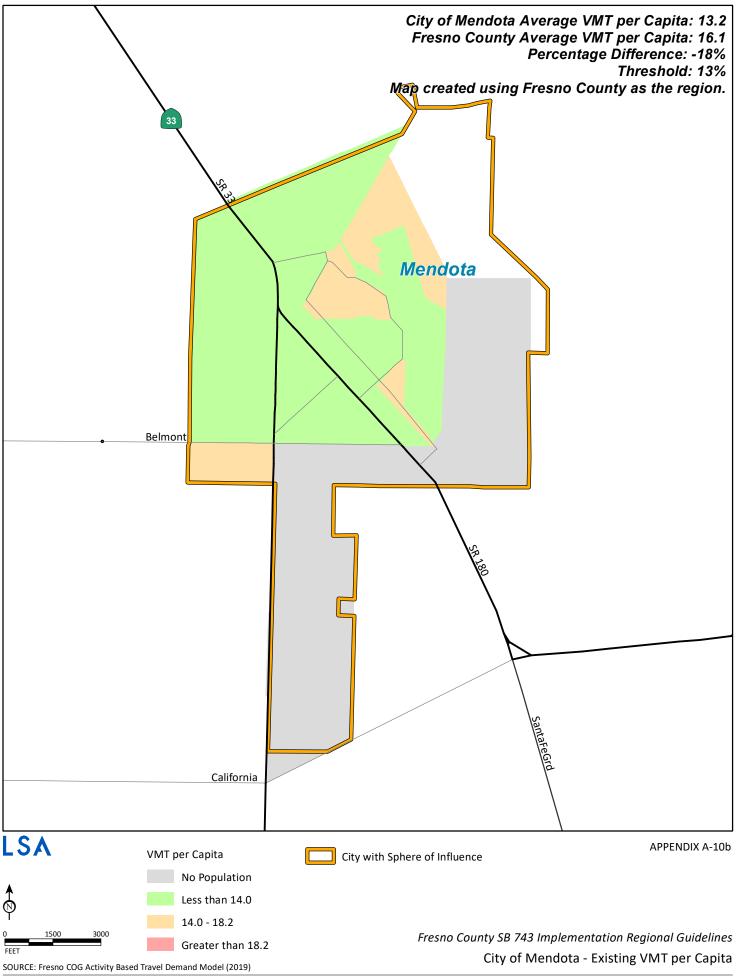


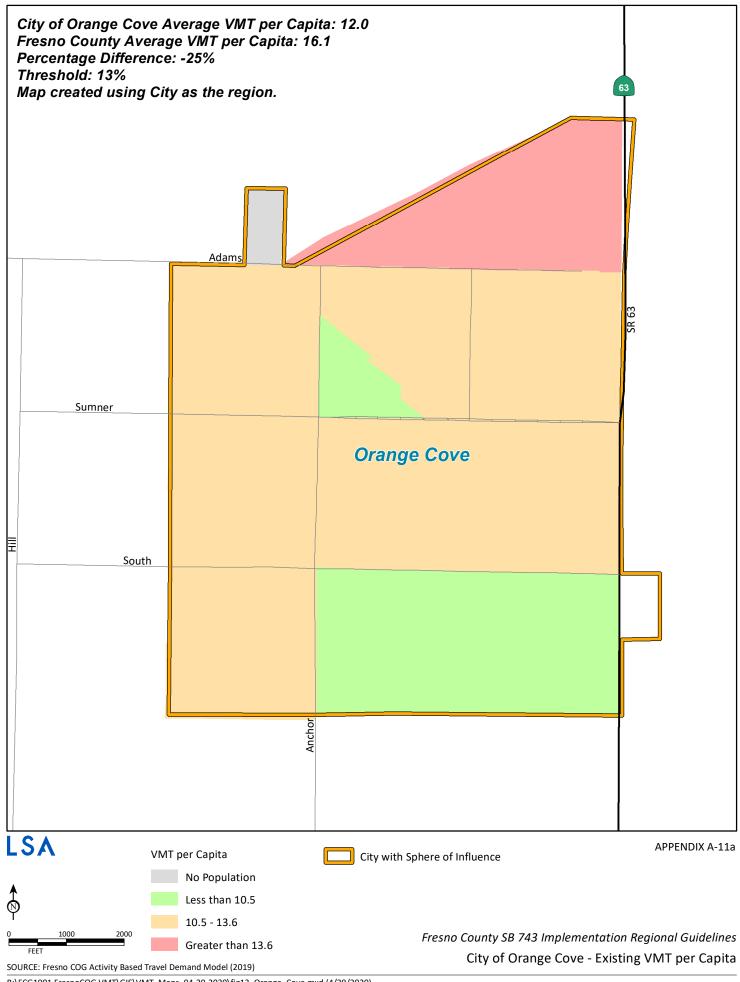


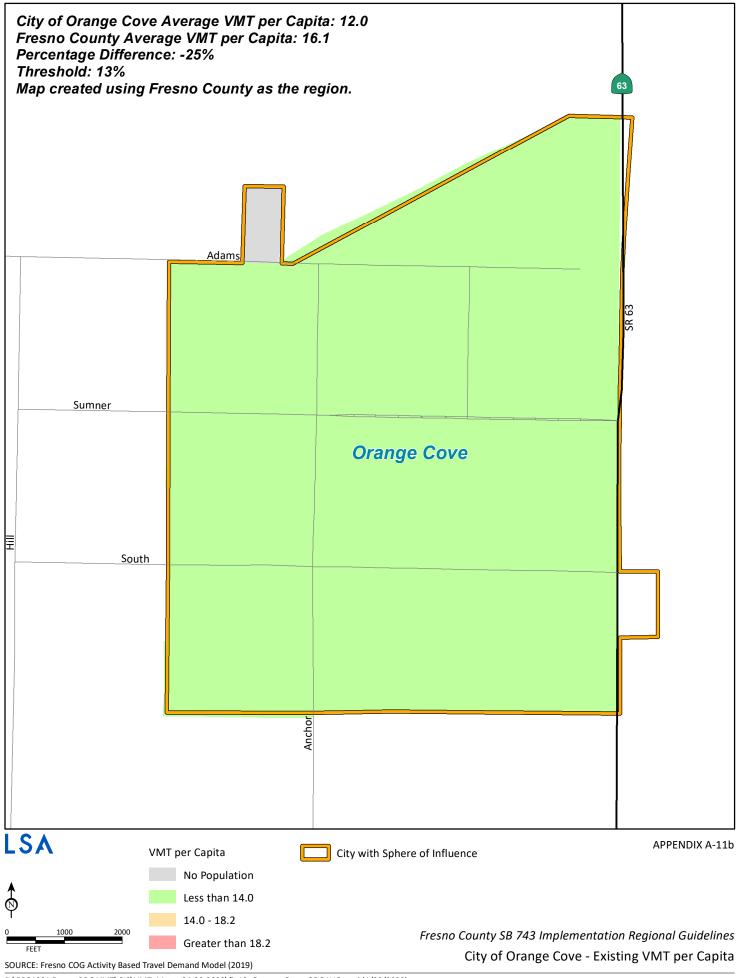


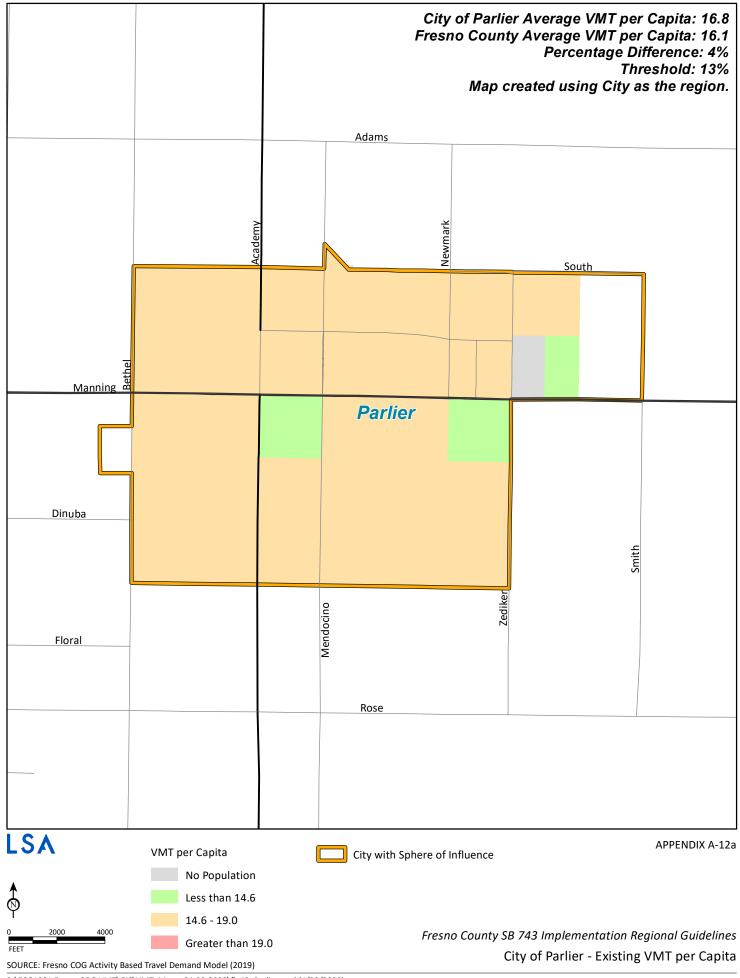


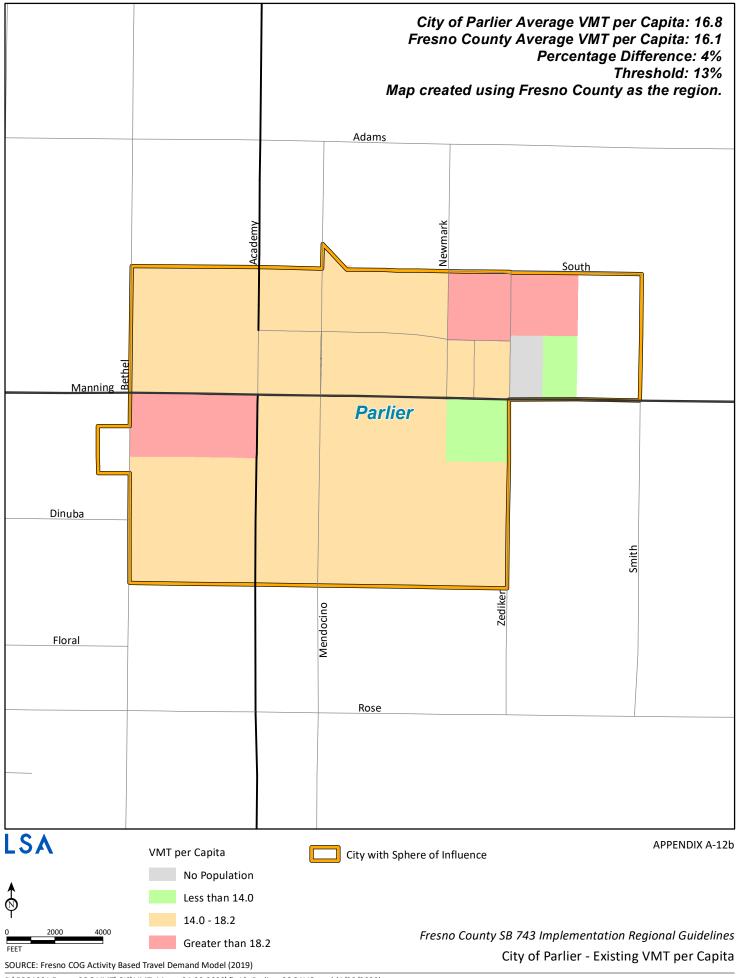


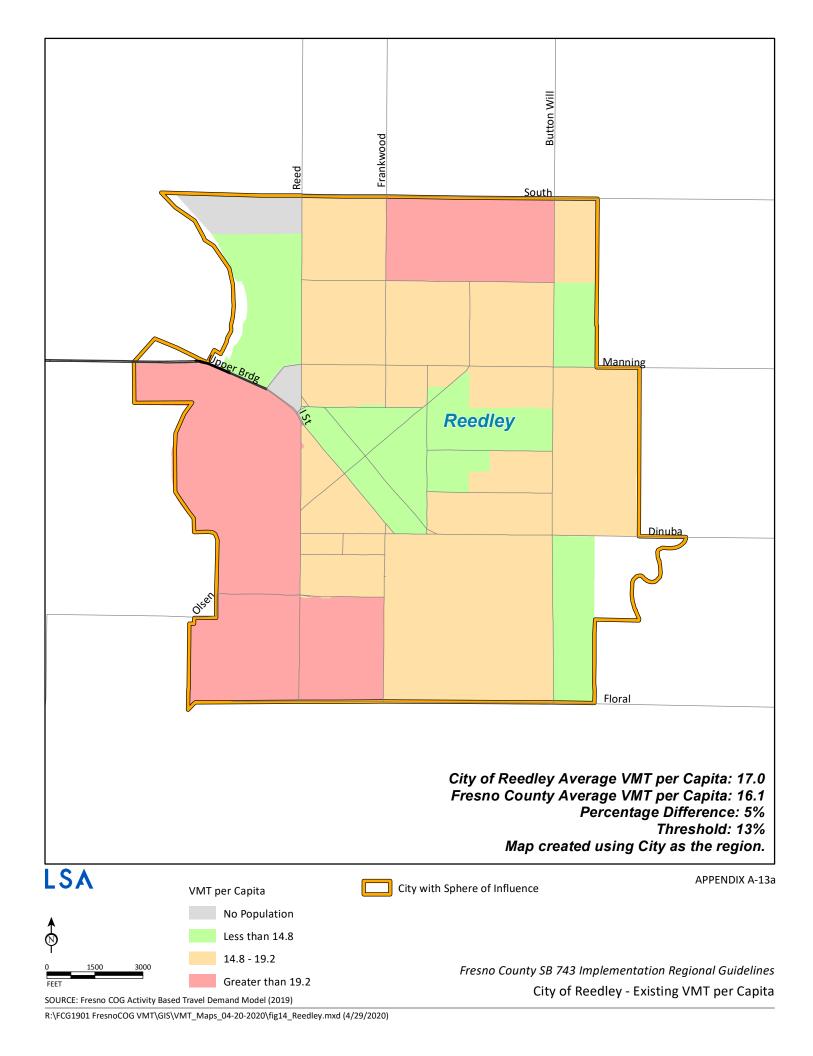


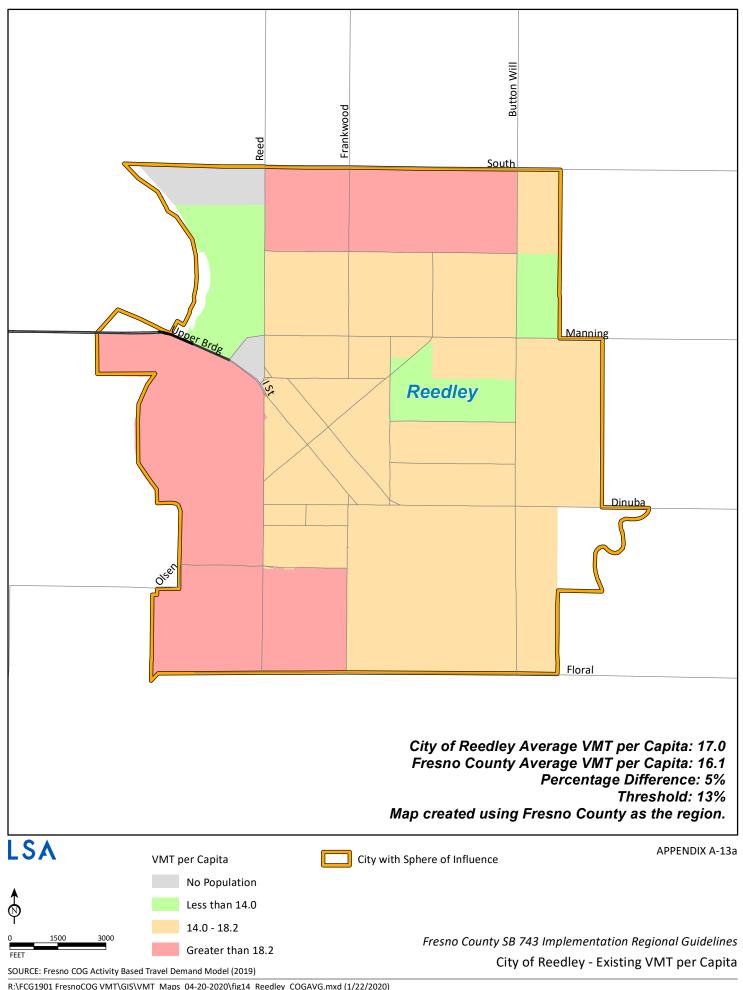


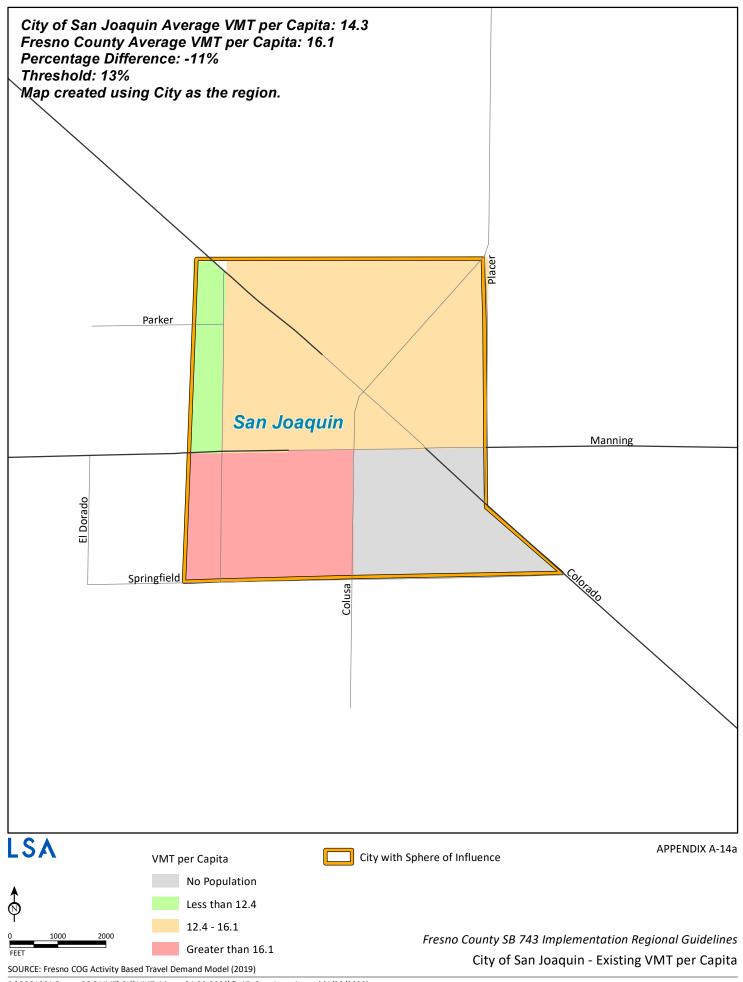


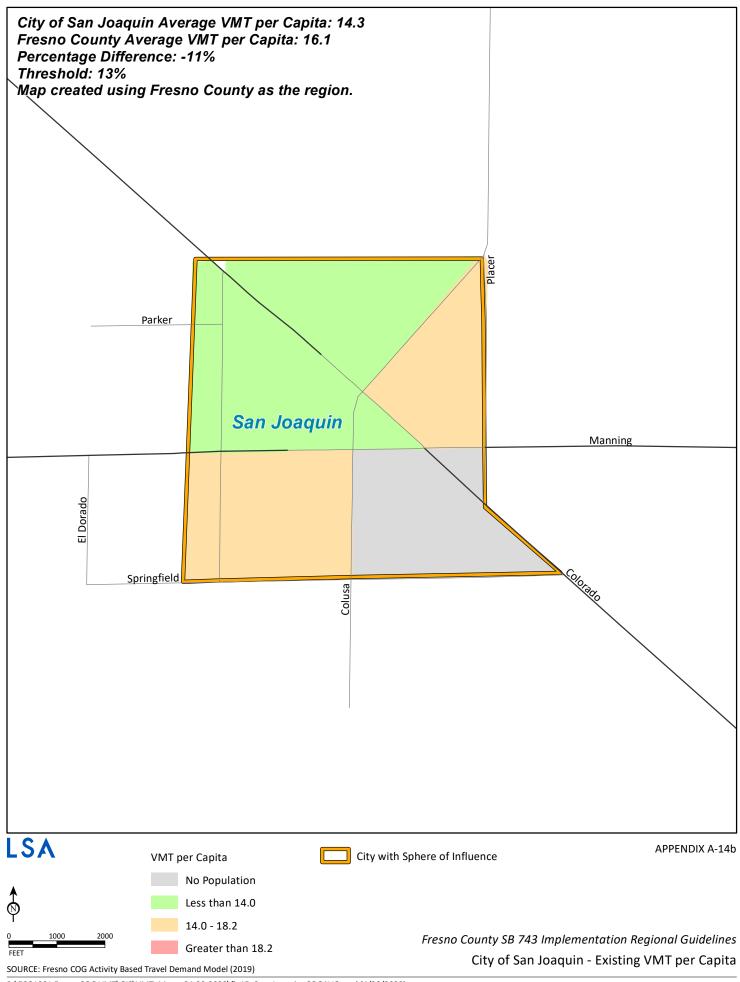


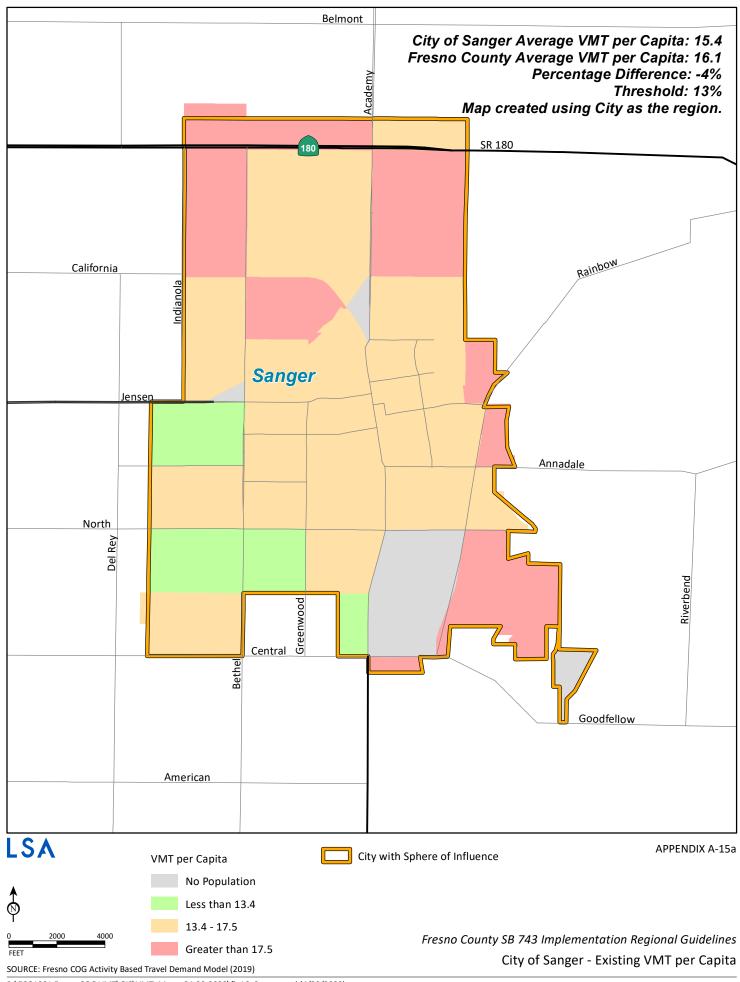


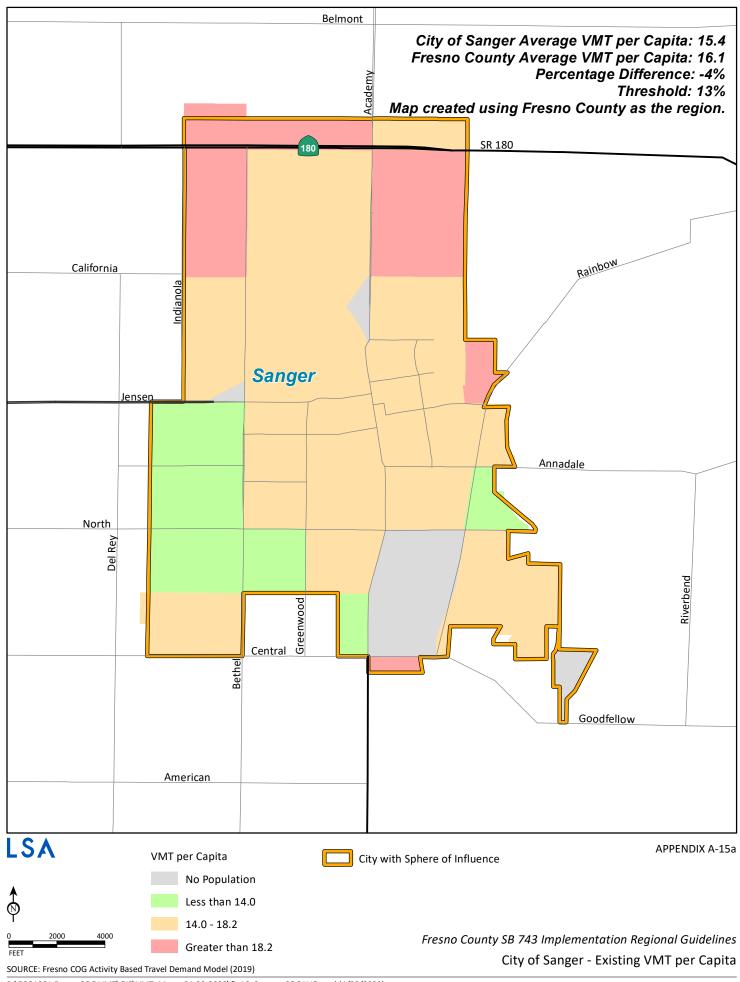


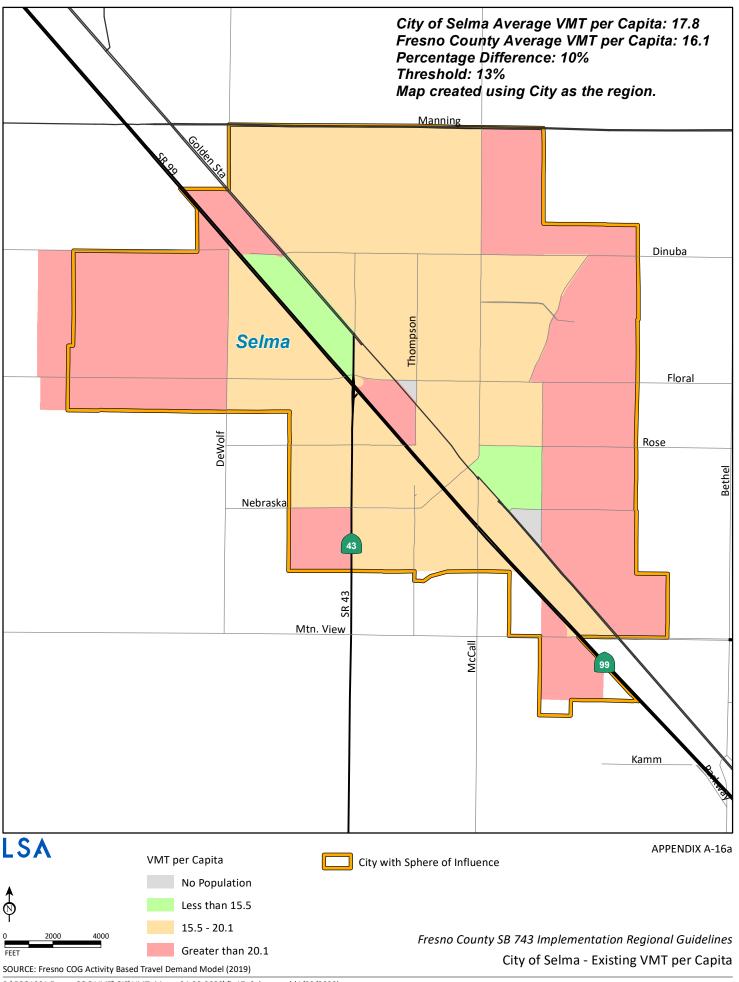


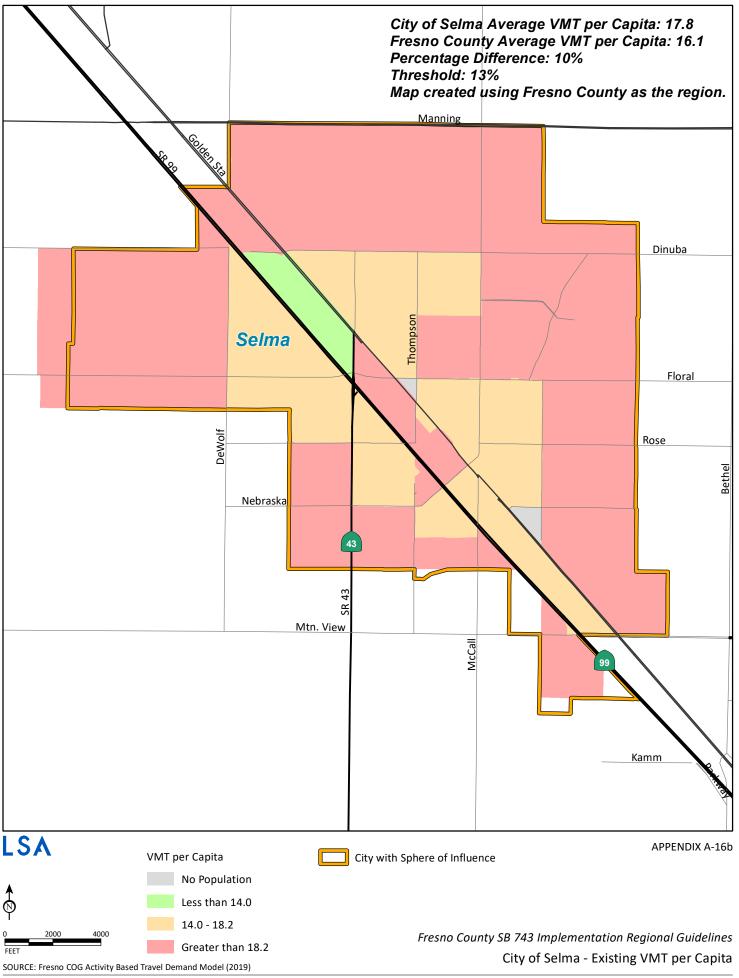










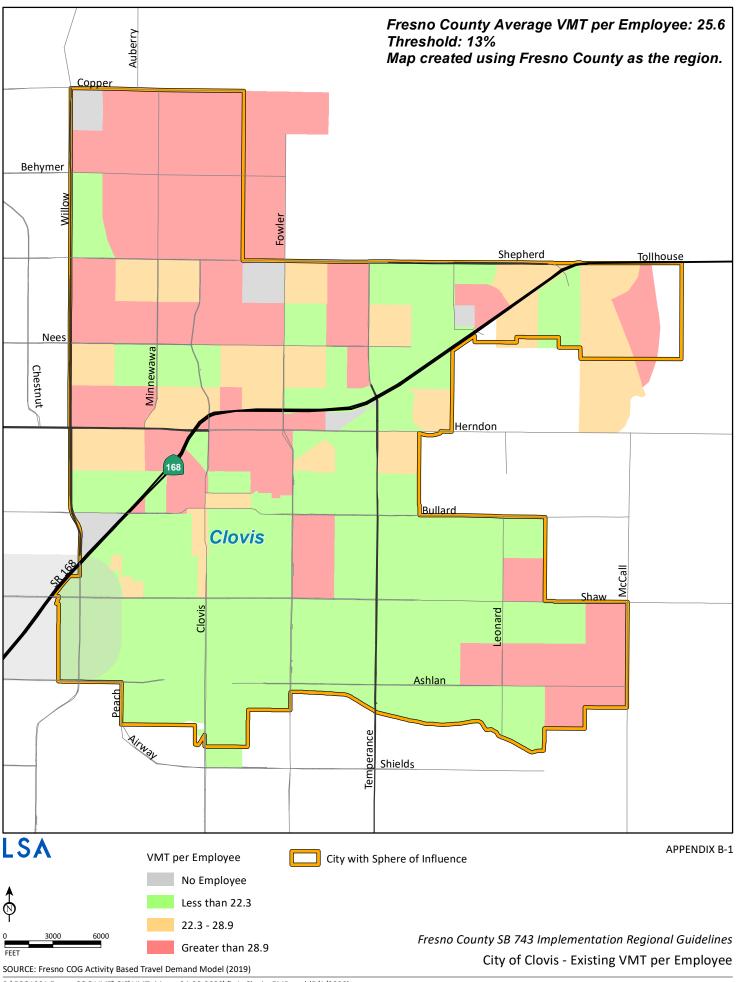


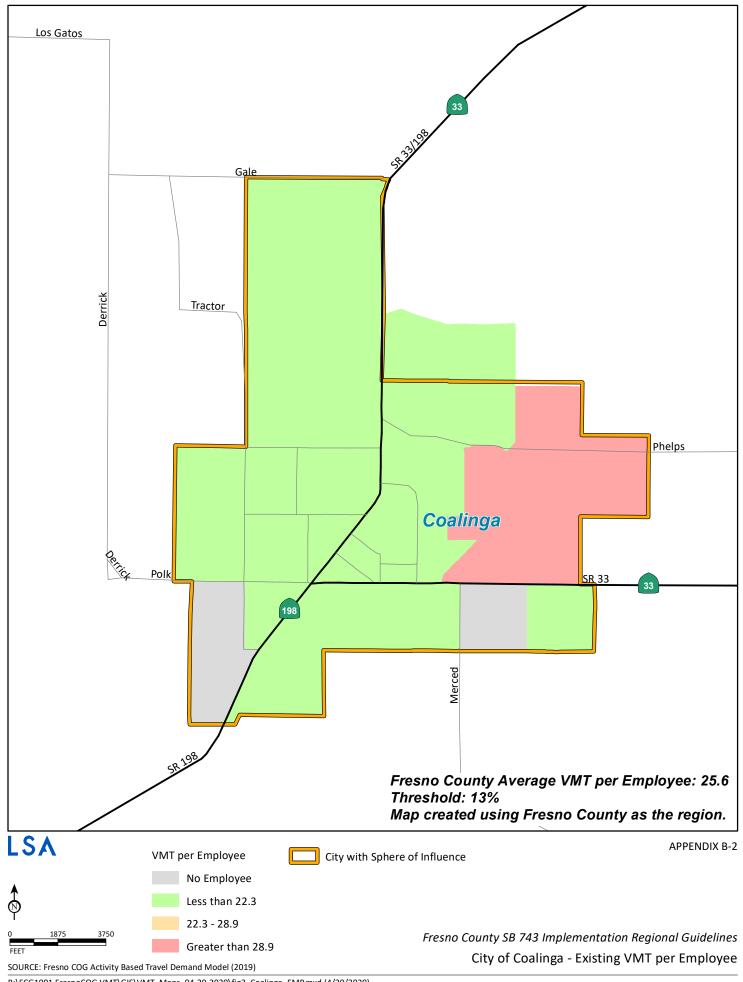


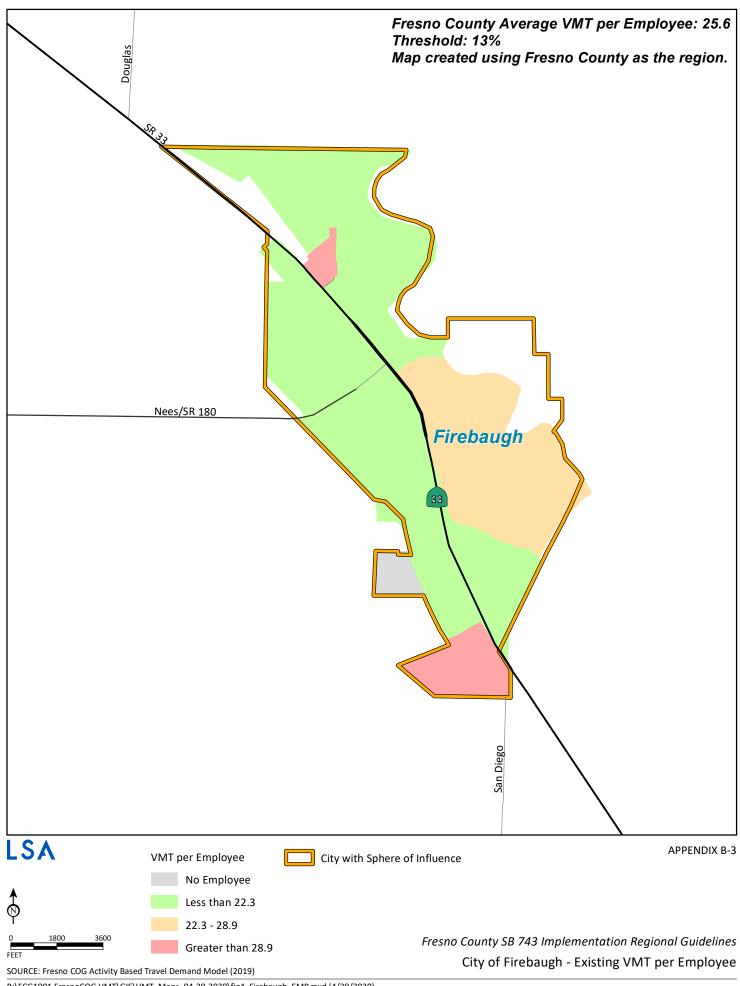
## **APPENDIX B**

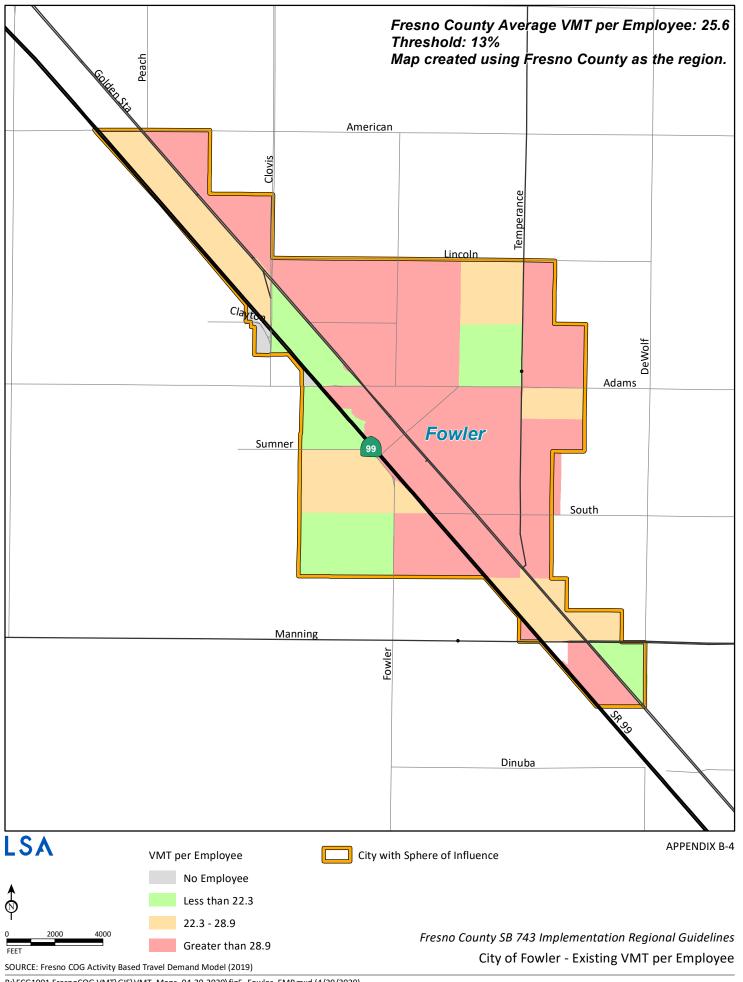
## VMT SCREENING MAPS FOR MEMBER JURISDICTIONS – OFFICE PROJECTS

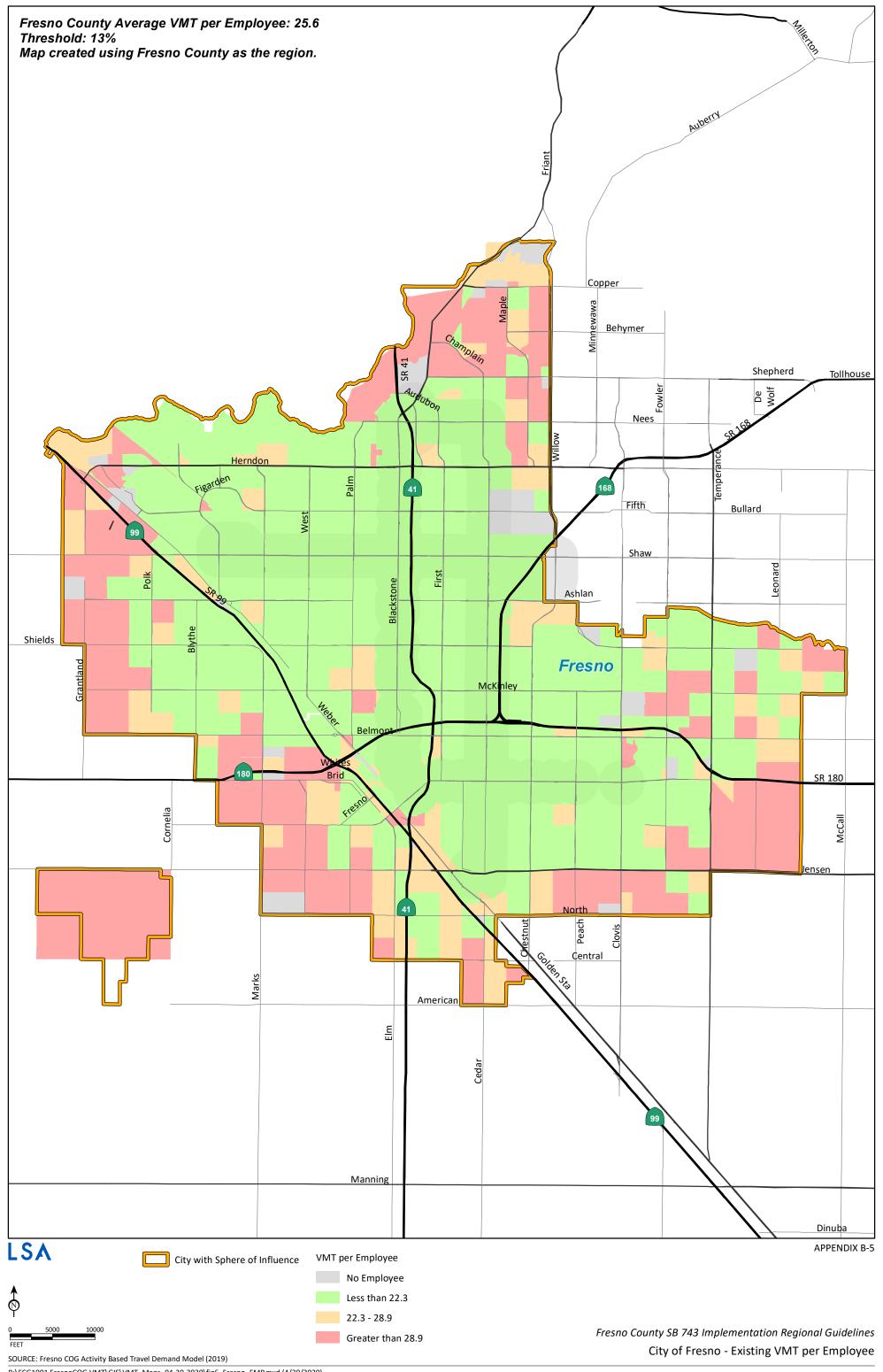


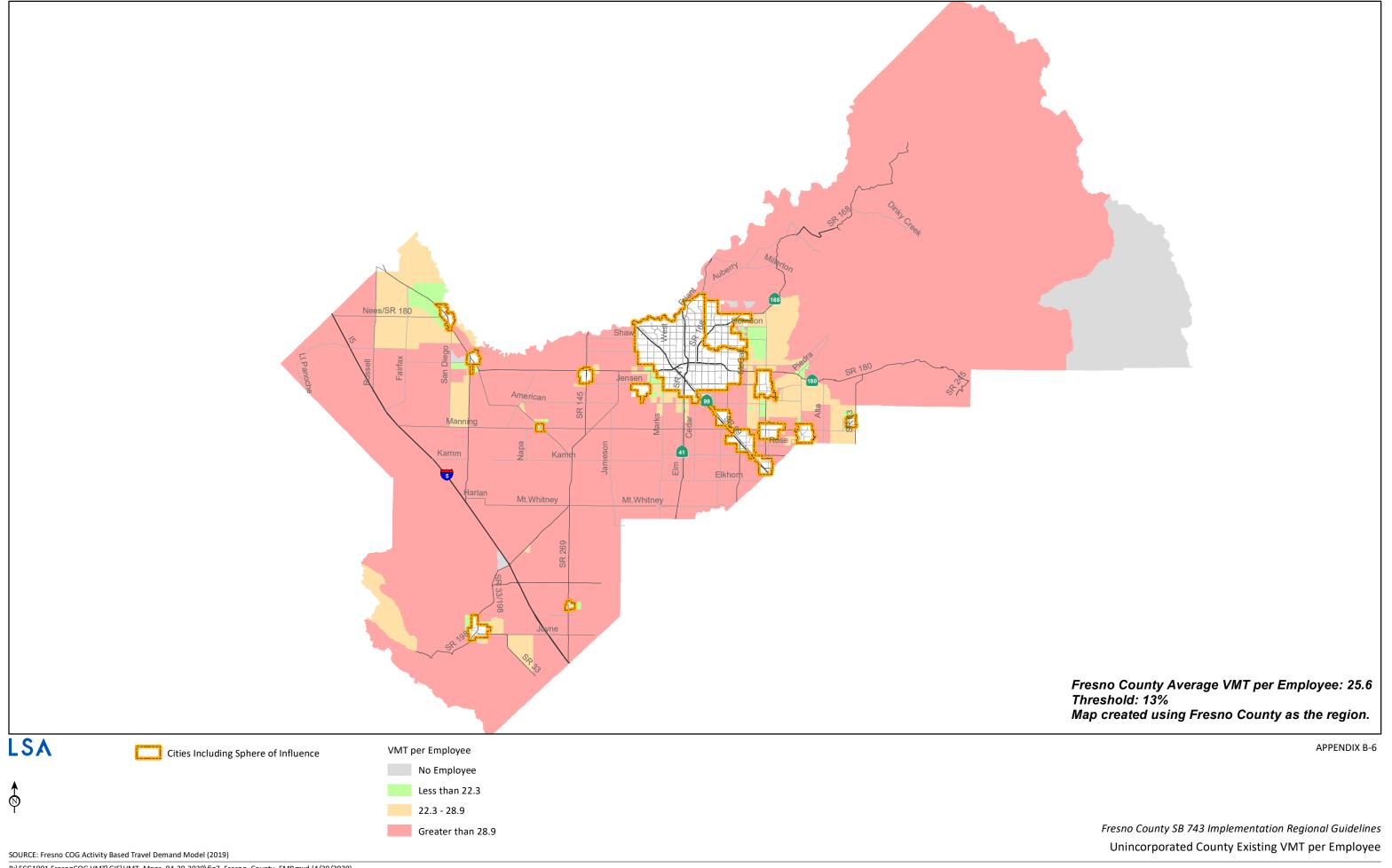


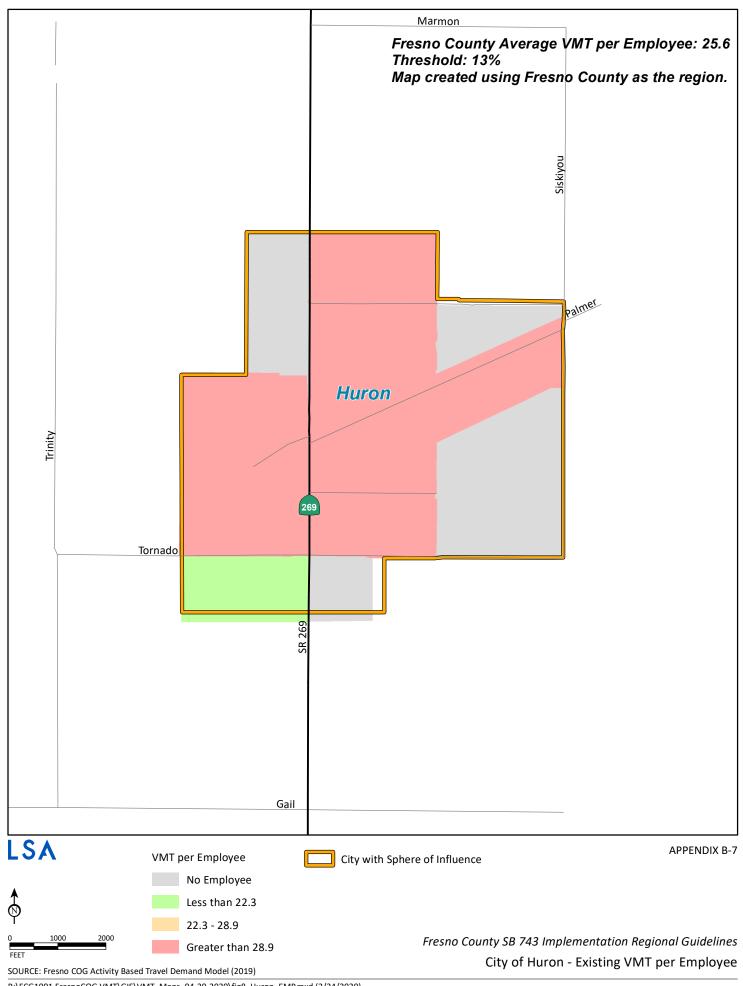


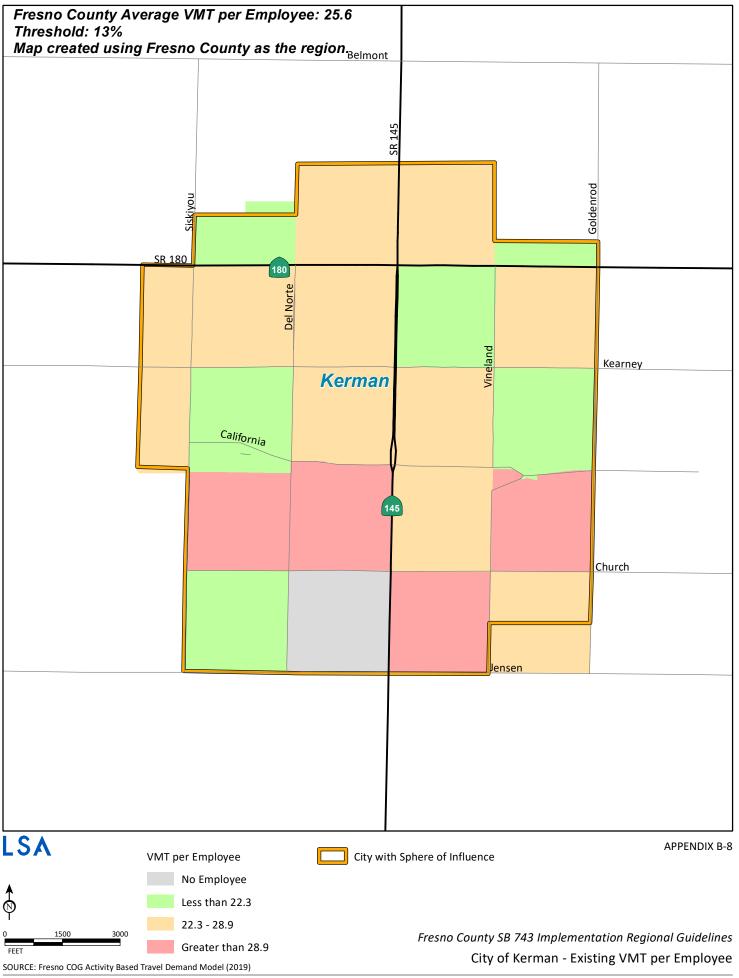


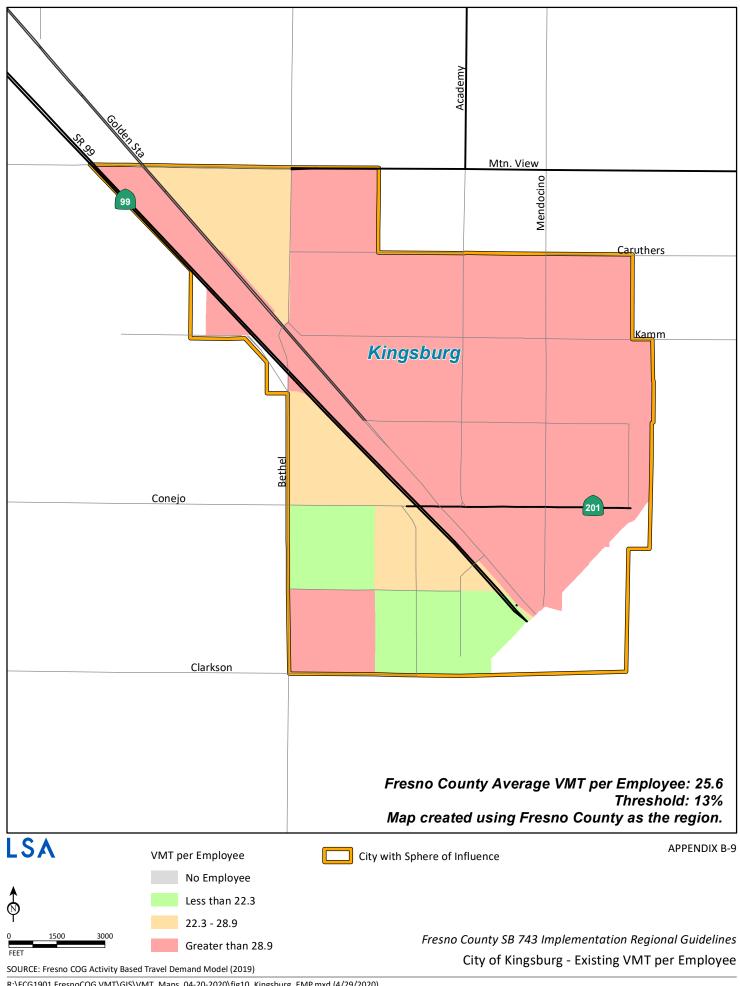


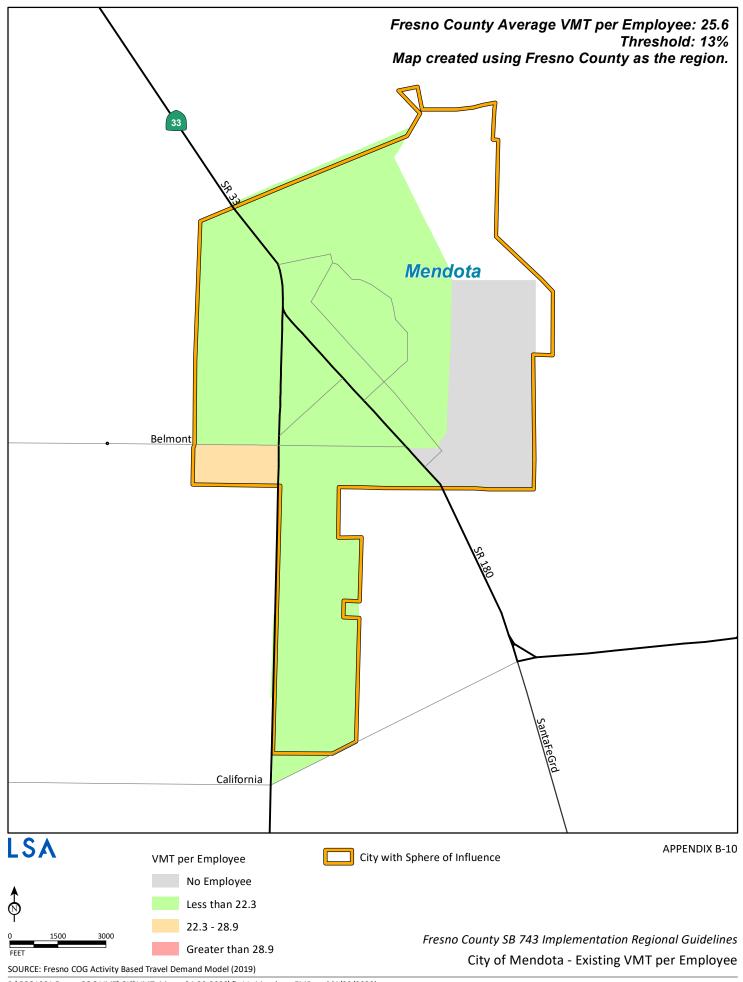


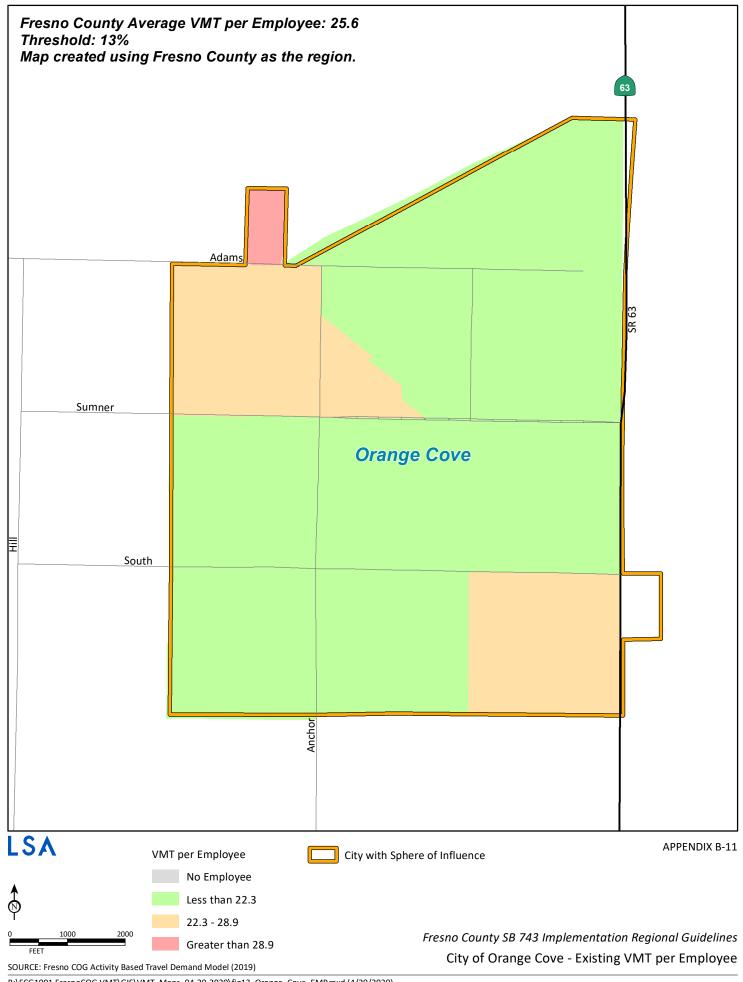


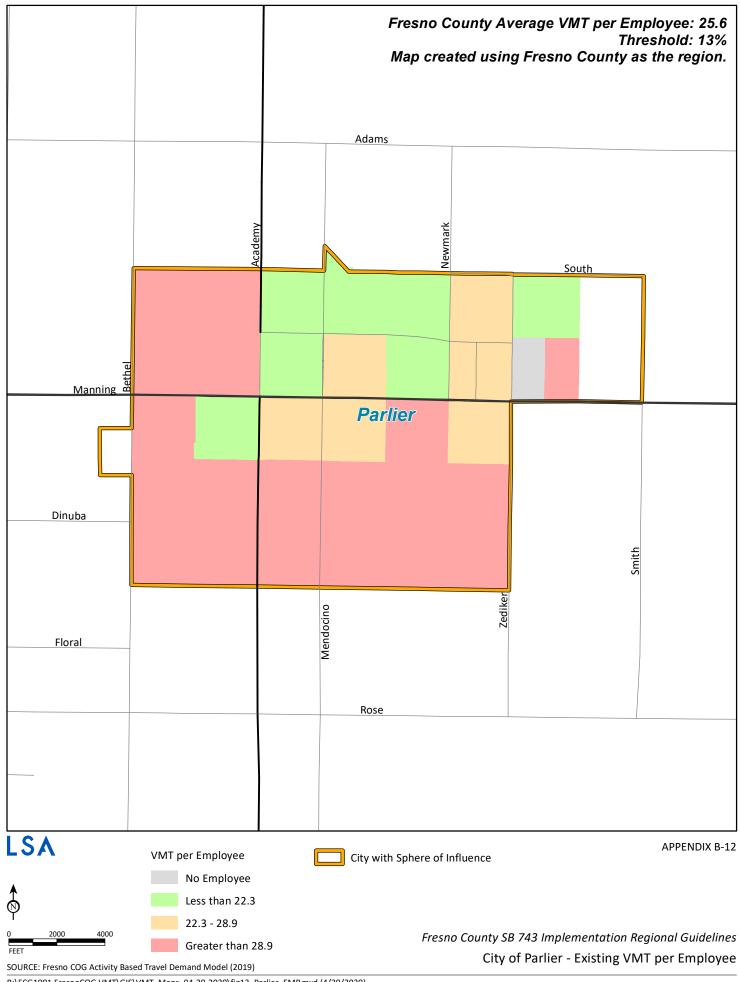


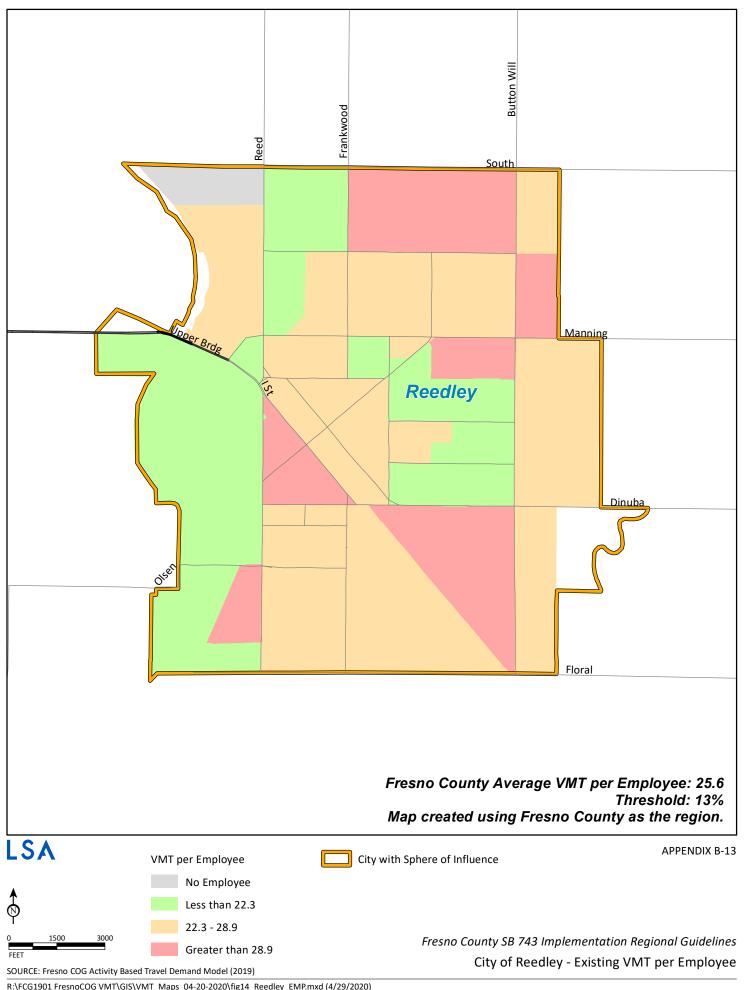


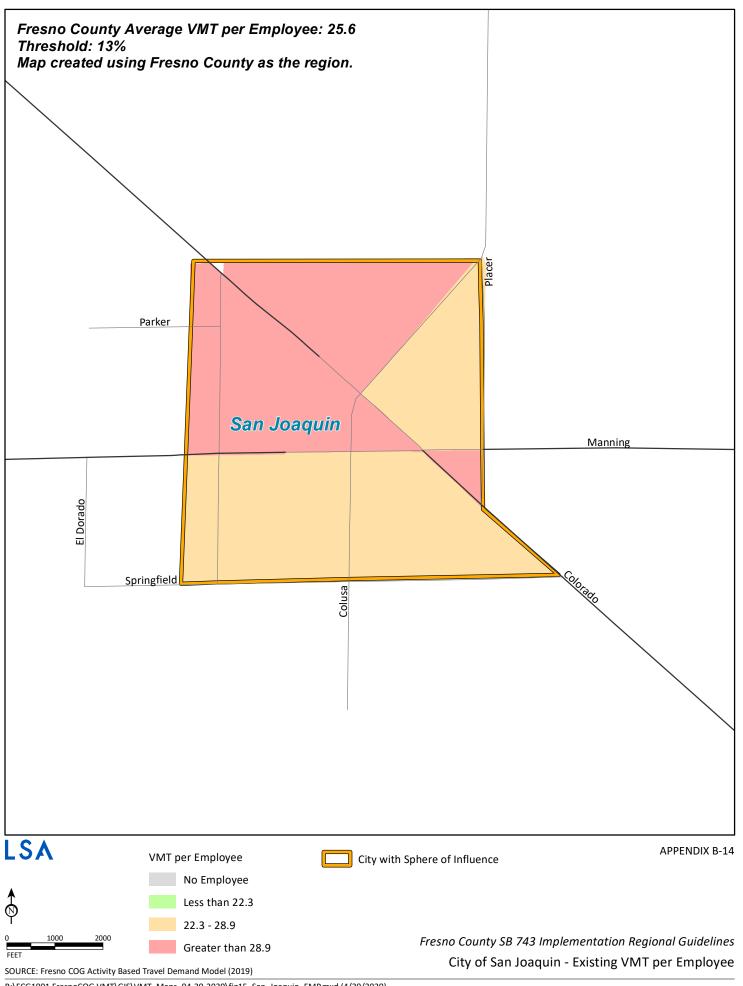


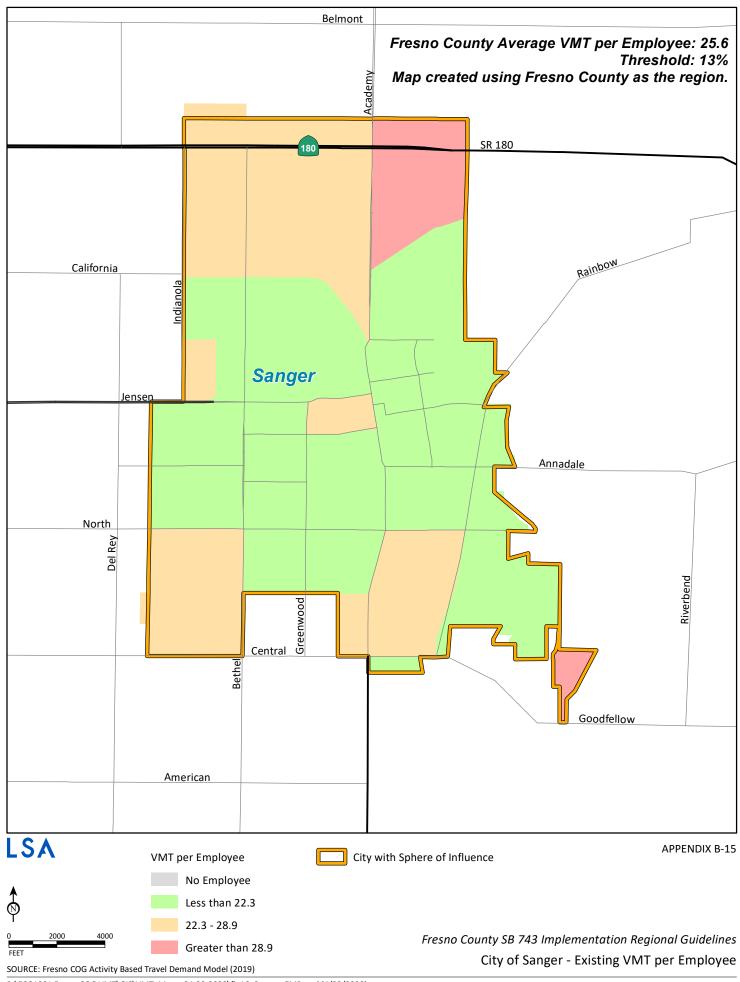


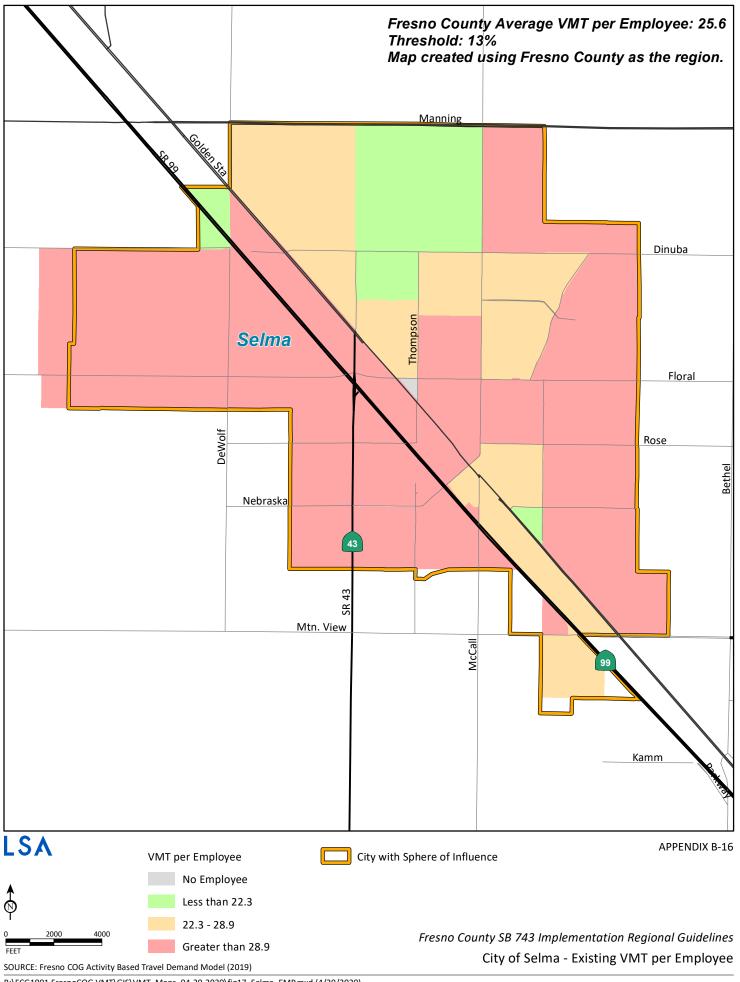














## **APPENDIX C**

## **INTEGRATED PROCESS FOR ESTIMATING INDUCED VMT**



# Appendix C: Estimating Induced Demand for Roadway Capacity Projects

#### **Short Term Induced Demand**

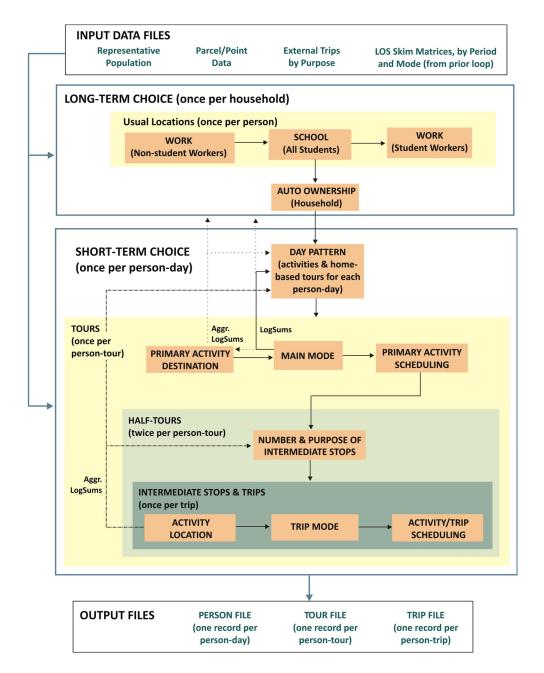
Increasing roadway capacity is primarily aimed at decreasing auto travel times, either by adding capacity to existing facilities or by providing a more direct travel route between origins and destinations. The term 'induced demand' is used to describe an economic concept where increased supply (in this case, road capacity) results in an increase in demand. In transportation, increased demand can be measured a number of ways. In cases where capacity is added to an existing facility, volume can be compared before and after the capacity increase. However, this is not a useful measure in cases where a new facility is added to the system. Therefore, total vehicle miles of travel is often used as a systemwide measure of induced demand.

In his seminal book Stuck In Traffic (Brookings Institution Press, 1992), economist Anthony Downs describes a concept termed "Triple Convergence". This refers to the idea that if roadway capacity is added to a new road overnight, the next day there would be much less congestion on the road. But over time, the road would fill back up with traffic and the travel time would be close to or as congested as it was before capacity was added. The reason for this is because of three behavioral responses; travelers who were taking alternative routes would switch to the new road (route switching), travelers who were traveling in off-peak time periods would switch to peak periods (time-of-day switching), and travelers who were traveling by alternative modes would switch to auto (mode switching).

There are actually two other effects that Downs doesn't consider: travelers could select new destinations in the corridor if faster travel times make more destinations accessible to activities, and travelers could travel more frequently in total if faster travel times made time available for new activities that were not possible before. For example, people going to work instead of telecommuting or people going to a movie instead of watching one at home.

The Fresno activity-based model (FresnoABM) comprises of demand and network models that fully cover the above described behavior. DaySim is the activity-based model component. It consists of a series of sub-models including long-term choices such as work and school location choice, and auto ownership, and short-term choices such as tour and stop generation, tour and stop time-of-day choice, tour and stop mode choice, and other choices – see Figure 1. The result of the activity-based model is travel demand for the residents of Fresno County. These models are sensitive to accessibilities (e.g. travel time) throughout the model system. Therefore, changes in travel times affect all of the model components.

Once travel demand is generated, auto trips are assigned to the auto network using Cube software. Level-of-service skims are built based on the congested travel times in the network and used for the next iteration of demand. In total, the model is run three times to achieve convergence, where the travel times input to the model are consistent with the travel times generated by the demand in the model. This can be thought of as an equilibrium solution between supply and demand. Iteration is also



**FIGURE 1: DAYSIM SUB-MODELS** 

used within the traffic assignment step itself, according to a process that seeks to find a condition known as 'Wardrop's User Equilibrium' where, given fixed demand (from the last iteration of the travel model) no user can switch their route and find a lower cost path. This process accounts for the effects of congestion on route choice. The other aspects of changes of travel behavior referred to above (time of day switching, mode switching, destination switching, and frequency of travel) are considered explicitly by DaySim.

It should also be pointed out that because equilibrium is achieved both in traffic assignment and in global feedback loops, the result of the model is one in which travelers may be switching multiple times in multiple directions to achieve equilibrium. What we observe at the end of the process is what Downs

observes after capacity increases over time; the roadway capacity increase may lead to increased volumes, which results in increased congestion which could be close to or the same as the congestion before the roadway capacity increase, albeit with more vehicles and an overall increase in utility.

In 2008, Sacramento Area Council of Government (SACOG) performed several tests using DaySim to examine sensitivity to induced travel. The results were documented in a report (<a href="https://www.sacog.org/sites/main/files/file-attachments/appendix c-4">https://www.sacog.org/sites/main/files/file-attachments/appendix c-4</a> travel model documentation.pdf) and also published in a scientific journal paper (<a href="https://www.sciencedirect.com/science/article/pii/S1755534513700277">https://www.sciencedirect.com/science/article/pii/S1755534513700277</a>).

## **Long Term Induced Demand**

According to many studies and literatures such as Fundamental Law of Road Congestion: Evidence from US Cities (Duranton and Turner, 2011), and Impact of Highway Capacity and Induced Travel on Passenger vehicle Use and Greenhouse Gas Emissions Policy Brief (Handy and Boarnet, 2014), transportation capacity projects also have long term impacts on vehicle miles traveled. One of the long term impacts from capacity improvement is land use changes, which may include more dispersed development in remote areas if no proper land use control policy is in place. Such more dispersed development in remote areas will lead to additional VMT should it be allowed to happen without any mitigation. Since most travel demand models, including ABMs, have a separate land use modeling process, the land use changes generated by the new capacity improvements are generally not reflected in the traditional travel demand forecasting process. In order to address the long term VMT impacts from land use changes generated by capacity improvement projects, Fresno COG, in collaboration with RSG Inc., developed an integrated process to estimate both the short term and long term VMT impacts from new capacity improvement.

The following methodology is employed to estimate the effect of induced VMT from new land uses generated due to transportation capacity improvement projects. This process provides iterative and incremental feedback between the activity-based travel-demand model (ABM) and the land-use growth allocation model such that changes in the traffic network are incorporated into land-use allocation, and vice-versa.

#### Step 1: Base Year Model Run

A full ABM run is performed with base year network and socioeconomic data.

#### Step 2: Incremental Land-Use Allocation

An increment period is determined for the land-use allocation (e.g. 3 years). Growth targets are established for the new year at the zone, jurisdiction, and regional level. Planned transportation improvements for the new target year are incorporated into the model network.

For each incremental target year, skim results from the previous target year's ABM run are analyzed and fed into the land-use allocation model. The skims essentially indicate the accessibility of each zone by mode, i.e. a time-weighted aggregation of housing and services reachable by that zone using the coded traffic network. This takes into account both the relative location of each zone to destinations in other zones, as well as the nature and quality of the transportation choices available to that zone to reach those destinations.

The base parcel fabric is then analyzed for development attractiveness, including factors such as existing development characteristics, planned land-use characteristics, proximity to high-quality transit, intersection with conservation zones, etc. Also considered are the skim results from the previous run, making parcels in zones with high accessibility to jobs and housing via the previous model network (including transportation improvements) more attractive to new development. In this way, the transportation projects reflected in the previous run contribute to the accessibility of each zone and, consequently, the attractiveness of parcels for new development.

Each of the factors considered above are weighted and aggregated to create a total development score for each parcel in the planning area, where higher scores denote parcels that are more likely to attract future development.

Finally, development is assigned beginning with the highest-scoring parcels until growth targets are achieved – first at the zone level, then at the jurisdictional and regional levels. The character and intensity of each parcel's development is consistent with the planned land use designated to that parcel by the applicable jurisdiction's general and/or specific plans. The new land-use pattern (along with the improved model network) is then run through the ABM process again, and the procedure repeats for the next increment period. This iterative process continues until the horizon year is met.

#### Land-Use Allocation Tool

The land-use allocation tool has the following parameters:

#### **Data Inputs**

- Base Year Socioeconomic Data. This includes population, housing, and employment data at the parcel, microzone (MAZ) and traffic analysis zone (TAZ) levels.
- **Demographic Forecast.** Detailed growth forecast data providing jurisdiction-level (i.e. spheres of influence) growth targets.
- **ABM Skim Results.** The allocation model incorporates ABM skim results for the following modes: bike (MAZ-level), transit (TAZ-level), and SOV (TAZ-level).
- Development Type Data. Future growth is allocated by using archetypal development types that
  are designed to be reflective of the land-use designations described in the general and specific
  plans of the jurisdictions in the region. Each parcel eligible for future growth is assigned
  development types that represent, respectively, low-intensity, moderate-intensity, and highintensity development.
- Cube Land Model Results (optional). The land-use allocation model supports the incorporation
  of TAZ-level growth targets from a Cube Land run, controlled to a user-provided level of
  confidence.

#### **Input Parameters**

- Target Year
- **Parameter Weights.** The user can indicate the weight of each of the following parameters when determining a parcel's development attractiveness score:
  - o **Infill Weight.** Parcels closer to city limits or the geographic center of an unincorporated community have a higher infill score.

- Conservation Weight. Parcels are given conservation scores based on the percentage of their area that does not intersect with any conservation resources (e.g. important farmland).
- TOD Weight. Parcels closer to high-quality transit can be given a higher weight.
- DT Weight. Parcels located in the downtown region of the FMCA can be given a higher weight.
- Bike Weight. Parcels in zones with more favorable bike skim results have a higher bike score.
- Transit Weight. Parcels in zones with more favorable transit skim results have a higher transit score.
- SOV Weight. Parcels in zones with more favorable SOV skim results have a higher SOV score.
- Density Weight. Parcels whose development types have higher net density are given higher density scores. Used to calibrate region-wide density measures.
- Single-Family Weight. Parcels with single-family units in their development types are given higher SF scores. Used to calibrate region-wide housing mix measures.
- Mixed-Use Weight. Parcels with mixed-use development in their development types are given higher MU scores. Used to calibrate region-wide housing mix measures.
- o **Infill Penalty.** The total score of parcels within city limits can be penalized. Used to calibrate regional infill goals.
- Redevelopment Penalty. The total score of parcels with existing development can be penalized. Used to calibrate regional redevelopment goals.
- **Forecast Adjustments.** The following adjustments can be made if the user wishes to deviate from the demographic forecast:
  - Population Adjustment. The region-wide population growth target can be increased or decreased.
  - Employment Adjustment. The region-wide employment growth target can be increased or decreased.
  - Vacancy Rate Adjustment. The region-wide vacancy rate can be increased or decreased.
  - Urban Adjustment. The region-wide share of population and employment growth allocated to the urban area can be increased or decreased.
- **Redevelopment Minimum Density.** The minimum net density increase (combined housing and employment) can be set to screen out developed parcels that are unlikely to be redeveloped.
- **Cube Factor.** The TAZ-level growth controls from the Cube Land run, if any, are scaled to match the jurisdiction-level forecast data and then adjusted by this factor. This allows the user to control how much confidence is to be given to the Cube Land results and, alternately, how much influence and flexibility should be given to the land-use allocation model.

#### **Output Parameters**

- Socioeconomic Data for target year (parcel level)
- Performance Metric Report
- PopulationSim Input Files:
  - mazData.csv
  - o gq\_maz.csv

- countyData.csv
- ABM Input Files:
  - maz\_parks.csv
  - se\_detail.csv

Figure 2 below is a flowchart that demonstrates how the iterative modeling process will be conducted.

## Method for Estimating Induced Demand

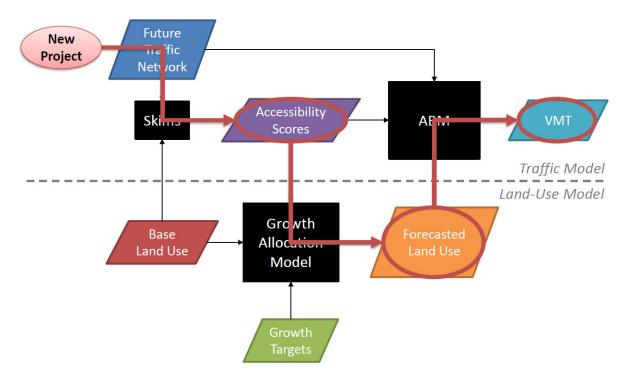


FIGURE 2 INTEGRATED INDUCED DEMAND MODELING PROCESS

#### Calibration and Validation

While calibrating what weight should be given to accessibility results across the various travel modes presents myriad challenges, including a lack of literature on the subject, Fresno COG will perform calibration runs and sensitivity analyses to ensure that the land-use allocation model is sensitive to these factors in intuitive and appropriate ways, using detailed land-use data for the Fresno County region from 2014 and 2019 to compare projected results from the allocation model to known data.



## **APPENDIX D**

## VEHICLE MILES TRAVELED MITIGATION MEASURES FOR LAND USE DEVELOPMENT PROJECTS



Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

	# Mitigation Measure	VMT Reduction <sup>1</sup>	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) <sup>2</sup>	CAPCOA <sup>3</sup>	OPR TA⁴	Los Angeles Metro⁵	City of San Jose <sup>6</sup>	City of Los Angeles <sup>7</sup>	San Diego Region <sup>8</sup>	Notes
Miti	gation Measures with Percentage VMT Reductions calculated using Fresno COG ABM/Locally avail	able emperical data			<u> </u>					
	L Provide a Bus Rapid Transit System (Addition of a New Route)	0.02% – 3.20%	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	N	N	Y	Notes: CAPCOA TST-1 (Applicable in urban and suburban context; negligible in rural context; appropriate for specific or general plans). This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service.'
	Provide a Bus Rapid Transit System (Substitution of an Existing Bus Route with a BRT Route)	0.02% - 3.20%	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	N	N	Υ	Notes: CAPCOA TST-1 (Applicable in urban and suburban context; negligible in rural context; appropriate for specific or general plans). This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service.'
:	3 Implement a local carpool program	1.00% – 15.00% commute VMT	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	Υ	Y	Υ	Notes: CAPCOA TRT-3 [Provide Ride-Sharing Programs: applicable in urban and suburban context; Negligible impact in many rural contexts, but can be effective when a large employer in a rural area draws from a workforce in an urban or suburban area, such as when a major employer moves from an urban location to a rural location; appropriate for residential, retail, office, industrial, and mixed-use projects]; City of San Jose [Ride share for employment uses only]; City of LA [Measured in terms of employees eligible (%)]
	Implement a local vanpool program	0.30% - 13.40% commute VMT reduction (for CAPCOA TRT-11: Provide Employer-Sponsored Vanpool/Shuttle); 7.20% - 15.80% school VMT reduction (for CAPCOA TRT- 10: Implement a School Pool Program)	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	Υ	Υ	Y	Notes: Similar to CAPCOA TRT-11 (Provide employer-sponsored vanpool/shuttle) - the measure is applicable for urban, suburban, and rural context, and is appropriate for office, industrial, and mixed-use projects); City of San Jose [Similar measure is Subsidize Vanpool]; City of LA [Similar measure is Employer sponsored vanpool or shuttle (Degree of implementation (low, medium, high), employees eligible (%), employer size (small, medium, large)]
	5 Expand transit network	0.10% – 8.20%	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Υ	Υ	Y	Υ	Notes: CAPCOA TST-3; Measure applicable in urban and suburban context, maybe applicable in rural context but no literature documentation available, appropriate for specific or general plans. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service'; City of San Jose [Increase transit accessibility to improve last-mile transit connections; Improve network connectivity/design to make destinations and low-carbon travel modes accessible; both applicable for both residential and employment uses]; City of LA [Existing transit mode share (as a percent of total daily trips) (%), Lines within project site improved (<50%, >=50%)]
	5 Incorporate bike lane street design (on-site)	1% increase in share of workers commuting by bicycle (for each additional mile of bike lanes per square mile) (Bicycle Commuting and Facilities in Major U.S. Cities: If You Build Them, Commuters Will Use Them – Another Look by Dill and Carr (2003)); 0.075% increase in bicycle commuting with each mile of bikeway per 100,000 residents (If You Build Them, Commuters Will Use Them; Cross-Sectional Analysis of Commuters and Bicycle Facilities by Nelson and Allen (1997))	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	Υ	Y	Y	Notes: CAPCOA SDT-5 [Grouped strategy, benefits of Bike Lane Street Design are small and should be grouped with the LUT-9 (Improve Design of Development) strategy to strengthen street network characteristics and enhance multi-modal environments], the measure is applicable in urban and suburban contexts and is appropriate for residential, retail, office, industrial, and mixed-use projects. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service'; City of San Jose [Expand the reach of bike access with investment in infrastructure: applicable for both residential and employment uses]; City of LA [Provide bicycle facility along site (Yes/No)]
Miti	gation Measures with Percentage VMT Reductions from CAPCOA only				1					
	7 Subsidize vanpool	0.30% - 13.40% commute VMT	N/A	Y	Y	N	Υ	Y	Y	Notes: CAPCOA TRT-11 (Provide employer-sponsored vanpool/shuttle) - the measure is applicable for urban, suburban, and rural context, and is appropriate for office, industrial, and mixed-use projects); City of San Jose [Subsidize Vanpool]; City of LA [Employer sponsored vanpool or shuttle (Degree of implementation (low, medium, high), employees eligible (%), employer size (small, medium, large)]
	3 Improve or increase access to transit	CAPCOA TST-2: Not quantified alone, grouped strategy with TST-3 'Expand transit network' and TST-4 'Increase transit service frequency/speed'; CAPCOA LUT-5: 0.50% - 24.60%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TST-2: Implement Transit Access Improvements (applicable in urban and suburban context, and appropriate for residential, retail, office, mixed use, and industrial projects); CAPCOA LUT-5: Increase Transit Accessibility [May be grouped with CAPCOA measures LUT-3 (mixed use development), SDT-2 (traffic calmed streets with good connectivity), and PPT-1 through PPT-7 (parking management strategies); measures are applicable in urban and suburban contexts; appropriate in rural context if development site is adjacent to a commuter rail station with convenient rail service to a major employment center; appropriate for residential, retail, office, industrial, and mixed-use projects]; City of San Jose [Increase transit accessibility to improve last-mile transit connections; Improve network connectivity/design to make destinations and low-carbon travel modes accessible; both applicable for both residential and employment uses]; City of LA [Existing transit mode share (as a percent of total daily trips) (%), Lines within project site improved (<50%, >=50%)]

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

	Mitigation Measure	VMT Reduction <sup>1</sup>	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) <sup>2</sup>	CAPCOA <sup>3</sup>	OPR TA⁴	Los Angeles ( Metro⁵	City of San Jose <sup>6</sup>	City of Los Angeles <sup>7</sup>	San Diego Region <sup>8</sup>	Notes
•	Increase access to common goods and services, such as groceries, schools, and daycare	Similar to CAPCOA LUT-3 (Increase Diversity of Urban and Suburban Developments (Mixed Use)): 9.00% - 30.00% VMT reduction and CAPCOA LUT-4 (Increase Destination Accessibility): 6.70% - 20.00% VMT reduction	N/A	Y	Y	Y	Y	N	Y	Notes: Similar to CAPCOA LUT-3 (Increase Diversity of Urban and Suburban Developments (Mixed Use) - Applicable in urban and suburban context; negligible in rural context (unless the project is a master-planned community; appropriate for mixed-use projects) and CAPCOA LUT-4 (Applicable in urban and suburban context, negligible in rural context, appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose (Access to Neighborhood Schools: Applicable for residential uses only]; City of San Jose (Very similar to measure 'Increase diversity of uses' - Applicable for residential and employment uses)
10	Incorporate affordable housing into the project	0.04% - 1.20%	N/A	Y	Y	Y	Y	N	Y	Notes: Similar measure is CAPCOA LUT-6 [Integrate Affordable and Below Market Rate Housing] - [Applicable in urban and suburban contexts; negligible impact in a rural context unless transit availability and proximity to jobs/services are existing characteristics; appropriate for residential and mixed-use projects]; City of San Jose [Similar to measure 'Integrate affordable and market rate housing] - Measure is applicable for residential uses only
1:	Incorporate neighborhood electric vehicle network	0.50% - 12.70%	N/A	Y	Y	Y	N	N	Y	Notes: CAPCOA SDT-3 [Neighborhood electric vehicles (NEV) would result in a mode shift and therefore reduce the traditional vehicle VMT and GHG emissions. Range depends on the available NEV network and support facilities, NEV ownership levels, and the degree of shift from traditional; measure is applicable in urban, suburban, and rural context, for small citywide or large multi-use developments, and appropriate for mixed-use projects]
11	Orient project towards transit, bicycle, and pedestrian facilities	'1) 0.25% - 0.5% (0.25% reduction is attributed for a project oriented towards a planned corridor and 0.5% reduction is attributed for a project oriented towards an existing corridor) (as per the Sacramento Metropolitan Air Quality Management District (SMAQMD) Recommended Guidance for Land Use Emission Reductions), 2) 0.5% reduction in VMT per 1% increase in transit frequency and per 10% increase in transit ridership (as per the Center for Clean Air Policy (CCAP) Transportation Emission Guidebook)	N/A	Y	Y	Y	N	N	Y	Notes: CAPCOA LUT-7 [Orient project toward non-auto corridor]; Grouped strategy with LUT-3 (Increase Diversity of Urban and Suburban Developments (Mixed Use); there is no sufficient evidence that the measures results in non-negotiable trip reduction unless combined with other measures, including neighborhood design, density and diversity of development, transit accessibility and pedestrian and bicycle network improvements; the measure is applicable for urban or suburban context (may be applicable in a master-planned rural community) and is appropriate for residential, retail, office, industrial, and mixed use projects
1:	Provide pedestrian network improvements	0.00% - 2.00%	N/A	Y	Y	Y	Y	Υ	Y	Notes: CAPCOA SDT-1 [applicable in urban, suburban, and rural context; appropriate for residential, retail, office, industrial, and mixed-use projects; reduction benefit only occurs if the project has both pedestrian network improvements on site and connections to the larger off-site network]. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service'; City of San Jose [Provide pedestrian network improvements for active transportation: applicable for both residential and employment uses]; City of LA [Included (within project and connecting off-site/within project only]]
1	Increase transit service frequency/speed	0.02% - 2.50%	N/A	Y	Y	Y	Υ	Υ	Υ	Notes: CAPCOA TST-4, applicable in urban and suburban context, maybe applicable in rural context but no literature documentation available, appropriate for specific or general plans. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service'; City of San Jose [Similar to measure 'Subsidize public transit service upgrades']; City of LA [Reduction in headways (increase in frequency) (%)]
1!	Required project contributions to transportation infrastructure improvement projects	Not Quantified: Grouped strategy (with RPT-2 and TST-1 through 7)	N/A	Y	Y	Y	Y	Υ	Y	Notes: CAPCOA RPT-3 (Applicable in urban, suburban and rural context; appropriate for residential, retail, office, mixed use, and industrial projects); measure similar to some of the measures discussed above. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service.'
10	Increase destination accessibility	6.70% – 20.00%	N/A	Y	Y	Y	Υ	Υ	Y	Notes: CAPCOA LUT-4 [Destination accessibility measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be the highest at central locations and lowest at peripheral ones; the location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces VMT; applicable for urban and suburban contexts, negligible impact in a rural context; appropriate for residential, retail, office, industrial, and mixed-use projects]. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service'; City of San Jose [Increase transit availability to improve last-mile transit connections; Improve network connectivity/design to make destinations and low-carbon travel modes accessible; both applicable for both residential and employment uses]; City of LA [Lines within project site improved (<50%, >=50%)]
1	Provide traffic calming measures	0.25% – 1.00%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA SDT-2 [applicable in urban, suburban, and rural contexts; appropriate for residential, retail, office, industrial, and mixed-use projects]; City of San Jose [Applicable for both residential and employment uses]; City of LA [Streets with traffic calming improvements (%), intersections with traffic calming improvements (%)]

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

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1	Provide bike parking in non-residential projects	0.625% (as per the Center for Clean Air Policy (CCAP)  Transportation Emission Guidebook)	N/A	Y	Y	Y	Y	Y	Υ	Notes: CAPCOA SDT-6 [Bike Parking in Non-Residential projects has minimal impacts as a standalone strategy and should be grouped with the LUT-9 (Improve Design of Development) strategy to encourage bicycling by providing strengthened street network characteristics and bicycle facilities]; the measure is applicable in urban, suburban, and rural contexts; appropriate for retail, office, industrial, and mixed-use projects; City of San Jose [Provide bike parking and end-of-trip facilities such as bike parking, bicycle lockers, showers, and personal lockers (Applicable for both residential and employment uses)]; City of LA [Include bike parking/lockers, showers, & repair station (Y/N)]
1	Provide bike parking with multi-unit residential projects	Not Quantified	N/A	Y	Y	Y	Y	Y	Υ	Notes: CAPCOA SDT-7 [Grouped Strategy; the benefits of Bike Parking with Multi-Unit Residential Projects have no quantified impacts and should be grouped with the LUT-9 (Improve Design of Development) strategy to encourage bicycling by providing strengthened street network characteristics and bicycle facilities. The measure is applicable in urban, suburban, or rural contexts. It is appropriate for residential projects.]; City of San Jose [Provide bike parking and end-of-trip facilities such as bike parking, bicycle lockers, showers, and personal lockers (Applicable for both residential and employment uses)]; City of LA [Include bike parking/lockers, showers, & repair station (Y/N)]
2	Limit or eliminate parking supply	5.00% - 12.50%	N/A	Y	Y	Y	Y	Y	Υ	Notes: CAPCOA PDT-1 (applicable in urban and suburban context, negligible in rural context, appropriate for residential, retail, office, industrial, and mixed-use projects); reduction can be counted only if spillover parking is controlled (via residential permits and on-street market parking); follow multi-faceted strategy including 1) elimination/reduction of minimum parking requirements, 2) creation of maximum parking requirements, and 3) provision of shared parking; City of San Jose [Decrease project parking supply at the project site to rates lower than the standard parking minimums where allowable in the San Jose Municipal Code (applicable for employment uses)]; City of LA [City code parking provision (spaces), actual parking provision (spaces)]
2	Unbundle parking costs from property costs	2.60% - 13.00%	N/A	Y	Y	Y	Y	Y	Υ	Notes: CAPCOA PDT-2 (applicable in urban and suburban context, negligible in rural context, appropriate for residential, retail, office, industrial and mixed-use projects; complimentary strategies include workplace parking pricing); City of San Jose [Unbundle On-Site Parking Costs: Application for Residential Uses Only]; City of LA [Monthly cost for parking (\$)]
2	Provide parking cash-out programs	0.60% – 7.70% commute VMT	N/A	Y	Y	Υ	Y	Y	Υ	Notes: CAPCOA TRT-15 [Implement employee parking "cash-out"; the term "cash out" is used to describe the employer providing employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to the cost of the parking space to the employer. The measure is applicable in rural context; it is appropriate for retail, office, industrial, and mixed-use projects. Restrictions are applied only if complementary strategies are in place: a) Residential parking permits and market rate public on-street parking to prevent spill over parking; b) Unbundled parking - is not required but provides a market signal to employers to forgo paying for parking spaces and "cash-out" the employee instead. In addition, unbundling parking provides a price with which employers can utilize as a means of establishing "cash-out" prices; City of San Jose [Parking cash-out: Employment uses only]; City of LA [Parking cash-out: Employees eligible (%)]
2	Implement or provide access to a commute reduction program - Voluntary	1.00% - 6.20% commute VMT	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-1: Commute Trip Reduction Program — Voluntary, is a multi-strategy program that encompasses a combination of individual measures described CAPCOA measures TRT-3 through TRT-9. It is presented as a means of preventing double-counting of reductions for individual measures that are included in this strategy. It does so by setting a maximum level of reductions that should be permitted for a combined set of strategies within a voluntary program. The main difference between a voluntary and a required program is: A) Monitoring and reporting is not required B) No established performance standards (i.e. no trip reduction requirements). The measure is applicable in urban and suburban contexts, negligible in a rural context, unless large employers exist and suite of strategies implemented are relevant in rural settings. The measure is appropriate for retail, office, industrial, and mixed-use projects; City of San Jose [Applicable for employment uses only]; City of LA [Employees and residents participating (%)]
2	Implement car-sharing program	0.40% - 0.70%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-9 [urban and suburban context, negligible in rural context, and appropriate for residential, retail, office, industrial, and mixed-use projects]; City of San Jose [Applicable for both residential and employment uses]; City of LA [Car share project setting (urban, suburban, all other)]

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

# Mitigation Measure	VMT Reduction <sup>1</sup>	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) <sup>2</sup>	CAPCOA <sup>3</sup>	OPR TA⁴	Los Angeles Metro⁵	City of San Jose <sup>6</sup>		an Diego Region <sup>8</sup>	Notes
25 Implement bike-sharing program	Taking evidence from the literature, a 135-300% increase in bicycling (of which roughly 7% are shifting from vehicle travel) results in a negligible impact (around 0.03% VMT reduction)	N/A	Y	Υ	N	Y	Y		Notes: CAPCOA TRT-12 [This measure has minimal impacts when implemented alone. The strategy's effectiveness is heavily dependent on the location and context. Bike-sharing programs have worked well in densely populated areas (examples in Barcelona, London, Lyon, and Paris) with existing infrastructure for bicycling. Bike sharing programs should be combined with Bike Lane Street Design (SDT-5) and Improve Design of Development (LUT-9). The measure is applicable in urban and suburban-center context only; it is negligible in a rural context; appropriate for residential, retail, office, industrial, and mixed-use projects; City of San Jose [Bike share for employment and residential uses]; City of LA [bike share - within 600 feet of existing bike share station - OR -implementing new bike share station (Y/N)]
26 Provide transit passes	Similar to CAPCOA TRT-4 [Implement Subsidized or Discounted Transit Program]; for TRT-4, commute VMT reduction is 0.30% - 20.00%	N/A	Y	Y	Y	Υ	Y	Υ	Notes: Similar to CAPCOA TRT-4 [Implement Subsidized or Discounted Transit Program]; City of San Jose [Implement Subsidized or Discounted Transit Program]; City of LA [Employees and residents eligible (%), amount of transit subsidy per daily passenger (daily equivalent) (\$)]
27 Implement a school pool program	7.20% - 15.80% school VMT reduction	N/A	Y	Y	N	Υ	Y	Υ	Notes: CAPCOA TRT-10 [This project will create a ridesharing program for school children. Most school districts provide bussing services to public schools only. School Pool helps match parents to transport students to private schools, or to schools where students cannot walk or bike but do not meet the requirements for bussing. The measure is applicable in urban, suburban, and rural context and is appropriate for residential and mixed-use projects.]; City of San Jose [School carpool program - residential uses only]]. This measure can be considered under the Technical Advisory Measure 'Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride matching services.'; City of LA [School carpool program - level of implementation (low, medium, high)
28 Operate free direct shuttle service	CAPCOA TST-6 (Provide Local Shuttles): Not Quantified; 0.30% - 13.40% commute VMT reduction (for CAPCOA TRT-11: Provide Employer-Sponsored Vanpool/Shuttle)	N/A	Υ	Y	N	Υ	Y	Υ	Notes: CAPCOA TST-6 (Provide Local Shuttles - grouped strategy with TST-5 'Provide Bike Parking Near Transit' and TST-4 'Increase Transit Service Frequency/Speed') - Applicable in urban/suburban context; appropriate for large residential, retail, office, mixed use, and industrial projects; solves the "first mile/last mile" problem; CAPCOA TRT-11 (Provide employer-sponsored vanpool/shuttle) - the measure is applicable for urban, suburban, and rural context, and is appropriate for office, industrial, and mixed-use projects. This measure can be considered under the Technical Advisory Measure 'Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride matching services.'; City of San lose [Employment uses only]; City of LA [Employer sponsored vanpool or shuttle (Degree of implementation (low, medium, high), employees eligible (%), employer size (small, medium, large)]
29 Provide teleworking options	0.07% - 5.50% commute VMT	N/A	Y	Y	Y	Υ	Y	Υ	Notes: CAPCOA TRT-6 [Applicable in urban, rural, and suburban contexts; appropriate for retail, office, industrial, and mixed-use projects]; City of San Jose [Alternative work schedules and telecommute (employment land uses only)]; City of LA [Alternative work schedules and telecommute (employees participating (%), type of program)]
30 Subsidize public transit service upgrades	Not Quantified	N/A	Y	Y	N	Y	N	Y	Notes: Similar to CAPCOA TST-2 through TST-4; City of San Jose [Subsidize transit service through contributions to the transit provider to improve transit service to the project (e.g. frequency and number of routes); applicable for both residential and employment uses]. The measure is included under the Technical Advisory Measure 'Provide incentives or subsidies that increase the use of modes other than single-occupancy vehicle.'
31 Implement subsidized or discounted transit program	0.30% – 20.00% commute VMT	N/A	Y	Υ	Y	Υ	Y	Υ	Notes: CAPCOA TRT-4 [Implement subsidized or discounted transit program (the measure is applicable in urban and suburban context, negligible in a rural context, appropriate for residential, retail, office, industrial, and mixed-use projects); The project will provide subsidized/discounted daily or monthly public transit passes. The project may also provide free transfers between all shuttles and transit to participants. These passes can be partially or wholly subsidized by the employer, school, or development. Many entities use revenue from parking to offset the cost of such a project. The measure is included under the Technical Advisory Measure 'Provide incentives or subsidies that increase the use of modes other than single-occupancy vehicle.'; City of San Jose [Implement Subsidized or Discounted Transit Program]; City of LA [Transit subsidies measured by employees and residents eligible (%), and amount of transit subsidy per passenger (daily equivalent) (\$)]
Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms	22% increase in bicycle mode share (UK National Travel Survey)/2%-5% reduction in commute vehicle trips (Transportation Demand Management Encyclopedia )/0.625% reduction in VMT (Center for Clean Air Policy (CCAP) Emission Guidebook)	N/A	Y	Y	Y	Υ	Y	Υ	Notes: CAPCOA TRT-5 [Provide End of Trip Facilities]: End-of-trip facilities have minimal impacts when implemented alone. This strategy's effectiveness in reducing vehicle miles traveled (VMT) depends heavily on the suite of other transit, pedestrian/bicycle, and demand management measures offered. End-of trip facilities should be grouped with Commute Trip Reduction (CTR) Programs (TRT-1: Implement Commute Trip Reduction Program - Voluntary through TRT-2: Implement Commute Trip Reduction Program - Required Implementation/Monitoring) and TRT-3 (Provide Ride-Sharing Programs); City of San Jose [Similar measures include 'Provide bike parking/end of trip bike facilities', 'Implement car sharing programs']; City of LA [Include bike parking/lockers, showers, & repair station (Y/N)]
33 Provide employee transportation coordinators at employment sites	Not Quantified	N/A	Y	Y	Y	N	N	Υ	Included as part of CAPCOA TRT-1 (Implement Commute Trip Reduction Program - Voluntary)
34 Provide a guaranteed ride home service to users of non-auto modes	Not Quantified	N/A	N	Υ	Y	N	N	Υ	

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

# Mitigation Measure	VMT Reduction <sup>1</sup>	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) <sup>2</sup>	CAPCOA <sup>3</sup>	OPR TA <sup>4</sup>	Los Angeles Metro <sup>5</sup>	City of San	City of Los Angeles <sup>7</sup>	San Diego Region <sup>8</sup>	Notes
35 Locate project in an area of the region that already exhibits low VMT	10.00% - 65.00%	N/A	Y	Υ	Υ	N	N	Υ	Notes: CAPCOA LUT-2 (Applicable in urban and suburban contexts; negligible in rural contexts; appropriate for residential, retail, office, industrial, and mixed-use projects)
36 Locate project near transit	0.50% - 24.60%	N/A	Y	Y	Y	N	N	Y	Notes: CAPCOA LUT-5 [May be grouped with CAPCOA measures LUT-3 (mixed use development), SDT-2 (traffic calmed streets with good connectivity), and PPT-1 through PPT-7 (parking management strategies); measures are applicable in urban and suburban contexts; appropriate in rural context if development site is adjacent to a commuter rail station with convenient rail service to a major employment center; appropriate for residential, retail, office, industrial, and mixed-use projects]
37 Increase project/development density	1.50% - 30.00%	N/A	Y	Y	Y	Υ	N	Y	Notes: CAPCOA LUT-1 (Applicable in urban and suburban contexts only; negligible in rural context; appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose [Applicable for both residential and employment uses]
38 Increase the mix of uses within the project or within the project's surroundings	9.00% - 30.00%	N/A	Y	Y	Y	Υ	N	Y	Notes: CAPCOA LUT-3: Increase Diversity of Urban and Suburban Developments (Mixed Use) [Applicable in urban and suburban context, negligible in rural context, and appropriate for mixed-use projects]; City of San Jose [Applicable for both residential and employment uses]
39 Improve network connectivity and/or increase intersection density on the project site	Similar measure is CAPCOA LUT-9 [Improve Design of Development]: 3.0% - 21.3% reduction in VMT	N/A	Y	Y	Y	Y	N	Y	Notes: Similar measure to CAPCOA LUT-9 (Improve Design of Development); City of San Jose [Build new street connections and/or connect cul-de-sacs to provide pedestrian and bicycle access: applicable for both residential and employment uses]
40 Price workplace parking	0.10% - 19.70% commute VMT	N/A	Y	N	N	Y	Υ	N	Notes: CAPCOA TRT-14 [Urban and suburban context; Negligible impact in a rural context; Appropriate for retail, office, industrial, and mixed-use projects; Reductions applied only if complementary strategies are in place: o Residential parking permits and market rate public on-street parking - to prevent spill-over parking o Unbundled parking - is not required but provides a market signal to employers to transfer over the, now explicit, cost of parking to the employees. In addition, unbundling parking provides a price with which employers can utilize as a means of establishing workplace parking prices; City of San Jose [Price On-Site Workplace Parking (for employment uses only)]; City of LA [Daily parking charge (\$), Employees subject to priced parking (%)]
41 Locate project near bike path/bike lane	0.625%	N/A	Y	N	Y	N	N	N	Notes: CAPCOA LUT-8 (Grouped strategy with 'Increase Destination Accessibility'; the measure is most effective when applied in combination of multiple design elements that encourage this use; strategy should be grouped with 'Increase Destination Accessibility' strategy to increase the opportunities for multi-modal travel; measure is applicable in urban or suburban context, may be applicable in a rural master planned community; appropriate for residential, retail, office, industrial, and mixed-use projects
42 Implement Commute Trip Reduction Marketing	0.80% - 4.00% commute VMT	N/A	Y	N	Υ	Υ	N	N	Notes: CAPCOA TRT-7 (applicable in urban and suburban context; negligible in rural context; appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose [Employment uses only]
43 Education and encouragement - Voluntary travel behavior change program	1.00% - 6.20% commute VMT	N/A	Y	N	N	Υ	Υ	N	Notes: Similar to CAPCOA TRT-1 (Implement Commute Reduction Program - Voluntary); City of San Jose [For both residential and employment uses]; City of LA [Employees and residents participating (%)]
44 Education and encouragement - Promotions and marketing	0.80% - 4.00% commute VMT	N/A	Y	N	N	Y	Υ	N	Notes: Similar to CAPCOA TRT-7 [Implement Commute Reduction Marketing]; City of San Jose [Similar measure might be 'Implement commute trip reduction marketing/educational campaign' (applicable for employment uses)]; City of LA [Employees and residents participating (%)]
45 Implement neighborhood shuttle	Not Quantified	N/A	Y	N	N	Υ	Υ	N	Notes: CAPCOA TST-6 (Provide Local Shuttles - grouped strategy with TST-5 'Provide Bike Parking Near Transit' and TST-4 'Increase Transit Service Frequency/Speed') - Applicable in urban/suburban context; appropriate for large residential, retail, office, mixed use, and industrial projects; solves the "first mile/last mile" problem; City of San Jose [Similar measure: 'Operate a free direct shuttle service' (applicable for employment uses only)]; City of LA [Degree of Implementation (low/medium/high), employees and residents eligible (%)]
46 Install park-and-ride lots	Two sources: 0.10% - 0.50% VMT reduction (as per 2005 Federal Highway Administration (FHWA) study) and 0.50% VMT reduction per day (as per Washington State Department of Transportation (WSDOT))	N/A	Y	N	N	N	N	N	Notes: CAPCOA RPT-4 (Applicable in suburban and rural context; appropriate for residential, retail, office, mixed use, and industrial projects); Grouped strategy with RPT-1, TRT-11, TRT-3, and TRT-1 through 6
47 Electrify loading docks and/or require idling-reduction systems	26% - 71% reduction in Truck refrigeration units (TRU) idling GHG emissions	N/A	Y	N	N	N	N	N	Notes: CAPCOA VT-1 (Measure applicability: Truck refrigeration units (TRU))
48 Utilize alternative fueled vehicles	Reduction in GHG emissions varies depending on vehicle type, year, and associated fuel economy	N/A	Y	N	N	N	N	N	Notes: CAPCOA VT-2 (Measure applicability: vehicles)
49 Utilize electric or hybrid vehicles	0.40% - 20.30% reduction in GHG emissions	N/A	Y	N	N	N	N	N	Notes: CAPCOA VT-3 (Measure applicability: vehicles)
50 Provide bike parking near transit	Not Quantified	N/A	Y	N	N	N	N	N	Notes: CAPCOA TST-5 (should be implemented with other two measures as mentioned to encourage multi-modal use in the area and provide ease of access to nearby transit for bicyclists (measure applicable in urban and suburban context; appropriate for residential, retail, office, mixed use, and industrial projects); Grouped strategy (with measures TST-3 'Expand transit network' and TST-4 'Increase transit service frequency/speed')

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

#	Mitigation Measure	VMT Reduction <sup>1</sup>	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) <sup>2</sup>	CAPCOA <sup>3</sup>	OPR TA⁴	Los Angeles City of Metro <sup>5</sup> Jose		San Diego Region <sup>8</sup>	Notes
51	Improve design of development	3.00% - 21.30%	N/A	Y	N	N N	N	N	Notes: CAPCOA LUT-9 (Include design elements to enhance walkability and connectivity; improved street network characteristics within a neighborhood such as street accessibility; design also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrians crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments); measure is applicable in the urban and suburban contexts, negligible impact in rural context; appropriate for residential, retail, office, industrial, and mixed-use projects
52	Provide electric vehicle parking	Not Quantified	N/A	Y	N	N N	N	N	Notes: CAPCOA SDT-8 [This is a grouped strategy and the benefits of electric vehicle parking may be quantified when grouped with the use of electric vehicles and or SDT-3 (Implement a Neighborhood Electric Vehicle (NEV) Network). This measure is applicable in urban or suburban contexts and is appropriate for residential, retail, office, mixed use, and industrial projects.]
53	Dedicated land for bike trails	Not Quantified	N/A	Y	N	N N	N	N	Notes: CAPCOA SDT-9 [Larger projects may be required to provide for, contribute to, or dedicate land for the provision of off-site bicycle trails linking the project to designated bicycle commuting routes in accordance with an adopted citywide or countywide bikeway plan. The benefits of Land Dedication for Bike Trails have not been quantified and should be grouped with the LUT-9 (Improve Design of Development) strategy to strengthen street network characteristics and improve connectivity to off-site bicycle networks. The measure is applicable in urban, suburban, or rural contexts and is appropriate for large residential, retail, office, mixed use, and industrial projects.]
54	Implement school bus program	38.00% - 63.00% school VMT reduction	N/A	Y	N	N N	N	N	Notes: CAPCOA TRT-13 [Applicable in urban, suburban, and rural context; appropriate for residential and mixed-use projects]
55	Implement preferential parking permit program	Not Quantified	N/A	Y	N	N N	N	N	Notes: CAPCOA TRT-8 [The project will provide preferential parking in convenient locations (such as near public transportation or building front doors) in terms of free or reduced parking fees, priority parking, or reserved parking for commuters who carpool, vanpool, rideshare or use alternatively fueled vehicles. The project will provide wide parking spaces to accommodate vanpool vehicles. The impact of preferential parking permit programs has not been quantified by the literature and is likely to have negligible impacts when implemented alone. This strategy should be grouped with Commute Trip Reduction (CTR) Programs (TRT-1 and TRT-2) and TRT-3 (Provide Ride-Sharing Programs) as a complementary strategy for encouraging non-single occupant vehicle travel. This measure is applicable in urban and suburban contexts and is appropriate for residential, retail, office, mixed use, and industrial projects.]

#### Notes

VMT = Vehicle Miles Traveled; CAPCOA = California Air Pollution Control Officers Association; Fresno COG = Fresno Council of Governments; ABM = Activity-Based Model, OPR = Office of Planning and Research; TA = Technical Advisory; HOV = High Occupancy Vehicle; HOT = High Occupancy Toll; ITS = Intelligent Transportation System

CAPCOA Transportation Mitigation Categories (LU = Land Use/Location, SD = Neighborhood/Site Enhancements, PD = Parking Policy/Pricing, TR = Commute Trip Reduction Programs, TS = Transit System Improvements, RP = Road Pricing/Management; V = Vehicles)

<sup>&</sup>lt;sup>1</sup> VMT reduction numbers obtained from *Quantifying Greenhouse Gas Mitigation Measures* published by the California Air Pollution Control Officers Association in August 2010.

<sup>&</sup>lt;sup>2</sup> Fresno COG VMT reduction recommendation for these measures obtained based on analysis conducted by Fresno COG staff and LSA using local data and/or the COG's Activity Based Model. Details are provided in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation.

<sup>&</sup>lt;sup>3</sup> Quantifying Greenhouse Gas Mitigation Measures published by the California Air Pollution Control Officers Association in August 2010.

<sup>&</sup>lt;sup>4</sup> Technical Advisory on Evaluating Transportation Impacts in CEQA published by the Governor's Office of Planning and Research State of California in December 2018.

 $<sup>^{5}</sup>$  Analysis of VMT Mitigation Measures Pursuant to SB 743 prepared by Iteris, Inc. in February 2018.

 <sup>&</sup>lt;sup>6</sup> City of San Jose Transportation Analysis Handbook (dated April 2018).
 <sup>7</sup> City of Los Angeles VMT Calculator Version 1.2

<sup>&</sup>lt;sup>8</sup> Guidelines for Transportation Impact Studies in the San Diego Region developed by San Diego Section of the Institute of Transportation Engineers (ITE) and the San Diego Traffic Engineers Council (SANTEC) in January 2019.



## **APPENDIX E**

## VEHICLE MILES TRAVELED MITIGATION MEASURES FOR LAND USE DEVELOPMENT PROJECTS (CARB PAPERS)



### Table E - Vehicle Miles Traveled Mitigation Measures for Land Development Projects (CARB Papers)<sup>1</sup>

#	Mitigation Measure	VMT Poduction <sup>2</sup>	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) <sup>3</sup>	Notes
1	Provide Bicycling Network Improvements	No effect on VMT	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	
2	Implement Transit Improvements	No effect on VMT	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	
3	Improve or increase access to transit	1.3% - 5.8%	N/A	Variable: Various factors associated with proximity to transit stop (please refer to <i>How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence</i> (Salon, D., Boarnet, M.G. Handy, S., Spears, S., and Tal, G.)
4	Land Use Mix	Elasticity: 0.02 - 0.10	N/A	Variable: Entropy - variety and balance of land-use types within a neighborhood
5	Regional Accessibility	Elasticity: 0.05 - 0.25	N/A	Variable: Various factors associated with job accessibility and distance to CBD (please refer to How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence (Salon, D., Boarnet, M.G., Handy, S., Spears, S., and Tal, G.)
6	Job-Housing Balance	Elasticity: 0.06 - 0.31 for commute VMT	N/A	Variable: Various factors associated with job accessibility (please refer to How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence (Salon, D., Boarnet, M.G., Handy, S., Spears, S., and Tal, G.)
7	Provide Pedestrian Network Improvements	Elasticity: 0.00 - 0.02 for sidewalk length, 0.19 for Pedestrian Environment Factor	N/A	
8	Voluntary Travel Behavior Change (VTBC) Program	5% - 12%	N/A	
9	Implement Employer-Based Trip Reduction (EBTR) Program	1.33% - 6% of commute VMT	N/A	
10	Provide telecommuting options	Home-based telecommuting: 48.1% for household VMT, 66.5% - 76.6% for all personal VMT, and 90.3% for commute VMT only; Center-based telecommuting: 53.7% - 64.8% for all personal VMT and 62.0% - 77.2% for commute VMT only	N/A	
11	Increase Project/Development Density	Elasticity: <=0.07 - 0.19	N/A	Variable: residential density
	Improve network connectivity and/or increase intersection density on the project site	Elasticity: -0.46 - 0.59	N/A	Variable: Various factors associated with intersection or street density (please refer to How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence (Salon, D., Boarnet, M.G. Handy, S., Spears, S., and Tal, G.)
13	Implement Parking Cash-out Programs or Workplace Parking Pricing	12% of commute VMT (parking cash out); 2.3% - 2.9% for \$3 per day workplace parking price; 2.8% for price increase equivalent to 60% hourly value of commuter travel time cost	N/A	

#### Notes

VMT = Vehicle Miles Traveled

<sup>1</sup> All mitigation measures have been obtained from How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence (Salon, D., Boarnet, M.G., Handy, S., Spears, S., and Tal, G.).

<sup>&</sup>lt;sup>2</sup> All VMT reduction numbers have been obtained from How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence (Salon, D., Boarnet, M.G., Handy, S., Spears, S., and Tal, G.).

<sup>&</sup>lt;sup>3</sup> Fresno COG VMT reduction recommendation for these measures obtained based on analysis conducted by Fresno COG staff and LSA using local data and/or the COG's Activity Based Model. Details are provided in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation.

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# **APPENDIX F**

# VEHICLE MILES TRAVELED MITIGATION MEASURES FOR COMMUNITY PLANS AND GENERAL PLANS





Table F - Vehicle Miles Traveled Mitigation Measures for Community Plans and General Plans<sup>1</sup>

# Mitigation Measure	CAPCOA VMT Reduction	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) <sup>2</sup>
1 Shift single occupancy vehicle trips to carpooling or vanpooling by providing ride-matching services or shuttle services	0.30% - 13.40% commute VMT reduction (for CAPCOA TRT-11: (Provide Employer-Sponsored Vanpool/Shuttle)); Grouped strategy (for CAPCOA TST-6 (Provide Local Shuttles))	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation
2 Provide enhanced bicycle and/or pedestrian facilities	0.00% - 2.00% (for pedestrian network improvements); Multiple measures for bike facilities, refer to Table A for VMT reduction percentages	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation
3 Provide incentives or subsidies that increase the use of modes other than a single-occupancy vehicle	0.30% - 13.40% commute VMT reduction (for CAPCOA TRT-11: (Provide Employer-Sponsored Vanpool/Shuttle)); Grouped strategy (for CAPCOA TST-6 (Provide Local Shuttles)); 0.30% - 20.00% commute VMT reduction (for CAPCOA TRT-4 (Implement Subsidized or Discounted Transit Program))	
Modify land use plan to increase development in areas with low VMT/capita characteristics and/or decrease development in areas with high VMT/capita characteristics	Not quantified in CAPCOA	N/A
5 Add roadways to the street network if those roadways would provide shorter travel paths for existing and/or future trips	Not quantified in CAPCOA	N/A
6 Improve or increase access to transit	CAPCOA TST-2 (Implement transit access improvements): Not quantified alone, grouped strategy with TST-3 (Expand transit network) and TST-4 (Increase transit service frequency/speed); CAPCOA LUT-5 (Increase transit accessibility): 0.50% - 24.60%	N/A
7 Increase access to common goods and services, such as groceries, schools, and daycare	Similar to CAPCOA LUT-3 (Increase Diversity of Urban and Suburban Developments (Mixed Use)): 9.00% - 30.00% VMT reduction and CAPCOA LUT-4 (Increase Destination Accessibility): 6.70% - 20.00% VMT reduction	N/A
8 Incorporate a neighborhood electric vehicle network	0.50% - 12.70%	N/A
9 Provide traffic calming	0.25% - 1.00%	N/A
10 Limit or eliminate parking supply	5.00% - 12.50%	N/A



Table F - Vehicle Miles Traveled Mitigation Measures for Community Plans and General Plans<sup>1</sup>

#	Mitigation Measure	CAPCOA VMT Reduction	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) <sup>2</sup>
11	Implement or provide access to a commute reduction program - Voluntary	1.00% - 6.20% commute VMT	N/A
12	Provide car-sharing, bike sharing, and ride-sharing programs	0.40% - 0.70% VMT reduction (for car sharing); 1.00% - 15.00% commute VMT reduction (for ride-sharing); a 135% - 300% increase in biking (of which roughly 7% are shifting from vehicle travel) results in a negligible impact (around 0.03% VMT reduction)	N/A
13	Provide partially or fully subsidized transit passes	Similar to CAPCOA TRT-4 [Implement Subsidized or Discounted Transit Program]; for TRT-4, commute VMT reduction is 0.30% - 20.00%	N/A
14	Provide telework options	0.07% - 5.50% commute VMT	N/A
15	Provide employee transportation coordinators at employment sites	Not quantified in CAPCOA	N/A
16	Provide a guaranteed ride home service to users of non-auto modes	Not quantified in CAPCOA	N/A

### Notes:

VMT = Vehicle Miles Traveled; Fresno COG = Fresno Council of Governments; ABM = Activity-Based Model; CAPCOA = California Air Pollution Control Officers Association

CAPCOA Transportation Mitigation Categories (LU = Land Use/Location, SD = Neighborhood/Site Enhancements, PD = Parking Policy/Pricing, TR = Commute Trip Reduction Programs, TS = Transit System Improvements, RP = Road Pricing/Management; V = Vehicles)

<sup>&</sup>lt;sup>1</sup> All mitigation measures have been obtained from the *Guidelines for Transportation Impact Studies in the San Diego Region* developed by San Diego Section of the Institute of Transportation Engineers (ITE) and the San Diego Traffic Engineers Council (SANTEC) in January 2019.

<sup>&</sup>lt;sup>2</sup> Fresno COG VMT reduction recommendation for these measures obtained based on analysis conducted by Fresno COG staff and LSA using local data and/or the COG's Activity Based Model. Details are provided in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation.

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### Measure C Regional Transportation Program Update Fiscal Year 2020-21

**Summary:** The Measure C Regional Transportation Program (Program) includes major highway infrastructure projects approved by the voters when Measure C was extended in 2007. Biannual updates of this Program consider fund balances and encumbrances authorized by the Fresno County Transportation Authority (FCTA or Authority) Board and estimates of all available future revenues and expenditures over the life of the Measure. The Urban and Rural Subprograms are accounted for separately consistent with provisions in the original ballot and Expenditure Plan.

The prioritization of Tier 1 projects was conducted early in the process and projects are funded in accordance with that priority considering logical implementation requirements. Presently there are not enough resources to fully fund the entire Tier I list; however, the Program considers the entire list showing a projected deficit at the end of Measure. There is also an un-prioritized Tier 2 list that was approved in the ballot and the Expenditure Plan that would receive consideration if funding becomes available. Uncompleted projects remaining on the Tier 1 list are allocated resources, in priority order, to obtain environmentally clearance, develop design plans, acquire right-of-way, and proceed to construction. Consistent with the intent stated in the Expenditure Plan, the Program leverages local, state and federal funding sources to maximize project funding for Fresno County taxpayers.

Total anticipated revenues increased \$12,564,000 from the 2017 update of the Program. During this same period, actual project costs declined \$1,271,000 however; total project outlays increased \$36,036,000 due to increased internal borrowing for Regional Transportation Mitigation Fund eligible projects.

### Revenues

Sales Taxes are collected and forwarded to the Authority by the State Board of Equalization (BOE). Based on the advice of Authority's Financial Advisor, Montague DeRose, sales tax expectations for 2020-21 were adjusted downward 8.6% to reflect the effects of the current recession. This adjustment lowered sales tax projections for the remaining life of the Program by \$22,246,000. The State Department of Finance (DOF) projects a significantly larger downturn in statewide sales tax, however; the economy is displaying mixed signs regarding the depth and duration of the current recession. Further, DOF projections appear to be on the high side in order to take full advantage of any potential Federal bailout. If a larger adjustment does become required, it could have a significant effect on the ability to deliver the Program on the current schedule.

The California Transportation Commission (CTC) prepares a 4-year State Transportation Improvement Program (STIP) consisting of Regional Transportation Improvement Program (RTIP) that is available to the Fresno Council of Governments (FCOG) for the programming of projects, as well as the Interregional Transportation Improvement Program (ITIP) available to Caltrans District 6 for programming. The CTC is a major funding partner in the planning process and the Fresno COG board has a long-standing policy of dedicating a minimum of 75 percent of STIP revenues to the Measure C Regional Transportation Program. Exemplifying the success of having local funds to leverage state and federal resources, the buildout of State Route (SR) 168 and SR 180 would not have been possible without this partnership. Recent projects jointly funded with Measure C and STIP include SR 180 East, which is nearing completion, and Veterans Blvd, which is currently in various phases of construction. The STIP is updated on a two-year cycle with the current 2020 STIP showing adjusted revenues down by \$4,680,000.

Currently, \$45,346,000 in future STIP funds are dedicated to the North\Cedar phase of the SR99 South Fresno Corridor Project. Future STIP revenues could be affected by the current recession.

The CTC also administrates a Local Partnership Program (LPP) to Self Help Counties that have a local transportation sales tax measure. The LPP provides up to a 50 percent funding match which includes a formula component and a competitive component. The current 3-year formula cycle (2020-21-2022-23) includes \$1,904,000 in additional funding for the final phase of Veterans Blvd. Fresno COG and FCTA staff have submitted an application for competitive LPP funding of \$7,000,000 for the Golden State Corridor Project, and will be holding \$3,808,000 formula funding in reserve for a yet to be determined project(s).

In association with building the High Speed Rail (HSR) track through Fresno, the California High Speed Rail Authority (CHSRA) initially awarded \$28,000,000 to the City of Fresno to build structures spanning the Union Pacific Railroad (UPRR) right-of-way and the HSR right of way at Veterans Blvd. The City of Fresno recently secured an additional \$5,848,000 from the CHSRA for this overcrossing project. In addition, the City was awarded a \$10,541,000 federal BUILD grant for Veterans Blvd. This additional funding along with the previously mentioned LPP allocation fully funds this project

The 2006 ballot and the Expenditure Plan included a provision mandating that the cities and the County implement a Regional Transportation Mitigation Fee (RTMF) Program. The intent of the RTMF is to help fund the Regional Transportation Program Tier 1 Urban and Rural project lists. In 2010, FCOG hired a consultant and convened a committee consisting of member agency representatives to prepare the RTMF Program. The Committee formed the Fresno County Regional Transportation Mitigation Fee Agency to implement one region-wide fee as opposed to sixteen separate local agency fee programs. The committee also restricted RTMF eligibility to State Highway projects on the Tier 1 list. In order to implement the projects funded by the RTMF Program on a timely basis, Fresno COG and the Authority adopted Measure C polices that allow internal loans that will be repaid as RTMF revenues are collected. The RTMF Program must be updated every 5-years. During the 2020 update, the RTMF Program was expanded and the fee was increased to provide funding for the North\Cedar portion of the SR 99 South Fresno Corridor project. The total RTMF revenue increase resulting from the update is projected to be \$32,075,000.

Other non-RTMF Local Development fees that had been identified for Tier 1 projects decreased by \$16,186,000 as the City of Fresno secured additional grant funding as described above to complete the funding for Veterans Blvd.

Finally, interest earnings from Measure C Regional funds collected but not yet expended increased \$2,164,000.

### The Urban Subprogram

The Urban Subprogram has an estimated \$752,878,000 in available revenues, \$797,928,000 in expenses, and a net deficit of \$45,050,000. Net project costs increased by \$1,757,000.

As indicated, the funding for Veterans Blvd. is now complete. Project costs are anticipated to be \$5,873,000 less than in the previous 2017 Regional Transportation Program. The project is being built in five phases, with the Bullard Extension complete and the UPRR Grade Separation under construction. The Shaw to Barstow connection will be built in 2020 and the Interchange and Herndon connection will be built in 2021.

The major focus of the Urban Subprogram now shifts to interchanges along SR 99 south of Fresno. There are five obsolete "Half Interchanges" along SR 99 at North, Cedar, Central, Chestnut, and American Avenues. Caltrans, the Authority, and FCOG jointly developed an aggressive strategy to environmentally clear and combine all five interchanges into three functional interchanges to be delivered in one project referred to as the "SR 99 South Fresno Corridor Project." Due to right-of-way issues, and the fact Central/Chestnut is a Tier 2 (unfunded) project, the Central/Chestnut interchange has been removed from the project. The planning, acquisition and design of the North/Cedar and American Avenue interchanges will proceed concurrently as a single project, with construction anticipated in Fiscal Year (FY) 2023-24. The North/Cedar interchange is on the Urban Tier 1 list. American Avenue is on the Rural Tier I list. Current cost estimates for the North/Cedar Interchange are \$9,148,000 less than in the 2017 Regional Transportation Program.

The landscaping project along SR 180 between Brawley and Hughes/West is programmed in the 2020 STIP in FY 2020-21. This long delayed \$5,650,000 project is required mitigation from when this segment of the 180 freeway was built by the original Measure C.

Shaw Avenue between Dewolf and McCall Avenues increased in cost from \$5,379,000 to \$24,519,000. Measure C will fund 80% of the construction cost, with Clovis development fees providing the 20 percent match.

Herndon Avenue between Polk and Milburn increased in cost \$9,689,000 to \$24,072,000. Measure C will fund 80 percent of the construction cost, with City of Fresno development fess providing the 20 percent match. Due to a reduction in Measure C sales tax estimates related to the recession, construction of the project must be delayed one-year to FY 2022/23.

### **The Rural Subprogram**

The Rural Subprogram has an estimated \$481,417,000 in available revenues, \$727,528,000 in expenses and a net deficit of \$245,111,000. Net project costs decreased by \$2,414,000, largely from a \$5 million savings when the Mountain View Avenue between Bethel Avenue and the Tulare County Line project was completed and closed out.

Design activities continue on the Golden State Blvd project, with construction anticipated in FY 2020-21. The project parallels the UPRR requiring various approvals from UPRR and the Public Utilities Commission (PUC). After performing preliminary engineering studies, the UPRR determined that the Class 1 trail, which is planned along Golden State Blvd., would require significant enhancements to various crossings resulting in a prohibitive cost increase. After conferring with participating member agencies (Fowler, Selma and Kingsburg), FCOG decided to remove the trail from the project scope and work with the agencies to develop an equivalent project improvement in each jurisdiction.

The Rural Subprogram includes \$61,950,000 to environmentally clear, design, acquire right-of-way, and construct the American Avenue phase of the South Fresno Corridor project concurrent with the North/Cedar Interchange project discussed above in the Urban Subprogram.

The Authority has authorized Caltrans to do preliminary studies to explore improvements along the SR 180 West connection to I-5 with the intent of developing a fundable improvement project during the life of the current Measure, which could extend into the proposed Measure C Extension.

# Measure C 2020 Urban Program

574

2,701

6,109

11,284

\$1,000 Proj. Not Short Term Planning Period Prior Delivered **Urban Regional Program** 06/30/19 2019/20 2020/21 2021/22 2022/23 2023/24 2024/25 2025/26 2026/27 Total SR 180 East PE 0 0 0 Clovis to Temperance ROW 0 0 0 0 0 0 0 0 Ω Caltrans 107,710 107,710 Const 0 0 0 Ó 0 0 0 107,710 Total 107,710 0 0 0 0 B1 & B3 SR180 West PΕ 634 0 0 0 634 **Brawley to Huges West** ROW 10 0 10 Caltrans 5,650 Const 70,160 0 0 75,810 0 Total 0 5,650 70,804 0 0 0 0 0 76,454 SR180 West - Frontage Road PΕ 335 0 0 335 0 0 0 Marks to Hughes West ROW 2,758 0 0 0 0 Ö 0 0 0 5,516 Fresno Const 3,304 0 0 0 0 0 0 0 0 6.608 Total 6,397 0 6,397 0 0 0 0 0 Peach PE 1,352 Ö 1,352 0 Ó 0 0 Traffic Signal @ Church ROW 4,575 0 0 400 4.975 0 0 0 11,200 0 0 4.084 Fresno Const 0 0 15,284 Total 17,127 Ó 0 0 400 0 4,084 21,611 Monterey Bridge PΕ 155 0 ۵ 0 0 155 Broadway - Golden State ROW 0 0 0 0 0 0 0 Fresno Const 1,447 0 0 0 0 0 0 0 0 1,447 Total 1,602 0 1,602 D Willow PΕ 1,859 250 87 2,196 ROW 865 3,493 0 0 0 0 0 0 4,358 Fresno/Clovis Const 18,137 0 0 5,333 0 .0 0 0 0 23,470 Total 23,489 0 5,420 0 0 0 1.115 0 0 30,024 Ventura PΕ 0 .0 0 219 0 0 219 Sr 41 to Sr 99 ROW 0 0 0 820 820 0 0 0 0 Fresno Const 2,388 2,388 0 0 0 0 0 n O 0 Total 0 1,039 2,388 3,427 0 0 0 0 С Sr 41,168,180 Braided Ramps PΕ 5,265 0 0 0 5,265 0 ROW 110 0 0 0 0 0 0 0 110 Caltrans 61,563 0 Const 0 0 0 0 n 0 0 61.563 Total 66,938 0 0 0 0 0 0 66,938 PΕ Herndon 4,381 232 851 5,464 0 0 ROW 7,454 299 0 0 0 Ó 0 0 7,753 0 Fresno/Clovis Const 24,637 2,400 22,308 0 0 0 0 Ω 86,887 136,232 61,373 36,472 232 2.699 Total 0 22.308 0 851 86,887 149,449 61,373 Shaw PΕ 979 689 1.668 0 ROW 3,563 808 0 0 4,371 0 0 0 0 Clovis 14,595 3,882 0 Const 0 0 0 0 0 0 18,477 Total 19,137 5,379 0 Ó 0 0 0 0 24,516 California PΕ 0 574 574 .0 0 ROW 2,701 0 0 0 0 0 2,701 0 0 0 1,900 Fresno Const 0 0 0 0 0 6,109 8,009 0 0

Total

1,900

### Measure C 2020 Urban Program \$1,000

Proj. Not Short Term Planning Period Prior Delivered Urban Regional Program 2019/20 2020/21 2021/22 2022/23 2023/24 2024/25 2025/26 2026/27 06/30/19 Total SR99 Interchange PE 3,263 6,200 9,463 North/Cedar/SR 99 ROW 0 18,100 7,500 0 0 0 0 0 25,600 Caltrans Const 0 0 0 0 52,100 0 0 0 52,100 0 Total 3,263 0 6.200 18,100 7,500 52,100 0 n 0 87,163 0 Е Temperance ٥ 0 0 0 0 Enterprise Canal to South of Shepherd ROW 346 0 0 0 0 0 0 346 Clovis Const 5.192 0 0 0 0 0 0 5,192 Total 6,124 0 0 6,124 SR41 Aux Lanes PΕ 1,650 0 0 1,650 Tulare to "O" Street ROW 150 0 0 0 0 0 Ó 150 Caltrans Const 3,545 0 0 0 0 0 0 0 0 3,545 Total 5,345 0 0 0 0 0 5,345 0 Veterans Bivd. PE. 11,601 0 0 0 11,601 0 ROW 22,823 0 0 0 0 22,823 Fresno Const 5,169 37,142 61,148 7.377 0 0 110,836 0 0 0 Total 39,593 37.142 61.148 7.377 145,260 0 **Gran Total** PΕ 32.060 921 6.200 ٥ 0 574 87 469 851 41,162 ROW 45,282 808 299 18,100 7,500 2,085 0 2,701 0 76,775 Const 328,559 41,024 69,198 7,377 22,308 52,100 0 0 104,801 625,367 61,373 Total 405,901 42,753 75,697 25,477 29,808 54,654 574 3,552 104,888 743,304 405,901 42,753 75,697 25,477 29,808 54.654 574 3,552 104,888 743,304 06/30/19 2019/20 2020/21 2021/22 2022/23 2023/24 2024/25 2025/26 2026/27 Total Balance Forward 0 27,867 40,549 16,113 10,707 2,941 18,314 32,114 Revenues Measure "C" 110,155 11,059 10,140 10,546 10,967 11.406 11.863 12.337 12.831 201,304 Prior Measure 88,072 4,303 5,444 4,506 102,325 0 STIP 63,772 19,716 0 0 0 42,346 0 125,834 SLPP 13,925 2,173 1,904 0 0 0 0 18,002 Other State - HBR/Shopp/Ect. 82,631 28,778 0 111,409 Fed Aid - RSTP/CMAQ/DEMO/STIM 27,798 10.541 0 38,339 RTMF 42,017 0 33,901 13,594 7,500 6.826 103,838 Local Development Fees 12,853 6,482 3,699 590 5,286 623 10,271 0 39.804 Other Local 932 0 0 n n 0 0 0 932 Interest 7.010 1,177 461 975 184 51 366 867 0 11,091 **Total Revenues** 449,165 53,972 84.416 31.601 23,937 61,252 12,229 13,204 23,102 752,878 Expenses Project Expenses 405,901 42,753 75,697 25,477 29,808 574 3,552 54,654 104,888 743,304 RTMF Debt Service 15,397 (1,463)33,155 11,530 4,836 3,657 (3,718)(4,148)(4,622)54,624 **Total Expenses** 421,298 41,290 108,852 37,007 34,644 58,311 (3,144)(596)100,266 797,928 **Ending Balance** 27,867 40,549 16,113 10,707 2,941 18,314 32,114 (45,050) (45,050)

# Measure C 2020 Rural Program \$1.000

								Φ.	1 000				
									1,000				Proj. Not
			Prior					Lona T	erm Plai	nning Pe	riod		Delivered
	Rural Regional Program		06/30/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total	Donvoida
	-									2020/20	2020/2.	rotar	
В	SR 180 East	PE	11,841	0	0	0	0	0	0	0	0	11,841	
	Temperance to Quality	ROW	23,859	Ō			-	-		-		23,859	
	Caltrans	Const	32,743	Ö		-	Ö			_		32,743	
		Total	68,443	Ö	_	-	0		_	-	-		
		10(0)	00,440	Ū	U	U	U	U	U	U	U	68,443	
Ε	Friant Rd.	PE	0	0	0	0	0	0	0	•	•		
_	Copper to Millerton	ROW	0	0	0	_	0	0	_	_		0	
	County		_	-	-	•	_	-	-	•		0	
	County	Const	2,920	0	0		0	0		-	-	5,840	
		Total	2,920	0	0	0	0	0	0	0	0	5,840	
	Adamsian Maria			_									
1	Mounian View	PE	2,041	0	0	_	0	0				2,041	
	Bethel to Tulare co.	ROW	3,660	0	0	_	0	0	0	0	0	7,320	
	County	Const	12,794	0	0	0	0	0	0	0	0	25,588	
		Total	18,495	0	0	0	0	0	0	0	0	34,949	
F	Golden State	PE	5,710	0	0	0	0	0	0	0	0	5,710	
	American to Tulare Co. Line	ROW	. 0	0	0	0	0	Ō	-	_	_	0,7.70	
	County	Const	0	ō	48,764	ō	ő	ő		_	-	48,764	
	• • • •	Total	5,710	ő	48,764	ő	0	0					
		rotar	0,7 10	Ū	40,704	U	U	U	U	U	U	54,474	
G	SR 269 Bridge	PE	4,700	0	0	0	0	0	0	0	0	4.700	
•	@SR 109	ROW	1,520	0	0		0	0			0	4,700	
	Caltrans		22,600		_	-	-			-	0	3,040	
	Califalis	Const	•	0	0	0	0	0				45,200	
		Total	28,820	0	0	0	0	0	0	0	0	52,940	
	Acadamy	DE	040		_	_	_	_	_				
J	Academy	PE	219	0	0	0	0	0	-	0	0	219	
	Manning to Industrial Park	ROW	371	0	0	0	0	0	_	0	0	742	
	Parlier	Const	1,358	0	0	0	0	0	0	0	0	2,716	
		Total	1,948	0	0	0	0	0	0	0	0	3,677	
ĸ	American Avenue Interchange	PE	3,672	0	3,978	0	0	0	0	0	0	7,650	
	American Avenue @ SR 99	ROW	0	0	3,200	0	0	0	0	0	0	3,200	
	Caltrans	Const	0	0	. 0	0	0	51,100	0	0	0	51,100	0
		Total	3,672	0	7,178	0	. 0	51,100	ō	Ö	ő	61,950	ŏ
			-,	_	.,	•	•	0.,.00	·	ŭ	·	01,500	v
С	SR 180 East	PE	5,647	0	0	0	0	0	0	0	0	5.647	
	Academy to Smith	ROW	10,590	0	0	0	0	0	0	0	0	,	
	Caltrans	Const	19,700	0	0	0	_	_		_	-	21,180	
	Out und						0	0	0	0	0	39,400	
		Total	35,937	0	0	0	0	0	0	0	0	66,227	
D	SR 180 East	nr.	45.500			_		_	_	_			
U		PE	15,596	0	0	0	0	0	0	0	0	15,596	
	Trimmer to Frankwood	ROW	27,152	0	0	0	0	0	0	0	0	54,304	
	Caltrans	Const	61,714	0	0	0	0	0	0	0	0	123,428	
		Total	104,462	0	0	0	0	0	0	0	0	193,328	
Н	SR 180 West	PE	300	0	0	0	0	0	0	0	41,784	42,084	42,084
	I5 Connection	ROW	0	0	0	0	0	0	0	0	43,838	43,838	43,838
	Caltrans	Const	0	0	0	0	0	0	0	0	219,188	219,188	219,188
		Total	300	0	Ō	0	0	0	0	ő	304,810	305,110	305,110
				-	•	_	•	•	·	U	304,010	000,110	000,110

## Measure C 2020 Rural Program \$1,000

								\$1	,000				Proj. Not
			Prior					Long Te	erm Plar	nning Pe	riod		Delivered
	Rural Regional Program		06/30/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25		2026/27	Total	DCIIVCICG
Α	SR180 West	PE	2,313	0	0	0	0	0	О	0	0	2,313	
	Yuba to James	ROW	2,295	0	0	0	0	0	0	0	0	4,590	
	Caltrans	Const	8,174	0	0	0	0	0	0	0	0	16,348	
		Total	12,782	0	0	0	0	0	0	0	0	23,251	
L	15 - SR 198 Interchange	PE	0	0	0	0	0	0	0	0	4,208	4,208	
	I5 - SR 198	ROW	0	0	0	0	0		Ō	Ō	0	0	
	Caltrans	Const	0	0	0	0	0	0	0	Ō	14,028	14,028	
		Total	0	0	0	0	0	0	0	Ō	18,236	18,236	0
	Grand Total												
	Grand Total	PE	52,039	0	3,978	0	0		0	0	45,992	102,009	42,084
		ROW	69,447	0	3,200	0	0	_	0	0	43,838	116,485	43,838
		Const	162,003	0	48,764	0	0	,	0	0	233,216	495,083	219,188
		Total	283,489	0	55,942	0	0	1	0	0	323,046	713,577	305,110
			283,489	0	55,942	0	0	51,100	0	0	323,046	713,577	
			Prior										
			06/30/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total	
	Balance Forward Revenues			42,228	57,188	15,238	27,383	40,374	33,420	47,627	62,924		
	Measure "C"		110,155	11,059	10,140	10,546	10,967	11,406	11,863	12,337	12,831	201,304	
	Prior Measure		20,806	. 0	1,488	0	0	30,569	0	0	0	52,863	
	STIP		81,998	0	. 0	0	0	0	ō	Ŏ	Ö	81,998	
	SLPP		10,400	0	0	0	Ō	ō	0	ō	ő	10,400	
	Other State - HBR/SHOPP/ect.		29,100	0	0	0	0	Ō	Ō	ō	ō	29,100	
	Fed Aid - RSTP/CMAQ/DEMO		21,503	0	0	0	0	0	ō	ō	ŏ	21,503	
	RTMF		68,581	0	0	0	0	0	Ō	ō	ō	68,581	
	Local Development Fees		0	0	0	0	0	0	Ō	ō	Ö	0	
	Other Local		0	0	0	0	0	0	Ō	Ō	Ö	0	
	Interest		6,250	1,710	1,246	733	1,165	1,269	1,394	1,901	Ö	15,668	
	Total Revenues		348,793	12,769	12,874	11,279	12,132	43,244	13,257	14,238	12,831	481,417	
	Expenses					•			,	,=	,	,	
	Project Expenses		283,489	0	55,942	0	0	51,100	0	0	323,046	713,577	
	Debt Service		23,076	(2,192)	(1,118)	(866)	(859)		(950)	(1,059)		13,951	
	Total Expenses		306,565	(2,192)	54,824	(866)	(859)		(950)	(1,059)		727,528	
	Ending Balance		42,228	57,188	15,238	27,383	40,374	33,420	47,627	62,924	(246,111)	(246,111)	

# Measure "C" Regional Transportation Program Total Projected Revenues 2020

Measure "C" STIP State & Local Partnership Total Other State Total Fed RTMF Local Funds/Developer fees Interest	2017 Plan  Urban 313,971 130,514 14,744 105,562 27,798 71,763 56,922 8,927	Rural 266,073 81,998 10,400 29,100 21,503 68,581 0 13,875	\$1,000 Total 580,044 0 25,144 134,662 49,301 140,344 56,922 22,802	2020 Plan  Urban  303,629 2: 125,834 1 18,002 111,409 38,339 103,838 40,736 11,091	Rural 254,167 81,998 10,400 29,100 21,503 68,581	Total 557,796 207,832 28,402 140,509 59,842 172,419 40,736 26,759	Urban (10,342) (4,680) 3,258 5,847 10,541 32,075 (16,186) 2,164	Rural (11,906) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total (22,248) (4,680) 3,258 5,847 10,541 32,075 (16,186) 3,957
State & Local Partnership	14,744	10,400	25,144	18,002	10,400	28,402	3,258	0	3,258
Total Other State	105,562	29,100	134,662	111,409	29,100	140,509	5,847	0	5,847
Total Fed	27,798	21,503	49,301	38,339	21,503	59,842	10,541	0	10,541
RTMF	71,763	68,581	140,344	103,838	68,581	172,419	32,075	0	32,075
Local Funds/Developer fees	56,922	0	56,922	40,736		40,736	(16,186)	0	(16,186)
Interest	8,927	13,875	22,802	11,091	15,668	26,759	2,164		3,957
Total Revenues	730,201	491,530	1,221,731	752,878	481,417	481,417 1,234,295	22,677	(10,113)	12,564
Total Projects	763,729	725,691	1,489,420	797,928	727,528	727,528 1,525,456	34,199	1,837	36,036
Net Deficit	(33,528)	(234,161)	(267,689)	(45,050)	(246,111)	(291,161)	(11,522)	(11,522) (11,950) (23,472)	(23,472)
Projects Not Delivered Herndon RR Crossing SR180 I5 Connection	61,373	305,110		61,373	305,110				

# Measure "C" Urban Tier I List By Segment \$ in 1,000 2020

Proj. ID	Agency	Location	Limits	2017 Estimate	2019 Estimate	Change
Α	Caltrans	SR 180 E	Clovis to Temperance	107,710	107,710	0
B1	Caltrans	SR 180	Brawley/Hughes West	70,160	70,160	0
B2	Fresno	SR 180	Access RD	6,397	6,397	0
B3	Caltrans	SR 180	Brawley/Hughes Land Scape	6,045	6,294	249
C1	Caltrans	SR180/41/168	Braided Ramps	60,163	60,163	0
C2	Caltrans	SR180/41/168	Braided Ramps Landscape	6,775	6,775	0
D1	Clovis	Willow	Shepherd to Copper	10,263	10,263	0
D2	Clovis	Willow	Teague to Shepherd	763	763	0
D2a	Clovis	Willow	Shepherd Signal	2,446	2,446	0
D3	Clovis	Willow	1/4 mi North of Alluvial	693	693	0
D4a	Fresno	Willow	Teague to Shepherd	193	193	0
D4b	Fresno	Willow	Shepherd to Behymer	2,864	2,864	0
D5	Fresno	Willow	Decatur to Shepherd	3,900	3,900	0
D6	Fresno	Willow	International to Copper	783	783	0
D7	Fresno	Willow	Herndon to Alluvial	5,752	5,752	0
D8	Fresno	Willow	Barstow to Escalon	2,367	2,367	0
E1	Clovis	Temperance	Enterprise Canal to Nees	2,663	2,663	0
E2	Clovis	Temperance	N & S or Sierra	2,892	2,892	0
E3	Clovis	Temperance	Shepherd to Nees	569	569	0
F	Fresno	Ventura	SR41 to SR 99	3,427	3,427	0
G	Fresno	SR 99	Monterey Bridge	1,602	1,602	0
H1	Fresno	California	West to Fruit	1,900	1,900	0
H2	Fresno	California	Fruit to Ventura	9,384	9,384	0
I2a	Fresno	Peach	Jensen to Butler	0	0	0
I2a	Fresno	Peach	Signal @ Church	517	517	0
I2b	Fresno	Peach	Butler to So SJVRR	4,969	6,055	1,086
12c	Fresno	Peach	Jensen to Butler	4,484	4,484	0
13	Fresno	Peach	SR180 to Butler	11,239	10,555	(684)
J	Caltrans	SR 41	Aux LN Tulare to "O"	4,900	5,345	445
K 1	Clovis	Herndon	Willow to Minnewawa	3,934	3,934	0
K 2	Clovis	Herndon	Clovis to Bundy	2,478	2,478	0
K 3	Clovis	Herndon	Temperance to DeWolf	14,060	14,060	0
K 5	Fresno	Herndon	Blythe to Valentine	0	0	0
K 5a	Fresno	Herndon	Brawley to Valentine	2,951	2,951	0 0
K 5b	Fresno	Herndon	Blythe to Brawley East Bound	1,936	1,936	0
K 5c	Fresno	Herndon	Blythe to Brawley West Bound	925	925	0
K 6	Fresno	Herndon	Valentine to Marks	2,900	2,900 5,524	0
K 7	Fresno	Herndon	SR99 to Weber	5,524	26,365	0
K 8	Fresno	Herndon	@SR99	26,365 61,373	61,373	0
K 9	Fresno	Herndon	@UPRR	2,931	2,931	0
K 10	Fresno	Herndon	Riverside to Polk	14,383	24,072	9,689
K 11	Fresno	Herndon	Polk to Milburn	2,360	2,360	0,000
L1	Clovis	Shaw	East of Locan Dewolf to McCall	16,777	22,156	
L2	Clovis	Shaw		96,311	87,163	
M	Caltrans	SR 99 Veterans Blvd	North to Cedar Interchange	91,477	91,170	
N1	Fresno	Veterans Blvd	Shaw/Barstow Bullard/Herndon	59,656	54,090	
N2	Fresno	veterans bivo	Net RTMF Loan	21,568	54,624	33,056
			TOTAL URBAN	763,729	797,928	34,199

# Measure "C" Rural Tier I List \$ in 1,000 2020

Proj. ID	Location	Limits	2017 Estimate	2019 Estimate	Change
Α	SR180 W	Yuba/James Passing Lanes	12,782	12,782	0
В	SR 180 E	Temperance to Academy	68,443	68,443	0
С	SR180 E	Academy to Trimmer	35,937	35,937	0
D	SR180 E	Trimmer to Frankwood	104,462	104,462	0
Ε	Friant	Copper to Millerton	2,920	2,920	0
<b>I</b> 1	Mountain View	Bethel to Tulare County	23,538	18,495	(5,043)
F	Golden State	American to Tulare County	53,724	54,474	750
G	SR 269	Bridge SR198 & Huron	28,720	28,820	100
J	Academy	Manning to Ind. Park	1,948	1,948	0
K	SR 99	American Interchange	60,171	61,950	1,779
Н	SR 180 W	SR 180 to I5	305,110	305,110	0
L	I-5	SR 198 Interchange	18,236	18,236	0
		Net RTMF Loan	9,700	13,951	4,251
		Total	725,691	727,528	1,837



DATE: July 10, 2020

To: Policy Advisory Committee

**COG Policy Board** 

FROM: Jennifer Soliz, Regional Planner

SUBJECT: Regional Clearinghouse Consent Calendar

RECOMMENDATION: Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event any item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

Discussion: The Regional Clearinghouse is a process of informing local agencies of federal grant requests, providing an opportunity to comment, and potentially avoid duplication of effort. Clearinghouse items are brought before the Policy Advisory Committee (PAC) and, if appropriate, the Transportation Technical Committee (TTC) for review and comment. Any resulting TTC/PAC comments, and any comments received from other agencies as a result of the Clearinghouse notification process, are noted on a monthly report brought forward to the Fresno COG Policy Board.

COG Policy Board action would be to authorize staff to forward any comments received or any Board comments to the State Clearinghouse and other appropriate agencies. The applicants have been notified of this meeting. While participation by the agency is optional, they have been personally requested to attend the Policy Board meeting in case there should be any questions. It should be noted that if in the event any of these items should be pulled from the consent calendar, that discussion and comment by the Committee/Board members and the public will be taken. Project Notification and Review Reports describing these projects are attached.

Applicant	Federal Funds	Applicant	State	Local	Program Income	Total Funds
Fresno County	\$1,635,038.00					\$1,635,038.00

PROJECT NOTIFICATION	AND REVIEW REPORT
Regional Clearinghouse Number:	RCH #07-2020-259
Project Title:	Community Development Block Grant – CARES Act (CDBG-CV)
Applicant Agency:	Fresno County
Contact Person:	Kristi Johnson
Address:	2220 Tulare Street 8th Floor Fresno, CA 93721
Phone:	559-600-4292
Federal Catalog#:	14-218
Status:	New
Area of Impact	Cities of Fowler, Kerman, Kingsburg, Mendota, Reedley, Selma
Federal Funding Agency:	U.S. Department of Housing and Urban Development

FUNDI	NG:
\$1,635,038.00	Federal
\$0.00	Applicant
\$0.00	State
\$0.00	Local
\$0.00	Other
\$1,635,038.00	TOTAL





DATE: June 12, 2020

To: Policy Advisory Committee COG Policy Board

FROM: Jennifer Soliz, Regional Planner

SUBJECT: Regional Clearinghouse Consent Calendar

RECOMMENDATION: Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event any item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

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Applicant	Federal Funds	Applicant	State	Local	Program Income	Total Funds
Fresno County	\$1,108,704				\$600,000	\$1,708,704

PROJECT NOTIFICATION	AND REVIEW REPORT
Regional Clearinghouse Number:	RCH #07-2020-260
Project Title:	Home Investment Partnership Program
Applicant Agency:	Fresno County
Contact Person:	Kristi Johnson
Address:	2220 Tulare Street 8th Floor Fresno, CA 93721
Phone:	559-600-4292
Federal Catalog#:	14-239
Status:	Continuation
Area of Impact	Cities of Fowler, Kerman, Kingsburg, Mendota, Reedley, Selma
Federal Funding Agency:	U.S. Department of Housing and Urban Development

## **FUNDING:**

\$1,108,704.00	Federal
\$0.00	Applicant
\$0.00	State
\$0.00	Local
\$0.00	Other
\$600,000.00	Program Income
\$1,708,704.00	TOTAL



DATE: July 10, 2020

To: Policy Advisory Committee COG Policy Board

FROM: Jennifer Soliz, Regional Planner

SUBJECT: Regional Clearinghouse Consent Calendar

RECOMMENDATION: Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event any item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

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Applicant	Federal Funds	Applicant	State	Local	Program Income	Total Funds
Fresno County	\$2,77,414.00				\$400,000.00	\$3,179,414.00

PROJECT NOTIFICATION AND REVIEW REPORT					
Regional Clearinghouse Number:	RCH #07-2020-261				
Project Title:	Community Development Block Grant				
Applicant Agency:	Fresno County				
Contact Person:	Kristi Johnson				
Address:	2220 Tulare St. 8th Floor Fresno, CA 93721				
Phone:	559-600-4292				
Federal Catalog#:	14-218				
Status:	Continuation				
Area of Impact	Cities of Fowler, Kerman, Kingsburg, Mendota, Reedley, Selma				
Federal Funding Agency:	U.S. Department of Housing and Urban Development				

FUNDING:				
\$2,779,414.00	Federal			
\$0.00	Applicant			
\$0.00	State			
\$0.00	Local			
\$0.00	Other			
\$400,000.00	Program Income			
\$3,179,414.00	TOTAL			



DATE: July 10, 2020

To: Policy Advisory Committee COG Policy Board

FROM: Jennifer Soliz, Regional Planner

SUBJECT: Regional Clearinghouse Consent Calendar

RECOMMENDATION: Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event any item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

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Applicant	Federal Funds	Applicant	State	Local	Program Income	Total Funds
Fresno County	\$245,607.00					\$245,607.00

PROJECT NOTIFICATION AND REVIEW REPORT				
Regional Clearinghouse Number:	RCH #07-2020-262			
Project Title:	Emergency Solutions Grant Program			
Applicant Agency:	Fresno County			
Contact Person:	Laura Moreno			
Address:	205 W. Pontiac Way			
Phone:	559-600-2335			
Federal Catalog#:	14.231			
Status:	Continuation			
Area of Impact	Cities of Fowler, Kerman, Kingsburg, Mendota,			
	Reedley, Selma			
Federal Funding Agency:	U.S. Department of Housing and Urban			
	Development			

<b>FUNDING</b> :					
\$245,607.00	Federal				
\$0.00	Applicant				
\$0.00	State				
\$0.00	Local				
\$0.00	Other				
\$245,607.00	TOTAL				



DATE: July 10, 2020

To: Policy Advisory Committee

**COG Policy Board** 

FROM: Jennifer Soliz, Regional Planner

SUBJECT: Regional Clearinghouse Consent Calendar

RECOMMENDATION: Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event any item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

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	Applicant	Federal Funds	Applicant	State	Local	Other	Program Income	Total Funds
I	City of Mendota	\$50,000.00	\$9,200.00			\$40,000.00		\$99,200.00

PROJECT NOTIFICATION AND REVIEW REPORT					
Regional Clearinghouse Number:	RCH #07-2020-263				
Project Title:	Community Facilities Grant				
Applicant Agency:	City of Mendota				
Contact Person:	Gregg Andreotti				
Address:	643 Quince St. Mendota, CA 93640				
Phone:	559-655-9120				
Federal Catalog#:	10.766				
Status:	New				
Area of Impact	City of Mendota				
Federal Funding Agency:	USDA				

FUNDING:				
\$50,000.00	Federal			
\$9,200.00	Applicant			
\$0.00	State			
\$0.00	Local			
\$40,000.00	Other			
\$99,200.00	TOTAL			