

Policy Advisory Committee

Date: Friday, June 12, 2020
Time: 10:00 AM
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 JUNE 12, 2020, POLICY ADVISORY MEETING AT 10:00 A.M. WILL BE HELD VIA ZOOM.

JOINING THE MEETING:

[HTTPS://ZOOM.US/J/94150945682?PWD=U25PUUZHM3ZXMJL5NLJRMVFSQKYZDZ09](https://zoom.us/j/94150945682?pwd=U25PUUZHM3ZXMJL5NLJRMVFSQKYZDZ09)

MEETING ID: 941 5094 5682
PASSWORD: 960962

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

POLICY ADVISORY COMMITTEE

The Policy Advisory Committee will consider all items on the agenda. The meeting is scheduled to begin at 10:00 a.m.

PAC agenda and annotated agenda in PDF format - ALL EXHIBITS ARE AVAILABLE ON WEBSITE

JOINT Transportation Technical/Policy Advisory Committee

A. Caltrans Report (Caltrans) [INFORMATION]

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 Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be 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 Committee concerning the item before action is taken.

- A. **Executive Minutes of May 8, 2020 [APPROVE]**
- B. **Third Quarterly Work Element and Financial Report (Les Beshears) [APPROVE]**
- C. **2020-21 Final Local Transportation Fund Estimates (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. **Fresno County Rural Transit Agency\Fresno County EOC Rural Consolidated Transportation Service Agency Transportation Development Act Claim (Les Beshears) [APPROVE]**
- H. **Fresno County EOC Urban Consolidated Transportation Service Agency Transportation Development Act Claims (Les Beshears) [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]**
- K. **Appointments to the Fresno COG Social Service Transportation Advisory Council (SSTAC) (Todd Sobrado) [APPROVE]**
- L. **Clovis Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, Fiscal Year 2020-21 (Amy Hance) [APPROVE]**
- M. **Urban and Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, Fiscal Year 2020-21 (Monty Cox) [APPROVE]**

II. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. **Regional Transportation Plan/Sustainable Communities Strategy**
 - 1. **2022 RTP/SCS Kick-off and Update (Kristine Cai) [INFORMATION]**
 - 2. **Fresno COG's Draft 2020 Public Participation Plan Adoption (Brenda Veenendaal) [ACTION]**
 - 3. **Environmental Justice Subcommittee-Fresno County Position (Trai Her-Cole) [APPROVE]**
- B. **Measure C Transit Oriented Infill Development (TOD) Program 8th Cycle Funding Recommendation (Kristine Cai/Trai Her Cole) (Approve)**
- C. **2019-20 Congestion Mitigation and Air Quality Improvement (CMAQ) Program Regional Bid Project Recommendations (Braden Duran) [APPROVE]**
- D. **Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study Consultant Selection (Braden Duran) [APPROVE]**
- E. **Highway Infrastructure Program (HIP) Funding Allocation Recommendation (Suzanne Martinez) [APPROVE]**
- F. **Fiscal Year 2020-2021 Unmet Transit Needs Assessment Findings Report (Todd Sobrado) [APPROVE]**
- H. **Circuit Planner and Engineer – End of FY 2019-20 Update on Tasks and Discussion (Braden Duran/Meg Prince) [INFORMATION/DISCUSSION]**

III. ADMINISTRATIVE CONSENT ITEMS

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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]

IV. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

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

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 Committee on items within its jurisdiction but not on this agenda. **Note: Prior to action by the Committee on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to three minutes.**

Policy Advisory Committee

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A. Executive Minutes of May 8, 2020 [APPROVE]

Exhibits:

 May Minutes


B. Third Quarterly Work Element and Financial Report (Les Beshears) APPROVE]

Exhibits:

 Third Quarter Report

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

Exhibits:

 Final Apportionment  Resolution 2020-13

Summary: 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 becomes clearer. **Please use caution when preparing internal budgets.**

Action: Adopt Resolution 2020-13 approving the 2020-21 LTF apportionment at \$39,607,568.

D. 2020-21 Final State Transit Assistance Estimates (Les Beshears) [APPROVE]

Exhibits:

 Final Apportionment  Resolution 2020-14

Summary: The State Controller's Office has estimated the 2020-21 State Transit Assistance (STA) apportionment at \$9,856,944. This is reduced \$1,793,426 (15 percent) from last year, and reflects the SB 878 methodology requiring the State Controller's Office to distribute STA. A spreadsheet distributing the funding to member agencies is provided for budgeting purposes. This number will likely be revised downward significantly when the depth and breadth of the COVID-19 reduction in tax revenues becomes clearer.

Action: Adopt Resolution 2020-14 approving the 2020-21 STA apportionment at \$9,856,944.

E. 2020-21 Final State of Good Repair Estimates (Les Beshears) [APPROVE]

Exhibits:

 Final Apportionment  Resolution 2020-15

Summary: The State Controller's Office has estimated the 2020-21 State of Good Repair (SGR) apportionment at \$1,576,906. This is reduced \$46,141 (3 percent) from last year, and reflects the SB 878 methodology requiring the State Controller's Office to distribute STA. A spreadsheet distributing the funding to transit operators is provided for budgeting purposes. This number will likely be revised downward significantly when the depth and breadth of the COVID-19 reduction in tax revenues becomes clearer.

Action: Adopt Resolution 2020-15 approving the 2020-21 State of Good Repair apportionment at \$1,576,906.

F. **City of Parlier Transportation Development Act Claim (Les Beshears) [APPROVE]**

Exhibits:

 TDA Claim  Resolution 2020-23

Approve Resolution 2020-23 Adopting the 2020-21 Transportation Development Act Claims for the City of Parlier in the amount of \$889,772.

G. **Fresno County Rural Transit Agency\Fresno County EOC Rural Consolidated Transportation Service Agency Transportation Development Act Claim (Les Beshears) [APPROVE]**

Exhibits:

 TDA Claim  Resolution 2020-17

Approve Resolution 2020-17 adopting Fresno County Rural Transit Agency (FCRTA)/Fresno County Equal Opportunity Commission's (FCEOC) rural Consolidated Transportation Services Agency (CTSA) 2020-21 Transportation Development Act claims totaling \$576,069.

H. **Fresno County EOC Urban Consolidated Transportation Service Agency Transportation Development Act Claims (Les Beshears) [APPROVE]**

Exhibits:

 TDA Claim  Resolution 2020-18

Approve Resolution 2020-18 adopting FCEOC's (urban CTSA) 2020-21 Transportation Development Act claims totaling \$1,124,408.

I. **Fresno County Rural Transit Agency Transportation Development Act Claim (Les Beshears) [APPROVE]**

Exhibits:

 TDA Claim  Resolution 2020-16

Approve Resolution 2020-16 adopting the 2020-21 Transportation Development Act Claims for the Fresno County Rural Transit Agency in the amount of \$8,405,091.

J. **Fresno County Rural Transit Agency 2020-21 Annual Budget (Moses Stites) [APPROVE]**

Exhibits:

 2020-21 FCRTA Budget Resolution

Summary: Fresno County Rural Transit Agency's budget has been prepared to reflect Fresno COG's Regional Transportation Plan (RTP) and the Short-Range Transit Plan (SRTP) for the rural Fresno County area 2020-2024.

The document recommends programmed capital improvements and continuing existing intra-city and fixed route services. This year's budget has been developed to include continued review, comment and

action during its 45-day review period that will culminate on June 25, 2020 with the scheduled FCRTA Board meeting, following a public hearing. The dollar amounts in the budget are subject to refinement following service contract negotiations, an opportunity for public presentations and a public presentation before the Board of Directors. The budget, which may require periodic amendments during the fiscal year, is available at fresnocog.org and www.ruraltransit.org.

Action: Staff requests that the TTC/PAC recommend the Fresno County Rural Transit Agency approve Resolution No. 2020-06, adopting the fiscal year 2020-21 Fresno County Rural Transit Agency budget.

K. **Appointments to the Fresno COG Social Service Transportation Advisory Council (SSTAC) (Todd Sobrado) [APPROVE]**

Exhibits:

 SSTAC Membership List

Summary: Fresno COG's Policy Board formed the Social Services Transportation Advisory Committee (SSTAC) in May 1988 to: respond to State legislation and to coordinate social service transportation, assist the Board in identifying transit needs throughout Fresno County, review and recommend action for Fresno COG to address at its unmet transit needs hearing, and advise Fresno COG on any other transit issues. The Board appoints SSTAC members for three-year terms.

New member appointments to the Council are:

Matthew Gilliam,
Chenier Derrick,

Existing member reappointments to the Council are:



Vidal Medina,
Monty Cox,
Amy Hance,
Yonas Paulos,

Article III, Section 99238 of the Transportation Development Act requires a minimum number of SSTAC members in specific categories. There is no maximum number of members specified in the TDA, and in the interest of diversity, staff is seeking additional nominations. Specifically, staff is seeking members who represent minority groups, social service providers for seniors and potential transit users. A complete list of SSTAC members is included in the agenda package.

Action: Staff requests that the TTC/PAC recommend the Policy Board approve reappointing four existing members and appointing two new members to SSTAC.

L. **Clovis Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, Fiscal Year 2020-21 (Amy Hance) [APPROVE]**

Exhibits:

 Res 2020-21 CTSA OPB Clovis FY2020-21  CTSA OPB Clovis FY 2020-21

Summary: The Clovis Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget (OPB) FY 2020-21 for the Clovis Urban Area is available at fresnocog.org. It provides an overview of how and in what manner the Clovis Consolidated Transportation Services Agency will provide service over the next fiscal year. The OPB 45-day review process began on May 12, 2020, and was approved by the Social Services Transportation Advisory Committee (SSTAC) on May 19, 2020

Action: Staff and SSTAC request the TTC/PAC recommend that the Fresno COG Board adopt Resolution 2020-21.

M. **Urban and Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, Fiscal Year 2020-21 (Monty Cox) [APPROVE]**

Exhibits:

 Res 2020-20 Rural CTSA  Res 2020-22 Urban CTSA  FY2020-21 FEOC CTSA OPB

Summary: The Consolidated Transportation Service Agencies' (CTSA) Operations Program and Budget (OPB), fiscal year 2020-21 for the Fresno urban and rural CTSA is available at fresnocog.org. The document is designed to provide an overview of how and what manner the Consolidated Transportation Service Agencies will be providing service over the next fiscal year. The OPB's 45-day review process began on May 12, 2020, and the Social Services Transportation Advisory Council (SSTAC) approved the document on May 19, 2020.

Action: Staff and the SSTAC request that the TTC/PAC recommend the Fresno COG Board approve Resolution 2020-20 for the rural CTSA, and Resolution 2020-22 for the urban CTSA, adopting the Urban and Rural Consolidated Transportation Service Agencies' Operations Programs and Budgets.

II. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Regional Transportation Plan/Sustainable Communities Strategy

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

Summary: 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: <https://www.fresnocog.org/wp-content/uploads/2020/03/2022-RTP-Roundtable-application-for-appointment.pdf>.

COG staff will provide monthly updates to the TTC/PAC and the Policy Board regarding t2022 RTP/SCS progress.

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

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

Summary: In accordance with public participation plan requirements, Fresno Council of Governments released its 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.

Fresno COG publicized public review and comment and the public hearing as follows:

- Fresno Bee public notices published on April 22, 2020 and March 3, 2020
- Vida En El Valle public notices published on April 29, 2020 and March 11, 2020
- "Coming Up At Fresno COG" e-newsletter articles requesting feedback, providing links to the PPP documents and notification of the public comment period and public hearing were sent out on February 6, March 9, April 16, and May 11 to more than 3,000 subscribers. The average open rate on the e-newsletters is 22 percent.
- The draft document and all public notices were published at fresnocog.org on March 3, 2020 and remain on the Get Involved webpage today

- Notice of the 45-day review period and public hearings was published on TTC, PAC and Policy Board agendas during the months of March, April and May 2020.

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.

All documents are available for review or download at www.fresnocog.org or in hard copy at Fresno COG's offices.

- [Fresno COG's Draft 2020 Public Participation Plan](#)
- [Appendix A: Fresno COG's RTP Public Outreach Strategy and SCS Public Participation Plan](#)
- [Appendix B: Fresno COG's Tribal Consultation Plan](#)

No comments were received regarding the plan. Therefore, the Fresno COG Policy Board will be asked to adopt Fresno COG's 2020 Public Participation Plan at the June 25, 2020 board meeting.

Action: Fresno COG staff requests that the TTC and PAC recommend the Policy Board adopt Fresno COG's 2020 Public Participation Plan.

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

Summary: 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 full, diverse and equitable representation of the region's environmental justice populations.

The current positions include:

1. Local agency-urban
2. East side local agency-rural
3. West side local agency-rural
4. A representative from each of the four major minority populations in Fresno County:
 - Hispanic
 - African American
 - Asian
 - American Indian
5. Low Income
6. Senior (65 or older)
7. Persons with disabilities

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.

Action: Staff requests the TTC/PAC recommend to the Board adding one seat to the EJ Subcommittee representing the County of Fresno.

B. **Measure C Transit Oriented Infill Development (TOD) Program 8th Cycle Funding Recommendation (Kristine Cai/Trai Her Cole)** **(Approve)**

Summary: 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.

The TOD program provides funding for capital projects and planning programs, as well as incentives for TOD-compatible housing projects. To ensure that quality projects are funded, the TOD guidelines require that projects receive an average of 70 points or more. Different density levels have been established for both urban and rural projects to ensure fair opportunities for all communities.

The cities of Fresno, Clovis, Reedley and Selma submitted applications in the eighth cycle. The scoring committee recommends three projects for funding:

1. City of Fresno: Merced Street Reconnection Project

Fresno requested \$1.6 million over four years to re-establish Merced street between H Street and Congo Alley, and extend Broadway northerly to intersect with Merced Street. Approximately \$495,000 was recommended for the eighth cycle. Due to revenue uncertainties over the next couple of years, the rest of the project's funding will be considered in the upcoming 2021 cycle.

2. City of Clovis: Peach Avenue Bus Stop

Clovis staff requested \$200,000 to construct a bus stop at Peach Avenue, adjacent to the Fresno County Department of Social Services building. Full funding was recommended for this project.







3. City of Reedley: Mixed-use Student and Workforce Housing Project

Reedley officials requested \$300,000 to offset development impact fees for the Reedley Student and Workforce Housing project. Full funding was recommended for this project.

Action: Staff requests that TTC/PAC recommend the Policy Board approve funding for cities of Fresno, Clovis and Reedley as recommended by the TOD Scoring Committee.

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

Exhibits:

 2019-20 CMAQ Recommendations  2019-20 CMAQ Regional Bid Results by Agency 
 2019-20 CMAQ Soft Targets Results  2019-20 Total CMAQ Program Funding  2019-20 CMAQ and
STBG Program Results

Summary: 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 attachments in the meeting packets are as follows:

- Scoring committee project recommendations (which includes the contingency list)
- CMAQ regional bid agency results
- CMAQ soft-target results
- Total CMAQ funding results for this cycle, including Lifeline
- Total CMAQ and STBG funding results for this cycle, including Lifeline


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

Applicant	Project Title (* = Cost-Effective Project)	CMAQ	Recommended
		Funds Requested	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

Action: Staff requests that the TTC/PAC recommend the Policy Board approve the scoring committee's project recommendations for the 2019-20 CMAQ regional bid program.

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

Exhibits:

 Scope of Work

Summary: 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.

Action: Staff requests that TTC/PAC recommend the Policy Board authorize the Executive Director to enter into a contract with IBI Group for an amount not to exceed \$399,747.

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

Exhibits:

 Funding Recommendations

Summary: 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.

Action: Staff requests that the TTC/PAC recommend the Policy Board approve allocating 2019 and 2020 HIP funding to 2017/2018 RSTP/STBG regional bid projects as presented.

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

Exhibits:

 FY2020-21 UTN Assessment DRAFT  Resolution 2020-19

Summary: 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.

Action: Staff and SSTAC request the TTC/PAC recommend that Fresno COG's Board approve Resolution 2020-19, and find that there are no unmet transit needs that are reasonable to meet in Fresno County.

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

Exhibits:

 Model Zoning Ordinance

Summary: 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.

Fresno COG and Rincon staff are available to answer any questions there might be about the model zoning ordinance proposal and/or the current tasks underway.

Action: Information. The Committee may provide additional direction at its discretion.

III. ADMINISTRATIVE 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 Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be 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 Committee concerning the item before action is taken.

A. CONTRACTS

1. WSP On-Call Contract for Regional Transportation Mitigation Fee Services (Les Beshears) [APPROVE]

Summary: WSP, (formerly Parsons Brinkerhoff) provided the initial expertise to develop the Regional Transportation Mitigation Fee (RTMF) program that Fresno COG administers pursuant to the Fresno County Regional Mitigation Fee Agency on behalf of the Fresno County Transportation Authority. WSP recently completed the required five-year update to the program that was adopted by the two policy boards in December 2019. Included in the 2020-21 budget is \$50,000 for WSP to provide on-call services should staff require technical advice arising from complex developments.

Action: Authorize the Executive Director to enter into an agreement for \$50,000 for RTMF on-call service.

2. LSA Contract Extension (Kristine Cai) [APPROVE]

Summary: Fresno COG has retained LSA to develop regional guidelines for SB 743 implementation. The deliverables include development of base vehicle miles traveled (VMT) for all the jurisdictions, VMT recommendation thresholds for land development projects and land use/transportation plans, VMT screening maps, a VMT calculation tool and VMT mitigation measures, etc. The project started in July 2019 and is estimated to be concluded in fall 2020.

Action: Staff requests that TTC/PAC recommend that the Policy Board approve the extension of its contract with LSA into FY 2020/21 at no extra cost.

3. Circuit Planner and Engineer Program Contract Renewal / Extension (Meg Prince / Braden Duran) [APPROVE]

Summary: Since 2019, Rincon Consultants Inc., along with their subconsultants Collins & Schoettler and VSCE, have served as Fresno COG's circuit planner and engineer. The circuit planner and engineer team provides planning and project delivery assistance to the smaller cities and the County, and works to complete smaller transportation-related projects that support the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Circuit Planner and Engineer tasks have included feasibility studies, technical reports, intersection operations analyses, and active transportation and Safe Routes to Schools plans and studies. The circuit planner also provides grant-writing assistance for plans and projects that further RTP/SCS goals.

Staff recommends extending the contract with Rincon Consultants Inc. and rolling over the remaining budget from the 2019/20 program cycle, which is approximately \$15,000, into the 2020/21 program cycle. Additionally, staff is requesting authorization to amend the circuit planner and engineer contract to add \$100,000, as is typically granted each fiscal year. This recommendation is included in the adopted 2020/21 budget.

During the 2019/20 program cycle, the circuit planner and engineer teams received numerous project submittals from the small cities. Rincon Consultants Inc. plan to continue coordinating with member agencies to work down the list of these projects, as well as add new projects. Additionally, Rincon Consultants Inc. plans to continue its work with a countywide model zoning ordinance update, including assisting cities with implementation.

To submit a new project for consideration, or for more information, contact Meg Prince at mprince@fresnocog.org or 559-233-4148 Ext. 203.

Action: Staff requests that TTC/PAC recommend the Policy Board approve contract extensions with Rincon Consultants Inc. to carry over the remaining budget of approximately \$15,000 and amend the contract to add an additional \$100,000.

4. **Walker Consultants Contract Extension (Jennifer Soliz) [APPROVE]**

Summary: In February 2019, Fresno COG's Policy Board authorized a contract with Walker Consultants to develop operational plans for FCRTA, as awarded through Cycle 2 of the Sustainable Infrastructure Planning Grant Program. The project is proceeding as planned and will continue into the 2020-21 budget year with no additional cost associated with this extension.

Action: Staff requests that TTC/PAC recommend the Board authorize the executive director to extend Walker Consultants' contract for FCRTA's operational plans through fiscal year 2020-21.

5. **2019 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program Contracts (Peggy Arnest) [APPROVE]**

Summary: On July 25, 2019, the Fresno COG Policy Board approved the 2019 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program of Projects. FTA recently approved the combined grant application. The projects include:

Agency	Purpose	Award Recommendation
Fresno Area Express	Purchasing paratransit cutaways and related equipment	\$257,030
Fresno Economic Opportunities Commission	Purchase of 20 passenger Class C buses w/ ADA equipment	\$257,030

	Purchase of 20 passenger Class C buses and	
United Cerebral Palsy	related equipment	\$257,030
WestCare	Purchase of van + minor equipment	\$57,419
Total Grant		\$828,509

Action: Staff requests that TTC/PAC recommend the Policy Board authorize the Executive Director to enter into contracts with the approved agencies for the awarded amounts.

6. **Ecointeractive Contract (Suzanne Martinez) [APPROVE]**

Summary: Fresno COG leases FresnoTrak web-based software from Ecointeractive to manage millions of dollars of federal aid construction projects in Fresno County. FresnoTrak provides for online interactive coordination between member agency project sponsors and Fresno COG staff to ensure federal requirements are met.

Action: Staff requests that TTC/PAC recommend that the Policy Board authorize the Executive Director to renew the Ecointeractive contract for an amount not to exceed \$79,500 for the 2020-2021 fiscal year.

7. **Regional Transportation Planning Agencies Valleywide Coordinator (Robert Phipps) [APPROVE]**

Summary: Sigala, Inc. of Clovis has provided administrative support and coordination services to the San Joaquin Valley Regional Transportation Planning Agencies for the last 10 years. The duties include organizing and producing the agendas and minutes for the Valley COG Directors group and San Joaquin Valley Regional Policy Council, assisting with special projects and initiative, organizing the SJV Policy Conference, planning Valley Voice trips to Washington and Sacramento, and other duties as required.

At their May 2020 meeting, the Valley COG Directors voted to support a request to extend Sigala, Inc.'s contract through 2021 at a rate of \$135,000 plus expenses. This is the same rate as 2020. While Fresno COG administers the contract, the cost is split on a pro rata basis with each of the other seven Valley COGs.

Action: Staff and the SJV COG Directors request that the TTC/PAC recommend to the Board that Sigala, Inc.'s contract be extended through June 30, 2021 at a rate not to exceed \$135,000 plus supported expenses.

B. **Regional Clearinghouse (Jennifer Soliz) [APPROVE]**

Exhibits:

 June 2020 Regional Clearinghouse

Summary: The Clearinghouse Calendar contains "Project Notification and Review Reports" for grant proposals.

	Project	Applicant

1.	Tranquility School Internet extension to Community for student learning	Fresno County
2.	San Joaquin School Internet extension to Community for student learning	Fresno County
3.	Cantua Creek and Three Rocks – School extension to Community for student learning	Fresno County

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

C. **Monthly Legislative Report - INVEST in America Act (Trai Her-Cole)** **[INFORMATION]**

Exhibits:

 2020 INVEST in America Bill Summary

Summary: The House Transportation and Infrastructure (T&I) Committee released *the INVEST in America Act*. This measure is the proposed successor to the *Fixing America's Surface Transportation (FAST) Act of 2015*. FAST Act authorization (P.L. 114-94) expires on September 30, 2020.

The House reauthorization proposal provides \$494 billion for the national surface transportation system over five years. This includes \$319 billion for federal-aid highways, \$105 billion for transit, and \$60 billion for rail. It also provides \$4.6 billion for highway safety and \$5.3 billion for motor carrier safety. The Highway Trust Fund (HTF) would be authorized to provide \$411 billion over five years for highway, transit, safety, and research programs. This represents an overall increase of 46 percent above current investment levels.

The Committee highlighted the following objectives:

- Tackling the massive backlog of roads, bridges, and transit systems in need of repair and replacement;
- Building resilient infrastructure that will withstand the impacts of climate change and extreme weather;
- Designing streets that are safer for all road users, including pedestrians and cyclists;
- Putting the U.S. on a path toward zero emissions from the transportation sector by prioritizing carbon pollution reduction, investing in public transit and the national rail network, building out fueling infrastructure for low- and zero-emission vehicles, and deploying technology and innovative materials;
- Sharply increasing funding for public transit options in urban, suburban and rural areas in order to integrate technology and increase routes and reliability with tools such as bus-only lanes and priority signaling;
- Making transformational investments in Amtrak to create a robust, reliable rail system and to address long-neglected maintenance needs in the Northeast Corridor and throughout the country, while also enhancing rail worker and passenger safety and helping communities address grade crossing issues; and
- Improving access to Federal funding to help communities around the country undertake transformative projects that are smarter, safer, and made to last.



For more information, see the [Bill Text](#), [Bill Summary](#), [Section-by-Section Summary](#), or [Fact Sheet](#) provided by the House T&I Committee. Key provisions are included in the attached memo for reference.

Action: Information. The Committee may provide additional direction at its discretion.

IV. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

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

Exhibits:

 REAP Grant Program  Resolution 2020-24

Summary: 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.

Action: Adopt Resolution 2020-24 authorizing Fresno COG's Executive Director to sign agreements with the Department of Housing and Community Development (HCD) to receive funding and administer the San Joaquin Valley Regional Early Action Planning program.

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 Committee on items within its jurisdiction but not on this agenda. **Note: Prior to action by the Committee on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to three minutes.**

Policy Advisory Committee

MINUTES

Friday, May 8, 2020

10:00 AM

Meeting held via teleconference.

Members Present via Teleconference:

Jean Rousseau, Fresno County

Luke Serpa, City of Clovis

Jeannie Davis, City of Fowler

Wilma Quan, City of Fresno

John Jansons, City of Kerman

Nicole Zieba, City of Reedley

Elizabeth Nunez, City of San Joaquin

Jamaica Gentry, Caltrans

Tony Boren, Fresno COG

The meeting was called to order at 10:03 a.m. by Mr. Rousseau (Fresno County), Chair. With seven members present via teleconference, there was a quorum to conduct business.

I. TRANSPORTATION CONSENT ITEMS

- A. Executive Minutes of April 10, 2020 [APPROVE]
- B. County of Fresno Transportation Development Act Claim (Les Beshears) [APPROVE]
- C. Circuit Planner and Engineer - Update on Current Tasks (Braden Duran) [INFORMATION]
- D. Fresno COG's Draft 2020 Public Participation Plan – Public Hearing rescheduled for May 28, 2020 at 5:30 pm (Brenda Veenendaal) [INFORMATION]
- E. Notice of Funding Availability Transit-Oriented Development Housing Program Round 4 (Trai Her-Cole) [INFORMATION]

After an opportunity for public comment, Ms. Quan (Fresno City) motioned and Mr. Serpa (Clovis) seconded to approve the consent agenda as presented. The motion passed.

II. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Obligational Authority and Project Delivery Update (Jennifer Soliz) [INFORMATION]

Ms. Soliz (FCOG) reported that on April 1, 2020, Fresno COG staff submitted the federal fiscal year (FFY) 2019/20 Obligation Plan to Caltrans's Division of Local Assistance. This plan documents Fresno COG's estimated project delivery for the remainder of 2019/20. The obligational authority (OA) target for 2019/20 is \$27,758,441.

As of March 31, 2020, only \$7,418,221 or 26.7 percent of federal Congestion Mitigation Air Quality (CMAQ) program and Surface Transportation Block Grant (STBG) funding had been obligated, leaving our region with an estimated OA balance of \$20,340,220. The obligation plan outlines approximately \$18 million in additional, combined CMAQ and STBG, which is still short of the remaining OA target.

In April, COG staff met with all local agencies to discuss their obligation plans and any changes to programmed projects. Approximately \$3.9 million in projects will be delayed, and another \$2.5 million were expedited to offset those delays. These changes are reflected on the quarterly report attached. In January, staff reviewed the 2019/20 OA plan and determined the region was on track to exceed its OA target by 1 percent. With the delays and other changes, staff is now projecting a delivery rate of 93.9 percent.

The FFY ends September 30, 2020; however, as of May 1, the federal funds become available to the rest of the state on a first-come, first-served basis. Per Caltrans HQ and Local Assistance, the state is anticipating OA will be exhausted by mid-

May. This is much earlier than we have seen in previous years, and projects not submitted to Caltrans for authorization by May 1 are at risk of being delayed.

It is the state's goal to exceed the OA target and, in August, receive additional federal funds redistributed from other states to projects pending authorization. We encourage all agencies to submit their Requests for Authorization as soon as possible to get in the queue for the funds that will become available. If projects do not receive authorization approval after August, they will be delayed to October 2020, the next federal fiscal year.

Please keep Fresno COG staff updated on any changes that could impact the region's project delivery plan.

This item was informational only; no further action was required

B. Regional Transportation Plan Roundtable Public-At-Large Applicant Selection (Brenda Veenendaal) [APPROVE]

Ms. Veenendaal (FCOG) reported that Fresno COG's Policy Board approved its 2022 Regional Transportation Plan (RTP) Roundtable positions in February 2020 with the caveat that all public-at-large applications be screened by COG staff, appointment recommendations be forwarded to the TTC and PAC for review and recommendation, and the Policy Board grant final approval at its May meeting. The first Roundtable meeting is scheduled for 2 p.m. on June 24.

The Roundtable supports Fresno COG staff and COG standing committees in developing the 2022 RTP and Sustainable Communities Strategy (SCS). It is vital to the process that the Roundtable generates consensus about the plans, based upon the input of an informed and active local constituency. While the Roundtable will provide comments and input on issues related to the 2022 RTP/SCS, the final decisions on RTP content will be the Policy Board's responsibility.

COG staff released the RTP Roundtable application on March 3, 2020, for those positions that are not appointed by a local or public agency. Three public-at-large applications were received for review and approval, and have been attached. The applicants are:

- Gail Miller, retired, Caltrans
- Jim Hunter, Senior Managing Consultant (semi-retired) for Knowledge Solutions Group
- Sal Petrucelli, retired, Longs Drugs/CVS Pharmacy management (application to follow)

After an opportunity for public comment, Ms. Zieba (Reedley) motioned and Mr. Serpa (Clovis) seconded to concur with the public-at-large appointments and forward the recommendation to Fresno COG's Policy Board. The motion passed.

C. FINAL 2020-21 Overall Work Program and Budget (Robert Phipps) [APPROVE]

Mr. Phipps (FCOG) reported that the fiscal year (FY) 2020-21 Overall Work Program (OWP), totaling \$21,737,779, is submitted for approval. The proposed budget increased \$1,524,545 from last year.

Federal revenues decreased 19 percent (\$1,137,460). FTA 5304 decreased \$269,372, reflecting progress on the Better Blackstone Challenge. Projects funded by FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities program decreased \$494,705 reflecting programmed bus procurements for transit agencies while FTA Section 5316 & FTA Section 5317 were reduced by \$156,281 as grants funded by the discontinued JARC and New Freedom program are closed out. Federal planning funds decreased \$349,461 as carryover FHWA PL and FTA 5303 balances are spent down.

State revenues increased 257 percent (\$4,588,834). The largest portion of this increase centers around the State Regional Early Action Planning Program (REAP) which provides \$4,749,860 to Fresno and Central Valley MPOs to develop a Valleywide plan for housing. Also, STIP planning funds (\$399,000) were reinstated in the 2018 STIP to fund FCOG's stewardship of the multi-million dollar federal aid projects allocated to local agencies in Fresno County. State Highway account, SPR, and RMRA funding all decreased a total of \$569,421, reflecting progress on programmed projects.

Local revenues decreased 15 percent (\$1,834,556), reflecting drawdowns on Measure C funded projects such as the significant design phase of the Golden State corridor, Fresno State Transportation Institute, and FCRTA electric vehicle purchases.

Staff activity surrounding the Measure C III reauthorization will also be a major initiative for 2020-21.

Staffing & Benefits: There are no new Fresno COG planning positions included in this year's proposed budget. FCRTA reclassified an Administrative Assistant position to Operations Manager and added an accounting position. Contingencies are carried for merit-based salary increases as well as contingencies for anticipated health insurance increases. The overall proposed budget for salaries increased by 8 percent and benefits by 11 percent.

Overhead Accounts: Overhead accounts increased by 4 percent (\$18,793 total) reflecting increases in computer supplies (\$5,000), building maintenance (\$1,000), and travel (\$11,500). The office lease also was adjusted up \$8,937 per the existing contract. Another \$7,644 in audit expenses were reallocated to a direct program.

Consulting: The overall consulting budget is \$4.8 million, which is a decrease of \$744,846 corresponding to projects associated with revenue reductions discussed above regarding multi-year projects. Some of those include the Eastside Corridor Study and the Fresno-Madera Sustainable Corridor Study along State Route 41.

After an opportunity for public comment, Ms. Quan (Fresno City) motioned and Ms. Zieba (Reedley) seconded to recommend the Policy Board approve Fresno Council of Governments' final Fiscal Year 2020-21 Overall Work Program and budget. The motion passed.

III. ADMINISTRATIVE CONSENT ITEMS

A. Monthly Legislative Report (Trai Her-Cole) [INFORMATION]

After an opportunity for public comment, Ms. Quan (Fresno City) motioned and Mr. Serpa (Clovis) seconded to approve the consent agenda as presented. The motion passed.

IV. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

There are no Administrative Action/Discussion items.

V. OTHER ITEMS

Items from Staff

- Ms. Cai (FCOG) reported that the 2022 RTP kick off meeting will be June 24. Member agencies are allowed one appointment to the Roundtable.
- Mr. Boren (FCOG) reported that Lang Yu has left Fresno COG and the open position has been posted.

B. Items from Members

- Mr. Rousseau (Fresno County) reported that the County has received word from the State about reopening businesses.
- Mr. Rousseau (Fresno County) provided an update on COVID-19.

VI. PUBLIC PRESENTATIONS

A. Public Presentations -

There were no public presentations

The meeting was adjourned at 10:51 a.m.

Respectfully submitted,



Tony Boren

Public

Christine Brocket, Public

Staff:

Robert Phipps, Kristine Cai, Les Beshears, Trai Her-Cole, Brenda Veenendaal, Jennifer Soliz, Braden Duran, Suzanne Martinez, Moses Stites, Janelle Del Campo, Jeaneen Cervantes

FRESNO COUNCIL OF GOVERNMENTS
 SCHEDULE OF PL/5303/5304/SPR/SB 1 FUNDS
 3rd Quarter - January - March 2020

2018/19 PL/5303/5304/SPR/SB1 Fund	Percent Completion	Estimated Task	Qtr	Budget Authorized	Prior YTD	Current QTR	Year to Date Expense	FHWA PL	FTA MPO 5303	FTA 5304	SPR	SB1 Formula/Competitive	SB1 Adaptation	Other-Non P/L/5303 & 5304	Local Match	FHWA PL/5303/SB1 Carryover
110 Regional Streets & Roads	10%	06/30/20	See Rpt.	501,079	29,077	19,517	48,594	48,594								
111 Regional Transp. Modeling	67%	06/30/20	See Rpt.	610,448	269,012	139,293	408,305	408,305								
112 Regional Traffic Monitoring	56%	06/30/20	See Rpt.	360,881	41,330	158,996	200,326	178,550	21,776							
114 IntelligentTransp Systems	53%	06/30/20	See Rpt.	11,070	4,388	1,426	5,814		5,814							
124 Business Commute Optimiz.	0%	06/30/20	See Rpt.	1,000	0	0	0									
140 Reg. Sustain. Infra. Planning I	100%	06/30/20	See Rpt.	74,452	74,168	0	74,168					65,661				8,507
141 Reg. Pavement Mgmt. System	90%	06/30/20	See Rpt.	47,946	43,329	0	43,329					38,359				4,970
142 Reg. Sustain. Infra. Planning II	32%	06/30/20	See Rpt.	141,157	34,574	10,283	44,857					39,712				5,145
143 Reverse Triangle Study	46%	06/30/20	See Rpt.	255,019	50,337	67,714	118,051				94,441					23,610
144 Electric Vehicle Charging	5%	06/30/20	See Rpt.	171,869	6,501	2,663	9,164					8,113				1,051
145 Network Vulnerability	65%	06/30/20	See Rpt.	151,895	60,772	37,750	98,522					28,207	87,222			11,300
146 Better Blackstone	20%	06/30/20	See Rpt.	159,598	987	30,874	31,861					27,218				3,654
147 County Trail Master Plan	19%	06/30/20	See Rpt.	159,587	8,618	22,126	30,744					3,475				3,526
148 Reg. Transit On-Board Survey	2%	06/30/20	See Rpt.	205,191	3,925	0	3,925					19,163				450
149 SB743 Transp. Impact Analysis	7%	06/30/20	See Rpt.	300,000	9,316	12,330	21,646									2,483
160 Better Blackstone Phase II	2%	06/30/20	See Rpt.	543,950	0	10,575	10,575			9,362						1,213
170 Regional Transp. Plan	62%	06/30/20	See Rpt.	466,390	157,406	133,475	290,881	290,881								
171 Transportation Perf. Mgmt.	52%	06/30/20	See Rpt.	90,800	25,967	21,515	47,482		47,482							
172 Congestion Management Plan	16%	06/30/20	See Rpt.	60,981	3,629	6,342	9,971		9,971							
180 Air Quality	39%	06/30/20	See Rpt.	197,584	53,345	22,830	76,175		76,175							
220 Transportation Program Devel.	69%	06/30/20	See Rpt.	431,101	198,351	101,216	299,567	299,567								
311 Public Info. and Partic.	80%	06/30/20	See Rpt.	213,613	138,376	31,961	170,337	170,337								
313 Environmental Justice	41%	06/30/20	See Rpt.	34,130	10,873	3,201	14,074	14,074								
820 Valley RTPA Coordination	48%	06/30/20	See Rpt.	243,101	96,387	20,151	116,538	64,360								52,178
911 OWP & Budget	25%	06/30/20	See Rpt.	172,725	22,708	21,256	43,964	20,428	23,536							

Total PL/5303/5304/SPR/SB1 Funds 40% 5,605,567 1,343,376 875,494 2,218,870 1,495,096 184,754 9,362 94,441 229,908 87,222 0 118,087 0

CPG YTD 2,100,782 2,100,783 1,495,096 184,754 9,362 94,441 229,908 87,222

(1)

Fresno Council of Governments
FY 2019-20
Overall Work Program (July 2019 – June 2020)
Progress Report for Third Quarter (Jan – Mar 2020)

WE 110 - Regional Streets and Highways

Budget \$501,079. Expenses were \$19,517 for the quarter. The work element is 10% complete. Staff reviewed and approved invoices for the Blackstone/Shaw Project; submitted SR 99 Corridor Plan comments to Caltrans; communicated with consultant and eastside cities for traffic counts on Eastside Corridor Study; met with the City of Parlier for upcoming studies as related to the Eastside Corridor Study; and attended first pop-up event . The Blackstone/Shaw project consultant, Toole Design, worked on planning design of activity center, made revisions to the Traffic Impact Study, and worked on outline for PowerPoint presentation. The Eastside Corridor Study consultant, GHD Inc. participated in the kick-off meeting; established traffic count locations and travel time surveys; planned, prepared for and attended first pop-up event for outreach; and participated in biweekly calls with project team.

WE 111- Regional Transportation Modeling

Budget \$610,448. Expenses were \$139,293 for the quarter. The work element is 67% complete. Staff conducted various traffic impact studies for traffic consultants; attended Transportation Conformity training by NTI in Caltrans District 11 office; discussed EJ modeling issues with ABM consultant and troubleshoot EJ postprocessing script; conducted 2019 Popsyn and ABM run with the latest demographics; created a new set of Envision Parcel files with new features added; conducted employment density analysis for screening map; conducted test model runs for 2035 with updated land use files; provided off-model VMT calculation data to modeling consultant; conducted sensitivity test run of ABM for bike lanes and transit facilities; revised 2035 ABM run with new socioeconomic forecasts; and created illustrative materials for proposed induced demand methodology. The consultant, RSG, worked on EJ modeling issues, including EJ postprocessing script; and provided phone and email support regarding the ABM.

WE 112 – Regional Traffic Monitoring

Budget \$360,881. Expenses were \$158,996 for the quarter. The work element is 56% complete. Staff coordinated bike/pedestrian counts among various local agencies; The City of Fresno submitted their second quarter billing for the collection of vehicular traffic, pedestrian and bicycle data and compilation of data into databases and usable formats. The County of Fresno submitted their first and second quarter invoices for performing traffic counts along selected routes, including setting up and retrieving counters, analyzing data during and after processing, and traveling to and from test sites.

WE 114 Intelligent Transportation Systems

Budget \$11,070. Expenses were \$1,426 for the quarter. The work element is 53% complete.

Staff watched ITS webinars and conducted ITS reading and research.

WE 124 Business Commute Optimization

Budget \$1,000. The project is complete and the final report was delivered to Caltrans.

WE 140 Regional Sustain. Infr. Planning Cycle I

Budget \$74,452. There were no expenses for the quarter. The work element is 100% complete.

WE 141 Regional Pavement Management System

Budget \$47,946. There were no expenses for the quarter. The work element is 90% complete.

WE 142 Regional Sustain. Infr. Planning Cycle II

Budget \$141,157. Expenses were \$10,283 for the quarter. The work element is 32% complete. The consultant, Walker Parking Engineers, prepared for and conducted planning workshop with Fresno County Rural Transit Agency and potential operators for EV rideshare/carshare pilot; and worked on Draft Business/Implementation plan. Staff received and approved Walker's invoice.

WE 143 Reverse Triangle Study

Budget \$255,019. Expenses were \$67,714 for the quarter. The work element is 46% complete. Staff participated in conference calls with the consultant, GHD Inc. and secured a facility for public workshop. The consultant team developed and distributed promotion materials to the public and stakeholders; conducted the public workshop; and incorporated comments in the existing condition study report.

WE 144 Electric Vehicle Charging

Budget \$171,869. Expenses were \$2,663 for the quarter. The work element is 5% complete. Staff held focus group meetings with all school districts and EJ CBO's; participated in biweekly coordination calls; held EV Working Group meeting to review preliminary modeling results; prepared draft memo of stakeholder comments; and rescheduled March stakeholder engagement meetings.

WE 145 Transportation Network Vulnerability

Budget \$151,895. Expenses were \$37,750 for the quarter. The work element is 65% complete. Staff continued biweekly check-in meetings; circulated adaptation strategies deliverable for review by the Vulnerability Assessment Working Group and the Fresno COG committees and Policy Board; and received an approved WSP's invoice. The consultant, WSP USA Inc. addressed comments on the adaptation strategies deliverable and developed an outline for the final report.

WE 146 Better Blackstone

Budget \$159,598. Expenses were \$30,874 for the quarter. The work element is 20% complete. Staff participated in Design Team Workshop. Led by the consultant team, design team members conducted parcel analysis on every parcel in the project and each activity center was analyzed to discuss “big picture” ideas for groups of parcels. The consultant, Fresno Metro Ministry, submitted their first invoice this quarter for work completed in previous quarter.

WE 147 County Trail Master Plan

Budget \$159,587. Expenses were \$22,126 for the quarter. The work element is 19% complete. Staff met with County staff to discuss project and added them to the bi-weekly coordination calls with the consultant team; reviewed and discussed with County and consultant team the Community Engagement Plan and Project Website; reviewed and approved consultant invoices. The consultant, Toole Design, conducted bi-weekly calls, including preparation of agendas; continued to refine existing conditions data and map; compiled data resources; and refined existing conditions report outline.

WE 148 Regional Transit On-Board Survey

Budget \$205,191. There were no expenses for the quarter. The work element is 2% complete.

WE 149 SB743 Transp. Impact Analysis

Budget \$300,000. Expenses were \$12,330 for the quarter. The work element is 7% complete. Staff participated in weekly VMT calls; held Technical Committee meeting; and hosted SB 743 meeting with Caltrans.

The consultant, LSA, developed recommendation memos for land use plans and screening thresholds; developed draft final residential VMT maps and preliminary employment VMT maps; worked on VMT calculation tool; compiled mitigation strategies and distributed to Technical Committee; and continued to work on the mitigation measure quantification.

WE 160 Better Blackstone Phase II

Budget \$543,950. Expenses were \$10,575 for the quarter. The work element is 2% complete. Staff participated in Design Team Workshop. Led by the consultant team, design team members conducted parcel analysis on every parcel in the project and each activity center was analyzed to discuss “big picture” ideas for groups of parcels. The consultant, Fresno Metro Ministry, submitted their first invoice this quarter for work completed in previous quarter.

WE 170 Regional Transportation Plan

Budget \$466,390. Expenses were \$133,475 for the quarter. The work element is 62% complete. Staff continued work on mapping the 2018 RTP projects; developed detail outreach timeline for 2020; began Public Participate Plan (PPP) and RTP outreach plan updates; discussed modeling

related RTP/SCS timeline; drafted and released RTP Roundtable application; drafted consultant RFP for RTP Community Survey; hosted PPP kick-off meeting; conducted SCS Futures Workshops; completed the draft Fresno COG's 2020 Public Participation Plan update; received four proposals for RTP Community Survey RFP, developed scoring sheet and circulated to staff for scoring, and set-up interviews; drafted and released the RTP Community Mini Grants Application packet; purchased public notice for PPP and RTP POS 45-days review and comment period; and updated RTP webpages.

WE 171 Transportation Performance Mgmt.

Budget \$90,800. Expenses were \$21,515 for the quarter. The work element is 52% complete. Staff presented 2020 Safety Performance Targets to Fresno COG committees and received Policy Board approval; submitted 2020 Safety Performance Targets to Caltrans; and created a report of top ten intersections collision summary.

WE 172 Congestion Management Plan

Budget \$60,981. Expenses were \$6,342 for the quarter. The work element is 16% complete. Staff reviewed new Iteris dashboard functions introduced in SBCTA ClearGuide.

WE 180 Air Quality/Transportation Plan

Budget \$197,584. Expenses were \$22,830 for the quarter. The work element is 39% complete. Staff distributed CMAQ Applications to Scoring Committee; attended NTI air quality conformity training; prepared updates to CMAQ Cost-Effective Document; participated in SJV IAC call; participated in SJV MPO Air Quality staff call; tested model year 2024 required for FTIP conformity run; and tracked AB 617 Fresno Progress at CARB Board Meeting.

WE 220 Transportation Program Development

Budget \$431,101. Expenses were \$101,216 for the quarter. The work element is 69% complete. Staff conducted OA meetings with member agencies; re-opened the CMAQ call for applications and distributed applications to scoring committee; participated in SB1 program workshops and ATP Benefits workshop; participated in RTPA/CTC Meeting; prepared for and hosted Regional ATP Cycle 5 kick-off meeting and Workshops #2 and #3; provided CMAQ Extended Cycle Support to member agencies; updated regional ATP Cycle 5 guidelines; reviewed and approved ATP allocation and extension requests for CTC meeting; and attended Caltrans webinar training for electronic PPRs for ATP and SB1 programs.

WE 311 Public Information

Budget \$213,613. Expenses were \$31,961 for the quarter. The work element is 80% complete. Staff maintained Fresno COG's websites and databases; developed detailed outreach timeline for 2020; began Public Participation Plan and RTP outreach plan updates; created new webpages to hold RTP development information and began populating; released the Coming Up at Fresno COG newsletter; hosted a community education booth at the Sanger Blossom Festival;

responded to media information requests; updated various Fresno COG webpages and added pop-up message regarding office closure due to COVID-19 pandemic; and Unmet Needs public notice purchased in Fresno Bee and Vida En El Valle.

WE 313 Environmental Justice

Budget \$34,130. Expenses were \$3,201 for the quarter. The work element is 41% complete. Staff developed EJ Subcommittee schedule; recreated EJ Subcommittee application and PowerPoints for meetings; coordinated with Big Sandy Rancheria and County on potential ATP application; and coordinated and discussed other federal grant opportunities with Big Sandy Rancheria.

WE 820 Valley RPTA Coordination

Budget \$243,101. Expenses were \$20,151 for the quarter. The work element is 48% complete. Staff participated in IAC calls; attended SJJPA Board Meeting; participated in COG Directors' meetings/conference calls; and provided valley coordination regarding High Speed Rail 2020 Business Plan.

WE 911 OWP & Budget

Budget \$172,275. Expenses were \$21,256 for the quarter. The work element is 25% complete. Staff participated in IPG meeting with Caltrans HQ, District 6 and FHWA; completed 2020-21 OWP and submitted to Fresno COG committees, Policy Board and Caltrans; and released 2020-21 OWP for formal review period.

**BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-13**

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

**RESOLUTION SETTING FORTH
FINDINGS OF APPORTIONMENT
FOR THE LOCAL TRANSPORTATION
FUND**

WHEREAS, the Fresno Council of Governments (Fresno COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and

WHEREAS, Fresno COG is required to annually certify and adopt Findings of Apportionment under adopted Rules and Regulations concerning administration of the Local Transportation Fund.

NOW, THEREFORE, BE IT RESOLVED, that the **Fresno Council of Governments hereby certifies and adopts the attached apportionment methodology for fiscal year 2020-21**, which is hereby made a part of this resolution.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25th day of June, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT

:

ATTEST:

Signed: _____
David Cardenas, Chairman

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 25th day of June, 2020.

Signed: _____
Tony Boren, Executive Director

2020/21
COUNCIL OF FRESNO COUNTY GOVERNMENTS
LOCAL TRANSPORTATION FUND
APPORTIONMENT TO MEMBER AGENCIES
Final Estimate
05/12/20

2020/21 Estimate per Fresno County Auditor Controller	\$39,607,568
Less Administration	100,000
Gross Amount Available for Allocation	39,507,568

MEMBER	DOF POPULATION	PERCENT	GROSS AMOUNT AVAILABLE	ART. 3 BIC. & PED.FAC. (2%)	SHARE TOWARD ART. 4.5 (5%)	RTP (3%)	NET FOR ARTICLES 4 & 8	ADD TO CTSAs ART. 4.5	NET ART.4, 4.5 & 8
Clovis	119,175	11.65%	4,597,852	92,017	222,445	128,502	4,154,888	235,394	4,390,282
Coalinga	17,199	1.68%	664,908	13,280	33,461	18,545	599,622		599,622
Firebaugh	7,981	0.78%	308,476	6,162	15,460	8,606	278,248		278,248
Fowler	6,454	0.63%	249,510	4,983	12,557	6,959	225,011		225,011
Fresno City	545,769	53.33%	21,057,770	421,398	1,020,339	588,481	19,027,552		19,027,552
Huron	7,299	0.71%	281,871	5,636	13,894	7,870	254,471		254,471
Kerman	15,950	1.56%	615,049	12,315	29,459	17,198	556,077		556,077
Kingsburg	12,883	1.26%	496,548	9,947	23,560	13,891	449,150		449,150
Mendota	12,514	1.22%	482,853	9,662	23,413	13,493	436,285		436,285
Orange Cove	9,456	0.92%	366,133	7,301	18,964	10,196	329,672		329,672
Parlier	15,890	1.55%	614,094	12,269	30,706	17,134	553,985		553,985
Reedley	25,917	2.53%	1,002,217	20,011	50,697	27,945	903,564		903,564
Sanger	27,185	2.66%	1,049,585	20,990	51,511	29,313	947,771		947,771
San Joaquin	4,142	0.40%	160,085	3,198	8,015	4,466	144,406		144,406
Selma	24,436	2.39%	944,761	18,867	47,615	26,348	851,931		851,931
Fresno Co.	171,108	16.72%	6,615,856	132,115	333,775	184,499	5,965,467		5,965,467
FCRTA								576,069	576,069
FCEOC								1,124,408	1,124,408
TOTALS	1,023,358	100%	39,507,568	790,151	1,935,871	1,103,446	35,678,100	1,935,871	37,613,971
			39,507,568	790,151	1,935,871	1,103,446	35,678,100	**	

**BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-14**

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

**RESOLUTION SETTING FORTH
FINDINGS OF APPORTIONMENT
FOR THE STATE TRANSIT
ASSISTANCE FUND**

WHEREAS, the Fresno Council of Governments (Fresno COG) is the administrator of the State Transit Assistance Fund as provided by Chapter 322 of the California Statutes of 1982, and

WHEREAS, Fresno COG is required to provide the most current estimates of available State Transit Assistance Funds as released by the State of California Controller.

NOW, THEREFORE, BE IT RESOLVED, that the **Fresno Council of Governments hereby certifies and adopts the attached apportionment methodology as presented for fiscal year 2020-21** and which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED that as revised estimates are received from the State of California, new schedules shall be formulated in accordance with the adopted methodology and submitted to Fresno COG member agencies.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25th day of June, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
David Cardenas, Chairman

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 25th day of June, 2020.

Signed: _____
Tony Boren, Executive Director

2020/21
FRESNO COUNCIL OF GOVERNMENTS
STATE TRANSIT ASSISTANCE FUND
APPORTIONMENT TO MEMBER AGENCIES
Final Estimate
05/12/20

PUC 99313 POPULATION 8,827,044
PUC 99314 OPERATOR 1,029,900

2020/21 Fund Estimate Per State Controller Methodology 9,856,944

This estimate is subject to change during the fiscal year.

MEMBER	DOF POPULATION 01/01/20	PERCENT	GROSS AMOUNT AVAILABLE	NET FOR 99314 OPERATOR	NET FOR 99313 POPULATION
Clovis	119,175	11.65%	1,140,004	112,052	1,027,952
Coalinga	17,199	1.68%	148,351		148,351
Firebaugh	7,981	0.78%	68,841		68,841
Fowler	6,454	0.63%	55,669		55,669
Fresno City	545,769	53.33%	5,534,093	826,524	4,707,569
Huron	7,299	0.71%	62,958		62,958
Kerman	15,950	1.56%	137,578		137,578
Kingsburg	12,883	1.26%	111,123		111,123
Mendota	12,514	1.22%	107,940		107,940
Orange Cove	9,456	0.92%	81,563		81,563
Parlier	15,890	1.55%	137,060		137,060
Reedley	25,917	2.53%	223,549		223,549
Sanger	27,185	2.66%	234,486		234,486
San Joaquin	4,142	0.40%	35,727		35,727
Selma	24,436	2.39%	210,774		210,774
Fresno Co.	171,108	16.72%	1,475,904		1,475,904
FCRTA			91,324	91,324	
FCEOC					
TOTALS	1,023,358	100.0%	9,856,944	1,029,900	8,827,044
			9,856,944	1,029,900	8,827,044

**BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-15**

**AUTHORIZATION FOR THE
2020-21 - CALIFORNIA STATE OF GOOD REPAIR
PROGRAM**

WHEREAS, the Fresno Council of Governments is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair Account (SGR) now or sometime in the future for transit projects; and

WHEREAS, Senate Bill 1 Chapter 5, Statutes of 2017, known as the Road Repair and Accountability Act of 2017, named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, the Fresno Council of Governments is designated as recipient of State Transit Assistance funding from the State of Good Repair account and has developed apportionment estimates and solicited eligible projects from eligible transit operators.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Fresno Council of Governments hereby adopts the 2020-21 apportionment and project list to transit operators, Fresno Area Express, Clovis Transit and Fresno County Rural Transit Agency.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this the 25th day of June, 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

2020-21
State of Good Repair
APPORTIONMENT TO TRANSIT AGENCIES
05/12/20

PUC 99313 POPULATION 1,412,143
PUC 99314 OPERATOR 164,763

2020/21 Fund Estimate Per State Controller

1,576,906

MEMBER	CENSUS		GROSS AMOUNT AVAILABLE	NET FOR 8879.55(a)(3) OPERATOR	NET FOR 8879.55(a)(2) POPULATION	Clovis Transit	FAX	FCRTA
	POPULATION 01/01/20	PERCENT						
Clovis	119,175	11.65%	182,377	17,926	164,451	182,377		
Coalinga	17,199	1.68%	23,733		23,733			23,733
Firebaugh	7,981	0.78%	11,013		11,013			11,013
Fowler	6,454	0.63%	8,906		8,906			8,906
Fresno City	545,769	53.33%	885,339	132,227	753,112		885,339	
Huron	7,299	0.71%	10,072		10,072			10,072
Kerman	15,950	1.56%	22,010		22,010			22,010
Kingsburg	12,883	1.26%	17,777		17,777			17,777
Mendota	12,514	1.22%	17,268		17,268			17,268
Orange Cove	9,456	0.92%	13,048		13,048			13,048
Parlier	15,890	1.55%	21,927		21,927			21,927
Reedley	25,917	2.53%	35,763		35,763			35,763
Sanger	27,185	2.66%	37,513		37,513			37,513
San Joaquin	4,142	0.40%	5,716		5,716			5,716
Selma	24,436	2.39%	33,720		33,720			33,720
Fresno Co.	171,108	16.70%	236,114		236,114 *	7,293	166,698	62,123
FCRTA			14,610	14,610				14,610
TOTALS	1,023,358	100.0%	1,576,906	164,763	1,412,143	189,670	1,052,037	335,199
			1,576,906	164,763	1,412,143			1,576,906

*Basis - County contribution to Transit 2018-19

	LTF/STA	SOGR			
Clovis	93,605	7,293			
FAX	2,139,704	166,699			
FCRTA	797,390	62,123			
Total	3,030,699	236,114			
				12.03%	66.72%
					21.26%

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-23

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE
CITY OF PARLIER, 2020-23**

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 Parlier 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 Parlier has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Parlier 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 Parlier 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 25th day of June, 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

Enter Date: **6/1/2020**

Claimant Name: **City of Parlier**

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 Parlier
Address:	1100 E. Parlier Avenue
City/State/Zip:	Parlier CA, 93648
Contact Phone/email:	(559) 646-3545/ftienda@parlier.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:	\$ 614,094.00
Unexpended, Held by Claimant:	
Other Agency:	

State Transit Assistance Fund

Estimate:	\$ 137,060.00
Unexpended, Held in Trust:	\$ 138,618.00

Other

Other:

Eight hundred and eighty nine thousand, seven hundred and seventy two and zero cents	TOTAL
	\$ 889,772.00

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: **Sonia Hall, City Administrator**

Date: **6/2/2020**



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

www.fresnocog.org

Enter Date: **6/1/2020**

Claimant Name: **City of Parlier**

TRANSPORTATION FUNDING CLAIM DETAIL FOR FISCAL YEAR: 2020/21

PURPOSE	AMOUNT	SUBTOTAL
1. Bicycle & Pedestrian Facilities:		
Article 3:	\$ 12,269.00	
Article 8a:		
Audit Exceptions (General Fund Payback);		
Unexpended Funds, Held by Claimant:		
		\$ 12,269.00
2. Regional Transportation Planning:		
	\$ 17,134.00	\$ 17,134.00
3. Public Transportation		
State Transit Assistance Funds (STA):	\$ -	
Other:		
		\$ -
4. Community Transit Service CTSA, Article 4.5:		
	\$ 30,706.00	\$ 30,706.00
5. Streets & Roads:		
Article 8a:	\$ 553,985.00	
Unexpended Funds, Held by Claimant:		
		\$ 553,985.00
6. To Be Claimed By:		
Fresno County Rural Transit Agency LTF:	\$ -	
Fresno County Rural Transit Agency STA:	\$ 202,031.00	
Other:	\$ -	
		\$ 202,031.00
7. Reserve in Fund Pending Further Claiming		
	\$ 73,647.00	\$ 73,647.00
GRAND TOTAL		\$ 889,772.00
Claim Total Must Agree With Total on First Page		\$ 889,772.00
Minus Non Transit Claims		\$ 323,518.00
GRAND TOTAL PAYABLE TO CLAIMANT		\$ 566,254.00

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 Date: **6/1/2020**

Claimant Name: **City of Parlier**

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	PROJECT COST
1. Various Bicycle & Pedestrian Facilities throughout the claimant's jurisdiction:	\$ 12,269.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
TOTAL PROJECT COSTS	\$ 12,269.00

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:	\$ 553,985.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
TOTAL PROJECT COSTS	\$ 553,985.00

Enter Date:

Claimant Name:

CONTINGENCY PROJECT LISTING FOR FISCAL YEAR: 2020/21

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

BICYCLE AND PEDESTRIAN FACILITIES

Article 3

PUBLIC TRANSPORTATION

Article 4

STREETS & ROADS

Article 8a

STANDARD ASSURANCES FOR CLAIMANTS

CLAIMANT ASSURANCES: (initial yellow box all that apply)

- A.** Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with required certification statement, to the RTPA and to the State Controller, pursuant to PUC 99245 and 21 Cal. Code of Regulations Section 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one).
- B.** Claimant certifies that it has submitted a State Controller Report to the RTPA and to the State Controller, pursuant to PUC 99243.

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

Please print and sign after completing form

Authorized Signature:
Name/Title:
Date:

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-17

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE
FRESNO COUNTY RURAL TRANSIT AGENCY
(FCRTA)\FRESNO COUNTY ECONOMIC
OPPORTUNITIES COMMISSION (FCEOC)
RURAL CTSA, 2020-17**

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 Fresno County Rural Transit Agency (FCRTA)\Fresno County Economic Opportunities Commission (FCEOC) Rural CTSA 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 Fresno County Rural Transit Agency (FCRTA)\Fresno County Economic Opportunities Commission (FCEOC) Rural CTSA has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the Fresno County Rural Transit Agency (FCRTA)\Fresno County Economic Opportunities Commission (FCEOC) Rural CTSA 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 Fresno County Rural Transit Agency (FCRTA)\Fresno County Economic Opportunities Commission (FCEOC) Rural CTSA 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 25th day of June, 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

Enter Date:

Claimant Name:

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, or non-applicable fields. 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:	Fresno County Economic Opportunities Commission
Address:	3110 W. Nielsen Ave.
City/State/Zip:	Fresno, CA 93706
Contact Phone/email:	Monty Cox (559) 263-8004 monty.cox.@fresnoeoc.org

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

Claimed By Member Agencies	\$	-
	\$	-
FCEOC CTSA 4.5:	\$	576,069.00

State Transit Assistance Fund

Claimed By Member Agencies	\$	-
	\$	-

Other

Unexpended, Held by Claimant:	\$	-
Other:		

	TOTAL
	\$ 576,069.00

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:	<input type="text"/>
Name/Title:	Monty Cox, EOC Transit Systems Director
Date:	<input type="text"/>



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

www.fresnocog.org

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-18

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE
FRESNO COUNTY ECONOMIC
OPPORTUNITIES COMMISSION (FCEOC)
URBAN CTSA, 2020-18**

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 Fresno County Economic Opportunities Commission (FCEOC) Urban CTSA 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 Fresno County Economic Opportunities Commission (FCEOC) Urban CTSA has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the Fresno County Economic Opportunities Commission (FCEOC) Urban CTSA 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 Fresno County Economic Opportunities Commission (FCEOC) Urban CTSA 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 25th day of June, 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

Enter Date:

Claimant Name:

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, or non-applicable fields. 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:	Fresno County Economic Opportunities Commission
Address:	3110 W. Nielsen Ave.
City/State/Zip:	Fresno, CA 93706
Contact Phone/email:	Monty Cox (559) 263-8004 monty.cox.@fresnoeoc.org

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

Claimed By Member Agencies	\$	-
	\$	-
FCEOC CTSA 4.5:	\$	1,124,408.00

State Transit Assistance Fund

Claimed By Member Agencies	\$	-
	\$	-

Other

Unexpended, Held by Claimant:	\$	-
Other:		

	TOTAL
	\$ 1,124,408.00

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:	<input type="text"/>
Name/Title:	Monty Cox, EOC Transit Systems Director
Date:	<input type="text"/>



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

www.fresnocog.org

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-16

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE
FRESNO COUNTY RURAL TRANSIT AGENCY,
2020-16**

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 Fresno County Rural Transit Agency 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 Fresno County Rural Transit Agency has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the Fresno County Rural Transit Agency 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 Fresno County Rural Transit Agency 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 25th day of June, 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

Enter Date: **5/13/2020**

Claimant Name: **Fresno County Rural Transit Agency**

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, or non-applicable fields. 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:	Fresno County Rural Transit Agency
Address:	2035 Tulare Street, Suite 201
City/State/Zip:	Fresno, CA 93721
Contact Phone/email:	(559) 233-6789 mstites@fresnocog.org

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

Claimed By Member Agencies	\$ -
	\$ -
FCEOC CTSA 4.5:	\$ 90,000.00

State Transit Assistance Fund

Claimed By Member Agencies	\$ 5,420,389.00
	\$ -

Other

Unexpended, Held by Claimant:	\$ 2,894,702.00
Other:	

Eight Million Four Hundred Five Thousand Ninety-One Dollars	TOTAL
	\$ 8,405,091.00

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:	<i>Moses Stites</i>
Name/Title:	Moses Stites, General Manager
Date:	5/13/2020



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

www.fresnocog.org

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2020/21

PURPOSE	AMOUNT	SUBTOTAL
1. Public Transportation		
Article 4:	\$ -	
Article 8c:		
Other Agency:		
Other Agency:		
State Transit Assistance Funds (STA):	\$ 5,420,389.00	
Audit Exceptions (General Fund Payback):		
Unexpended Funds, Held by Claimant:	\$ 2,894,702.00	
Other (specify):		
		\$ 8,315,091.00
2. Community Transit Service CTSA, Article 4.5:	\$ 90,000.00	\$ 90,000.00
3. To Be Claimed By:		
Other Agency:		
Other Agency:		
Other Agency:		
		\$ -
4. Reserve in Fund Pending Further Claiming		\$ -
GRAND TOTAL		\$ 8,405,091.00
Claim Total Must Agree With Total on First Page		\$ 8,405,091.00
Minus All Unexpended Funds Held By		\$ 2,894,702.00
GRAND TOTAL PAYABLE TO CLAIMANT		\$ 5,510,389.00

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 Date: 5/13/2020

Claimant Name: **Fresno County Rural Transit Agency**

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM FOR OPERATING AND CAPITAL EXPENSE 2020/21

GENERAL TRANSPORTATION SERVICE PROPOSED	EXPENDITURES	TOTALS
<i>(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceding year unless claim is accompanied by supporting documentation)</i>		
TOTAL PROJECT COSTS	\$ 40,968,927.00	
Prior Year	\$ 29,044,160.00	
Percentage Change	41.06%	
	<i>more than prior year</i>	
Revenue Source & Amount	Operating	Capital
LTF Article 4:	\$ -	\$ -
LTF Article 4.5 or 8c:	\$ 90,000.00	\$ 90,000.00
STA:	\$ 5,420,389.00	\$ 5,420,389.00
Fares:	\$ 786,595.00	\$ 786,595.00
Local Support Measure C:	\$ 1,030,127.00	\$ 15,241,848.00
Fed/State Grants:	\$ 2,126,071.00	\$ 7,755,445.00
Carryover + Surplus:	\$ 894,702.00	\$ 7,500,000.00
Interest:	\$ 123,750.00	\$ 123,750.00
Carryover+Surplus+Interest Funds Held By Claimant:	\$ -	\$ -
Audit Exception - General Payback Fund:	\$ -	\$ -
SUB-TOTALS	\$ 10,471,634.00	\$ 30,497,293.00

REQUIRED OPERATING/FAREBOX CALCULATIONS	OPERATING	CAPITAL	TOTAL
GRAND TOTALS:	\$ 10,471,634.00	\$ 30,497,293.00	\$ 40,968,927.00

General Transportation Service: **NET OPERATING** \$ 10,471,634.00

		Operating Expenses:	
		Amount Excluded	
1. Total NET Operating Expenses Minus Exclusions		\$ 3,130,328.00	\$ 7,341,306.00
2. Farebox Revenues			\$ 498,729.00
3. Other Local Support			\$ 287,866.00
4. Total Local Support (Adds Lines 2 + 3)			\$ 786,595.00
5. Farebox Revenue/Operating Expense Ratio (Line 2 Divided By Line 1)			4.76%
6. Required Minimum Ratio Verification: Enter 1 for Urban, 2 for Rural	2		
7. Total Local Support/Operating Expense Ratio			10.71%
8. Required Minimum Ratio Criteria:			Meets Minimum Requirements
URBAN 20%			10%
RURAL 10%			

SUMMARY TOTALS:	\$ 10,471,634.00
	Total Operating Expenses: \$ 7,341,306.00
1. Total OF ALL Operating Expenses PLUS Exclusions	Total Amount Excluded: \$ 3,130,328.00
	Must Agree With TOTAL: \$ 30,497,293.00
	2. Total of All Capital Projects: \$ 30,497,293.00
	Must Agree With CAPITAL PROJECTS: \$ 30,497,293.00
	3. GRAND TOTAL: \$ 40,968,927.00

Enter Date: 5/13/2020

Claimant Name: **Fresno County Rural Transit Agency**

CONTINGENCY PROJECT LISTING FOR FISCAL YEAR: 2020/21

Should additional Local Transportation Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

(check yellow box to accept)

Article 4

Article 4.5

SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS (CCR 6632)

ATTACHED TO THIS CLAIM ARE SUBMITTED THE FOLLOWING DOCUMENTS:

(initial yellow box all that apply)

Budget or proposed budget for the fiscal year. Statement for prior year revenues and expenditures (projections acceptable).

California Highway Patrol Certification pursuant to PUC 99251 (no claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.

STANDARD ASSURANCES FOR TRANSIT CLAIMANTS

CLAIMANT ASSURANCES: (initial yellow box all that apply)

A. Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with required certification statement, to the RTPA and to the State Controller, pursuant to PUC 99245 and 21 Cal. Code of Regulations Section 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one).

B. Claimant certifies that it has submitted a State Controller Report, in conformance with the uniform system of accounts and records, to the RTPA, and to the State Controller, pursuant to PUC 99243, for the prior year (project year minus two). Beginning with the 1979-80 fiscal year, claimant assures that this report will be audited by an independent CPA. Claimant assures that this report will be completed for the current fiscal year (project year minus one)

C. Claimant certifies in accordance with PUC Section 99314.5(b) that it is not precluded by any contract entered into on or after June 28, 1979, from employing part-time drivers or contracting with common carriers of persons operating under a franchise or license. Claimant further certifies that no person who was a full-time employee on June 28, 1979, shall have his or her employment terminated or his or her regular hours of employment, excluding overtime, reduced by the operator as a result of it employing part-time drivers or contracting with such common carriers.

D. Claimant filing claim pursuant to PUC Section 99260 certifies that:
(check one by entering "X" in yellow cell):

1. the current cost of its retirement system is fully funded with respect to the officers and employees of its public transportation system (PUC Section 99271a); or

NA 2. the operator is implementing a plan approved by the transportation planning agency which will fully fund the retirement system for such officers and employees within 40 years (PUC Section 99271a); or

NA 3. the operator has a private pension plan which sets aside and invests on a current basis funds sufficient to provide for the payment of future pension benefits and which is fully compliant with the requirements stated in PUC Sections 99272 and 99273.


E. Claimant certifies that it is in compliance with PUC Section 99264 that it does not routinely staff, with two or more persons, a vehicle for public transportation purposes designed to be operated by one person.

F. Claimant certifies that it is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended in accordance with Section 6754(a)(3).

G. Claimant certifies that this is in compliance with PUC Section 99155 that if it offers reduced fares to seniors, the same reduced rate is offered to disabled persons, handicapped persons, and disabled veterans and it honors the federal Medicare card for identification to receive reduced fares.

H. Claimant certifies that it is in compliance with PUC Section 99155.5 regarding dial-a-ride and paratransit services being accessible to handicapped persons and that the service is provided to persons without regard to vehicle ownership and place of residence.

The undersigned hereby certifies that the above statements are true and correct.
Please print and sign after completing form

Authorized Signature: 

Name/Title: **Moses Stites, General Manager**
Date: **5/13/2020**

**BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2020-06**

In the matter of:
2020-2021 BUDGET

RESOLUTION ADOPTING THE
BUDGET FOR FY 2020-21

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has prepared a comprehensive Budget reflecting anticipated revenues and expenditures for both capital and operations associated with the Agency's twenty-three (23) sub-system service providers; and

WHEREAS, the Budget was subjected to a forty-five (45) day review process; and

WHEREAS, each Member Agency's Policy Board has had the opportunity to specifically review the Budget; and

WHEREAS, each Member Agency supports the proposed Budget. And has agreed to set-aside negotiated Transportation Development Act (TDA) funds for stipulated purposes; and

WHEREAS, the Board of Directors has invited the general public to comment on the Budget; and

WHEREAS, the Budget must be adopted in order to continue providing the necessary financial support to the rural public transit system.

THEREFORE, IT IS HEREBY RESOLVED, that the Fresno County Rural Transit Agency does hereby adopt its Budget for 2020-21 totaling twelve million, one hundred and ninety-nine thousand, and eight hundred and forty two dollars (\$12,199,842).

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of June, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed _____
David Cardenas, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency Duly adopted at a meeting thereof Held on the 25th day of June, 2020.

Signed _____
Moses Stites, General Manager

Fresno COG Social Services Transportation Advisory Committee Membership List

Effective Date: May 19, 2020

Potential Transit User 60 Years of Age or Older (minimum of 1)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Michael Mendez, Jr.	Sanger/Fresno County	1-2021	Hispanic

Representatives of the Local Social Service Providers for Seniors (minimum of 2)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Sonia Del La Rosa, Fresno County	Fresno/Fresno County	6-2021	Hispanic
Brian Spaunhurst, Fresno County Public Works	Fresno/Fresno County	1-2021	Caucasian

Potential Transit User Who Is Disabled (minimum of 1)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Sarin Wakimian	Fresno/Fresno County	6-2021	Caucasian

Representative of the Local Social Service Provider for Disabled (minimum of 2)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Vidal Medina, RICV	Fresno/Fresno County	5-2023	Hispanic
Bill Hyatt, CVRC	Fresno/Fresno County	6-2021	Caucasian

Representative of a Local Social Service Provider for Persons of Limited Means (minimum of 1)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Hector Medina, Fresno County	Fresno/Fresno County	6-2021	Hispanic

Representatives from the Local Consolidated Transportation Service Agency (minimum of 2)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Amy Hance, Clovis Transit	Clovis/Fresno County	6-2023	Caucasian
Monty Cox, FEOC/CTSA	Fresno/Fresno County	6-2023	Caucasian
Moses Stites, FCRTA	Fresno/Fresno County	3-2021	Hispanic
Judith Nishi, FAX	Sanger/Fresno County	6-2021	Asian American
Chenier Derrick	Fresno/Fresno County	6-2023	African American

Representatives of General Public, who used Public Transit			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Yonas Paulos	Fresno/Fresno County	6-2023	Caucasian
Matthew Gilliam	Fresno/Fresno County	10-2022	African American

CONSOLIDATED TRANSPORTATION SERVICE AGENCY
OPERATIONS PROGRAM AND BUDGET
FOR FISCAL YEAR 2020 - 21
CLOVIS URBAN AREA

Date: May 2020

SUBMITTED TO
THE FRESNO COUNCIL OF GOVERNMENTS

PREPARED BY

CITY OF CLOVIS
THE CLOVIS CONSOLIDATED TRANSPORTATION SERVICE AGENCY

155 N. Sunnyside Ave
Clovis, CA 93611
Phone: 559-324-2760

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OPERATIONS AND PROGRAM BUDGET OF THE CLOVIS URBAN CONSOLIDATED TRANSPORTATION SERVICE AGENCY

INTRODUCTION

The City of Clovis operates two types of public transit service. Clovis Stageline provides general public, fixed-route service within the City limits and to California State University, Fresno. Clovis Roundup operates specialized demand-responsive service for elderly and disabled residents with scheduled trips within Clovis/ Fresno metropolitan area. The City of Clovis has designated Roundup services as the Consolidated Transportation Service Agency (CTSA) for the Clovis Transit service area.

INTRODUCTION

The Consolidated Transportation Service Agency (CTSA) Operations Program and Budget (OPB) for the Clovis Urban Area has been developed in cooperation with the Fresno Council of Governments (Fresno COG). The OPB is intended to:

1. Provide a program of operations, including an implementation schedule for new or modified services, and a program budget for CTSA coordinated and consolidated social service transportation services for the program year, July 1, 2020 through June 30, 2021.
2. Serve as a resource document for local elected officials, social service agencies, and citizens.
3. Demonstrate the CTSA's compliance with Section 99275.5 of the Public Utilities Code concerning Article 4.5 claim evaluation criteria and required findings, and with the Fresno COG Assembly Bill 120 Action Plan (adopted February 1982).
4. Document efforts to improve coordination and consolidation of social service transportation services in order to:
 - a. Demonstrate compliance with Chapter 1120 of the 1979 California Statutes by addressing and substantiating which of the coordination benefits specifically listing in the legislation should be pursued by the CTSA.
 - b. Create additional opportunities to utilize supplemental grant funding available from federal and state assistance programs to support social service transportation services by demonstrating that "coordination criteria" have been met.

Operational concerns for FY21 include:

- Continued coordination for elderly and disabled riders between the fixed route and demand responsive services;
- Monitor demand for service to newly-expanded city areas to the northeast and southeast, including Harlan Ranch, Loma Vista, and Heritage Grove.
- Finalize planning for new bus stop on Dakota and Peach to serve the county social services hub in the central south area of the city;
- Design and construction of a new transit facility with offices;
- Final programming and launch of electronic farebox project in concert with Fresno Area Express;
- Continue the planning for infrastructure and operations of two (2) zero-emission electric battery buses to be put into service as a pilot project in early 2021.
- Continue coordination efforts with the City of Fresno to transfer passengers between paratransit services to/from Clovis for Fresno residents;
- Continue to enforce the no-show policy in maintain the low number of no-shows and late cancellations on Roundup in order to improve efficiency.
- Assess and evaluate the operational considerations of the receipt of federal transit funding.

GOALS, OBJECTIVES, AND POLICIES FOR CONSOLIDATED TRANSPORTATION SERVICE AGENCIES (STATE AND REGIONAL MANDATES)

In 1985 the Clovis City Council adopted the following goals, objectives and standards for Clovis Transit as part of the transit planning process. Annually the Council reviews and amends these standards as needed.

Chapter 1120 of the 1979 California Statutes and the Assembly Bill 120 Action Plan declare goals, objectives and policies which apply "generally" to CTSA services. These are as follows:

GOAL

Improve transportation service required by social service fund recipients by promoting the improved coordination and consolidation of transportation services.

Objectives Which May Apply

1. Centralized administration for the elimination of duplicated administrative requirements.

2. Identification and consolidation of all sources of funding for the provision of more effective and cost-efficient services.
3. Centralized dispatching for more efficient vehicle use.
4. Centralized maintenance for adequate, regular and more cost-effective vehicle maintenance.
5. Adequate driver training programs for safer vehicle operation and lower insurance costs.
6. Combined purchasing for more effective cost savings.

Policies

1. Any centralized administration shall utilize, to the maximum extent possible, existing public and private administrative capabilities and expertise to achieve the system goals.
2. Existing sources of funding utilized prior to the Social Service Transportation Improvement Act (Assembly Bill 120) shall, to the maximum extent possible, be continued.
3. The consolidation of services shall, to the maximum extent possible, utilize existing agency operating and maintenance personnel and expertise.
4. The Fresno COG shall utilize its regulatory roll over Transportation Development Act (TDA) moneys by monitoring and evaluating the performance of the CTSA's through the TDA claim process, an annual financial audit, and annual productivity evaluation, a triennial performance audit, and the CTSA's compliance with the Action Plan.
5. The Fresno COG, as part of its ongoing transportation planning process, which includes review by various technical committees, shall review CTSA designates compliance with the Action Plan at least annually.
6. The Fresno COG shall review, through the Executive Order 12372 review process, the transportation services offered by social service agencies and their consistency with the Action Plan, and make appropriate comments and findings encouraging their participation with the CTSA, as part of the final Clearinghouse commentary.
7. The Fresno COG shall encourage members to evaluate their financial commitments to local social service projects (which either in full or part provide transportation services) and make appropriate recommendations for proper coordination with the CTSA in order to maximize the effective use of local transportation dollars.
8. Transportation Development Act/Local Transportation Fund (TDA/LTF) Article 4.5 moneys shall not be expended without a minimum dollar for dollar match with other available funds to the CTSA.

9. The CTSA shall be required to maintain, at a minimum, an overall farebox revenue to operating cost ratio of 10% for all CTSA transportation services. The 10% farebox recovery may also be provided for by CTSA contractual arrangements or donations. The funding formula would then be 45% TDA/LTF Article 4.5 moneys and 55% local match.

GOALS, OBJECTIVES, AND STANDARDS FOR THE CLOVIS CONSOLIDATED TRANSPORTATION SERVICE AGENCY (LOCAL MANDATES)

In 1985, the Clovis City Council adopted the following goals, objectives and standards for Clovis Transit as part of the transit planning process. Annually the Council reviews and amends these standards as needed.

GOAL 1. SERVICE LEVELS: CLOVIS TRANSIT WILL PROVIDE PUBLIC TRANSPORTATION SERVICE TO A MAXIMUM NUMBER OF PEOPLE IN THE CLOVIS AREA.

Objective A.: To provide a transit system that meets the public transportation needs of the service area.

Standard 1: Clovis Transit's demand responsive service (Roundup) will operate seven (7) days a week excluding City observed holidays. Operational hours for demand responsive service in Clovis are 6:15 A.M. to 7:15 P.M. Monday through Friday. Saturday & Sunday hours are 7:00 A.M. to 3:30 P.M.

Standard 2: Clovis Transit's CTSA Roundup services shall implement "real time dispatching" for demand responsive service to improve overall operations and increase ridership.

Objective B: To provide CTSA Roundup transit services that adequately serves the elderly and disabled residents.

Standard 1: Clovis Transit should maintain base fare levels for elderly and disabled riders, those qualifying for ADA paratransit service.

Standard 2: As per The Americans with Disabilities Act of 1990 (ADA) all new vehicles purchased must have ADA lifts. All vehicles met those regulations as of March 16, 1997.

Objective C: To secure a stable and sufficient local funding mechanism.

Standard 1: Clovis Transit should identify and coordinate funding mechanisms that will address all transportation funding needs in the Clovis Area.

Standard 2: Clovis Transit should identify short and long range needs and maximize revenue resources, utilizing all funding mechanisms including federal grants, State enabling legislation, and farebox revenue.

GOAL 2. SERVICE QUALITY: CLOVIS TRANSIT WILL PROVIDE A QUALITY SERVICE.

Objective A: To provide reliable public transit service.

Standard 1: Clovis Transit's CTSA Roundup Services should operate its demand response service within five (5) minutes before the scheduled pick up time and no more than fifteen (15) minutes after the scheduled pick up time. Drivers shall not wait for patrons for more than five (5) minutes after arrival at the designated pick up time. Passengers going to Fresno must be ready an hour before the appointment time and may wait 45 minutes to one hour for a ride back to Clovis.

Objective B: To provide clean, attractive and comfortable vehicles and facilities.

Standard 1: All CTSA Roundup vehicles returning to the yard after revenue service should be swept and dusted before being assigned for service the following day.

Standard 2: The exteriors of Clovis Transit vehicles should be cleaned at least once a week.

Standard 3: In winter, the heaters on Clovis Transit vehicles should work 100% of the time.

Standard 4: In summer, at least 95% of all vehicles on the street should have operable air-conditioners.

Objective C: To provide a safe system.

Standard 1: Clovis Transit vehicles should operate in excess of 150,000 miles between preventable accidents, and bus operators should be formally recognized for their safe driving.

Standard 2: Buses should be checked daily for proper operation and condition of lights, mirrors, radios, and fluids; detailed mechanical inspections should be done every 3,000 miles/45 days. Operations, maintenance, and other employees will be provided safety training at the beginning of their employment and such training will be updated on a regularly scheduled basis.

Objective D: To record and respond to all public comments.

Standard 1: Clovis Transit should continue to track and evaluate all compliments, complaints, and inquiries from the public.

GOAL 3: SERVICE PRODUCTIVITY: CLOVIS TRANSIT WILL OPERATE AN EFFICIENT AND EFFECTIVE BUS SYSTEM.

Objective A: To establish and maintain system-wide productivity indicators.

Standard 1: Clovis Transit should achieve a 10% farebox recovery ratio for demand responsive (CTSA Roundup Service) and 20% for fixed route (Stageline Services).

Standard 2: Clovis Transit should record and report, at least monthly with quarterly reports forwarded to Clovis City Council, the following performance indicators.

Total Monthly Ridership
Total Monthly Revenue
Total Monthly Expense
Total Revenue Hours
Passengers Per Revenue Mile
Total Revenue Miles
Total Non-Revenue Miles
Average Weekday Ridership
Farebox Ratio
Total Road Calls
Total Operating Expense Per Passenger
Total Operating Expense Per Revenue Hour
Total Operating Expense Per Revenue Mile
Total Revenue Per Revenue Hour
Total Revenue Per Revenue Mile
Passengers Per Revenue Hour
Equivalent Full Time Employees

GOAL 4 SYSTEM IMAGE: CLOVIS TRANSIT WILL STRIVE TO PROMOTE ITS SERVICE AND IMPROVE ITS IMAGE.

Objective A: To provide complete and accurate public transit information.

Standard 1: Current bus schedules and system information should be available to the public at all major public facilities and on the internet.

Standard 2: Telephone service information should be available to the public at all times during hours of operation.

Objective B: To provide for community involvement in transit system affairs.

Standard 1: Clovis Transit should become involved in and work with citizen groups, the Chamber of Commerce, and other area merchant associations, to communicate the services and benefits of Clovis Transit.

Standard 2: Clovis Transit should develop a public relations program with area schools to educate children about the bus system.

OVERVIEW

The "Assembly Bill 120 Action Plan for Fresno County" (February 1982) developed by the Fresno COG designated the City of Clovis as the CTSA for the Clovis Urbanized Area. The Clovis CTSA is coordinated by the Transit Supervisor and General Services Manager.

Clovis Roundup provides demand-responsive, curb-to-curb and door-to-door transportation service for disabled residents within the City's existing Sphere of Influence. Service is available Monday through Friday and limited weekend service within the Clovis area, and Monday through Friday to Fresno.

The program was originally funded with an Older Americans Act Grant but now is funded by City and TDA/Local Transportation Funds. The most significant social service provider in Clovis is the Clovis Senior Activity Center. Most social services in the area are provided by or through the Senior Center. Clovis Transit also works closely with Central Valley Regional Center, Clovis Unified School District and various County departments. In FY 88, the Clovis City Council designated its Roundup service solely as a Consolidated Transportation Service Agency (CTSA) function. Due to increasing operational costs, (specifically greatly increased maintenance costs, fuel costs, and salary increases) local Measure "C" dollars are used to provide the necessary match of TDA/LTF Article 4.5 funds.

Roundup service operates within Clovis Monday through Friday, 6:15 A.M. to 7:15 P.M. and weekends from 7:30 A.M. to 3:00 P.M. Service to Fresno is available Monday through Friday, 7:00 A.M. to 5:00 P.M. Reservations can be made from the day prior to the trip up to fourteen (14) days in advance.

Effective August 2009, the Clovis City Council approved a fare increase for Clovis Transit services. For Roundup: \$1.25, within the Clovis area per one-way trip. The zonal fares for curb-to-curb service within Fresno range from \$2.00 to \$2.75 depending upon the destination within the zones. Stageline fares were revised to become the following per one-way trip: General Public (age 6-64) \$1.25. Effective February 28, 2011, fares for disabled riders on the fixed-route Stageline service were changed to obtain compliance with PUC 99155. Disabled riders, Senior Citizens age 65 and over, and Children under age 6 with a fare paying adult are all Free. The Roundup system utilizes seventeen (17) buses and six (6) vans, all of which are wheelchair lift-equipped and meet ADA standards.

Marketing efforts in FY 20-21 will include social media, bus advertising, newsletters, and community events. Clovis Transit information is listed in the City of Fresno FAX guide. The 31 Day Pass, which is valid on both Stageline and FAX buses at a cost of \$48.00 per month, has been a successful program and is continuing. A farebox system project used by both Fresno

Area Express and Clovis Transit is in progress and is projected to be fully operational by late 2020. The new system will coordinate with Fresno State University and Fresno City College.

As part of the Measure C implementation schedule, a taxi scrip program was placed into service in FY 08-09 countywide by the Fresno Council of Governments. The program provides seniors age 70 and over the ability to purchase taxi scrip at a 75% discount. Each senior can purchase up to \$100 scrip value per month. Scrip doesn't expire.

During FY 19-20, utilizing California Emergency Management Agency Proposition 1B Transit Safety and Security Grants, replacement on-board bus camera systems were installed. The project includes:

- Replacement of aging on-board camera systems with new systems that were purchased and installed in all Clovis Transit vehicles, including vans. The new camera systems provide high-definition recording of bus incidents with enhanced audio capabilities. The system is also web-based which allows immediate access and live views to local law enforcement.

Other projects were completed including:

- Purchase of five replacement buses for Stageline and three replacement buses for Round Up;
- The addition of Clovis Transit route data into Google Transit to provide trip-planning information to passengers via smart phones and computers.

Additionally, Low Carbon Transit Operations Program (LCTOP) funds and SB1 State of Good Repair funds were received and will be used for multi-year projects which include:

- Regional farebox system and redesign of the fare structure and passes.
- Construction of a transit center and administrative offices.
- Implementation of real-time bus tracking for passenger safety and convenience.
- Replacement of boilers in fleet maintenance facility.
- Planned replacement of heavy-duty vehicle lifts in fleet shop.
- Fixed route efficiency study, community outreach, and route redesign project to coincide with the construction of the new transit hub at Landmark Square.

A Measure C New Technology Grant was awarded in FY18-19 for a three-year zero-emission battery electric bus pilot project. This pilot project will help determine the costs required for infrastructure, charging, and operation of electric buses by a public transit agency. A recent mandate from the California Air Resources Board requiring the conversion to zero-emission transit buses for public transit operators by 2030 has made this project necessary to develop a plan to meet that requirement.

In March, 2020, the virus COVID-19 spread throughout the globe causing a pandemic and a state of emergency in California and Clovis. A shelter-in-place order along with shuttering of all non-essential businesses resulted in a drastic reduction in ridership on fixed-route services and paratransit services in Clovis. This event is unprecedented and has created a scenario for which there is no reliable modeling to forecast any metric for 2020/2021. Revenue, ridership, service

hours, service miles, and operational expenditures are difficult to project and estimate, so essentially status quo figures will be presented for this budget.

DESCRIPTION OF EXISTING PARATRANSIT SERVICES

A. CITY OF CLOVIS - ROUNDUP

1. Background

Roundup is a demand-responsive service providing door-to-door service. Service is available to qualified riders requesting transportation within the service area and provides essential service to many ambulatory and non-ambulatory passengers. Service is currently provided by radio dispatched, lift-equipped buses as well as six wheelchair accessible minivans.

2. Service Area

Roundup, operated by the City of Clovis, provides door-to-door service on a demand-responsive basis to disabled residents within its existing boundaries, primarily along Shepherd Avenue to the north, Dakota Avenue to the south, Leonard/Thompson Avenues to the east and west to the City limits. Service for the residents of the Fresno County island of Tarpey Village is also provided with reimbursement from the County of Fresno. Zonal service is also operated within the City of Fresno as far north as Shepherd Avenue, south to Kings Canyon, west to West Avenue and south to Downtown Fresno.

3. Days and Hours of Operation

Currently, Roundup operates within Clovis' Sphere of Influence Monday through Friday from 6:15 A.M. to 7:15 P.M. and Saturday & Sunday service from 7:30 A.M. to 3:00 P.M. as demand requires. Service to Fresno operates Monday through Friday 7:00 A.M. to 5:00 P.M.

4. Response Time

Service is provided on both an advance-reservation basis and a real-time, space-available basis. Passengers may make reservations up to fourteen (14) days in advance or the required one working day in advance. Service is offered on a first-called/first-served basis. Roundup policy requires the passenger to be ready at least one (1) hour before a scheduled Fresno appointment and 45 minutes for a Clovis appointment with pick-up within 5 minutes of designated time and no longer than 15 minutes after designated time for pick-up.

5. Eligibility/Accommodations

Service is available to those persons who have been ADA certified. To become certified, the applicant must complete an ADA application, have it signed by a medical professional and return it to the administrative offices located at 155 N. Sunnyside Ave. Applications are reviewed by the Transit Supervisor and any applications needing further review will be sent to the General Services Manager and/or Fresno Area Express for evaluation and determination using their qualified medical staff person.

In order to comply with ADA requirements for destination to origin service, the driver will provide assistance to passengers who require assistance to/from the door of their origin or destination.

However, for safety purposes, drivers are required to stay in sight of the vehicle at all times and may travel no farther than 100 feet to provide assistance. Drivers will enter a foyer/lobby area to collect a passenger but will not enter a private residence or individual room inside a building. Drivers will assist passengers using a wheelchair over one curb or step only. Case-by-case situations may require additional modifications to ensure that the origin-to-destination requirement is met.

6. Fares

One-way fares are as follows:

- \$1.25 within Clovis (Zone 1)
- \$2.00 for travel to Fresno north to Shepherd, south to McKinley, and west to Palm. (Zone 2)
- \$2.75 for travel to Fresno north to Shepherd, south of McKinley to Kings Canyon and downtown Fresno, and west of Palm Avenue to West Avenue. (Zone 3)

A \$25 convenience pass is offered and is loaded with \$27.50 worth of rides. An attendant may ride free with a certified ADA passenger. Additionally, passengers can pre-load their account with fare and can also use Token Transit as a point-of-service convenience.

7. Restriction on Trip Purpose and Capacity Constraints.

Roundup does not restrict trips based on trip purpose. Dispatchers schedule as many trips as can be accommodated beyond pre-scheduled subscription trips (less than 50%) on a space-available basis.

Roundup policies do not restrict the number of trips provided to an individual nor is a waiting list maintained. Roundup's operational practices do not allow for substantial numbers of untimely pick-ups, trip denials, missed trips, or excessively long trips that would limit availability of service. In order to improve efficiency, a no-show policy is enforced. Effective May, 2015, the no show policy states that any passengers who miss four or more trips in a month will be assessed and those passengers who no-show at least 3% of their monthly trips will receive a warning letter. Additional no-shows may lead to suspension from the Roundup service. See the policy for more details.

8. Automated Dispatching

Clovis Transit completed a successful implementation of new transit dispatching software in August 2014. The system automates all dispatching, routing and scheduling functions as well as creates reports regarding ridership, fares, and operating costs. Drivers use a tablet for their manifest and trip reporting. Applications for the software have been expanded so that passengers may now pre-pay for trips, eliminating the need to carry a pass or cash. The software has also allowed for the ability to revise the no-show policy to be a percentage of the planned trips instead of a quantity of trips per month.

9. Vehicle Profile

Roundup operates with seventeen (14) lift-equipped mid-size buses and six (6) wheelchair accessible mini-vans.

Vehicle Profile -- Roundup Fleet

Year	Model	Number	Lift/Ramp Equipped
2008	Glaval	5	Yes
	Cutaway		
2010	Dodge	2	Yes
	Entervan		
2012	Arboc	6	Yes
	Low-Floor		
2014	Dodge	4	Yes
	Entervan		
2019	Champion	3	Yes
	Low-Floor		
Total		20	

10. Ridership

Year	Inter-city Trips to Fresno	Trips within Clovis	Total
FY16-17	22,978	33,258	56,236
FY 17-18	22,303	29,758	52,061
FY 18-19	21,961	30,991	52,952
Projected FY 19-20	22,000	30,000	52,000
Estimated FY 20-21	21,000	29,000	50,000

CLOVIS ROUNDUP
Annual Productivity Trends FY 2017-2021

<i>Indicator</i>	Fiscal Year					Percent Change			
	2016-2017	2017-2018	2018-2019	Projected 2019-2020	**Estimated 2020-2021	2016-17/ 2017-18	2017-18/ 2018-19	2018-19/ 2019-20	2019-20/ 2020-21
Total Passengers	56,236	52,061	52,952	50,000	50,000	-7.4%	1.7%	-5.6%	0.0%
Vehicle Hours	30,589	28,040	31,313	27,000	27,000	-8.3%	11.7%	-13.8%	0.0%
Vehicle Miles	371,753	346,495	377,173	330,000	330,000	-6.8%	8.9%	-12.5%	0.0%
Operating Costs	\$2,686,329	\$2,916,696	\$3,407,650	\$3,400,000	\$3,400,000	8.6%	16.8%	-0.2%	0.0%
Fares*	\$268,632	\$291,668	\$340,765	\$340,000	\$340,000	8.6%	16.8%	-0.2%	0.0%
Employee	19	19	19	19	19	0.0%	0.0%	0.0%	0.0%
Passengers/Hour	1.84	1.86	1.69	1.82	1.82	1.1%	-9.1%	7.7%	0.0%
Passengers/Mile	0.15	0.15	0.14	0.15	0.15	0.0%	-6.7%	7.1%	0.0%
Cost/Vehicle Hour	\$87.81	\$104.02	\$108.83	\$104.15	\$104.15	18.5%	4.6%	-4.3%	0.0%
Cost/Vehicle Mile	\$7.23	\$8.42	\$9.03	\$8.32	\$8.32	16.5%	7.2%	-7.9%	0.0%
Veh. Hours/Employee	1,609	1,475	1,648	1,421	1,421	-8.3%	11.7%	-13.8%	0.0%
Op Subsidy/Passenger	\$46.09	\$54.26	\$62.76	\$66.40	\$66.40	17.8%	15.7%	5.8%	0.0%
Farebox Ratio	10%	10%	10%	10%	10%	0.0%	0.0%	0.0%	0.0%
Fbox ratio w/out Meas C	3.0%	3.1%	2.0%	2.0%	2.0%	3.3%	-35.5%	0.0%	0.0%

**Due to COVID-19 impacts, estimates for FY20/21 are status quo based on the previous year's projection.

- * FY17 fares include \$174,400 in Measure C funds
- * FY18 fares include \$199,811 in Measure C funds
- * FY19 fares include \$256,607 in Measure C funds.
- * FY20 fares include \$264,580 in projected Measure C funds.
- * FY21 fares include \$260,000 in estimated Measure C funds.

**ROUND-UP TRANSIT PROJECTED BUDGET FISCAL YEAR 19-20
C.T.S.A.**

	FARES/ ADS/ MISC.		STA FUNDS		TDA ARTICLE 4.5 FUNDS		TOTAL EXPENDITURES
OPERATING EXPENSES- PERSONNEL							
Personnel (Salaries and Overtime)	79,000	541,900			224,800		845,700
Extra Help		550,000					550,000
Benefit Package		607,600					607,600
OPERATING EXPENSES- SERVICES, MATL'S & SUPPLIES							
Vehicle Charges		156,000		479,000			635,000
Administration/Misc		50,000					50,000
Communication		60,000					60,000
Marketing and Promotion		13,500					13,500
General Services/Admin Charges		467,800					467,800
Training, Dues and Subscriptions		0					0
Travel and Meeting Expenses		3,100					3,100
Insurance		70,000					70,000
CAPITAL EXPENSES							
Fareboxes						33,400*	33,400
TOTALS	79,000	2,519,900		479,000	224,800	33,400	\$3,336,100

***NOTE: THESE FUNDS WERE ROLLED OVER FROM A PRIOR YEAR.**

ROUND-UP TRANSIT ESTIMATED BUDGET FISCAL YEAR 20-21

C.T.S.A.

*Denotes funds rolled-over from another year

	FARES/ ADS/ MISC.		STA FUNDS		TDA ARTICLE 4.5 FUNDS		TOTAL EXPENDITURES
OPERATING EXPENSES- PERSONNEL							
Personnel (Salaries and Overtime)	80,000	420,000	172,500		235,400		907,900
Extra Help		427,100	172,900				600,000
Benefit Package		663,400					663,400
OPERATING EXPENSES- SERVICES, MATL'S & SUPPLIES							
Vehicle Charges		160,400		491,000			651,400
Administration/Misc		105,200					105,200
Communication		60,000					60,000
Marketing and Promotion		14,000					14,000
General Services/Admin Charges		165,900	342,500				508,400
Training, Dues and Subscriptions		3,400					3,400
Travel and Meeting Expenses		7,000					7,000
Insurance		53,100					53,100
CAPITAL EXPENSES/GRANTS							
PTMISEA (balance for farebox purchase)						33,400*	33,400
TOTALS	80,000	2,079,500	687,900	491,000	235,400	33,400	\$3,607,200

*NOTE: THESE FUNDS WERE ROLLED OVER FROM A PRIOR YEAR

FOLLOW-UP ACTIONS ON THE TRIENNIAL PERFORMANCE AUDIT FISCAL YEARS FY 2015/16 – FY 2017/18

The latest Triennial Performance Audit of the City of Clovis Transit System was completed by Moore and Associates in June 2019. The audit concluded that during the audited period the City of Clovis was conducting its transit operations in an effective manner. The audit recommended the following:

FUNCTIONAL REVIEW, FINDINGS AND RECOMMENDATIONS

Triennial Audit Findings

1. Of the fifteen compliance areas evaluated by the auditors, the operator was found not in compliance within one area: the timely submittal of its Transit Operators Financial Transactions Report to the State Controller during the audit period. All other applicable audit areas were found within compliance.
2. The City of Clovis participates in the CHP Transit Operator Compliance Program in which the CHP has conducted inspections within the 13 months prior to each TDA claim. The CHP inspection reports submitted for review were found to be satisfactory.
3. The City's required farebox recovery ratio was met with the assistance of local Measure C funds. The audited farebox with Measure C revenue for fixed route was 20 percent and 10 percent for demand response. The average farebox for the fixed route without local funds was 5.47 percent and the average farebox for demand response without local funds was 3.47 percent during the audit period.
5. Clovis satisfactorily implemented two of three prior audit recommendations. The recommendations implemented pertained to ensuring that Clovis Transit's system information was displayed on Fresno State University's website page and that State Controller reports would be submitted by the due date. The recommendation pertaining to travel training was not implemented and is forwarded for full implementation in this audit.
6. Fixed route operating costs increased by 11 percent during the audit period. Dial-A-Ride operating costs increased 15.3 percent. The increase in operating costs is attributed to higher labor and maintenance costs, insurance and workers compensation and more buses in revenue service.
7. Fixed-route ridership decreased 15 percent and Dial-A-Ride ridership decreased 14.2 percent during this evaluation period.
8. Fixed-route vehicle service hours remained essentially the same over the audit period as did vehicle service miles. On Dial-A-Ride, the trend followed the decrease in passengers; vehicle service hours decreased by 11.2 percent and vehicle service miles decreased by 13.1 percent. This indicates relative stability in service hours and miles

and reflects proper route streamlining and other service efficiencies implemented during the period.

9. Operating cost per passenger, an indicator of cost effectiveness, increased 38 percent system-wide. Cost per passenger increased by 25.1 percent on fixed route and 52.3 percent on Dial-A-Ride. The trend for this indicator reflects a substantial increase in operating costs when compared to the decline in passenger trips.
10. In 2015, the City purchased the Clovis Lumber Yard, located on 3rd Street just east of Clovis Avenue, for \$2.85 million, which will be part of a larger civic development that would include a transit center, library, and senior center. The proposed transit center will be composed of transit offices, driver break rooms, and meeting rooms as well as a hub for Clovis Transit and other transit systems.
11. The City and Fresno State University executed an agreement in May 2015 whereby Fresno State students, faculty, and staff can ride free on the Stageline fixed route by presenting their university identification cards. This transit agreement complements the free on-campus transit service provided by Fresno State's Bulldog Express shuttle.
12. Clovis and its regional partners have continued to work toward a seamless fare media system in the metropolitan area, including the integration of the SPX Genfare electronic farebox system on Round Up and Stageline vehicles.
13. In November 2012, Clovis received six new Arboc low floor buses that have wheelchair ramps with a 1,000-pound weight capacity rating. The City discovered a few defects with the Arboc buses, which were then made roadworthy with the assistance of mechanics. Clovis received two Champion buses in May and June 2015.
14. In August 2014, Clovis Transit implemented new dispatching software for Round Up. The Mobilitat Easy Rides dispatching and scheduling software is composed of an Internet desktop interface that is accessible through mobile display tablets. The new software has resulted in more accurate reporting of vehicle service hours and mileage.
15. Clovis Transit Schedule Guide was updated and published in April 2014 for the Stageline fixed route. The schedule guide is a glossy tri-fold brochure that folds out into a system map with schedules, general service information, rider etiquette, fares, and a destination guide and legend.

Triennial Audit Recommendations

1. Establish a formal travel training program in anticipation of the new transportation hub.

This recommendation is carried over from the prior performance audit. Clovis continues to provide travel training upon request but has yet to establish a formal travel training program. The need for such a program has become more apparent with the increase in

the number of wheelchair-bound passengers. The City has proposed the construction of a transportation hub and senior activity center in Old Town Clovis on 3rd Street just east of Clovis Avenue. With the addition of a new transit facility, Clovis Transit will have proper facilities to grow and improve travel training to the community. The new facility will offer space not only for travel training but ADA assessments.

Comments: the City has plans for a formal travel training program once the new transit hub facility is completed. This will allow adequate space and a central location for travel training.

2. Ensure the timely completion and submittal of the annual State Controller Transit Operators Financial Transactions Reports.

For current audit review period, the City did not submit its annual Transit Operators Financial Transactions Reports to the State within the statutory time frame. PUC 99243 (a), requires transit operators to file an annual report with the State Controller's Office within a prescribed period of time. In FY2015-16, the deadline was 110 days following the end of the fiscal year, or October 18, 2016, if filing electronically. Beginning in FY2016/17, the deadline was extended to seven months following the end of the fiscal year, or January 31. In FY2015/16, the City's State Controller Report was submitted on October 26, 2016, more than one week after the stipulated deadline. The delinquent submission was due to the unexpected death of the city accountant responsible for the report. The unexpected change in personnel resulted in delays to several job duties, including the filing of that year's State Controller Report

Comments: All employees involved in the preparation of the State Controller Reports will be aware of the January 31 deadline and will strive to complete and submit the report on time each year. Given subsequent reports have been submitted on time according to the deadline, and that the circumstances resulting in the delay in FY2015-16 are unlikely to reoccur, there is likely no further action required.

CLOVIS STAGELINE/ROUNDUP: 2019 PRODUCTIVITY EVALUATION COMMITTEE RECOMMENDATIONS

A. Comply, where feasible, with the FY15 through FY18 Triennial Performance Audit Recommendations.

This is ongoing

B. Continue to monitor effectiveness of Stageline service, optimize routing, and seek ways to increase ridership to maintain the State-mandated 20% farebox ratio without continued reliance on Measure C farebox subsidy.

Although the farebox ratio was not achieved directly from ridership contributions, the Clovis City Council allocated Measure "C" funds be utilized on the Local Transportation Fund Claim to meet the State mandated 20% ratio. With the new Measure C funding,

additional Stageline service have been implemented including weekend service. A consultant has reviewed the entire system for improvements and efficiency.

C. Continue to improve CTSA potential through increased coordination and consolidation with local social service transportation providers to reduce its reliance on Measure C farebox subsidy.

Currently, Clovis Transit is working with CVRC by transporting clients and providing assistance in the transitional training of special needs riders who are able to travel on either demand responsive or fixed-route service. This on-going coordination with local social service agencies to improve independent living skills of special riders will continue. Additional coordination occurs with Clovis Unified School District to assist special needs classes in travel training and education regarding transportation available to the disabled.

D. Continue to coordinate with FAX to consolidate services for maximum efficiency and effectiveness.

This is ongoing. Coordination occurs for Clovis Transit to accommodate transfers from Handy Ride to Round Up. Most recently, Clovis, Fresno County Rural Transit and FAX are working together on a county-wide farebox system.

E. Implement responsibilities under the Americans with Disabilities Act of 1990.

Full compliance has been obtained.

F. Address responsibilities under the Clean Air Act of 1990, the San Joaquin Valley Unified Air Pollution Control District Clean Air Plan, the Council of Fresno County Governments Transportation Control Measures Plan and Congestion Management Plan (CMP).

This is ongoing. When operationally feasible, Clovis Transit will purchase low emission vehicles to help reduce emissions. Clovis Transit did obtain full California Air Resources Board compliance in regard to the December 31, 2010 deadline for reduced emissions.

G. Coordinate with the Fresno County Department of Social Services to plan and implement transportation strategies focused on addressing the State mandates Welfare to Work - CalWorks Program.

Coordination with Human Services is ongoing including coordinating with bus pass purchases. A number of students in the program attend the Clovis Adult School, Institute of Technology, and Clovis Community College – Herndon Campus, which are served every 30 minutes.

H. Evaluate results of the TDA Triennial Performance Audit for FY 2015-2016 through FY 2018-2019.

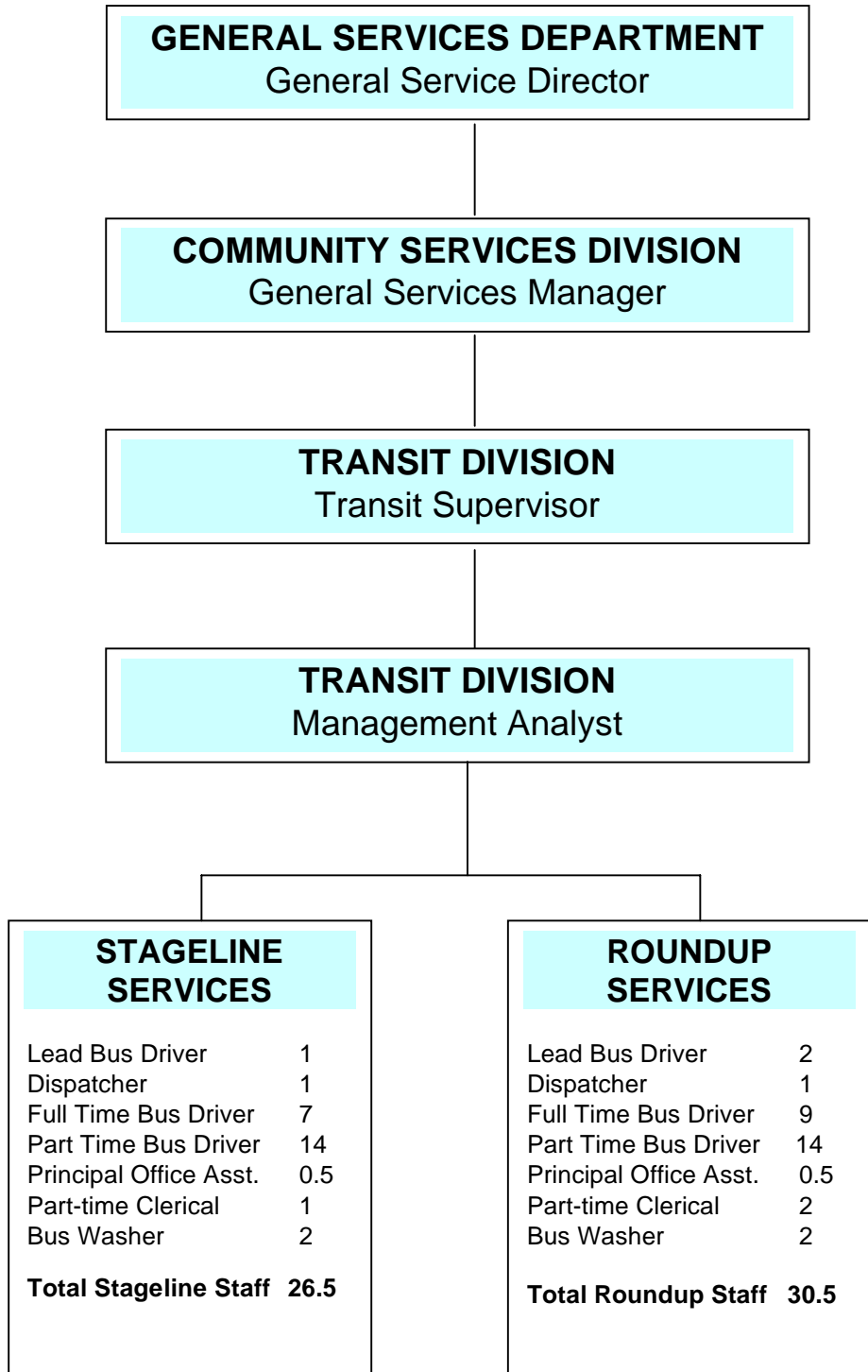
Last audit was completed for FY 2015-2016, FY 2016-2017, and FY 2017-2018. We received the results in June, 2019. Meeting with the auditors have been completed and the results will be continuously evaluated to ensure compliance with recommendations.

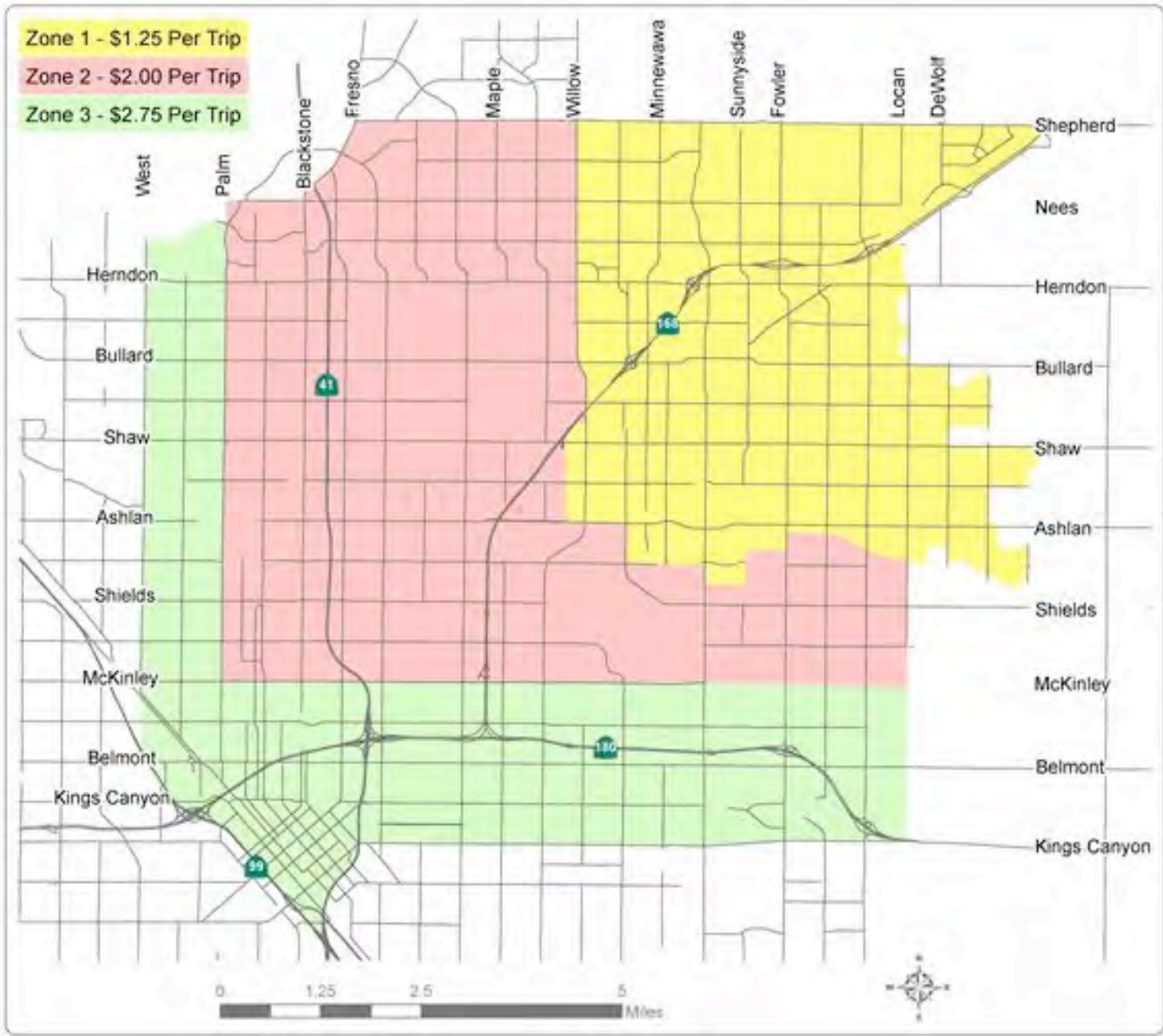
I. Prepare and adopt updated Short Range Transit Plans / Operation Program and Budget to reflect the inclusion of Measure C funded programs.

Measure C funds and LTF funds that are fully allocated to transit as of July 2014 will be analyzed for cost effective service enhancements. All funding is utilized to efficiently support current service levels.

**AMERICANS WITH DISABILITIES ACT OF 1990
ADA PARATRANSIT PLAN**

As of 1996, the City of Clovis has been in full compliance with the ADA. Clovis Transit's entire fleet is lift-equipped. ADA reports have been completed until 1996 and letters of compliance completed for each year thereafter.





RESOLUTION 20 -

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
ADOPTING THE CTSA’S OPERATIONS AND PROGRAM BUDGET
FOR CLOVIS TRANSIT ROUNDUP SERVICES**

WHEREAS, the Fresno Council of Governments (FCOG) has separately designated the Clovis Transit Roundup Service as a Consolidated Transportation Service Agency (CTSA); and,

WHEREAS, the Fresno County Economic Opportunities Commission (FCEOC) has prepared, under contract to the FCOG, the 2019-2020 “Operations and Program Budget for the Fresno CTSA, the Clovis CTSA, and the Rural CTSA”; and,

WHEREAS, the document has been prepared in cooperation with Fresno Area Express, Clovis Transit, the FCEOC, and the Fresno County Rural Transit Agency (FCRTA); and,

WHEREAS, the document has been prepared in conjunction with the annual performance evaluation process, the Short Range Transit Plans and Public Transit Budgets; and,

WHEREAS, said document has been reviewed during the past forty-five (45) days.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Clovis does hereby adopt the “Operations and Program Budgets for the Clovis CTSA 2019-2020, as the basis for its continued responsibility as the designated CTSA for the City of Clovis

* * * * *

The foregoing resolution was approved at the regularly scheduled meeting of the Clovis City Council on the 18th day of May, 2020, by the following vote to wit:

AYES:
NOES:
ABSENT:

Dated:

Mayor

City Clerk

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-21

RESOLUTION ADOPTING THE
CTSA'S OPERATIONS PROGRAM
AND BUDGET FOR THE CLOVIS
CTSA, FY 2020-21

IN THE MATTER OF:

**PROGRAM
CONSOLIDATED
TRANSPORTATION SERVICE
AGENCY (CTSA) OPERATIONS
PROGRAM AND BUDGET: FY 2020-
21, CITY OF CLOVIS**

WHEREAS, the Fresno Council of Governments (Fresno COG) has separately co-designated the Fresno Economic Opportunities Commission (FEOC) as the Urban CTSA –with Fresno Area Express, the City of Clovis as the Clovis CTSA and the FEOC as the rural CTSA – with the Fresno County Rural Transit Agency, and

WHEREAS, Clovis has prepared, under contract, the FY 2020-21 “Operations Program and Budget for the Clovis CTSA”, and

WHEREAS, the document has been prepared in conjunction with the Clovis Transit’s CTSA Roundup and the Fresno Economic Opportunities Commission, and

WHEREAS, the document has been prepared in conjunction with the Unmet Transit Needs process, and annual Public Transit Budgets, and

WHEREAS, said document has been reviewed simultaneously, during the review period,

NOW THEREFORE BE IT RESOLVED that the Fresno Council of Governments hereby adopt the “Operations Program and Budget for the Clovis CTSA, FY 2020-21.

BE IT FURTHER RESOLVED (if needed)

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25TH day of June, 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

**CONSOLIDATED TRANSPORTATION SERVICE
AGENCY**

**OPERATIONS PROGRAM & BUDGET
FY 2020/21**

FOR THE

**FRESNO URBAN CTSA
FRESNO RURAL CTSA**

Prepared By:

Fresno Economic Opportunities Commission
Transit Systems
3110 W. Nielsen
Fresno, CA 93706

Submitted April 24, 2020

The Fresno Economic Opportunities Commission
Transit Systems
CONSOLIDATED TRANSPORTATION SERVICE AGENCY

OPERATIONS PROGRAM & BUDGET

2020/2021 Board of Directors

Daniel T. Parra	Barigye McCoy
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Angie Isaak	Rey Leon
Jerome Countee	Itzi Robles

Chief Executive Officer Fresno EOC:	Emilia Reyes
Transit Systems Director:	Monty Cox

Draft Submitted:	April 24, 2020
Initial 45 Day Review:	May XX, 2020
Proposed Adoption:	June XX, 2020

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FORWARD

The budget has been prepared with full service in mind, but due to recent and ongoing changes, there have been significant changes to personnel costs, ridership, etc. As a result of COVID 19, Fresno EOC Transit programs has been operating only those services that have been directed by the individual agencies to continue. The CTSA operations that are currently in service include Food Service Delivery and CalWorks. For those services the following measures are in place:

- Approximately 65% of employees have been Furloughed.
- About 30 additional drivers are assisting with increased food preparation and delivery needs for seniors and children.
- Employees that are still working have been wearing gloves and masks.
- We have been washing and sanitizing all vehicles in use several times a day, which includes but is not limited to sanitizing seats, handrails, steering wheels, and door handles.
- We have implemented social distancing practices in the food preparation and office areas.
- A summary of CTSA operations during COVID 19 is as follows:
 - o Head Start: Head Start suspending classes until further notice. Transit Systems ceased its transit services for this program until it resumes operation.
 - o Central Valley Regional Center (CVRC): Fresno EOC Transit Systems received direction from CVRC that their more sensitive consumers will not be attending their daily programs. Shortly after that all day programs temporarily suspended their programs. We are meeting with them (via zoom) to plan when and how services will begin again.
 - o Fresno Madera Area Agency on Aging (FMAAA): Transit Systems has received direction to suspend service to the senior centers until further notice.
 - o CalWORKS: Services will continue as requested by CalWORKS participants. If participants' schedules change, Transit Systems will adjust accordingly.
 - o CalVets: CalVets continued a short time until requested to suspend service.

Due to timing of the process, this Operations and Program Budget has been prepared assuming full service will be restored as of July 1, 2020.

SECTION I. INTRODUCTION

The Consolidated Transportation Service Agency (CTSA) Operations Program and Budget (OPB) for the Fresno Metropolitan Area and Rural Fresno County has been developed by the Fresno Economic Opportunities Commission (FRESNO EOC) in cooperation with the Fresno Council of Governments (COG) and its co-designates, the City of Fresno (Fresno Area Express/FAX) and the Fresno County Rural Transit Agency (FCRTA).

The OPB is intended to serve the following purposes:

1. Provide a program of operations, including an implementation schedule for new and/or modified services and a program budget for CTSA coordinated and consolidated social service transportation services for the program year July 1, 2020 through June 30, 2021.
2. Serve as a resource document for local-elected officials, social service agencies and the general public.
3. Demonstrate the CTSA's compliance with Section 99275.5 of the Public Utilities Code concerning Transportation Development Act (TDA) Local Transportation Funds (LTF) Article 4.5 claim evaluation criteria and required findings and with the COG Assembly Bill AB 120 Action Plan adopted February 1982 and as amended in April 1990.
4. Document efforts to improve coordination and consolidation of social service transportation services in order to:
 - a. Demonstrate compliance with Chapter 1120 of the 1979 California Statutes by addressing and substantiating which of the coordination benefits specifically listed in the legislation should be pursued by the co-designated CTSA's in the Fresno Metropolitan Area and Rural Fresno County.
 - b. Create additional opportunities to utilize supplemental grant funding available from federal, state and local assistance programs to support social service transportation services by demonstrating that "coordination criteria" have been addressed.

SECTION II: MANAGEMENT SUMMARY 2020/2021

Overall Budget

The Draft Operations Budget for 2020/2021 totals \$2,735,769 for the Rural CTSA and \$4,549,732 for the Urban CTSA. These figures are slightly larger than the 2019/2020 year with the rural increasing by 8.3% and the urban increasing by 9.3%. However, 6.2% of the Urban increase is due to the allocation of Capital funds which do not come every year to the CTSA. Combined, the overall Rural and Urban Budget for 2019/2020 is \$7,285,501. The Urban budget does not reflect a Capital revenue projection for FY 2019/20; however, it does reflect \$257,030 from the new 5310 funding cycle for 2020/21. The CTSA is included in the Fresno COG application to FTA for the purchase of three (3) new buses.

Planned Revenue

The Rural CTSA shows an overall very slight increase in funding in the social service and TDA revenues.

Planned Expenditures

Expenditures in both the Urban and Rural CTSA have been projected to include an increase in labor cost effective July 1, 2020. Overall expenses have been budgeted as conservatively as possible given the tight funding restraints presented.

TDA 4.5 Funds and Grants

The TDA 4.5 funding is allocated on the estimated Sales Tax Revenues for Fresno County and approved by the Fresno Council of Governments. In the upcoming fiscal period, 2020/2021, the TDA 4.5 funds increased slightly from 2019/2020. Urban TDA 4.5 funds and Rural TDA 4.5 funds both increased by 1.9% and 4.6% percent respectively. In addition, the FY 2019/20 included the last \$73,322 of carryover funds, which are not available for the FY 2020/21. The CTSA applies for the FTA 5310 vehicle grant each cycle. In the 2018/2019 FTA grant cycle Fresno EOC applied for five (5) vehicle replacements, and the Fresno COG included three (3) in the application to FTA. It is hoped this will be approved by October 2020 and the vehicles can be ordered.

Service Contract Changes

The following major service changes are noted for the upcoming FY 2020/2021.

- Head Start Federal Funding was increased significantly resulting in an increase of Head Start School Bus services for the 2020/2021 School Year. The result of this proposed increase is included in this Budget. Head Start is experiencing changes in how they provide classroom services. Specifically, there is a shift in resources which may allow HS to convert some three-hour classes to six-hour class. Since HS does not currently provide transportation for most six-hour classes, this may result in a shift in routes from one

school to another, depending on where the transportation need moves between schools. The Head Start program has also authorized the purchase of replacement buses, due to the age of the existing fleet.

- There has been very little change in FMAAA funded services since the reduction in FMAAA funding several years ago. Recently the FMAAA added a new requirement to provide a minimum number of senior trips. The CTSA responded by expanding the boundaries for the three remaining sites and doing outreach activities to help promote the service. The result of these efforts has been an increase in the FMAAA senior trips provided. A fourth site at Inspiration Park was also added to the program.
- COVID-19 Changes: CTSA Changes resulting from the COVID-19 Pandemic included the following, starting in Mid-March when a State of Emergency was declared:
 - CVRC Services were canceled; however, CVRC continued to pay for transportation services at the average number of individuals previously transported thru June 30, 2020. This allowed us to use the CVRC drivers to assist in providing increased meal delivery services to seniors and children who were required to stay home.
 - Meal deliveries increased because seniors and children were not allowed to go to school or to senior centers or other activities.
 - Head Start sites were closed when Fresno Unified closed due to the Shelter in Place order.
 - CaLWORKS continued to run; however, the number of participants was reduced as worksites closed.

CTSA Service Contracts

Customer	Projected Revenue	Service	Area
CVRC	\$ 3,691,700	Developmentally Disabled	Urban & Rural
EOC Meal Delivery	\$ 360,951	Elderly	Urban & Rural
EOC Head Start	\$ 671,500	Student Transportation / Meals	Urban & Rural
Fresno CalWORKS	\$ 403,620	Disadvantaged Transportation	Urban
Nikkei Senior Center (*Driver provided by Nikkei)	*	Elderly	Urban
Soul School (* assist with bus tokens)	*	Student Transportation	Urban

Vehicle Procurement

The 2018/2019 FTA 5310 cycle is being administered by the Fresno COG offices. The CTSA applied for five (5) vehicles. Fresno EOC was selected to receive three (3) buses based on the Fresno COG selection process. The application has been submitted and federal approval is pending. Fresno EOC is expected to receive \$257,030 for three buses.

Vehicle Inventory

The CTSA fleet, as of April 15, 2020, consists of the following:

Number of Vehicles	Description	Fuel Type
29	School Buses	Diesel
59	Wheelchair Cutaway Vans	Gasoline
5	Small Mini-Vans	Gasoline
31	Meal Delivery Vans	Gasoline
124	Total Vehicles	

Complete Vehicle Inventory Detail is found in **Exhibit A**.

Personnel

Fresno EOC operates two programs that are involved in the CTSA services, Food Services and Transit Systems. Only the drivers for Food Services are funded by the CTSA operations. The Food Service Director, as well as all other food service employees, are not included in the OPB. The Operations & Financial Supervisory position was changed to an Operations Manager. The CTSA, as of April 24, 2020 is staffed as follows:

1	Transit Systems Director
1	Operations Manager
4	Operational Supervisors
1	Vehicle Maintenance Manager
2	Route Planners/Schedulers
9	Dispatchers
107	Drivers (includes relief staff)
2	Vehicle Detailers
5	Mechanics/Technician (Vehicle and CNG)
2	Clerical
134	Total

Looking Back 2019/20

The 2019/2020 Fiscal Year proved to be a building year as new contracts were added or prepared to be added. Some budgets increased but most remained constant, until March when COVID-19 hit. The largest contract, CVRC, experienced a slight increase in the number of consumers as well as a State-generated 8.2% rate increase. Labor costs continue to increase as well.

The cost of fuel continued to be volatile, until the decline due to COVID-19. Service levels with our contracts likewise were constant until mid-March.

Meal delivery service levels, have increased drastically for the upcoming period. Between increases in senior contracts and the shifting of seniors at centers to homebound, and Children staying home from school, meals delivered has increased tremendously.

Looking Ahead 2020/2021

The 2020/2021 year will be another challenging year as budget constraints continue to keep pressure on funding sources for disabled and elderly programs. With the CVRC increase in funding, part of the uncertainty has improved; however, who knows how long it will take to get back to normal service once the pandemic is over and its effects on the local budget continue to have a significant impact in the areas of Head Start transportation, as well as senior service transportation. We did begin a new route for the California Veterans Home (Calvets) which was going well before March. The CTSA will evaluate strategies in an effort to seek new contracts in 2020/2021. Fuel prices, while low for a few months, will likely become very volatile again. The economy is equally unpredictable and will have a large impact on services and ridership.

SECTION III. GOALS, OBJECTIVES AND POLICIES

The Fresno Urban and Fresno Rural CTSA have adopted the primary CTSA goals, objectives and policies delineated in Chapter 1120 of the 1979 California Statutes and the Assembly Bill 120 Action Plan. These are as follows:

GOAL:

PROVIDE SAFE, RELIABLE TRANSPORTATION FOR AGENCIES BY PROMOTING IMPROVED COORDINATION AND CONSOLIDATION OF AVAILABLE RESOURCES.

OBJECTIVES:

1. Centralize administration to eliminate duplicative administrative requirements.
2. Identify and consolidate all sources of funding to provide more effective and cost-efficient services.
3. Centralize dispatching for more efficient vehicle use.
4. Centralize maintenance for adequate, regular and more cost-effective vehicle maintenance.
5. Implement an exemplary driver-training program for safer vehicle operation and lower insurance costs.
6. Combined purchasing and pricing bid/quotes for more effective cost savings.

POLICIES:

1. Any centralized administration shall utilize, to the maximum extent possible, existing public and private administrative capabilities and expertise.
2. The following policies provide a framework for developing a sound public transportation system throughout Fresno County. They expand upon previously stated overall Regional Transportation Plan (RTP) goals, objectives and policies and are more specifically targeted toward the public and social services transportation system.
 - A. Continue to pursue expanded federal, state and local funding for both public and social service transportation.
 - B. Provide transportation to the eligible agencies within defined service areas, focusing on transportation needs of low-income, elderly and disabled persons.
 - C. Support coordination and consolidation of social service transportation and promotes effective and efficient use of existing resources.
 - D. Encourage safety, appropriate frequency of bus service, reasonable fares and the provision of adequate service to satisfy transportation needs which are determined to be reasonable to meet.

- E. Incorporate a variety of public transportation services and vehicles, as warranted, throughout the County.
 - F. Encourage the private sector to engage in the provision of public transportation services.
 - G. Advantages and disadvantages of projects are considered; factors include economic, environmental and social factors.
3. Existing sources of funding utilized prior to the Social Service Transportation Improvement Act (Assembly Bill 120) shall, to the maximum extent possible, be continued.
 4. Consolidation of services shall, to the maximum extent possible, utilize existing agency operating and maintenance personnel and expertise.
 5. The COG shall utilize its regulatory role over Transportation Development Act (TDA) funds by monitoring and evaluating the performance of the CTSA's through the TDA claim process, an annual financial audit, an annual productivity evaluation, a triennial performance audit, and the CTSA's compliance with the AB 120 Action Plan.
 6. The COG, as part of its on-going transportation planning process, which includes review by various technical committees, shall review CTSA designates' compliance with the AB 120 Action Plan annually, at a minimum.
 7. The COG shall review, through the Executive Order 12372 review process the transportation services offered by social service agencies and their appropriate comments and finding encouraging their participation with the CTSA's, as part of the final A-95 Clearinghouse commentary.
 8. The COG shall encourage members to evaluate their financial commitments to local social service projects (which either in full or in part provides transportation services) and make appropriate recommendations for proper coordination with the CTSA in order to maximize the effective use of local transportation dollars.
 9. Overall TDA/LTF Article 4.5 funds shall not be expended without the minimum match requirement with other available funds to the CTSA.
 10. CTSA's shall be required to maintain, at a minimum, an overall farebox revenue-to-operating cost ratio of fifty-five percent (55%) for all CTSA transportation services. The required fare box revenue may consist of fares, donations and/or social service agency revenues.
 11. CTSA services shall be evaluated annually by the COG's Social Services Transportation Advisory Council (SSTAC) Productivity Evaluation Committee. SSTAC evaluation shall include recommendations regarding changes and improvements in existing CTSA services. The SSTAC shall be responsible for reviewing performance standards to be used in the evaluation process. Performance standards shall take into consideration the special needs that are being responded to by the CTSA and also the goals of AB 120. The SSTAC evaluation process shall take place prior to the annual submission of the OPB to the COG to allow for the inclusion of any SSTAC recommendations in the OPB.

12. All new services initiated by the CTSA will be subject to a one-year evaluation process. Each new service will be required to meet specified performance objectives. The first three months of operations will be utilized to establish and market the new service. Modifications to the service, if appropriate, will be recommended and implemented during this time. If, after nine months, it is the opinion of the SSTAC that the service will not meet performance standards, the SSTAC may recommend that the service be discontinued. If the service is to be terminated, the period between nine and twelve months will be used to provide and orderly phase out.

SECTION IV: OVERVIEW OF CTSA SERVICES

1. URBAN AND RURAL CTSA DESIGNATIONS

FCOG has co-designated the City of Fresno (FAX) and FRESNO EOC as the CTSA for the Fresno Metropolitan Area. FCRTA and FRESNO EOC are the CTSA co-designates for Rural Fresno County as the Fresno and Rural CTSA's. These agencies are responsible for working toward improved social service transportation through coordination and consolidation of transportation services. The Fresno Urban and Rural CTSA's also are to work to achieve the following six objectives.

- A. Centralized Administration
- B. Consolidated Funding
- C. Centralized Dispatching
- D. Centralized Maintenance
- E. Driver Training Programs
- F. Combined Purchasing

FRESNO EOC is the administrator and operator of the Fresno Urban and Rural CTSA services and as the lead social service agency FRESNO EOC provides liaison with the social service agencies participating in the Fresno Urban and Rural CTSA program. The City of Fresno and FCRTA, as public agencies, provide public accountability for CTSA operations.

The Fresno Urban and Rural CTSA is composed of various social service agencies operating various social service programs. Occasional activities (i.e., special trips not funded by TDA monies) are not included in calculations and statistics. The Fresno Urban and Rural CTSA attempts to maximize resource utilization while responding to needs through the coordination of existing resources combined with new resources.

2. DESCRIPTION OF URBAN CTSA SERVICES

The FRESNO EOC, as lead social service agency, is responsible for coordinating and consolidating the transportation services of social service agencies. Responsibilities include the following:

- A. Development of social services transportation data
- B. Needs assessment
- C. Implementation strategy for consolidated/coordinated operations
- D. Contractual relationships
- E. Overall administration of urban and social service transportation operations

As a claimant of TDA/LTF Article 4.5 funds, FRESNO EOC is a fiscal agent for Fresno Urban CTSA operations involving participating social service agencies in the Fresno Metropolitan Area.

Services which comprise the Fresno Urban CTSA are shown on **Exhibit B**. Further detail on the Urban CTSA services is provided in section 3.

3. DESCRIPTION OF RURAL CTSA SERVICES

The FRESNO EOC and FCRTA, as co-designated CTSA's, have jurisdiction in the Rural Fresno County Area. FRESNO EOC is the lead agency responsible for overall program administration, including the following:

- A. Liaison with social service agencies
- B. Data collection
- C. Development and implementation of the Rural OPB
- D. Execution of service contracts
- E. Administrative responsibilities

FCRTA, as the claimant of TDA/LTF Article 4.5 funds for Rural CTSA operations, is the prime administrator of those funds. FCRTA provides technical assistance for OPB development and the COG monitors and evaluates FRESNO EOC performance. Agencies and programs, which comprise the Fresno Rural CTSA, are shown on **Exhibit B**. Further detail on Rural CTSA services is provided in Sections VI and VII.

4. STATUS OF URBAN AND RURAL OPERATIONAL OBJECTIVES

Since its inception, the Fresno Urban and Rural CTSA have made significant progress in implementing several of the coordination and consolidation objectives, as follows:

A. Centralized Administration

The Fresno Urban and Rural CTSA currently administer and operate transportation services for numerous social service programs. Centralized administration of the Fresno Urban and Rural CTSA has resulted in the ability to amalgamate with other agencies to provide a broader-based and a more comprehensive view of service needs and objectives. This enhanced planning capability has resulted in a more effective utilization of available funds.

The Fresno Urban and Rural CTSA has continued to serve as a technical advisor and clearinghouse for small community-based organizations and other governmental member agencies. Staff time devoted to administration has been reduced and other cost savings have been affected as a result of increased technical expertise utilized in service planning and delivery.

For example, the Central Valley Regional Center (CVRC) requires transportation for approximately 450 consumers from home to approximately 18 work locations or training centers each day. Centralized Administration allows for CVRC staff and home providers to communicate with a single source to coordinate a very complex operation each day.

The Fresno Madera Area Agency on Aging (FMAAA) uses the CTSA to coordinate the transportation of senior citizens each day to congregate meal sites to participate in fellowship and nutritious meals in the Urban and Rural areas. The CTSA coordinates the daily rides and makes individual and route adjustments as necessary.

Agencies and programs, which comprise the Fresno Rural CTSA, are shown on **Exhibit B**. Further detail on both the Urban and Rural CTSA services is provided in Sections VI and VII.

B. Consolidation of Funding

Consolidating funding under the CTSA allows for economics of scale when purchasing capital equipment and leveraging funds for the operations. The Fresno Urban and Rural CTSA anticipate various operating revenues from social service agencies in FY 2020/2021. These revenues, along with donations from seniors participating in the congregate meal program, contribute to the minimum required fare box match requirements of 55%. In 2019/2020 combined Urban and Rural fare box exceeded the required minimum match of 55% to the level of 74.2%. In 2020/2021 the fare box match is planned at 75.7% or above for the combined urban and rural areas. These match projected percentages include all non TDA funds as match.

Consolidation of funds increases leverage in purchasing vehicles. As necessary, the Fresno Urban and Rural CTSA applies for Federal Transportation Administration (FTA) Section 5310 Capital Grants to purchase new vehicles and other equipment, such as two way radios, wheelchair lifts and computer equipment/software, in an effort to keep the fleet current. Keeping the fleet up to date is important for the reliability of vehicle service to our customers; it also assists in maintaining a more constant vehicle maintenance expense and cost of maintenance per vehicle. Currently those FTA Grants are utilizing toll credits for the local match. Fresno EOC did use TDA funds for any local match required for vehicle costs exceeding the maximum allowable per vehicle cost set by the FTA.

The CTSA applied for five (5) FTA 5310 vehicles in the 2018/2019 grant cycle and was allocated \$257,030, enough for three (3) buses. The Fresno COG is waiting for federal approval before officially awarding the funds. They are hopeful approval will be received by September 2020.

C. Centralized Dispatching

The CTSA has consolidated dispatching into one central center. The specific benefits of dispatch consolidation are the reduction of transferred calls, a better regional awareness within the County, consistency, expertise, economic and operational efficiencies and better accountability, data and customer service. During the 2017-18 FY the Fresno EOC purchased dispatching software with tablets to use on the buses.

Currently the CTSA utilizes a two-way radio system. During the 2017-18 FY Fresno EOC expanded the telephone system using a new fiber optic phone line. This expanded the number of possible concurrent calls from 20 to 70. Fresno EOC reduced the number of dispatchers employed to 9 and nine (9) dispatcher stations is equipped with a multi-line telephone system, a computer with dual monitors. The two software systems have scheduling, data-base and mapping systems. Each Dispatch station also has two-way radio microphones with separate audio listening devices, and various protocol references and quick reference procedures. The internet service is supported by fiber optic service lines for maximum speed and capacity.

A phone system was included with the equipment that includes call-accounting features. This allows EOC to determine the call volume to each of the 9 dispatch phone lines. This is used as a tool to measure current performance and future growth.

Bilingual dispatchers are on duty and a number of bilingual personnel are available for interpreting needs in several languages. There are nine (9) dispatchers assigned to the Fresno EOC Transportation Center. All dispatchers are supervised at the Fresno CTSA Transit Systems Nielsen Operation Center.

Call volume studies are conducted at the Fresno Station to reflect the call volume in a typical 24-hour period. The results of the most recent Fresno call volume may be found in **Exhibit C**. The results showed the Fresno Center has a capacity to more than double in volume. Phone caller count software was installed in 2018 to allow this call computation reporting.

D. Centralized Maintenance

One of the major goals of the Fresno Urban and Rural CTSA is to establish and offer a preventative maintenance program that provides on-site maintenance services. To accomplish this goal, all-preventative maintenance work (defined as tune-ups, oil changes and lubes, complete brake work and other minor repairs) is performed at the CTSA maintenance service facility, located at 3110 W. Nielsen Avenue in Fresno, by trained professional certified mechanics.

This preventative repair work is required by California Highway Patrol regulations. All repairs are performed according to existing preventative maintenance schedules approved by the California Highway Patrol (CHP) for all motor carriers. All repairs are subsequently recorded and filed as approved by the California Motor Carrier Division for general record keeping and vehicle history documentation.

Additionally, the Fresno EOC maintenance department is currently utilizing maintenance tracking software, which has greatly enhanced record keeping, and reporting capabilities. In December of 2019 the CTSA received a “satisfactory” rating from the California Highway Patrol (CHP) Motor Carrier Division, this is the

highest rating given by the CHP. The CTSA has earned this satisfactory rating each year since inception.

The CTSA continues to look to market its services to other Social Service Agencies. The Fresno Urban and Rural CTSA, as part of its OPB, commenced operation of a centralized maintenance facility on March 3, 1987. The facility is in need of expansion in order to meet current alternative fuel vehicle needs. Additional shifts could be used to increase the number of vehicles serviced.

Fresno EOC mechanic productivity and all vehicle repairs are entered into a vehicle maintenance software tracking program. Mechanic productivity meets labor industry standards. Fresno EOC is embarking on a General Plan for the Nielsen Complex that includes the addition of more maintenance bays and expansion of the Food Preparation Center. Recent health issues and social distancing in our community have increased the need and opportunity for more meal deliveries to social service agencies.

The CTSA continues to offer very competitive labor rates for maintenance services. We provide all maintenance for the transit fleet as well as a few other local social service programs such as the Local Conservation Corps, Sanctuary Youth Services Program, and Head Start site staff vehicles.

Service Schedule:

All repairs and Preventive Maintenance services are scheduled based on the Daily Driver Pre-Trip Report forms which are turned in each day after the route is completed. These forms log the daily miles traveled and note any problems that the vehicle may have on a particular day. The service intervals are based on mileage or days. (School Bus-3,000 miles/45 Days; B-Bus-5,000 miles/90 Days, whichever comes first).

Labor Rate:

The shop labor rate is set well below most regular shop labor rates due to operational efficiencies and our non-profit status. All outside agencies will receive the lowest negotiated rate possible for their fleet size.

Equipment/Parts:

The maintenance facility is equipped with tools such as scanners, brake lathes, high tonnage lifts, automated lube equipment, tire machinery and other necessary shop tools. The parts storage room is stocked with filters, alternators, specialty vehicle parts and various dealer items. Bids are taken annually to assure best possible price and service.

Mechanics:

The five mechanics, two assigned to Fresno EOC vehicle accounts, have a combined experience of over 100 years and each mechanic is ASE Certified in various categories. All are capable of working on a variety of vehicles from gasoline, CNG, and diesel fueled.

E. Driver Training and Safety Programs:

The Fresno Urban and Rural CTSA have developed a comprehensive program for training and orientation of all CTSA. The program is open to the City of Fresno, Fresno Area Express (FAX), the City of Clovis, the Fresno County Rural Transportation Agency (FCRTA), as well as various other transit agencies working within the CTSA.

General Public, demand-response transit drivers are required to obtain a Special Driver Certificate through the California Highway Patrol. All drivers who seek a certificate or need to renew a certificate must complete the California Department of Education's approved Bus Driving Course. Our California State Certified Instructors are certificated through the Department of Education to teach this course.

The training for an original applicant consist of a minimum of 40 hours of total instruction, which includes but not limited to 20 hours of classroom and 20 hours of behind the wheel training.

The renewal driver must acquire 10 hours of in-service each year and when they are up for renewal, they must complete 10 hours of classroom. This course provides the applicant with the information needed to become a professional bus driver.

The minimum 20 hours of classroom instruction includes, but not limited to, knowledge of laws and regulations, defensive driving, specialized defensive driving, passenger loading and unloading and special needs for the developmental disabled. This is to ensure efficient safe transportation and proper training to pass the state-required driving test.

The study materials used are current and up-to-date DMV California Driver handbook, DMV Commercial Handbook, Passenger Transportation Safety Handbook, and other materials required for each lesson.

The CTSA conducts mandatory driver in-service meetings held five times a year. The mandatory driver in-service meetings are specialized training for the drivers. Topics covered include but not limited to defensive driving techniques, emergency procedures, passenger management, loading and unloading passengers safely, use of special equipment such as wheelchairs, w/c lifts, w/c 7-point tie-downs, and vehicle safety and ADA and Cal/OSHA requirements. Drivers are informed of any new or existing laws or regulations that are added or changed.

One of the five meetings is hands-on training. This is where vehicles and events are planned and drivers get hands-on training through demonstrations. One event may include a session on vehicle breakdowns or when and how emergency red triangles are set up physically and safely.

Other events may include bus evacuation demonstrations, blind spots tips and use of mirrors, wheelchair safety inspection, and wheelchair 7-point tie down system and wheelchair lift procedures.

The Safety Team consists of a Manager/Director, Agency Safety Coordinator, a Transit Supervisor and two non-management employees one of which is a mechanic. The Safety Team meets five times per year. The goal of this team is to discuss on-the-job injuries and/or vehicle accidents prevention. This team has made a positive impact on the safety record. The CTSA encourages employees to offer safety suggestions. The Safety Team reviews all suggestions and they are reviewed at the mandatory safety meetings.

The CTSA has established a nomination program, to recognize employees for safe driving. This program increases safety awareness, while decreasing the number or work related injuries by rewarding employees when no injuries or accidents occur. This proactive safe behavior creates a safe working culture. Each Transit employee is eligible for the recognition. Employees are recognized at one of the mandatory in-service training meeting.

The CTSA has a safety video library. The library consists of training videos and is expanding to ensure up-to-date education on vital safety procedures and the critical elements of safe driving.

The CTSA offers an instructional class in American Red Cross First Aid and Cardiopulmonary Resuscitation (CPR). All CTSA supervisors are American Red Cross certified to teach First Aid and Cardiopulmonary Respiratory (CPR). All drivers attend this course and every two years renew their certificate. This course teaches drivers to identify and eliminate potentially hazardous condition in their environment, recognize emergencies and make appropriate decisions for first aid care. It teaches the knowledge and skills that individuals in the workplace need to know to give immediate care to an ill or injured person until more advance medical care arrives.

The CTSA continues to be enrolled, as required by TDA regulations, in the California Department of Motor Vehicles (DMV) Pull Notice Program. This program allows the employer to receive updated information on each driver. It is generated every 11 months. If a driver has any activity on his or her driving record, DMV will generate a pull notice to the employer.

The DMV Pull Notice Program enables the CTSA to identify drivers who may be receiving a suspension or revocation. The driver is informed about the actions and may take care of any situations before the suspension. If a suspension takes place, the employer can take measures to ensure the driver does not drive until the action is lifted.

The Fresno Urban and Rural CTSA are active in the refinement of a Caltrans Risk Management Program, developed in cooperation with the California Association for

Coordinated Transportation (CalACT). The CTSA's insurance carrier continues to refine the safety program to meet social service transportation program safety training and insurance needs.

The CTSA insurance carrier offers continuing support for ideas to keep the training program on a forward track. Working together has resulted in a more comprehensive plan to reduce accidents with a safety-first attitude for all drivers and staff.

The CTSA in cooperation with co-designee FCRTA has developed a Mobility Training Program that emphasizes safety, on-board behavior, transfers and proper use of wheelchairs, walkers, and other mobility devices. This training is available on-site or at congregate sites.

F. Combined Purchasing

The CTSA conforms to the purchasing policy as established by the Fresno EOC Finance Department and is reviewed by the Internal Auditors. Annual bidding is performed in order to compare market costs and utilize the lowest cost for goods and services. This bidding includes vehicle best quality at the parts, fuel, insurance policy coverage's and all other major goods and services. All goods and services over \$5,000 are purchased with a minimum of three (3) vendor quotes. Goods and services over \$75,000 must follow a formal bid procedure. Any purchases over \$150,000 must follow formal bid purchases and be approved by the Fresno EOC Board. A separate CTSA audit is performed annually along with an Agency wide Audit.

Vehicle purchasing is planned and programmed based on vehicle life expectancies. The majority of the CTSA vehicle replacement plan is performed through the State of California administered FTA 5310 vehicle grant program. The CTSA also assists other non-profit agencies in reviewing and coordinating their FTA 5310 application grant requests. Combined purchasing allows for better value and pricing to the CTSA and its partners.

Section V **PRODUCTIVITY PERFORMANCE EVALUATION**

1. PRODUCTIVITY EVALUATION 2018/2019: EVALUATION RECOMMENDATION AND PROGRESS

A. Comply with the Triennial Performance Audit Recommendations for FY 2015/16, 16/17 and 17/18.

Fresno EOC has reviewed and concurs with the Triennial Performance Audit Recommendations for 2015-2018. Please see Section 2 below for Triennial Performance detail.

B. Pursue contracting of service and continue to consider the potential for and encourage private sector participation in the public transportation planning/service delivery process, and investigate other potential funding sources.

The CTSA remains committed to contracting with the sector of the population that meets its mission. The CTSA provides drivers and back-up vehicles as necessary and continues to seek other potential funding sources.

The CTSA continues to encourage and make aware the services available to other transportation agencies that meet the CTSA mission.

Continue to coordinate with other general public paratransit service providers to jointly provide the State-required 40 hours of specified training and behind-the-wheel instruction.

The CTSA continues to train drivers to meet state and federal regulations. The CTSA employs two (2) full time certified Behind the Wheel and two (2) Classroom Instructors. Also, the CTSA staff continues to provide CPR/First Aid, and safety training to other agencies. The CTSA continues to seek opportunities with other social service agencies to offer driver-training programs.

Fresno EOC, acting as the CTSA for Fresno County, encourages and assists many local agencies with a coordinated plan for Driver Training and acquisition of accessible vehicles via the Federal Transit Administration (FTA) 5310 grant vehicle program. The CTSA also encourages these agencies to attend the Driver Training meetings scheduled five (5) times per year. These meetings cover variety of topics including Sensitivity Training for elderly and disable clients, Defensive Driving, Emergency and Evacuations procedures, and Safety Equipment-Fire Extinguishers/Flares/First Aid Kits and loading and unloading of passengers. Behind-the-Wheel Training is available as necessary.

Annually, CTSA participates in the California Association of School Training Officials (CASTO) and the Yosemite Community Education seminar.

C. Address responsibilities under the Americans with Disabilities Act of 1990.

The American Disability Act (ADA) of 1990 supports services that accommodate the objectives of ADA. Fresno EOC continues to attend ADA sponsored workshops and seminars to remain effective/current in ADA related issues. Following the Federal Transit Administration (FTA) Section 5310, Fresno EOC continues to provide wheelchair equipped/accessible school buses and vehicles.

The CTSA has in its fleet ADA accessible Buses with full wheel-chair tracking and flip-seat systems. Not only does this allow the maximum amount of disabled passengers possible, but it also allows configuration to meet other passenger needs. A complete listing of all CTSA vehicles is shown in **Exhibit A**.

D. Address responsibilities under the Clean Air Act Amendments of 1990, the San Joaquin Valley Unified Air Pollution Control District Air Quality Plan, the City of Fresno Transportation Management Plan, and the Fresno Council of Governments Transportation Control Measures Plan, and the Congestion Management System (CMS).

The CTSA continuously reviews the progress and recommendations from the Air District and the COFCG regarding the feasibility of implementing transportation control measures applicable to public/social service transportation.

Fresno EOC participated with the following partnerships on specific clean air projects:

- Green Commuter Electric Van for Cantua Creek: This project is funded to purchase and operate an electric vehicle to provide vanpool-type service for residents of Cantua Creek and surrounding communities. This service will help eliminate gaps in the current public transit system and connect the residents to other services currently available.
- 2017 ARB and CEC grant opportunities: FEOC Transit Systems has been approached by several groups working on new grant opportunities to provide additional gap service in various small communities within Fresno County, such as San Joaquin, Mendota, Orange Cove and Parlier. These grants will include the purchase or lease of electric vehicles, if awarded.

Fresno EOC continues to study the positive aspects and the inherent nature of CNG restraints on vehicle range, fuel tank modification costs, fuel accessibility, longer refueling time, maintenance costs, and the effects of the valley heat on CNG fuel tank capacity. The current vehicle listing indicating: Make, Model, Year, Fuel Type and expected useful life is shown in **Exhibit A**.

E. Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.

The CTSA continues to consolidate and coordinate services by its outreach and marketing efforts. The CTSA works with Fresno County Case Workers to increase ridership on the CalWORKS systems to assure efficiency and productivity. The CTSA participates in community service events to advertise and market services.

G. Work with the Social Service Transportation Administration Council (SSTAC) on implementation of the COG Fresno County Coordination Human Services Transportation Plan (SAFETEA-LU)

The CTSA participated in the development and implementation of the Fresno COG Coordinated Human Services Transportation Plan. The Fresno COG, as the designated Metropolitan Planning Organization (MPO), is responsible for transportation planning in Fresno County. This includes development and adoption of planning, and transportation policy direction. The COG was the lead agency for the development of the SAFETEA-LU Plan. This plan provides a strategy for meeting local needs which prioritizes transportation service for funding and implementation, with an emphasis on the transportation need of individuals with disabilities, older-adults and low income people.

As a member of the SSTAC the Fresno EOC was very involved in the development and implementation of the Plan. The Plan was adopted on June 24, 2008. Fresno EOC also participated in the COG Mobility Group process and study by assisting in developing and prioritizing key strategies to addressing existing transportation needs and mobility gaps.

See Section XI for further details on the plan.

TRIENNIAL PERFORMANCE AUDIT

Moore & Associates completed a Triennial Performance Audit for FY 2015/2016, 2016/2017 and 2017/2018.

Moore & Associates was awarded the contract by Fresno COG to conduct the Triennial Performance Audit for 2015/2016, 2016/2017 and 2017/2018. The CTSA submitted the requested documents, and participated in the audit for that period.

Functional areas of the CTSA along with their recommendations for improvement and suggested implementation time frames are listed below

Listed below are our responses to their recommendations:

- I.*** Employ the TDA definition of full-time equivalent (FTE) employee for reporting to the State Controller.

We will use payroll records to document the total amount of time spent on transit by all employees, and use that figure (divided by 2,000) to calculate FTE for reporting to the State Controller.

2. Ensure data is reported consistently and accurately between various internal and external reports.

Data will be reported accurately and consistently among all reporting entities. It is not unusual for there to be slight variances due to the use of audited and unaudited data. FEOC will develop a clear policy as to what revenues and costs are included in the reports and compliance calculations.

3. Work with the TDA fiscal auditors and Fresno COG to ensure a detailed summary of farebox revenue ratios is included in each subsequent TDA fiscal audit.

The TDA fiscal audit will include a detailed summary of what line items are included in this calculation. In addition, it will identify whether meal delivery costs and revenues are being included in the calculation, as well as whether those funds should be included.

SECTION VI: THE FRESNO URBAN CTSA

1. BACKGROUND

The COG's "AB 120 Action Plan" co-designates Fresno EOC and the City of Fresno as the CTSA's with jurisdiction in the Fresno Metropolitan Area. The Fresno EOC, as lead social service agency, is responsible for coordinating and consolidating the transportation services of social service agencies. This includes development of social services transportation data, needs assessment, implementation strategy for consolidated/coordinated operations, contractual relationships, marketing and outreach and overall administration of urban social service transportation operations.

The Fresno Urban CTSA initiated services on April 1, 1983. The Fresno Urban CTSA provides coordinated/consolidation transportation services to the clients of social service agencies operating social service programs. The Fresno EOC's CTSA provides service to a myriad of agencies, which are described in greater detail below.

The OPB primarily reflects the services CTSA provides in the Fresno Urban and Rural areas for which TDA/LTF Article 4.5 funds are allocated. Some of the non-LTF Article 4.5 services provided by the CTSA, however, are described later in this section to provide a comprehensive view of the diversity of services offered by the CTSA. As a claimant of TDA/LTF Article 4.5 funds, Fresno EOC is a fiscal agent for Fresno Urban and Rural revenues.

2. DESCRIPTION OF EXISTING AND PROPOSED CTSA SERVICES IN THE FRESNO METROPOLITAN AREA (SUPPORTED BY TDA/LTF ARTICLE 4.5 FUNDS)

The agencies listed below currently and are proposed to continue to participate in the Fresno Urban CTSA in FY 2020/2021.

<u>AGENCY</u>	<u>SERVICE</u>
1. Central Valley Regional Center	Developmentally Disabled Transportation Vehicle Maintenance
2. Fresno County CalWORKS	Passenger Transportation
3. FMAAA Senior Transportation	Elderly Transportation Vehicle Maintenance
4. Fresno EOC Food Service	Senior Meals/Summer Lunch Congregate Meal Delivery Vehicle Maintenance

5. Fresno EOC Head Start	Student Transportation Congregate Meal Delivery Vehicle Maintenance
6. California Veterans Home	Senior Transportation
7. Special Event trips for Social Service	Vehicle Maintenance
8. Agencies and Non-Profits	General Transportation

A more detailed description of CTSA’s overall services is provided below under “Timesharing and Ridesharing Services” and “Consolidated Services.”

A. Fresno Urban Timesharing and Ridesharing Services

Today, more than ever, the Central Valley faces air quality, mobility and traffic congestion problems because of vehicle use. A flexible approach that allows vehicle Timesharing and Ridesharing sets up in a dynamic system that provides an opportunity for a safe, flexible, convenient and affordable service that utilizes vehicles in a most efficient way. The CTSA, because of its designation, has the ability and the obligation to advance Timesharing and Ridesharing services. A description of each program is provided in addition to program activity in the following narrative.

1. Central Valley Regional Center (CVRC)

The CTSA has been providing contract services with CVRC to provide weekday round-trip passenger service from the program’s developmentally disabled consumer’s residence to various training and educational sites throughout Fresno County.

2. Fresno County CalWORKS

Provides ridesharing for clients during non-traditional hours 6:00 p.m. to 7:00 a.m. seven days per week. Clients are transported to job training or day care facilities for their children.

3. FMAAA Senior Transportation Program

This program provides passenger transportation for senior citizens to locations throughout the City of Fresno. Services are provided each weekday.

4. Food Services Senior Congregate Meal Program

The Congregate Program provides meal delivery service to various metropolitan area sites for the senior citizens of Fresno. Hot meals are delivered to specified sites each weekday.

5. Head Start Program – Student Transportation and Meal Delivery

This program provides meal delivery for students to designated sites throughout Fresno each weekday. Services are provided to seventeen urban Head Start sites during the school year. The service operates approximately 154 days annually during the school year.

6. California Veterans Home – Senior Transportation

This program provides a transportation link between Calvets and the downtown transportation hub where the residents of the home can connect to other transit routes serving all of Fresno and Clovis.

7. Other Meal Delivery

Fresno EOC has agreement to deliver meals both congregate, homebound, and sack lunches to various non-profit and social service agencies throughout Fresno County.

8. Special Trips for Social Service Agencies and Non-Profits

The CTSA provides special transportation services for non-profit groups, such as the Police Activities League, Fresno Farm Bureau, Head Start, Hinton Center, Fresno County Dept. of Education, City of Fresno etc., upon availability of vehicles and driving personnel. Demand for these trips has increased exponentially in the past two years, especially during the summer months.

B. Fresno Urban Consolidated Services

The Fresno Urban CTSA provides consolidated transportation and maintenance services to a variety of social service programs as described below.

1. Fresno EOC Local Conservation Corps

The Urban CTSA provides vehicle maintenance for this program, which provides conservation training at designated sites. The CTSA also provides Defensive Driver Training for their employees.

2. Nikkei Program

The Urban CTSA provides vehicle maintenance and back up services to this program. The Nikkei Program provides passenger transportation service for Asian American seniors throughout Fresno. The Fresno Urban CTSA provides this service under subcontract with Nikkei. This service operates approximately 7.5 hours a day. The Urban CTSA provides back-up services.

3. **Fresno EOC Sanctuary**

The Urban CTSA provides vehicle maintenance for the Sanctuary vehicle. Transportation services are provided to clients of this program, which is designed to provide a safe environment for at-risk youth. Bus Token subsidy is also provided for these low-income and disadvantaged students.

4. **Soul School**

The Soul Charter School has some vehicle maintenance. It also receives assistance from the EOC Transit Systems by means of bus token subsidy for its student population.

PROPOSED FY 2020-2021. URBAN BUDGET

The Urban CTSA FY 2020- 2021 combined capital and operating budget is projected at \$4,549,732. This revenue includes TDA 4.5 funds at an estimated \$1,124,408, Social Service funds of \$3,168,294, and FTA Section 5310 funds of \$257,030. See attached budget **Exhibit F** for further details.

SECTION VII: THE FRESNO RURAL CTSA

1. BACKGROUND

The COG's "AB120 Action Plan" co-designates Fresno EOC and the Fresno County Rural Transit Agency (FCRTA) as the CTSA's with jurisdiction in the Rural Fresno County Area. The Fresno EOC, as lead social service agency, is responsible for overall program administration including liaison with social service agencies, data collection, development and implementation of the rural OPB, execution of service contracts, and related administrative tasks.

FCRTA, as the claimant of TDA/LTF Article 4.5 funds for Rural CTSA operations, is the prime administrator of those funds. FCRTA provides technical assistance for OPB development and the COFCG monitors and evaluates Fresno EOC performance.

For many years, much has been achieved with continued progress made to improve coordination and consolidation of social service transportation within Fresno County. In June 1988, an inventory of public and private social service agencies in Fresno County was completed.

2. DESCRIPTION OF EXISTING AND PROPOSED CTSA SERVICES IN RURAL FRESNO COUNTY AREA (SUPPORTED BY TDA/LTF ARTICLE 4.5 FUNDS)

The agencies listed below currently and are proposed to continue to participate in the Fresno Rural CTSA in FY 2020-2021.

AGENCY	SERVICE
1. Central Valley Regional Center	Disabled Passenger Transportation
2. Fresno EOC Head Start	Student Transportation Vehicle Maintenance Congregate Meal Delivery
3. Fresno EOC Food Services Senior Meal	Congregate Meal Delivery Delivery Service Vehicle Maintenance
4. Special Trips for Social Service	General Public Transportation
5. Agencies and Non-Profits	Vehicle Maintenance
6. Fresno EOC Food Services	Senior Congregate Meal Program

The Congregate Program provides meal delivery service to various rural area sites for the senior citizens of Fresno County. Hot meals are delivered to specified sites each weekday. Frozen meal deliveries to senior homes began via an agreement with the FMAAA in the summer of 2013.

A. Fresno Rural Timesharing and Ridership Services

Today, more than ever the Central Valley faces air quality, mobility and traffic congestion problems because of vehicle use. A flexible approach that allows vehicle Timesharing and Ridesharing set up in a dynamic system that provide an opportunity for a safe, flexible, convenient and affordable service that utilizes vehicles in a most efficient way. The CTSA, because of its designation, has the ability and the obligation to advance Timesharing and Ridesharing services. The social service programs and public transit for FY 2019/20 contracts listed below comprise the Rural CTSA Timesharing operations. (**Refer to Exhibit B**).

1. Food Services Senior Meals and Summer Lunch Program

Congregate senior meal delivery service is provided to nineteen rural communities and anticipates serving fifteen sites for Summer Lunch Programs.

2. Head Start Program – Meal Delivery

This program provides meal delivery for students to fifteen (15) designated sites throughout Fresno County each weekday. Services are provided during the school year. Meal delivery is also provided to other rural Head Start sites on a requested basis.

3. Central Valley Regional Center (CVRC)

Fresno EOC has been providing contract services with CVRC to provide weekday round-trip passenger service from the program's Developmentally Disabled consumer's residence to various training and Educational sites throughout Fresno County.

4. Special Functions

Transit Systems provides transportation for special functions for various non-profit agencies within Fresno County such as miscellaneous Head Start field trips, and the summer job training seminars for the Workforce Development Board, and the Fresno County Farm Bureau.

PROPOSED FY 2020-2021 BUDGET

The total FY 2020-2021 Rural CTSA capital and operating budget is estimated at \$2,735,769. This includes operating revenue projected at \$2,159,700 in Social Service funding, and \$576,069, in TDA 4.5 funds. See **Exhibit H** for details.

SECTION VIII:

**FY 2020-2021 URBAN AND RURAL CTSA
SERVICE IMPROVEMENT PROGRAM**

1. SERVICE IMPROVEMENT PROGRAM OBJECTIVES

The following reflects program development objectives to be used as guidelines in the implementation of Fresno Urban and Rural FY 2020-2021 OPB.

A. General Administration

1. Utilize to the maximum extent possible LTF funds to help subsidize qualified social service agencies with their transportation needs.
2. Continue to seek more efficient and cost-effective measures as a means of maximizing resources in an effort to meet the transportation need of social service agencies.
3. Seek additional transportation contracts, to the extent possible, that do not require additional TDA/LTF Article 4.5 funding in an effort to lower overhead and stretch the LTF funds.
4. Consolidate transportation service where feasible.
5. Encourage and support supervisory staff to obtain higher training certificates.
6. Continue to explore funding to purchase routing/scheduling software.
7. Continue to foster cooperative working relationships between the Fresno Urban and Rural CTSA co-designates in an effort to assure effective coordination between public transit and social service transportation providers focusing on the following areas:
 - a. Seek additional areas for coordination/consolidation of transportation routes and subsystem to eliminate duplication and assure a seamless and effective system.
 - b. Compatibility of administrative system, such as management information system (MIS) and accounting system in order to eliminate duplicated efforts and assures smooth transition to coordinate services where public transit operators provide social services.
 - c. Shared cost-saving measures, such as coordinated management, purchasing of fuel, maintenance and supplies and insurance, coordinate driver training programs and coordinated central dispatching.
8. Continue to be active in the Social Service Transportation Advisory Committee (SSTAC) and Transportation Technical Committee (TTC).

B. Personnel Management and Training

1. Examine staffing requirements necessary to manage growth and encourage Supervisor staff to obtain higher training certificates.
2. Review personnel management practices and provide training to program supervisors on personnel management, performance evaluation and disciplinary practices.
3. Continued compliance with Department of Transportation Drug and Alcohol Testing Program.
4. Provide maximum training opportunities for staff development.
5. Continued compliance with Assembly Bill 1611, mandating fingerprinting for all drivers of developmentally disabled persons.
6. Hold five (5) mandatory in-service/training sessions for all drivers.

C. Operations

1. Continue to ensure optimal scheduling of dispatchers and drivers.
2. Monitor fare box collection procedures and ensure that strict procedures are adhered.
3. Continue to require drivers to provide complete and accurate driver logs on a daily basis to facilitate input into the management information system and ensure its effectiveness. Develop procedures to insure timely input analysis and feedback to supervisors, drivers, and funding sources to enhance accountability.
4. Evaluate accident-reporting procedures to ensure timeliness and accuracy. Post-accident evaluation rates as 'at fault', 'not at fault', 'preventable' and 'not preventable' as per TDA Performance Evaluation Guidelines.
5. Assure all pre-trip inspections are submitted in a timely manner.

D. Service Planning/Program Development

1. Working through the Fresno Urban and Rural CTSA's seek to establish service needs and set priorities for service provision.
2. Work to ensure program continuity and accumulate sufficient operations data to evaluate service.
3. Work with participating social service agencies and FCRTA to continue to record complaint-handling and incident procedures.
4. Work with all interested qualified social service agencies to explore the potential of consolidating their existing routes with public transit and Fresno Urban and Rural CTSA services.
5. Based on evaluation efforts, prepare and submit an updated OPB and associated TDA/LTF Article 4.5 claims.

E. Maintenance

1. Continue to bid out high volume, expensive parts to the local vendors. Assure that we are utilizing our warranty repairs through the vehicle dealers, and continue seeking the best quality and for cost sublet repair stations.
2. Document vehicle down time due to inspections or repair and the frequency and cause of mechanical failures.
3. Evaluate mechanics schedules and adjust operating hours to more efficiently provide preventative maintenance and minimize out-of-service vehicles.
4. Seek resources to improve the maintenance facility capacity and personnel performance.
5. Maintain an updated “Fleet Plan” consistent with proposed service programs and to serve as a key basis for determining short-range and long-range vehicle replacement and expansion requirements.
6. Develop a graph to show maintenance cost per vehicle.

F. Marketing

1. Continue to expand marketing program efforts through regular outreach with social services agencies throughout Fresno County. Utilize the Fresno EOC Transit Systems CTSA operation brochure at workshop and conference events.
2. Keep informed of air quality and congestion management requirements and assesses the potential of Fresno EOC’s transit services to serve as a critically needed mitigation measure.

G. Funding

Seek to maximize operating and capital revenue through all potential federal, state and local funding sources.

SECTION X. Awards and Accolades

Since 2007 the California Association for Coordinated Transportation (CalACT) has given out annual awards at its spring conferences. CalACT is a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. The membership is comprised of individuals and agencies from diverse facets of transportation, including operators of small and large systems, planning and government agencies, social service agencies, suppliers and consultants. CalACT has over 300 members and is governed by a member-elected Board of Directors who volunteers their time and expertise and the Association is managed by a professional staff according to adopted by laws and an adopted business plan. In 2007, CalACT commenced a state wide annual awards program for eight categories presented at the Spring Conference.

In 2007 the Fresno EOC/CTSA received an award for Outstanding Paratransit Program which honors a Paratransit program that has demonstrated achievement in efficiency, effectiveness and customer service. The measures are based on safety, operations, customer service, financial management, community relations and administration.

In 2009 the Fresno EOC/CTSA was recognized for twenty-five years of continuing CalACT membership in good standings. Fresno EOC/CTSA was a founding member of the association and attends and participates in conference regularly.

In 2011 the Fresno EOC/CTSA was awarded the Outstanding Rural Program Award which honors a rural transportation program that has demonstrated achievement in efficiency, effectiveness and customer service. The Fresno EOC/CTSA contracts with the Fresno County Rural Transit Agency (FCRTA) to provide drivers and dispatch service for their Agency and works closely with them to coordinate social service transportation.

Outstanding Achievement Awards are given to Fresno EOC drivers during the year for those drivers that maintain an excellent safety record and for drivers that go above and beyond the call of duty. In 2013 eight (8) drivers were recognized for Outstanding Achievement Awards.

In 2014, at its CalACT conference the CTSA received a Distinguished Membership Award for 30 years of continuous membership.

In its 2014 annual employee recognition luncheon, the Fresno EOC Board of Directors recognized a Fresno EOC/CTSA Driver, for above and beyond the call of duty in controlling a medical situation while on route.

In 2015, the United States Department of Agriculture, through the California State Department of Education awarded its annual "Sunshine" award to Fresno EOC/CTSA for exemplary performance in sponsoring over 75 Summer Food Service programs to needy children. Production workers and drivers were congratulated in this significant accomplishment.

In 2018 the Fresno EOC Transit participated in the State wide vehicle skills competition at the Clovis Roadeo event.

SECTION XI Fresno County Coordinated Human Resource Transportation Plan

The Fresno County Economic Opportunities Commission (Fresno EOC) played a significant role in developing the Fresno County Coordinated Human Resource Transportation Plan that was adopted on January 24, 2008. A Final updated version was approved in February 2015.

The Fresno Council of Governments (COG), as the designated Metropolitan Planning Organization (MPO) is responsible for transportation planning in Fresno County. This includes development and adoption of planning policies and documents review and coordination of transportation planning and policy direction. The COG is the lead agency for the development of a Coordinated Human Service Transportation Plan (CHSTP) under the direction of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU). This coordinated public transit humane-service transportation plan provides a strategy for meeting local transportation needs. This plan prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of individual with disabilities, older-adults and people with low-income.

In 1980, California passed the Social Service Transportation Improvement Act, which established the Consolidated Transportation Service Agency (CTSA). Along with this, the Fresno Council of Governments developed the AB120 Action Plan. This plan made it possible to maintain their existing levels of Transit Planning Commitments for social service agencies in Fresno County, while setting aside up to 5% of the annual TDA funds to further coordinate and expand transit services to these agencies. The Fresno CTSA, operated by Fresno EOC, was established in 1983. The CTSA, operating as one of the very successful CTSA's in California, was the foundation of the CHSTP. The plan includes sections on demographics of Fresno County, Existing Coordination, current service providers and costs associated with transportation. Included in the plan are detailed sections on rider needs and gaps, land-use issues, funding shortfalls, and duplication of services.

Barriers to coordination are listed and possible solutions indicated. Short range strategies and priorities were developed including (1) Finding a ride online, (2) Travel Training, (3) Increase the availability of qualified transit drivers, (4) develop a volunteer driver program, (5) addressing the issues of older-adult population (6) a national 511 Information systems for traveling (7) improved coordination by expanding participation in the CTSA, (8) shared used of vehicles, (9) reduction of operating costs, (10) the creation of transit fueling amenities, (11) increase public awareness through marketing, (12) making connection easily, (13) increase revenue resources, (14) transportation for those that can no longer drive, (15) creation of "transit-ready" environment and (16) resolving inter-jurisdictional transportation.

The CTSA is resolved to work with the COG to address these priorities. Mobility strategies begin with and understanding and commitments among local community leaders, elected officials and transportation managers that meeting the needs of older-adults and persons with special needs are critical. Increased mobility promotes independence and improves the quality of life for all citizens. The CTSA is proud to share its work with the FMAAA in providing seven vehicles to take Older Americans to congregate meal centers and transport them to medical appointments shopping/banks as necessary. The CTSA is equally proud to transport 500 CVRC consumers each

day to jobs and training centers for income and socialization. Coordination and consolidation continues to be forefront for the CTSA as the short-range priorities are addressed.

The final Fresno County Coordinated Public Transit-Human Services Transportation Plan was approved in February 2015. It contains GAP analysis regarding several areas:

- Planning and Plan Purposes
- Transportation Resources
- Mobility Needs and Gaps in Fresno County
- Coordination Opportunities to Address Gaps, strategies of Response
- Moving forward with prioritized strategies

SECTION XII CTSA Memorandum of Understanding (MOU)

The Fresno County Economic Opportunities Commission (Fresno EOC) entered into a memorandum of Understanding between the Fresno County Rural Transit Agency (FCRTA) and the City of Fresno in February 1983 that sets forth and defines a formal working relationship and how the agencies will contribute to an effective coordinated process to improve social service transportation coordination. This MOU is in accordance with Chapter 1120 of the 1979 California statutes, the Fresno Council of Governments the FCRTA and the City.

The MOU affirms that a formal working relationship between the three Agencies will contribute to an effective coordinated process to improve social service transportation coordination with mutual and specific responsibilities relating to the social service needs of the elderly, the disabled and other low mobility groups.

Listed below are some of the major coordinate efforts:

- Administration Coordination

The agencies shall coordinate efforts and shall provide for review of the CTSA goals, policies and work program by the policy making bodies of the agencies. The MOU recognizes that Fresno EOC will perform the day-to-day administrative task relating to the development and implementation of the CTSA Operation Program and Budget (OPB) Since its inception in 1987 the Fresno EOC, an operation of the CTSA, has continually prepared the OPB each year and its responsibilities in coordinating and consolidation social service transportation with Agencies within Fresno County. The CTSA has grown significantly since 1983. The CTSA continues to work closely with the FCRTA, the City and its governing bodies to assure goals and objectives are met.

- Fresno EOC Responsibilities

Fresno EOC continues to be the lead agency responsible for administration of the overall program to improve social service coordination and consolidation. The Fresno EOC provides policy direction, develops CTSA goals and objectives and establishes administrative procedures necessary to carry out the development and implementation of the CTSA OPB. The Fresno EOC administers and executes contracts for the Rural and Urban CTSA Operations. The Fresno EOC has established a system of accounts and maintains financial records in accordance with the Uniform System of accounts and accepted accounting principles.

An independent audit of all Transit Systems is conducted each year. Fresno EOC currently has Financial Advantage software to maintain its accounting system including the CTSA Operations and Budget. Data for the CTSA and all operations are kept including ridership, revenue, operation and non-operation costs and fare ratios. In 2020/21 the CTSA has an estimated social service fare ratio of 74% for the Urban services and 79% for the Rural services. The Fresno EOC works in conjunction with the FCRTA and City to study and consider unmet needs.

The CTSA in cooperation with its agencies conduct demonstration projects and studies to assure that ridership needs are met.

The Fresno EOC works with other social service agencies in its pursuing of coordinated with consolidation transportation. One forum for this is the Social Service Transportation Advisory Council that meet regularly. This sixteen (16) member group, appointed by the, Fresno Council of Governments (COG) represents various groups of under several transit users and provide recommendation to the COG an Unmet Transit needs. Included in these groups are dependent and transit disadvantage persons, including the elderly, disabled, and person with limited means. The COG's, SSTAC, AB120 Action Plan and the CTSA programs form the foundation for development of the coordinated public transit human services transportation program for Fresno County. The Fresno County has provided development services for the OPB that includes an estimate of revenue, operating costs, and ridership, a marketing programs and the preparation of an independent fiscal audit pursuant to PUC Code, Section 99245 and 99276. The CTSA includes social service transportation with the Urban (City of Fresno) and its Rural (FCRTA) and keeps separate records data and financial records for both.

Oversight

The FCRTA and the City of Fresno provides policy direction, contributes to developing CTSA goals and objectives through the Annual Productivity Evaluation and establishes administration procedures necessary to carry out the development and implementation the CTSA OPB.

The CTSA presents the OPB, Annual Productivity Evaluation and Triennial Performance Evaluation, all Grants and service contracts to the Fresno EOC Board of Directors. Once approved, the reports and progress are reviewed by the COG's, SSTAC, Transportation Technical Committee (TTC), and the Policy Advisory Committee (PAC) and then to the COG Policy Board for final acceptance/approval.

SECTION XIII: PERSONNEL MANAGEMENT

The CTSA Management team consists of a Transit Systems Director, Transit Systems Operations & Financial Supervisor, Two Transit Systems Maintenance Supervisors, A Dispatch Supervisor and five (5) Transit Systems Driver Supervisors. The management team holds regularly scheduled management meetings to discuss operations, training, safety administrative issues and other items on the agenda.

The Supervisors are given annual accountability responsibilities as follows:

- Vehicle Wash Program
- Facilities Janitorial Duties
- Property Maintenance
- Dispatchers
- CalWORKS Liaison
- Monthly Ridership Report for FMAAA
- Quarterly Report for FMAAA
- Employee Annual Vacation Coordinator
- Safety Team Coordinator
- CVRC Operations Management
- First Aid/CPR Instructor Schedule
- Personnel Hiring
- ID Badges/Photo
- Special Trip Coordination
- Team 21 Coordination
- In Service Meeting Coordination
- Quarterly Report FTA Section 5310
- Head Start Route Authorization

Aside from these duties supervisors are given projects throughout the year. Example of current projects are: Dispatcher Ranges/Duties, yard lighting safety, senior mobility training, policy manual converted to electronic version, marketing, alternate fuel vehicles, GPS system, power point for transit system, dispatcher handbook and study Checkmate Safety System. Other projects may come up during the year. All Four supervisors and the Trainer are First Aid/CPR certified instructors. One supervisors and the Trainer are certified by the California Department of Education as Bus Driver Instructors both Behind-the-Wheel and classroom. Two supervisors are certified by the United States Department of Transportation as Paratransit Instructors. The Maintenance staff are ASE Certified in many categories.

All Management personnel attend the annual agency harassment training and participate in as many other agency training such as Community Action Supervisor Training and Academy, Social Effectiveness Training, Performance Evaluation Training, Sensitivity Training, Writing Skills Training for effective communication and the like.

Four of the management personnel have completed the Paratransit/Transit Management Program either through Pepperdine University or the University of Pacific. One additional management staff is currently attending these courses.

Exhibit A

TRANSIT VEHICLES:

		2	3	4	5	
	EOC Vehicle #	VIN (Last 5)	Yr/Make	Capacity Amb/WC	Fuel Type	Contract Use
Passenger Vehicles						
1	38	96736	2010 Braun minivan	5/2	unleaded gas	CalWorks
2	39	96738	2010 Braun minivan	5/2	unleaded gas	CalWorks
3	40	96741	2010 Braun minivan	5/2	unleaded gas	CalWorks
4	42	32272	2014 Braun minivan	5/2	unleaded gas	CalWorks
5	90	10961	'95 GMC	48	diesel	Head Start
6	91	10962	'95 GMC	48	diesel	Head Start
7	92	10963	'95 GMC	48	diesel	Head Start
8	93	10964	'95 GMC	48	diesel	Head Start
9	94	10965	'95 GMC	48	diesel	Head Start
10	96	10449	'96 GMC	48	diesel	Head Start
11	99	32496	99 GMC	48	diesel	Head Start
12	100	32497	99 GMC	48	diesel	Head Start
13	101	32498	99 GMC	48	diesel	Head Start
14	102	32499	99 GMC	48	diesel	Head Start
15	104	66461	2003 Thomas	48	diesel	Head Start
16	105	66462	2003 Thomas	48	diesel	Head Start
17	106	66463	2003 Thomas	48	diesel	Head Start
18	107	66464	2003 Thomas	48	diesel	Head Start
19	108	66465	2003 Thomas	48	diesel	Head Start
20	109	66466	2003 Thomas	48	diesel	Head Start
21	110	66467	2003 Thomas	48	diesel	Head Start
22	120	15034	2004 Thomas	60/34/2w-c	diesel	Head Start
23	121	15032	2004 Thomas	60/34/2w-c	diesel	Head Start
24	122	15033	2004 Thomas	60/34/2w-c	diesel	Head Start
25	123	34404	2005 Blue Bird	60/34/2w-c	diesel	Head Start
26	124	79641	2009 Thomas	60/34/2w-c	diesel	Head Start
27	128	17879	2011 Intl.	60/34/2w-c	diesel	Head Start
28	129	17880	2011 Intl.	60/34/2w-c	diesel	Head Start
29	130	17881	2011 Intl.	60/34/2w-c	diesel	Head Start
30	131	94706	2012 Intl.	60/34/2w-c	diesel	Head Start

31	132	50083	2019 THOMAS	60/2	diesel	Head Start
32	133	Y2033	2019 THOMAS	45/0	diesel	Head Start
33	134	Y2034	2019 THOMAS	45/0	diesel	Head Start
34	465	85238	2004 E450	6/16	unleaded gas	CVRC / Misc. B/P
35	478	23989	2006 E450	5/14	unleaded gas	CVRC / Misc. B/P
36	479	23991	2006 E450	6/16	unleaded gas	CVRC / Misc. B/P
37	482	23994	2006 E450	6/16	unleaded gas	CVRC / Misc. B/P
38	484	29906	2006 E450	6/16	unleaded gas	CVRC / Misc. B/P
39	485	18795	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
40	486	18819	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
41	487	18816	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
42	488	18804	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
43	490	18815	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
44	491	18820	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
45	492	43845	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
46	493	81012	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
47	494	74510	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
48	495	59754	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
49	496	78034	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
50	498	74511	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
51	499	59755	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
52	500	78033	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
53	501	1415	2010 E450	6/16	unleaded gas	CVRC / Misc. B/P
54	502	1416	2010 E450	6/16	unleaded gas	CVRC / Misc. B/P
55	503	3754	2010 E450	6/16	unleaded gas	CVRC / Misc. B/P
56	504	3755	2010 E450	6/16	unleaded gas	CVRC / Misc. B/P
57	505	3758	2010 E450	6/16	unleaded gas	CVRC / Misc. B/P
58	506	12409	2011	6/16	unleaded gas	CVRC / Misc. B/P
59	507	12411	2011	6/16	unleaded gas	CVRC / Misc. B/P
60	508	7276	2011	6/16	unleaded gas	CVRC / Misc. B/P
61	509	7275	2011	6/16	unleaded gas	CVRC / Misc. B/P
62	510	7277	2011	6/16	unleaded gas	CVRC / Misc. B/P
63	511	7278	2011	6/16	unleaded gas	CVRC / Misc. B/P
64	512	7279	2011	6/16	unleaded gas	CVRC / Misc. B/P
65	513	91443	2011	6/16	unleaded gas	CVRC / Misc. B/P
66	514	12410	2011	6/16	unleaded gas	CVRC / Misc. B/P
67	515	11418	2007	4/18	unleaded gas	CVRC / Misc. B/P
68	517	51037	2013	6/16	unleaded gas	CVRC / Misc. B/P
69	518	56969	2013	6/16	unleaded gas	CVRC / Misc. B/P

70	519	56970	2013	6/16	unleaded gas	CVRC / Misc. B/P
71	520	56972	2013	6/16	unleaded gas	CVRC / Misc. B/P
72	521	56975	2013	6/16	unleaded gas	CVRC / Misc. B/P
73	522	56974	2013	6/16	unleaded gas	CVRC / Misc. B/P
74	523	56977	2013	6/16	unleaded gas	CVRC / Misc. B/P
75	524	7604	2015	6/16	unleaded gas	CVRC / Misc. B/P
76	525	7594	2015	6/16	unleaded gas	CVRC / Misc. B/P
77	526	7601	2015	6/16	unleaded gas	CVRC / Misc. B/P
78	527	7596	2015	6/16	unleaded gas	CVRC / Misc. B/P
79	528	7602	2015	6/16	unleaded gas	CVRC / Misc. B/P
80	529	7597	2015	6/16	unleaded gas	CVRC / Misc. B/P
81	530	7612	2015	6/16	unleaded gas	CVRC / Misc. B/P
82	531	7609	2015	6/16	unleaded gas	CVRC / Misc. B/P
83	532	17737	2015	2/20	unleaded gas	CVRC / Misc. B/P
84	533	17746	2015	2/20	unleaded gas	CVRC / Misc. B/P
85	534	19893	2015	2/20	unleaded gas	CVRC / Misc. B/P
86	535	50427	2016	6/16	unleaded gas	CVRC / Misc. B/P
87	536	51406	2016	6/16	unleaded gas	CVRC / Misc. B/P
88	537	51414	2016	6/16	unleaded gas	CVRC / Misc. B/P
89	538	51418	2016	6/16	unleaded gas	CVRC / Misc. B/P
90	539	45323	2019	6/16	unleaded gas	CVRC / Misc. B/P
91	540	45330	2019	6/16	unleaded gas	CVRC / Misc. B/P
92	541	43823	2019	6/16	unleaded gas	CVRC / Misc. B/P
93	542	43816	2019	6/16	unleaded gas	CVRC / Misc. B/P
94	543	45331	2019	6/16	unleaded gas	CVRC / Misc. B/P
95	43	88635	2016	5/2	unleaded gas	CalWorks

95 Total Transit Passenger Vehicles

EXHIBIT A

Meal Delivery Vehicles

	2	3	4	5		
	EOC Vehicle #	VIN (Last 5)	Yr/Make	Capacity Amb/WC	Fuel Type	Contract Use
1	330	69523	02 ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
2	331	22644	03 ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
3	337	39374	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
4	338	39375	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
5	339	37376	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
6	340	39377	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
7	341	1807	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
8	342	1681	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
9	343	10692	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
10	344	38434	2009 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
11	345	7289	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
12	346	7288	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
13	347	7290	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
14	348	7291	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
15	349	34554	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
16	350	34555	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
17	351	34556	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
18	352	34557	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
19	353	34558	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
20	354	61583	2013 Ford	Ford Box Truck w/lift	unleaded gas	Sr. Meals / HS meals
21	355	61119	2013 Ford	Ford Freezer van	unleaded gas	Sr. Meals / HS meals
22	356	49088	2013 Ford	Ford Freezer van	unleaded gas	Sr. Meals / HS

						meals
23	357	61130	2013 Ford	Ford Freezer van	unleaded gas	Sr. Meals / HS meals
24	358	19700	Chevy Cargo Van	FMAAA donated	unleaded gas	Sr. Meals / HS meals
25	359	96272	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
26	360	96273	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
27	361	96274	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
28	362	96275	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
29	363	96276	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
30	364	96277	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
31	365	96278	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals

31	TOTAL Meal Delivery Vehicles
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EXHIBIT B

**URBAN CTSA SERVICES
2019/2020**

AGENCY	TRANSPORTATION				Meal	Delivery	MAINTENANCE
	GENERAL	ELDERLY	DISABLED	STUDENT	Congregate	Home-Bound	VEHICLES
Central Valley Regional Center			X				X
Fresno County CalWORKS	X						X
Fresno EOC Local Conservation Corps							X
FMAAA Senior Transportation		X	X				X
Fresno EOC Food Services Senior Meals (FMAAA & City of Fresno)					X	X	X
Fresno EOC Head Start				X	X		X
Other Meal Delivery					X	X	X
Nikkei Senior Center		X**	X**				X
Fresno EOC Sanctuary				X*			X
Fresno EOC Soul School							X
Clinica Sierra Vista							X
Special Events / Non-Profit Charter Timeshare	X	X	X	X			X

RURAL CTSA SERVICES

'2019/2020

AGENCY	TRANSPORTATION				Meal Delivery		MAINTENANCE
	GENERAL	ELDERLY	DISABLED	STUDENT	CONGRE-GATE	HOME-BOUND	VEHICLES
Central Valley Regional Center			X				X
Fresno EOC Head Start				X	X		X
Fresno EOC FMAAA Senior Meal Delivery					X		X
Other Rural Meal Delivery					X	X	X
Special Events-Non-Profit Charter Timeshare	X	X	X	X			X

* Provides own Driver.

** Urban CTSA provides back-up.

EXHIBIT C
DISPATCH WEEKDAY AVERAGE CALL COUNTS

Sample Weekday	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
0:00	0	0	1	1	1	0	0
1:00	0	1	0	0	1	1	1
2:00	0	0	0	0	1	0	0
3:00	0	1	0	1	1	0	0
4:00	0	0	1	0	0	1	0
5:00	0	10	1	1	5	9	0
6:00	0	14	16	15	11	6	0
7:00	2	17	31	22	16	19	1
8:00	2	15	35	15	10	13	7
9:00	2	16	29	19	24	14	0
10:00	2	11	9	7	10	11	4
11:00	1	4	10	4	11	9	1
12:00	0	18	7	12	4	9	2
13:00	0	8	6	8	12	18	1
14:00	0	10	11	19	9	8	4
15:00	0	7	14	11	20	12	0
16:00	3	10	12	7	8	8	0
17:00	2	3	4	2	2	0	0
18:00	3	1	0	2	1	1	1
19:00	5	1	3	1	2	1	0
20:00	0	3	1	3	1	1	0
21:00	1	2	0	1	0	0	0
22:00	0	2	0	0	1	0	0
23:00	2	1	0	1	0	0	1

**EXHIBIT D
URBAN CTSA RIDERSHIP STATISTICS**

SERVICE DESCRIPTION	TYPE	FY 2019-20 (ESTIMATED)			FY 2020-21 (PROJECTED)		
		PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES
PASSENGER TRANSPORTATION							
Senior Programs							
FMAAA - All routes	Rideshare	6,300	1,600	26,400	8,900	2,300	37,300
City of Fresno - Veteran's Home	Rideshare	1,150	710	10,000	3,000	1,500	21,000
Nikkei	Timeshare	600	650	5,800	850	930	8,200
<i>Subtotal</i>		8,050	2,960	42,200	12,750	4,730	66,500
Student (School Bus) Programs							
Head Start	Consolidate	65,000	4,500	53,500	88,200	6,100	72,600
<i>Subtotal</i>		65,000	4,500	53,500	88,200	6,100	72,600
Disabled Programs							
Central Valley Regional Center	Timeshare	105,000	26,500	400,000	148,200	37,400	564,700
<i>Subtotal</i>		105,000	26,500	400,000	148,200	37,400	564,700
Low Income/Social Service Programs:							
Fresno County Calworks Night Transportation	Timeshare	4,500	6,000	77,000	4,500	6,000	77,000
Special Functions (Field Trips)	Timeshare	1,000	500	6,000	1,400	700	8,500
<i>Subtotal</i>		5,500	6,500	83,000	5,900	6,700	85,500
Passenger Totals		183,550	40,460	578,700	255,050	54,930	789,300
SERVICE DESCRIPTION							
	TYPE	PASSENGER MEALS	VEHICLE HOURS	VEHICLE MILES	PASSENGER MEALS	VEHICLE HOURS	VEHICLE MILES
MEAL DELIVERY TRANSPORTATION							
ALL FCEOC Meal Delivery	Center & Hmbnd. Timeshare	710,000	9,600	136,800	710,000	9,600	136,800
<i>Delivery Total</i>		710,000	9,600	136,800	710,000	9,600	136,800
FRESNO URBAN CTSA TOTALS		893,550	50,060	715,500	965,050	64,530	926,100

RURAL CTSA RIDERSHIP STATISTICS

SERVICE DESCRIPTION	TYPE	FY 2019-20 (ESTIMATED)			FY 2020-21 (PROJECTED)		
		PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES
PASSENGER TRANSPORTATION							
Student (School Bus) Programs							
Head Start	Consolidate	29,000	2,000	22,000	39,400	2,700	29,900
Disabled Programs							
Central Valley Regional Center	Timeshare	40,000	13,000	300,000	56,500	18,400	423,500
Low Income/Social Service Programs:							
Special Functions	Timeshare	100	100	2,000	100	100	2,800
<i>Subtotal</i>		69,100	15,100	324,000	96,000	21,200	456,200
Passenger Totals		69,100	15,100	324,000	96,000	21,200	456,200
MEAL DELIVERY TRANSPORTATION							
ALL FCEOC Meal Delivery	Center & Hmbnd. Timeshare	620,000	15,000	321,500	620,000	15,000	321,500
<i>Delivery Total</i>		620,000	15,000	321,500	620,000	15,000	321,500
FRESNO RURAL CTSA TOTALS		689,100	30,100	645,500	716,000	36,200	777,700

EXHIBIT E

**OPB, EXHIBIT E
URBAN CTSA PERFORMANCE INDICATORS
(Estimated and Projected)**

FY 2019-20	TOTAL				Cost per	Cost per	Cost per	Trips per	Trips per
SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS *	TRIP	HOUR	MILE	HOUR	MILE
Passenger Transportation	183,550	40,460	578,700	\$3,376,603	\$18.40	\$83.46	\$5.83	4.5	0.3
Delivery Transportation	710,000	9,600	136,800	\$785,145	\$1.11	\$81.79	\$5.74	74.0	5.2
Totals/II/Average	893,550	50,060	715,500	\$4,161,748	\$4.66	\$83.14	\$5.82	17.8	1.2

FY 2020-21	TOTAL				Cost per	Cost per	Cost per	Trips per	Trips per
SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS	TRIP	HOUR	MILE	HOUR	MILE
Passenger Transportation	255,050	54,930	789,300	\$3,669,227	\$14.39	\$66.80	\$4.65	4.6	0.3
Delivery Transportation	710,000	9,600	136,800	\$623,475	\$0.88	\$64.95	\$4.56	74.0	5.2
Totals/II/Average	965,050	64,530	926,100	\$4,292,702	\$4.45	\$66.52	\$4.64	15.0	1.0

**RURAL CTSA PERFORMANCE INDICATORS
(Estimated and Projected)**

FY 2019-20	TOTAL				Cost per	Cost per	Cost per	Trips per	Trips per
SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS	TRIP	HOUR	MILE	HOUR	MILE
Passenger Transportation	69,100	15,100	324,000	\$1,807,000	\$26.15	\$119.67	\$5.58	4.6	0.2
Delivery Transportation	620,000	15,000	321,500	\$717,952	\$1.16	\$47.86	\$2.23	41.3	1.9
Total/Average	689,100	30,100	645,500	2,524,952	\$3.66	\$83.89	\$3.91	22.9	1.1

FY 2020-21	TOTAL				Cost per	Cost per	Cost per	Trips per	Trips per
SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS	TRIP	HOUR	MILE	HOUR	MILE
Passenger Transportation	96,000	21,200	456,200	\$1,981,200	\$20.64	\$93.45	\$4.34	4.5	0.2
Delivery Transportation	620,000	15,000	321,500	\$754,569	\$1.22	\$50.30	\$2.35	41.3	1.9
Total/Average	716,000	36,200	777,700	2,735,769	\$3.82	\$75.57	\$3.52	19.8	0.9

Depreciation and Capital Costs are not included in above indicators.

OPB, EXHIBIT F EXHIBIT F

URBAN CTSA REVENUE (Estimated) FY 2019-2020		Urban CTSA Revenue	URBAN CTSA REVENUE (Projected) FY 2020-21	
1. CAPITAL REVENUE	BUDGET		1. CAPITAL REVENUE	BUDGET
A. FTA Section 5310	\$0		A. FTA Section 5310	\$257,030
B. FTA 5310 Match-TOLL CREDITS MATCH	\$0		B. FTA 5310 Match-TOLL CREDITS MATCH	\$0
TOTAL CAPITAL REVENUE	\$0		TOTAL CAPITAL REVENUE	\$257,030
2. OPERATING REVENUE			2. OPERATING REVENUE	
A. Contract Service Revenue			A. Contract Service Revenue	
1. Central Valley Regional Center	\$1,951,000		1. Central Valley Regional Center	\$1,947,300
2. FMAAA Senior Transportation	40,610		2. FMAAA Senior Transportation	53,424
3. Fresno EOC - Head Start Transportation	350,000		3. Fresno EOC - Head Start Transportation	471,500
4. Fresno EOC-Food Services -All Meal Delivery	160,000		4. Fresno EOC-Food Services -All Meal Delivery	182,451
5. Special Trips	30,000		5. Special Trips	60,000
6. Fresno County CALWORKS Transportation	403,620		6. Fresno County CALWORKS Transportation	403,620
7. Nikkei	0		7. Nikkei	0
8. City of Fresno - Veteran's Home	49,999		8. City of Fresno CalVets	49,999
TOTAL Operational SERVICE REVENUE	2,985,229		TOTAL Operational SERVICE REVENUE	3,168,294
B. TDA / LTF 4.5 (2019/2020)	1,103,197		B. TDA / LTF 4.5 (2020/2021)	1,124,408
TDA / LTF 4.5 Carryover	73,322		TDA / LTF 4.5 Carryover	0
TOTAL OPERATING REVENUE	4,161,748		TOTAL OPERATING REVENUE	4,292,702
TOTAL REVENUE	4,161,748	TOTAL REVENUE		4,549,732

EXHIBIT G
URBAN CTSA EXPENDITURES

OPB, EXHIBIT G

CATEGORIES	(Estimated) FY 2019-2020				(Projected) FY 2020-2021			
	URBAN	SOC SVC	FTA	Total	URBAN	SOC SVC	FTA	Total
	LTF	FUNDS	5310/5316	Budget	LTF	FUNDS	5310/5316	Budget
1. CAPITAL								
A. FTA Section 5310		\$0	\$0	\$0		\$0	\$257,030	\$257,030
		0		0				0
* toll credits to be used for 5310 match			0	0				0
								0
TOTAL CAPITAL EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$257,030	257,030
2. DIRECT OPERATING								
A. Service Contracts								
B. Direct Operating Costs								
(1) Fuel	\$143,893	\$365,107		\$509,000	134,896	\$380,104		\$ 515,000
(2) Maintenance/Registration	\$85,658	\$217,342		\$303,000	78,580	\$221,420		\$ 300,000
(3) Depreciation/Interest/Vehicles	\$0	\$0			0	\$0		
(4) Insurance	\$33,302	\$84,498		\$117,800	28,813	\$81,187		\$ 110,000
(5) Uniform Costs	\$1,809	\$4,591		\$6,400	1,048	\$2,952		\$ 4,000
(6) Radio Service	\$1,583	\$4,017		\$5,600	1,519	\$4,281		\$ 5,800
(7) Contingency- Fuel/Misc.	\$4,240	\$10,760		\$15,000	3,929	\$11,071		\$ 15,000
TOTAL DIRECT OPER EXPENSES	\$270,486	\$686,314	\$0	\$956,800	248,786	\$701,014	\$0	\$ 949,800
3. TRANSIT PERSONNEL								
A. Drivers	\$429,984	\$1,091,016		\$1,521,000	418,310	\$1,178,690		\$ 1,597,000
B. Supervision/Dispatch/Admin.	\$130,889	\$332,111		\$463,000	123,109	\$346,891		\$ 470,000
C. Fringe Benefits	\$221,070	\$560,930		\$782,000	220,549	\$621,451		\$ 842,000
TOTAL PERSONNEL EXPENSES	\$781,943	\$1,984,057	\$0	\$2,766,000	761,968	\$2,147,032	\$0	\$ 2,909,000
4. ADMINISTRATION								
A. Fresno EOC Administration	\$67,282	\$170,718		\$238,000	63,650	\$179,350		\$ 243,000
B. Telephone/Utilities	\$18,093	\$45,907		\$64,000	16,450	\$46,350		\$ 62,800
C. Supplies	\$2,827	\$7,173		\$10,000	2,619	\$7,381		\$ 10,000
D. Miscellaneous	\$34,701	\$88,047		\$122,748	29,756	\$ 83,846		\$ 113,602
E. Audit	\$1,187	\$3,013		\$4,200	1,179	\$3,321		\$ 4,500
TOTAL ADMIN EXPENSES	\$124,090	\$314,858	\$0	\$438,948	113,654	\$320,248	\$0	\$ 433,902
TOTAL OPERATING EXPENSES	\$1,176,519	\$2,985,229	\$0	\$4,161,748	1,124,408	\$3,168,294	\$0	\$ 4,292,702
TOTAL EXPENDITURES	\$1,176,519	\$2,985,229	\$0	\$4,161,748	\$1,124,408	\$3,168,294	\$257,030	\$ 4,549,732

EXHIBIT H
RURAL CTSA REVENUE

OPB, EXHIBIT H

Estimated FY 2019-20		(Projected) FY 2020-21	
1. CAPITAL REVENUE	Budget	1. CAPITAL REVENUE	Budget
TDA / LTF 4.5		TDA / LTF 4.5	\$0
Social Service Revenue -		Social Service Revenue -	\$0
<i>TOTAL CAPITAL REVENUE</i>	\$0	<i>TOTAL CAPITAL REVENUE</i>	\$0
2. OPERATING REVENUE		2. OPERATING REVENUE	
A. Contract Service Revenue:		A. Contract Service Revenue:	
1. Central Valley Regional Center	\$1,627,000	1. Central Valley Regional Center	\$1,743,700
2. Fresno EOC Headstart - Transportation	\$165,000	2. Fresno EOC Headstart - Transportation	\$200,000
3. Fresno EOC Meal Delivery- All	\$167,000	3. Fresno EOC Meal Delivery- All	\$178,500
4. Special Trips	\$15,000	4. Special Trips	\$37,500
<i>TOTAL SERVICE REVENUE</i>	\$1,974,000	<i>TOTAL SERVICE REVENUE</i>	\$2,159,700
B. TDA / LTF 4.5	\$550,952	B. TDA / LTF 4.5	\$576,069
<i>TOTAL OPERATING REVENUE</i>	\$2,524,952	<i>TOTAL OPERATING REVENUE</i>	\$2,735,769
TOTAL REVENUE	\$2,524,952	TOTAL REVENUE	\$2,735,769

EXHIBIT I
RURAL CTSA EXPENDITURES

CATEGORIES	Estimated FY 2019-20				Projected FY 2020-21			
	RURAL LTF	SOC SVC FUNDS	FTA SEC 16	Total Budget	RURAL LTF	SOC SVC FUNDS	FTA SEC 16	Total Budget
	1. CAPITAL							
A. Vehicles		\$0	\$0	\$0		\$0	\$0	\$0
TOTAL CAPITAL EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2. DIRECT OPERATING								
A. Service Contracts-FCRTA Augmentation	\$175,000	\$0		\$175,000	\$200,000	\$0		\$200,000
B. Direct Operating Costs								
(1) Fuel	\$62,393	\$327,607		\$390,000	\$59,322	\$340,678		\$400,000
(2) Maintenance/Registration	\$44,795	\$235,205		\$280,000	\$44,492	\$255,508		\$300,000
(3) Depreciation/Interest/Vehicles	\$0	\$0		\$0	\$0	\$0		\$0
(4) Insurance	\$14,398	\$75,602		\$90,000	\$12,161	\$69,839		\$82,000
(5) Uniform Costs	\$592	\$3,108		\$3,700	\$445	\$2,555		\$3,000
(6) Radio Service	\$688	\$3,612		\$4,300	\$623	\$3,577		\$4,200
(7) Contingency - Fuel Inflation/misc.	\$1,600	\$8,400		\$10,000	\$1,483	\$8,517		\$10,000
TOTAL DIRECT OPER. EXPENSES	\$299,467	\$653,533	\$0	\$953,000	\$318,526	\$680,674	\$0	\$999,200
3. TRANSIT PERSONNEL								
A. Drivers	\$125,427	\$658,573		\$784,000	\$122,085	\$701,115		\$823,200
B. Supervision/Dispatch	\$37,436	\$196,564		\$234,000	\$32,627	\$187,373		\$220,000
C. Fringe Benefits	\$46,235	\$242,765		\$289,000	\$66,441	\$381,559		\$448,000
TOTAL PERSONNEL EXPENSES	\$209,098	\$1,097,902	\$0	\$1,307,000	\$221,153	\$1,270,047	\$0	\$1,491,200
4. ADMINISTRATION								
A. Fresno EOC Administration	\$24,477	\$128,523		\$153,000	\$21,949	\$126,051		\$148,000
B. Telephone/Utilities	\$5,695	\$29,905		\$35,600	\$4,775	\$27,425		\$32,200
C. Supplies	\$1,600	\$8,400		\$10,000	\$1,483	\$8,517		\$10,000
D. Miscellaneous	\$10,214	\$53,638		\$63,852	\$7,826	\$44,943		\$52,769
E. Audit	\$400	\$2,100		\$2,500	\$356	\$2,044		\$2,400
TOTAL ADMIN EXPENSES	\$42,387	\$222,564	\$0	\$264,952	\$36,390	\$208,979	\$0	\$245,369
TOTAL OPERATING EXPENSES	\$550,952	\$1,974,000	\$0	\$2,524,952	\$576,069	\$2,159,700	\$0	\$2,735,769
TOTAL EXPENDITURES	\$550,952	\$1,974,000	\$0	\$2,524,952	\$576,069	\$2,159,700	\$0	\$2,735,769

**OPB, EXHIBIT I-1
RURAL CTSA EXPENDITURES BY CONTRACT
(Estimated)**

	FY 2019-2020				
	CVRC	FRESNO EOC HEAD START	ALL MEAL DELIVERY	SPECIAL TRIPS	TOTAL BUDGET
CATEGORIES					
OPERATING REVENUE					
CONTRACT REVENUE	\$1,627,000	\$165,000	\$167,000	\$15,000	\$1,974,000
TDA / LTF 4.5	\$0	\$0	\$550,952	\$0	\$550,952
TOTAL OPERATING REVENUE	\$1,627,000	\$165,000	\$717,952	\$15,000	\$2,524,952
OPERATING EXPENSES					
DIRECT OPERATING EXPENSES					
A. Service Contracts - FCRTA Augmentation	\$75,580	\$11,630	\$87,210	\$580	\$175,000
B. Direct Operating Costs					
(1) Fuel	\$231,255	\$13,290	\$144,245	\$1,210	\$390,000
(2) Maintenance/Registration	\$180,125	\$9,545	\$89,460	\$870	\$280,000
(3) Depreciation/Interest/Vehicles	\$0	\$0	\$0	\$0	\$0
(4) Insurance	\$41,830	\$3,065	\$44,825	\$280	\$90,000
(5) Uniform Costs	\$1,600	\$245	\$1,845	\$10	\$3,700
(6) Radio Service	\$2,000	\$145	\$2,140	\$15	\$4,300
(7) Contingency- Fuel/Misc.	\$4,650	\$340	\$4,980	\$30	\$10,000
TOTAL DIRECT OPER EXPENSES	\$537,040	\$38,260	\$374,705	\$2,995	\$953,000
TRANSIT PERSONNEL					
A. Drivers	\$622,375	\$75,450	\$78,740	\$7,435	\$784,000
B. Supervision/Dispatch/Admin.	\$101,065	\$15,550	\$116,610	\$775	\$234,000
C. Fringe Benefits	\$237,315	\$28,465	\$20,345	\$2,875	\$289,000
TOTAL PERSONNEL EXPENSES	\$960,755	\$119,465	\$215,695	\$11,085	\$1,307,000
ADMINISTRATION					
A. Fresno EOC Administration	\$75,780	\$0	\$76,675	\$545	\$153,000
B. Telephone/Utilities	\$20,375	\$2,365	\$12,740	\$120	\$35,600
C. Supplies	\$4,315	\$665	\$4,985	\$35	\$10,000
D. Miscellaneous	\$27,580	\$4,245	\$31,817	\$210	\$63,852
E. Audit	\$1,155	\$0	\$1,335	\$10	\$2,500
TOTAL ADMIN EXPENSES	\$129,205	\$7,275	\$127,552	\$920	\$264,952
TOTAL OPERATING EXPENSES	\$1,627,000	\$165,000	\$717,952	\$15,000	\$2,524,952

RURAL CTSA EXPENDITURES BY CONTRACT

(Projected)

FY 2020-2021

	CVRC	FRESNO EOC HEAD START	ALL MEAL DELIVERY	SPECIAL TRIPS	TOTAL BUDGET
CATEGORIES					
OPERATING REVENUE					
CONTRACT REVENUE	\$1,743,700	\$200,000	\$178,500	\$37,500	\$2,159,700
TDA / LTF 4.5	\$0	\$1,930	\$574,139	\$0	\$576,069
TOTAL OPERATING REVENUE	\$1,743,700	\$201,930	\$752,639	\$37,500	\$2,735,769
OPERATING EXPENSES					
DIRECT OPERATING EXPENSES					
A. Service Contracts - FCRTA Augmentation	\$101,660	\$14,915	\$82,875	\$550	\$200,000
B. Direct Operating Costs					
(1) Fuel	\$217,820	\$15,380	\$165,360	\$1,440	\$400,000
(2) Maintenance/Registration	\$163,365	\$11,535	\$124,020	\$1,080	\$300,000
(3) Depreciation/Interest/Vehicles	\$0	\$0	\$0	\$0	\$0
(4) Insurance	\$44,650	\$3,155	\$33,900	\$295	\$82,000
(5) Uniform Costs	\$1,520	\$225	\$1,245	\$10	\$3,000
(6) Radio Service	\$2,290	\$160	\$1,735	\$15	\$4,200
(7) Contingency- Fuel/Misc.	\$5,445	\$385	\$4,135	\$35	\$10,000
TOTAL DIRECT OPER EXPENSES	\$536,750	\$45,755	\$413,270	\$3,425	\$999,200
TRANSIT PERSONNEL					
A. Drivers	\$584,495	\$87,845	\$132,415	\$18,445	\$823,200
B. Supervision/Dispatch/Admin.	\$156,205	\$16,410	\$42,450	\$4,935	\$220,000
C. Fringe Benefits	\$318,090	\$44,775	\$75,090	\$10,045	\$448,000
TOTAL PERSONNEL EXPENSES	\$1,058,790	\$149,030	\$249,955	\$33,425	\$1,491,200
ADMINISTRATION					
A. Fresno EOC Administration	\$81,290	\$0	\$66,270	\$440	\$148,000
B. Telephone/Utilities	\$21,365	\$2,400	\$8,345	\$90	\$32,200
C. Supplies	\$5,080	\$745	\$4,145	\$30	\$10,000
D. Miscellaneous	\$39,105	\$4,000	\$9,579	\$85	\$52,769
E. Audit	\$1,320	\$0	\$1,075	\$5	\$2,400
TOTAL ADMIN EXPENSES	\$148,160	\$7,145	\$89,414	\$650	\$245,369
TOTAL OPERATING EXPENSES	\$1,743,700	\$201,930	\$752,639	\$37,500	\$2,735,769

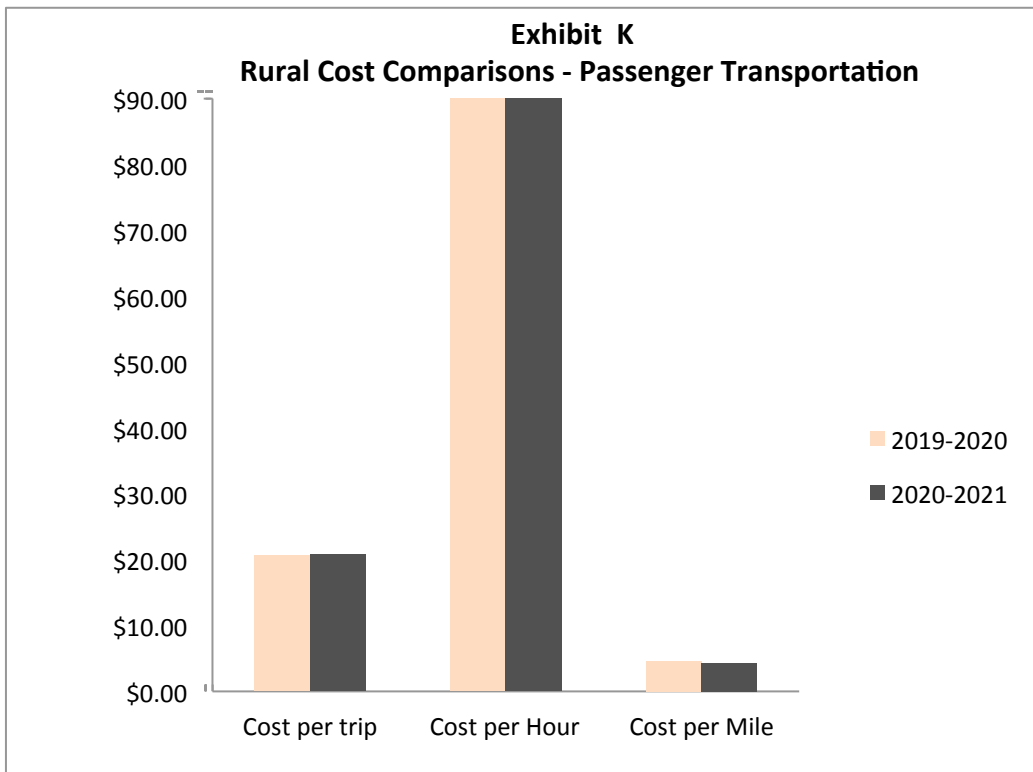
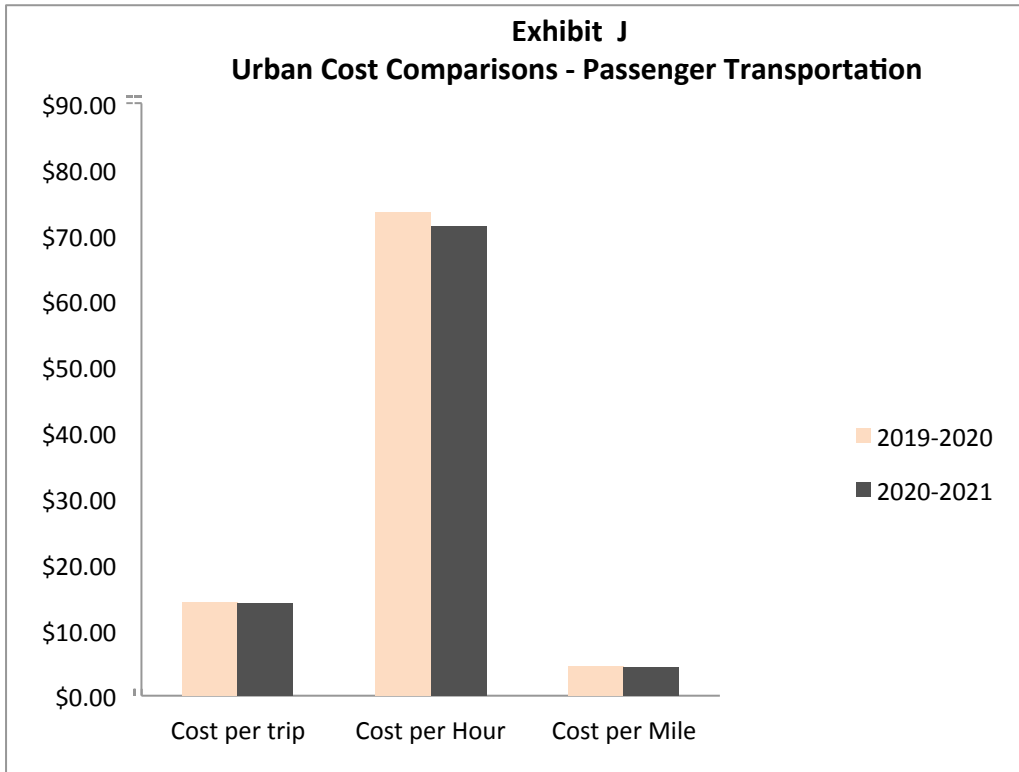
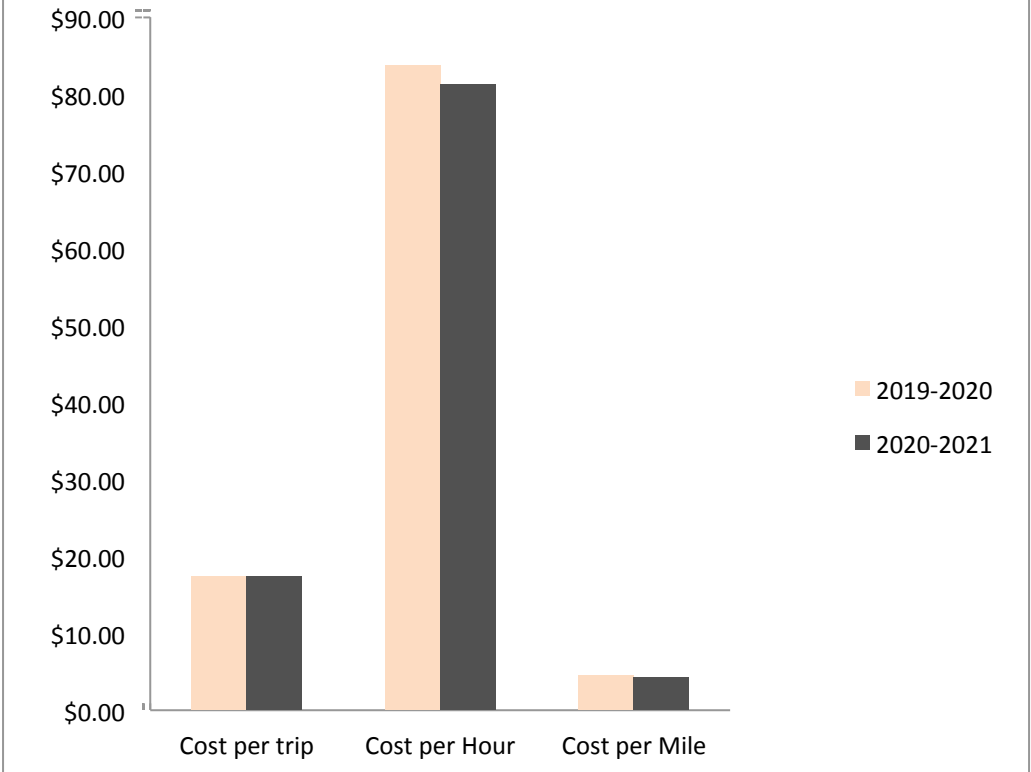


Exhibit L
Urban & Rural Passenger Transportation Combined
Averages



BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-20

RESOLUTION ADOPTING THE
CTSA'S OPERATIONS
PROGRAM AND BUDGET FOR THE
FRESNO COUNTY RURAL CTSA,
FY 2020-21

IN THE MATTER OF:

**CONSOLIDATED
TRANSPORTATION SERVICE
AGENCY (CTSA) OPERATIONS
PROGRAM AND BUDGET: FY 2020-
21**

WHEREAS, the Fresno Council of Governments (Fresno COG) has separately co-designated the Fresno Economic Opportunities Commission (FEOC) as Urban CTSA –with Fresno Area Express, the City of Clovis as the Clovis CTSA and the FEOC as the rural CTSA – with the Fresno County Rural Transit Agency, and

WHEREAS, the FEOC has prepared, under contract, the FY 2020-21 “Operations Program and Budget for the Fresno Urban CTSA and the Rural CTSA”; and

WHEREAS, the document has been prepared in conjunction with the Fresno Area Express, the FEOC and the FCRTA; and

WHEREAS, the document has been prepared in conjunction with the Unmet Transit Needs process and annual Public Transit Budget, and

WHEREAS, said document has been reviewed simultaneously, during the review period,

NOW THEREFORE BE IT RESOLVED that the Fresno Council of Governments hereby adopt the “Operations Program and Budget for the Rural CTSA, FY 2020-21.

BE IT FURTHER RESOLVED (if needed)

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25TH day of June, 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

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-22

RESOLUTION ADOPTING THE
CTSA'S OPERATIONS
PROGRAM AND BUDGET FOR THE
FRESNO URBAN CTSA, FY 2020-21

IN THE MATTER OF:

**CONSOLIDATED
TRANSPORTATION SERVICE
AGENCY (CTSA) OPERATIONS
PROGRAM AND BUDGET: FY 2020-
21**

WHEREAS, the Fresno Council of Governments (Fresno COG) has separately co-designated the Fresno Economic Opportunities Commission (FEOC) as the Urban CTSA –with Fresno Area Express, the City of Clovis as the Clovis CTSA and the FEOC as the rural CTSA – with the Fresno County Rural Transit Agency, and

WHEREAS, the FEOC has prepared, under contract, the FY 2020-21 “Operations Program and Budget for the Fresno Urban CTSA and the Rural CTSA”; and

WHEREAS, the document has been prepared in conjunction with the Fresno Area Express, the FEOC and the FCRTA; and

WHEREAS, the document has been prepared in conjunction with the Unmet Transit Needs process and annual Public Transit Budget, and

WHEREAS, said document has been reviewed simultaneously, during the review period,

NOW THEREFORE BE IT RESOLVED that the Fresno Council of Governments hereby adopt the “Operations Program and Budget for the Urban CTSA, FY 2020-21.

BE IT FURTHER RESOLVED (if needed)

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25TH day of June, 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

Recommended
Partial Funding
Project Rescinded

Fresno COG 2019-2020 CMAQ Call for Projects

Funding Recommendations by the Scoring Committee; May 7, 2020

\$20,416,768 Available

Applicant	Priority	Project Title (* = Cost-Effective Project)	CMAQ Funds Requested	Recommended Funding	Cumulative CMAQ Funding
Huron	1	Lassen Avenue Pedestrian Hybrid Beacons	\$416,994	\$416,994	\$416,994
Fresno	3	Blackstone Smart Mobility Project	\$1,792,800	\$1,792,800	\$2,209,794
FAX	1	Southwest Fresno Route 29	\$2,833,846	\$2,833,846	\$5,043,640
Fresno Unified	1	Purchase 5 CNG School Buses (Funded 3)*	\$973,224	\$583,935	\$5,627,575
Clovis	3	Shepherd Avenue Signal Interconnect	\$1,258,011	\$1,258,011	\$6,885,586
Clovis Unified	1	Purchase 4 CNG School Buses (Funded 2)*	\$769,199	\$384,600	\$7,270,186
Fresno County	1	Lincoln Ave Shoulder Improvements*	\$2,478,840	\$2,478,840	\$9,749,026
San Joaquin	1	Sutter Ave Paving Improvements*	\$637,453	\$637,453	\$10,386,479
Sanger	1	Fowler Switch Canal Trail and Bethel & Church Ave Bike Route Improvements	\$615,000	\$615,000	\$11,001,479
Clovis	1	DeWolf and Owens Mountain Roundabout	\$900,350	\$900,350	\$11,901,829
Southwest Trans	1	Purchase 6 CNG School Buses (Funded 2)*	\$1,354,508	\$451,503	\$12,353,332
Firebaugh	2	Alley Improvements*	\$463,162	\$463,162	\$12,816,494
Kingsburg	1	12th Avenue Sidewalks	\$77,020	\$77,020	\$12,893,514
Coalinga	2	Coalinga Multi-Use Trail Phase 3	\$1,147,526	\$1,147,526	\$14,041,040
Reedley	2	Reedley Paving Project 2019*	\$706,912	\$706,912	\$14,747,952
Coalinga	1	Coalinga Alley Paving Phase 2 (Segments 38-44)*	\$681,628	\$681,628	\$15,429,580
Firebaugh	3	J Street / 10th Street Improvements*	\$483,921	\$483,921	\$15,913,501
Selma	1	McCall and Dinuba Traffic Signal	\$838,114	\$838,114	\$16,751,615
Fresno	8	ITS Friant Road Adaptive Traffic Signal Synchronization Project	\$1,983,000	\$1,983,000	\$18,734,615
Fowler	1	7th Street and Merced Street Right Turn Pocket	\$132,795	\$132,795	\$18,867,410
Kingsburg	3	18th Avenue Sidewalks	\$139,876	\$139,876	\$19,007,286
Huron	2	Huron Alley Paving 2019*	\$532,702	\$532,702	\$19,539,988
Orange Cove	3	Orange Cove Alley Paving 2019*	\$418,476	\$418,476	\$19,958,464
Mendota	1	Alley Paving Project*	\$1,183,432	\$458,304	\$20,416,768
Sanger	2	Bethel Avenue and Almond Avenue Traffic Signal	\$437,603		
Sanger	3	Jensen Avenue and Indianola Avenue Traffic Signal	\$475,405		
FAX	6	Electric Buses and Infrastructure	\$4,436,295		
Fresno	5	McKinley Elementary Complete Streets Project	\$1,726,000		
Fresno	9	Herndon Trail Gap Project	\$1,124,600		
Fresno	2	Chestnut Neighborhood Sidewalks	\$1,385,200		
Clovis	2	Nees and Sunnyside Traffic Signal	\$1,231,725		
Fowler	3	Armstrong Avenue Pedestrian Pathway	\$128,367		
Central Unified	1	Purchase 20 Clean Diesel School Buses	\$3,392,340		
Clovis Unified	2	Purchase 4 Clean Diesel School Buses	\$655,149		
Fresno County	2	American Ave Shoulder Improvements	\$1,898,969		
Reedley	1	Washington / Jefferson / Lincoln Sidewalk Project	\$617,779		
Selma	2	Alley Paving Project	\$316,495		
Firebaugh	1	M Street Improvements	\$429,059		
San Joaquin	3	Alley Paving Project	\$528,229		
Kingsburg	2	Kamm Ave and Madsen Ave Sidewalks	\$143,417		
Orange Cove	2	Sidewalk Infill Project	\$445,182		
Clovis	4	North of Third Street Alleys Alley Improvements	\$354,164		
Fowler	2	West Fresno Street Sidewalks	\$89,414		
Parlier	1	Milton Ave Construction	\$212,900		
San Joaquin	2	Sutter Avenue Pedestrian Improvements	\$628,938		
Fresno	7	Marty and Weber Traffic Signal	\$1,492,800		
Clovis	5	West of Harvard Ave Alleys Alley Improvements	\$305,207		
Fowler	4	Sumner Avenue Sidewalks	\$150,501		
Fresno	4	Yosemite Middle School Complete Streets Project	\$1,260,000		
Central Unified	2	Purchase 5 Passenger Vans	\$196,988		
Orange Cove	1	Street Sweeper Replacement	\$309,855		<i>Applicant Rescinded Project From Scoring Consideration</i>

2019-2020 Fresno COG CMAQ Regional Bid Agency Results

Agency	# of Projects Submitted	# of Projects Funded	Total CMAQ \$ Awarded	% Awarded of Total Available
Clovis	5	2	\$2,158,361	10.57%
Coalinga	2	2	\$1,829,154	8.96%
Firebaugh	3	2	\$947,083	4.64%
Fowler	4	1	\$132,795	0.65%
Fresno	9	3	\$6,609,646	32.37%
Fresno County	2	1	\$2,478,840	12.14%
Huron	2	2	\$949,696	4.65%
Kerman	0	0	\$0	0.00%
Kingsburg	3	2	\$216,896	1.06%
Mendota	1	1	\$458,304	2.24%
Orange Cove	3	1	\$418,476	2.05%
Parlier	1	0	\$0	0.00%
Reedley	2	1	\$706,912	3.46%
Sanger	3	1	\$615,000	3.01%
San Joaquin	3	1	\$637,453	3.12%
Selma	2	1	\$838,114	4.11%
Central Unified	2	0	\$0	0.00%
Clovis Unified	2	1	\$384,600	1.88%
Fresno Unified	1	1	\$583,935	2.86%
Southwest Trans	1	1	\$451,503	2.21%
Total	51	24	\$20,416,768	100%
Urban Area				
Fresno and Clovis	14	5	\$8,768,007	42.95%
Rural Area				
County and Smaller Cities	31	16	\$10,228,723	50.10%
Non-Member Agencies				
School Districts	6	3	\$1,420,038	6.95%

2019-2020 Fresno COG CMAQ Program Total Funding Statistics

Agency	DOF Population 01/01/19	Lifeline Basis	CMAQ Lifeline	CMAQ Regional Bid \$ Awarded	CMAQ Total	% of CMAQ Total
Clovis	117,003	11.49%	\$1,005,421	\$2,158,361	\$3,163,782	10.85%
Coalinga	17,600	1.73%	\$151,239	\$1,829,154	\$1,980,393	6.79%
Firebaugh	8,132	0.80%	\$69,879	\$947,083	\$1,016,962	3.49%
Fowler	6,605	0.65%	\$56,758	\$132,795	\$189,553	0.65%
Fresno	536,683	52.71%	\$4,611,785	\$6,609,646	\$11,221,431	38.47%
Fresno County	175,581	17.24%	\$1,508,789	\$2,478,840	\$3,987,629	13.67%
Huron	7,308	0.72%	\$62,799	\$949,696	\$1,012,495	3.47%
Kerman	15,495	1.52%	\$133,150	\$0	\$133,150	0.46%
Kingsburg	12,392	1.22%	\$106,486	\$216,896	\$323,382	1.11%
Mendota	12,315	1.21%	\$105,824	\$458,304	\$564,128	1.93%
Orange Cove	9,975	0.98%	\$85,716	\$418,476	\$504,192	1.73%
Parlier	16,151	1.59%	\$138,788	\$0	\$138,788	0.48%
Reedley	26,666	2.62%	\$229,144	\$706,912	\$936,056	3.21%
Sanger	27,094	2.66%	\$232,822	\$615,000	\$847,822	2.91%
San Joaquin	4,216	0.41%	\$36,229	\$637,453	\$673,682	2.31%
Selma	25,045	2.46%	\$215,215	\$838,114	\$1,053,329	3.61%
Central Unified	N/A	N/A	N/A	\$0	\$0	0.00%
Clovis Unified	N/A	N/A	N/A	\$384,600	\$384,600	1.32%
Fresno Unified	N/A	N/A	N/A	\$583,935	\$583,935	2.00%
Southwest Trans	N/A	N/A	N/A	\$451,503	\$451,503	1.55%
Total	1,018,261	100%	\$8,750,044	\$20,416,768	\$29,166,812	100%
Urban Area						
Fresno and Clovis	653,686	64.20%	\$5,617,206	\$8,768,007	\$14,385,213	49.32%
Rural Area						
County and Smaller Cities	364,575	35.80%	\$3,132,838	\$10,228,723	\$13,361,561	45.81%
Non-Member Agencies						
School Districts	N/A	N/A	N/A	\$1,420,038	\$1,420,038	4.87%

2019-2020 Fresno COG CMAQ Program Soft Target Results

Project Type / Category	Target Percentage	Target Funding	Actual Percentage	Actual Funding
Transit Improvements	20.0%	\$4,083,354	13.88%	\$2,833,846
Cleaner Fuel Technology	15.0%	\$3,062,515	0%**	\$0
Traffic Flow Improvements	10.0%	\$2,041,677	20.93%	\$4,274,156
Traffic Signal Projects	4.0%	\$816,671	4.11%	\$838,114
Pedestrian/Bicycle	6.0%	\$1,225,006	20.52%	\$4,189,216
PM-2.5/10 Reduction	3.5%	\$714,587	0%**	\$0
Miscellaneous	1.5%	\$306,252	0%***	\$0
Cost-Effective (any project type)*	40.0%	\$8,166,707	40.56%	\$8,281,436
Total	100%	\$20,416,768	100%	\$20,416,768

* The 8 San Joaquin Valley COGs have a federal commitment to a minimum 20% Cost-Effectiveness for their CMAQ programs. 40% of the Regional Bid funding pot equates to roughly 28% of total apportionment.

**All cost-effective projects fall under the cleaner fuel technology or PM-2.5/10 reduction category. \$1,420,038 of cost-effective projects were cleaner fuel technology, while \$6,861,398 were PM-2.5/10 reducing projects.

*** No miscellaneous category project applications were received.

2019-2020 Fresno COG CMAQ and STBG Program Funding Results

Agency	DOF Population 01/01/19	Lifeline Basis	CMAQ Lifeline Allocation	CMAQ Regional Bid \$ Awarded	STBG Lifeline Allocation	STBG Regional Bid \$ Awarded	CMAQ and STBG Total	% of Total
Clovis	117,003	11.49%	\$1,005,421	\$2,158,361	\$2,031,062	\$2,566,388	\$7,761,232	13.24%
Coalinga	17,600	1.73%	\$151,239	\$1,829,154	\$305,519	\$593,979	\$2,879,891	4.91%
Firebaugh	8,132	0.80%	\$69,879	\$947,083	\$141,164	\$0	\$1,158,126	1.98%
Fowler	6,605	0.65%	\$56,758	\$132,795	\$114,657	\$1,504,364	\$1,808,574	3.08%
Fresno	536,683	52.71%	\$4,611,785	\$6,609,646	\$9,316,311	\$1,661,600	\$22,199,342	37.87%
Fresno County	175,581	17.24%	\$1,508,789	\$2,478,840	\$3,047,921	\$2,571,817	\$9,607,367	16.39%
Huron	7,308	0.72%	\$62,799	\$949,696	\$126,860	\$0	\$1,139,355	1.94%
Kerman	15,495	1.52%	\$133,150	Did Not Apply	\$268,979	\$602,004	\$1,004,133	1.71%
Kingsburg	12,392	1.22%	\$106,486	\$216,896	\$215,113	\$0	\$538,495	0.92%
Mendota	12,315	1.21%	\$105,824	\$458,304	\$213,777	\$0	\$777,905	1.33%
Orange Cove	9,975	0.98%	\$85,716	\$418,476	\$173,157	\$0	\$677,349	1.16%
Parlier	16,151	1.59%	\$138,788	\$0	\$280,366	\$0	\$419,154	0.71%
Reedley	26,666	2.62%	\$229,144	\$706,912	\$462,897	\$1,344,580	\$2,743,533	4.68%
Sanger	27,094	2.66%	\$232,822	\$615,000	\$470,326	\$939,303	\$2,257,451	3.85%
San Joaquin	4,216	0.41%	\$36,229	\$637,453	\$73,186	\$0	\$746,868	1.27%
Selma	25,045	2.46%	\$215,215	\$838,114	\$434,758	\$0	\$1,488,087	2.54%
Central Unified	N/A	Ineligible	Ineligible	\$0	Ineligible	Ineligible	\$0	0.00%
Clovis Unified	N/A	Ineligible	Ineligible	\$384,600	Ineligible	Ineligible	\$384,600	0.66%
Fresno Unified	N/A	Ineligible	Ineligible	\$583,935	Ineligible	Ineligible	\$583,935	1.00%
Southwest Trans	N/A	Ineligible	Ineligible	\$451,503	Ineligible	Ineligible	\$451,503	0.77%
Total	1,018,261	100%	\$8,750,044	\$20,416,768	\$17,676,053	\$11,784,035	\$58,626,900	100%
Urban Area								
Fresno and Clovis	653,686	64.20%	\$5,617,206	\$8,768,007	\$11,347,373	\$4,227,988	\$29,960,574	51.10%
Rural Area								
County and Smaller Cities	364,575	35.80%	\$3,132,838	\$10,228,723	\$6,328,680.00	\$7,556,047.00	\$27,246,288	46.47%
Non-Member Agencies								
School Districts	N/A	N/A	N/A	\$1,420,038	N/A	N/A	\$1,420,038	2.42%

Scope of Work

The following tasks and deliverables will be required of the consultant:

Tasks:

1. Project Initiation and Steering Committee Formation

Working with Fresno COG and MCTC, the consultant will identify a Steering Committee that will provide guidance throughout the study process. The Steering Committee will include transportation stakeholders that include, but are not limited to, Caltrans, business/property owners, local residents, local governments, community groups, public health organizations, active transportation advocates, transit agencies and users, and any other transportation stakeholders identified by the Steering Committee. Bi-monthly meetings will be held with the Steering Committee.

Deliverables: Overall project timeline, progress schedule, meeting agendas, and meeting minutes.

2. Assess Existing Conditions

The consultant will assess the existing conditions in the two corridors and prepare an existing condition report to the Steering Committee. The assessment will include safety conditions throughout the corridors, traffic movement in the corridors from various communities in the study area, active transportation conditions and needs, public transportation service in the area, and other related transportation characteristics in the corridor. The existing condition report will identify issues and concerns in conjunction with feedback collected from the public workshops identified in Task 7 of this Request for Proposal.

Consultant must be flexible and creative in data collection due to ongoing conditions regarding the COVID-19 pandemic that may affect this task.

Deliverables: Existing Conditions Assessment report.

3. Review Existing Plans

In order to understand the growth potential and impacts for communities identified along the corridors, the consultant will review all existing land use and transportation plans and studies, and summarize the visions, goals and planned improvement identified in those plans. The plan review should include but not be limited to: local general plans, specific plans, community plans, economic development plans, Fresno COG and MCTC's 2018 RTP/SCS, City of Fresno Active Transportation Plan, Madera County Active Transportation Plan, High Speed Rail planning documents, Caltrans's planning documents and improvements, the 2016 Fresno-Madera Origin and Destination study, and any other relevant plans/studies identified by the Steering Committee.

Deliverables: Summary report identifying relevant transportation and land use policies that will guide the improvement recommendations.

4. Assess Planned Improvements

The consultant will create an inventory of planned improvements along the corridors in Fresno and Madera counties and prepare a report for the Steering Committee. The planned improvement report will document (but not be limited to) planned roadway, active transportation, public transport improvements as well as funding sources and implementation timeline.

Deliverables: Planned Improvements report.

5. Develop Goals and Objectives

Based on the goals and objectives identified in the existing plans, the existing conditions and the feedback collected in Task 7, the consultant will develop a set of goals and objectives for the two corridors. The goals and objectives for the corridors will be supplemental to those identified in higher-level plans and will be conducive to the implementation of the goals of the higher-level plans.

Deliverables: List of Goals and Objectives for both the SR 41 and Ave 9 Corridors.

6. Develop a Public Outreach Plan

The consultant will develop a public outreach plan for the study and collect feedback from the stakeholders. All of the outreach materials in paper or on social media will be required to be in both English and Spanish. The public outreach plan will be reviewed by the Steering Committee before the official kick-off of the outreach campaign.

Deliverables: Public Outreach Plan.

7. Conduct Public Outreach

The outreach efforts will be conducted in two phases. The first phase will be to gather feedback on the existing conditions, issues and concerns, vision/goals for the corridors, and suggestions for future improvements. The second phase will be to present the draft plan and recommended improvements to the public for comments. The consultant will propose the outreach format, location, and number of events.

Deliverables: Conduct public meetings as identified in Public Outreach Plan and summary report detailing the results of the public meetings.

8. Develop A Bi-County Modeling Approach

The consultant will develop a bi-county model that will allow for forecasting of inter-regional traffic movement along the corridors. Fresno COG has a DaySim based Activity-Based Model (ABM) and MCTC maintains a four-step model. The bi-county model will be built on Fresno COG's ABM and will include major roadways in Madera County. Fresno COG, Madera CTC, and Caltrans staff will be available to work with and assist in validating the model.

The documentation of the two models are accessible at the following hyperlink for [Fresno](#), while Madera documentation is available as an attachment to this RFP on the Fresno COG website.

The forecasts will be used to guide the recommended sustainable transportation improvements in Task 10 and the key findings will be presented to the Steering Committee in a report.

Deliverables: Bi-County Model documentation and Key Findings report.

9. Develop Sustainable Corridor Management Strategies

Following the Caltrans Corridor Planning Guidebook and based on the feedback received from the stakeholders, the consultant will develop a list of sustainable corridor management strategies that will optimize the functionality of the facilities, and address the issues and concerns identified during the process.

Deliverables: List of Sustainable Corridor Management Strategies

10. Recommend Future Sustainable Transportation Improvements

Based on the feedback collected through the outreach process, the existing conditions analyzed in Task 2 and future traffic forecasts, the consultant will develop a list of recommended sustainable improvements to address current issues and mitigate foreseeable future adverse conditions. Areas to be considered include safety, mobility, active transportation, public transit, etc. The recommended improvements should be in alignment with the existing plans. The consultant will provide planning level cost estimates for the recommended improvements.

Deliverables: List of Sustainable Transportation Improvement Recommendations

11. Public Review for the Draft Fresno-Madera State Route 41 & Avenue 9 Sustainable Corridors Plan

A 30-day public review of the draft study will be conducted. Working with Fresno COG and MCTC staff, the consultant will respond to comments and incorporate comments into the draft final plan.

Deliverables: Update the draft Fresno-Madera State Route 41 & Avenue 9 Sustainable Corridors Plan that reflects and incorporates the comments received during the public comment period.

12. Presentations

The consultant will present the draft final Fresno-Madera State Route 41 & Avenue 9 Sustainable Corridors Plan to the Fresno COG Transportation Technical Committee, the Fresno COG Policy Advisory Committee, the Fresno COG Policy Board, and the MCTC Policy Board for final acceptance.

Deliverables: Public Presentations as identified above.

13. Project Management

The consultant will work closely with the Fresno COG project manager and will provide monthly progress reports to the project manager.

As the project progresses, bi-weekly project coordination meetings may be held between the project manager, consultant, and key stakeholders by teleconference as arranged by the consultant.

Deliverables: Monthly progress reports.

2019-2020 HIP Augmentation Recommendation

Highway Infrastructure Program (HIP) Funding Available - 2019: \$3,435,223 ; 2020: \$997,336 ; TOTAL: **\$4,432,559**

Applicant	Project Description/Limits	STBG Request	Total Proj Cost	Prev. Amt Funded	New HIP Funding Recommendation	Notes
Selma	Nebraska Ave Recon: SR43 to Mitchell	\$520,557	\$588,000	\$40,016	\$480,541	From 17/18 STBG RB Call-for-Projects
Parlier	Zediker Ave Recon: Merced to Manning	\$455,250	\$607,000	\$37,500	\$417,750	From 17/18 STBG RB Call-for-Projects
Fresno County	Jensen Recon: Fruit to 0.43 m w/of Fruit	\$1,413,425	\$1,596,549	\$252,397	\$1,161,028	From 17/18 STBG RB Call-for-Projects
Fowler	Adams Recon: Merced to Temperance	\$468,915	\$529,668	\$61,163	\$0	Received 19/20 RB funding for CON
Firebaugh	8th St Ancillary Recon: P St to SR33	\$303,494	\$342,815	\$35,018	\$268,476	From 17/18 STBG RB Call-for-Projects
Fowler	Manning Recon: Golden State to City Limits	\$421,585	\$476,207	\$54,989	\$0	Received 19/20 RB funding for CON
Fresno	Chestnut Overlay: Kings Canyon to Butler	\$1,844,500	\$2,083,500	\$139,900	\$1,704,600	From 17/18 STBG RB Call-for-Projects
Clovis	Fowler Ave Rehabilitation, Ashlan to City Limit	\$486,915	\$550,000	\$0	\$400,164	From 19/20 STBG RB Call-for-Projects

TOTAL: \$4,432,559

*STBG RB = Surface Transportation
Block Grant Regional Bid

*CON = Construction

Fresno Council of Governments

FY 2020/2021 Unmet Transit Needs Assessment



**Fresno Council
of Governments**

Prepared by:
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MEMORANDUM

DATE: June 25, 2020

TO: Fresno COG Policy Board
The General Public

FROM: Tony Boren, Executive Director

SUBJECT: FY 2020-2021 UNMET TRANSIT NEEDS ASSESSMENT

RECOMMENDATION

On May 19, 2020, the SSTAC reviewed and discussed the Unmet Transit Needs Assessment and made a finding that there are no unmet public transportation needs, which are reasonable to meet within the County of Fresno. The Policy Board is requested to approve the FY2020-2021 Unmet Transit Needs Assessment.

BACKGROUND

The Fresno Council of Governments, in its role as the Regional Transportation Planning Agency, administers claims for the Transportation Development Act (TDA). At the beginning of each fiscal year, the Fresno COG must determine the amount of TDA funds available from the TDA Local Transportation Fund (LTF) for allocation to local agencies within Fresno County. Allocations are made in four categories: Bicycle and pedestrian facilities, social service transportation, regional transportation planning, and public transportation. In certain cases, funding from the public transportation category can be applied to local streets and roads in individual jurisdictions if a finding has been made that there are no unmet transit needs that are reasonable to meet within the jurisdiction; however, public transit must be given priority. As a result, prior to allocating LTF funds for any use other than public transit in the public transportation category, the Fresno COG must identify any unmet public transit needs that may exist in Fresno County that is reasonable to meet.

The Unmet Transit Needs Assessment process is conducted to identify any unmet transit needs and make any related findings.

DISCUSSION

On April 30, 2020, the Fresno Council of Governments (Fresno COG), as the Regional Transportation Planning Agency (RTPA) for Fresno County, held a legally noticed Public Hearing. The purpose of the hearing was to receive public testimony to determine if public transportation needs within Fresno County will be reasonably met in Fiscal Year (FY) 2020-2021 (July 1, 2020, through June 30, 2021), prior to approving LTF claims for local streets and roads. The time and place of the Public Hearing was legally noticed as follows:

Date: April 30, 2020
Time: 5:30 p.m.
Place: Fresno Council of Governments, Sequoia Room
2035 Tulare St., Suite 201
Fresno, California 93721-2004

Because of the statewide shelter-in-place order as a result of COVID-19, the Fresno COG Policy Board meeting and Unmet Transit Needs public hearing were held remotely by conference call.

Transportation Development Act – Local Transportation Funds

Transportation Development Act (TDA) - Local Transportation Funds are derived from the state sales tax. One-quarter of a cent of the state sales tax is allocated to the Local Transportation Fund and may be used for transportation projects. In FY 2020-2021, the estimated Local Transportation Funds for Fresno County are \$38,500,000, of which \$155,000 is programmed for administration and audits. The remaining \$38,345,000 is programmed by formula for bicycle and pedestrian facilities, social service transportation planning, regional transportation planning, and public transportation and streets and roads. Table-1 identifies the amount of projected funding by category that each local agency will receive in FY 2020-2021.

Of the Local Transportation Funds available for public transportation and streets and roads, priority must first be given to public transportation. The net difference is then available for street and road projects.

**Table 1
Available TDA-Local Transportation Funds
For Projects by Local Agencies FY 2020-2021**

Agency	Bicycle & Pedestrian Facilities	Social Service Transportation	Regional Transportation Planning	Public Transportation	Total
Clovis	\$88,122	\$244,756	\$123,063	\$3,979,024	\$4,414,965
Coalinga	\$13,256		\$18,512	\$598,539	\$630,306
Firebaugh	\$6,125		\$8,553	\$276,552	\$291,230
Fowler	\$4,975		\$6,947	\$224,622	\$236,544
Fresno City	\$404,209		\$564,478	\$18,251,452	\$19,220,139
Huron	\$5,504		\$7,686	\$248,530	\$261,720
Kerman	\$11,670		\$16,297	\$526,952	\$554,920
Kingsburg	\$9,333		\$13,034	\$421,426	\$443,793
Mendota	\$9,275		\$12,953	\$418,807	\$441,035
Orange Cove	\$7,513		\$10,492	\$339,229	\$357,233
Parlier	\$12,164		\$16,987	\$549,261	\$578,413
Reedley	\$20,084		\$28,047	\$906,854	\$954,985
Sanger	\$20,406		\$28,497	\$921,410	\$970,313
San Joaquin	\$3,175		\$4,434	\$143,377	\$150,987
Selma	\$18,863		\$26,342	\$851,727	\$896,932
Fresno County	\$132,226		\$184,653	\$5,970,458	\$6,287,337
FCRTA	\$0	\$550,952	\$0	\$0	\$550,952
FEOC	\$0	\$1,103,197	\$0	\$0	\$1,103,197
Total	\$766,900	\$1,878,905	\$1,070,976	\$34,628,219	\$38,345,000

Pursuant to Section 99401.5 of the California Public Utilities Code (PUC), Fresno COG, as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no

unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

DEFINITION OF "UNMET TRANSIT NEEDS," AND "NEEDS THAT ARE REASONABLE TO MEET"

Section 99401.5(c) of the California Public Utilities Code specifies, "The transportation planning agency shall determine its definitions of the terms 'unmet transit needs' and 'reasonable to meet' for the purposes of this section which shall be documented by resolution or within the minutes of the agency."

The Council of Fresno County Governments (COFCG) defined these terms by Resolution 1990-15, adopted on June 28, 1990, as follows:

A. Unmet Transit Needs

"Those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and/or documented through COFCG's Annual Unmet Transit Needs Public Hearing Process that have not been implemented or funded."

B. Reasonable to Meet

"Those public transportation services identified in the Regional Transportation Plan, or proposed amendment thereto, which meet the following criteria:

- (1) Services which, if implemented or funded, would not cause the responsible operator or service claimant to exceed its appropriations limitation as set forth by Proposition 4 (Gann Limit)
- (2) Services which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of:
 - (a) Local Transportation Funds and State Transit Assistance Funds which may be available for such operator to claim;
 - (b) Urban Mass Transportation Administration (UMTA) funds or other support for public transportation services which are committed by Federal and/or State agencies by formula or tentative approval of specific grant requests; and
 - (c) Farebox and local funding in compliance with PUC Section 99268 et.seq.

The fact that an identified need cannot fully be met based on available resources shall not be the sole reason for finding a transit need is not reasonable to meet.

- (3) Services which, if implemented or funded, would result in the responsible operator or service claimant meeting the farebox recovery and local support requirements as set forth by PUC Section 99268 et. seq. Evaluation of existing operators shall be based on records provided to Council of Fresno County Governments by operators pursuant to the Transit Productivity Evaluation Process (PUC Section 99244)

Evaluation of proposed new service shall be based upon a feasibility analysis, which includes, but is not limited to:

- (a) Forecast of anticipated ridership if service is provided;
- (b) Estimate of capital and operating costs for the provision of such services;
- (c) Estimate of fares and local support in relation to estimated operating costs for providing such services; and
- (d) An estimated fare, which the Council of Fresno County Governments Board would determine to be sufficient to meet farebox recovery requirements, but would not be so high it would pose a financial burden on transit dependent patrons.”

Note: Fresno Council of Governments (Fresno COG) was called Council of Fresno County Governments (COFCG) and the Federal Transit Administration (FTA) was called the Urban Mass Transportation Administration (UMTA) at the time Resolution 1990-15 was adopted.

SUMMARY OF DISCUSSION TO UPDATE THE DEFINITION OF UNMET TRANSIT NEEDS AND REASONABLE TO MEET

During the Fiscal Year 2019-2020 Unmet Transit Needs assessment process, Ms. Mariah Thompson, a staff attorney at California Rural Legal Assistance, Inc., provided feedback in response to the draft Report for Fresno County. Ms. Thompson’s comment was as follows, and the Fresno COG’s response is provided further below:

Comment:

“The definition of unmet transit needs must be revised in the 2019-2020 UTN process to ensure that it does not systematically deny rural, low-income communities equitable access to services as required by state and federal law. Fresno COG also must change its process for addressing unmet needs in this and future cycles to comply with the law. Fresno COG must commit to amending the Regional Transportation Plan (RTP) to include transit needs identified during the UTN process to ensure that those projects are included in transit programming and funding. It also must work to apply any remaining transit funds to address those needs rather than shifting them to road projects. Any portion of a project that can be covered should be addressed if the available funding cannot cover the entire cost of a project, with multiple phases developed if necessary.

It is not enough for Fresno COG to simply determine that any project that is not included in the RTP or cannot be funded without making any attempts to address these unmet needs. Failure to change how the UTN process is conducted will continue to exclude the most marginalized groups within Fresno County with the greatest transit needs.”

Response:

“Fresno COG Resolution 90-15 that sets forth the definition for “unmet transit needs” and “reasonable to meet” was authored on June 28, 1990. Staff recognizes that a long time has passed since the definition has been updated, and will request an update and refinement be considered prior to the next Unmet Transit Needs Cycle.”

The following is a summary of the discussion that took place at the Fresno COG meeting to discuss updating the definition for “unmet transit needs”, and “reasonable to meet”.

DISCUSSION

On December 5, 2019, Fresno COG staff, along with representatives from Fresno Area Express (FAX), Fresno County Rural Transit Agency (FCRTA), and Clovis Transit, met at the office of Fresno COG to discuss updating Fresno COG Resolution 90-15. Meeting participants reviewed the following documents:

- [Public Utilities Code Section 99401.5](#)
- TDA legislation
- Resolutions and Unmet Transit Needs definitions from four other California Metropolitan Planning Organizations (MPOs)
- Comments received during the FY 2019-2020 Unmet Transit Needs Assessment.

Discussion points from the meeting included:

- PUC Section 995401.5 was enacted in 1971. Written in 1990, Fresno COG Resolution 90-15 satisfies all of the requirements of the Unmet Transit Needs process. Staff will consider changing Resolution 90-15 if/when TDA legislation changes.
- Resolution 90-15 is sufficiently broad to incorporate projects included in the Regional Transportation Plan, and by default, other transit planning documents. Needs brought up during the UTN process that is not within the Regional Transportation Plan or included in any other planning document can be categorized as an ‘unmet transit need.’ The next step would be to determine whether they are reasonable to meet.
- Many comments received during the Unmet Transit Needs process do not necessarily fall within the ‘unmet transit needs’ definition, but rather can be categorized as operational or capital issues. Examples of operational issues include bad customer service, a disrespectful driver, or the frequency of a route.
- The Unmet Transit Needs assessment documents all comments received regardless of whether or not they fall within the ‘unmet transit needs’ definition. Comments not meeting the definition could be designated as “N/A,” or “not applicable” (as opposed to “No”) in the ‘unmet need’ column of the matrix, and could include an explanation in the matrix describing/addressing why that issue does not fall within the unmet need definition.
- Improvements could be made to the Unmet Transit Needs matrix that categorizes and summarizes the transit provider’s response to every issue identified during the assessment process. As shown in Figure 1, the “Unmet Need” column could be refined to include Yes, No, or Not Applicable, and an additional column could be added, clarifying whether it is reasonable to meet (if applicable).

**Figure 1
Proposed Revised Matrix of Comments/Responses**

NO.	JURISDICTION	PUBLIC COMMENT	OPERATOR RESPONSE	UNMET NEED? (Yes, No, N/A)	REASONABLE TO MEET? (Yes, No, N/A)

- The Unmet Transit Needs definition should be focused on transit “service” from one specific geographic area to another. This could be clarified in the public outreach materials.

RECOMMENDATIONS TO SSTAC

- Resolution 90-15 should not be modified at this time, as it provides an inclusive definition of unmet needs and fulfills all regulatory requirements; the Fresno COG Resolution could be revisited if/when TDA legislation is amended.
- The column for “Unmet Need” should be modified to allow for three options: “Yes,” “No,” and “N/A.” “N/A” is short for ‘non-applicable’ and should be used when public comment is received that is determined to be unrelated to a provision of transit service.
- The matrix in the UTN report should be refined, adding a column entitled, “Reasonable to Meet?” This will help the reader distinguish between unmet needs and unmet needs that are reasonable to meet.
- The Unmet Transit Needs process is a valuable mechanism to obtain public feedback. While many issues are ultimately not deemed as unmet needs that are reasonable to meet, the direct feedback from the public should be considered as an important input for local transit providers in the planning process.

On January 22, 2020, the SSTAC discussed and approved these recommendations. The matrix of comments/responses in this FY 2020-2021 Unmet Transit Needs Assessment includes this revised approach.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

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

The purpose of the SSTAC is to:

- (1) Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process)
- (2) Review and recommend appropriate action by the Fresno COG for a jurisdiction which finds by resolution, that:
 - (a) There are no unmet transit needs;
 - (b) There are no unmet transit needs, which are reasonable to meet;
 - (c) There are unmet transit needs, which are reasonable to meet.
- (3) Advise the Fresno COG on any other major transit issues, including the coordination and consolidation of specialized transportation services.

FY 2020-2021 SSTAC UNMET TRANSIT NEEDS PROCESS

The SSTAC has developed an annual process for soliciting unmet transit need comments from the public. The timeline for the public notification process is contained within Exhibit B while the actual flyers themselves in English and Spanish are found as Exhibits B-1 and B-2, respectively.

Flyers with attached comment forms in both English and Spanish were sent to 357 agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. A discussion and summary of those who were sent the flyers is included in Exhibit B-3.

The electronic copy of the flyer and comment form was sent to 2,130 people that are signed up to receive the electronic newsletter, 'Coming Up at Fresno COG'. Respondents were requested to include the following information to assist staff in an initial evaluation of proposed services:

- Where new service is needed, and where the potential trips would start and end;
- When, and how often trips would need to be scheduled; and
- A description of the individuals needing the service including age group, financial constraints, and whether they have disabilities requiring special services.

Members of the community and stakeholders were also able to submit public comments and their transit needs electronically and through the US Mail. An email address was set up at comments@fresnocog.org to receive comments electronically, and the mailing address was posted as follows:

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center, Inc.,
4615 North Marty, Fresno, CA 93722

As part of the information gathering process, SSTAC held six public outreach meetings (Attendance lists are within Exhibit C) throughout Fresno County and one informal meeting with a community group at their request. The FCRTA provided transportation from surrounding communities to the public outreach meetings scheduled for the rural areas at the Kerman Community Center and Fowler City Hall. Meeting attendees were required to schedule their ride three days in advance of the meeting and could do so by calling (855) 612-5184.

The first outreach meeting was held in the City of Fresno on Tuesday, February 25, 2020, at 1:00 p.m. at California State University Fresno, located at 5241 N. Maple Ave, Fresno, CA 93740 in the Vintage Room. This event immediately followed a workshop run by FAX. The other Unmet Transit Needs outreach meetings held in the City of Fresno also followed a FAX workshop.

The location was selected to facilitate comments from students attending California State University, Fresno, and the residents of the Northeast side of the City of Fresno as well as the City of Clovis. It was held right after a FAX public workshop to solicit public feedback for upcoming route changes to the FAX fixed-route system. As a result, several of the meeting attendees from the FAX workshop also participated in the Unmet Transit Needs meeting.

There were 12 meeting attendees, 6 of whom were members of the public while the remaining 6 were

Fresno COG or transit agency staff. Conversations pertaining to the Unmet Transit Needs process took place one-on-one and within a group setting. Meeting participants in this first meeting were primarily FAX and Clovis Transit users.

When asked about transit service in Fresno County, two meeting participants stated that overall, they were happy with service. They stated that they both had just recently started using the bus regularly. While most FAX transit riders are transit-dependent, one rider self-identified as a ‘choice’ rider.

Within the group discussion, the following items came up from meeting participants:

- Light rail between Fresno and Visalia, with service to Bakersfield in the future.
- Integration of service with other transit agencies
- Increase Handy Ride Transfer points
- Add transit service in those parts of Clovis where new development is taking place
- For Clovis, add a stop at Shields and Ashlan where drivers already stop to use the facilities
- Available ADA service between Fresno and smaller cities
- Potholes throughout the City of Fresno were becoming a problem

The second outreach meeting was held in the City of Clovis on Wednesday, February 26, 2020, at 5:30 p.m. at the Clovis Senior Center, 850 Fourth Street, Clovis, CA 93612. The meeting location was selected to facilitate comments from residents in the Fresno-Clovis Metropolitan area, primarily the City of Clovis. Aside from staff, one person showed up to this Unmet Transit Needs meeting, an employee of Fresno County. Staff talked to her about the purpose and history of the UTN process, providing her with the opportunity throughout the meeting to ask questions. She did not have any comments or feedback.

The third meeting was held in the City of Fresno on Saturday, February 29, 2020, at 11:30 a.m., at the Central Learning Adult/Alternative School Site (C.L.A.S.S), located at 2698 N. Brawley Avenue, Fresno, CA 93722. As with the first Unmet Transit Meeting held at California State University, Fresno, this meeting immediately followed a FAX Public Outreach meeting.

The location was selected to facilitate comments from students of C.L.A.S.S since many of them are high-frequency transit users, and from the Westside of the City of Fresno. While there were several attendees at the FAX workshop, only one transit rider remained for the UTN meeting to provide their feedback.

The single attendee was provided an explanation of the purpose of the UTN meeting and asked to provide feedback as to the status of transit service in Fresno County. Key points she brought up included:

- More bus service is needed west of SR99.
- Bus service is needed to Amazon / Ulta warehouses for employees.
- Clovis Transit needs additional service hours, especially weekends.
- Service is needed to El Paseo along Herndon. This only applies to regular bus service and Handy Ride service as well.
- Does Orange Cove have a pharmacy? Is there medical transportation?
- Transit service is needed between the City of Fresno and Madera, including Madera Ranchos.

The fourth outreach meeting was also held in the City of Fresno on Monday, March 2, 2020, at the Maxie L. Parks Community Center at 6:30 p.m., located at 1802 E. California Ave., Fresno, CA 93706. The meeting location was set to facilitate comments from residents of the Fresno Metropolitan Area. This was the final Unmet Transit Needs meeting that followed the FAX Public Outreach meetings held within the City of Fresno.

By the time that the FAX Workshop had concluded, there was one person remaining to participate in the Unmet Transit Needs meeting. No one else attended the UTN meeting.

The comment that FAX received from the single attendee to this meeting was in reference to a single bus stop within the FAX network. Her comment along with the transit agency's response can be found in the comments received section.

The fifth outreach meeting moved the Unmet Transit Needs Process to rural Fresno County. It was held in the City of Kerman on Tuesday, March 3, 2020, at the Kerman Community Center at 5:30 p.m., at 850 S. Madera Ave., Kerman, CA 93630. This was the first of two Unmet Transit Needs meetings where FCRTA provided transportation for transit riders from surrounding communities if they made their reservation in advance. The meeting location was selected to facilitate comments from residents of the West Side of Fresno County including, Coalinga, Firebaugh, Huron, Kerman, Mendota, San Joaquin, and surrounding unincorporated communities. Despite extensive advertising and notification in the rural areas, not a single person attended the meeting. As a result, no comments were received.

The sixth and final outreach meeting was held on Wednesday, March 4, 2020, at 5:30 p.m. at Fowler City Hall, located at 128 S. 5th Street, Fowler, CA 93625. The meeting location was selected to facilitate comments from the Eastside of Fresno County including, Fowler, Selma, Orange Cove, Parlier, Reedley, Sanger, Selma, and the surrounding unincorporated communities. This was the second meeting where FCRTA offered transportation to residents who made their reservation three days in advance of the meeting. Since there were no meeting attendees, additional comments were not received.

The formal Public Hearing took place as part of the Fresno COG Policy Board meeting. Public notification took place, as required with documentation as such provided in exhibits E-1 and E-2 of this report. Because of coronavirus shelter-in-place orders, the Public Hearing and Policy Board meeting were held online, virtually. Members of the public were given the opportunity to speak during the Hearing. No feedback was received.

COMMENTS AND FEEDBACK RECEIVED FOR THE FY 2020-2021 UNMET TRANSIT NEEDS PROCESS

The SSTAC received a matrix of comments collected at the workshops. No additional comments were received by mail, electronically, or at the Public Hearing.

The comment number, jurisdiction, public comment, operator response and, whether the comment meets the definition of an unmet need are contained below:

Figure 2
Matrix of Public Comments Received, Operator Responses, and Determinations

	JURISDICTION	PUBLIC COMMENT	OPERATOR RESPONSE	UNMET NEED? (Yes, No, N/A)	REASONABLE TO MEET? (Yes, No, N/A)
1.	Regional	Why not do a light rail line between Fresno and Visalia with service added to Bakersfield in the future?	<p>Visalia Transit operates transit service between Visalia and Fresno six times per day, seven days a week starting at 4 a.m.</p> <p>FCRTA prepared a planning grant application in 2019 for a light rail / BRT project; however, it was not submitted. When considering new transit services, multiple modes must be considered and analyzed through a series of feasibility analyses examining metrics including anticipated ridership, capital and operating costs, funding sources, fare estimates, farebox recovery ratios, and other performance metrics.</p>	No	N/A

2.	Regional	Need to increase integration of service with other transit agencies in the region.	All transit agencies in Fresno County currently work together, including FAX, FCRTA, Clovis Transit, and Fresno Economic Opportunities Commission (FEOC). In addition, FCRTA currently has agreements with KARTS in Kings County and the City of Dinuba in Tulare County for service into Fresno County, and FAX and Clovis Transit have agreements for service between the two jurisdictions.	N/A	N/A
3.	FAX	Need to increase the number of Handy Ride transfer points.	There are three transfer points between Handy Ride and Clovis Transit Roundup paratransit service. The three current transfer points are at Willow and Herndon, Willow and Shaw, and Clovis and Ashlan. A fourth transfer point is anticipated for Peach and Dakota in the near future.	N/A	N/A
4.	Clovis	Need to add service in those parts of Clovis where new	The City of Clovis will undertake a transit study in the near future to continue to refine	No	N/A

		development is taking place.	transit service.		
5.	Clovis	Within the City of Clovis, add a stop at the Taco Bell at Ashlan and Peach since drivers already stop there to use the facilities.	Clovis Transit Route 50 includes a stop on the north side of Ashlan and then the route heads north on Peach, so without changing the direction of Route 50, it is not possible to add a stop at the Taco Bell for the bus drivers.	No	N/A
6.	Regional	What ADA services are available between Fresno and the smaller cities?	All transit vehicles in the region are ADA-equipped for both fixed-route and demand-response routes countywide.	No	N/A
7.	FAX	What is FAX doing about potholes?	Potholes fall under the jurisdiction of the Public Works Department. The City encourages residents to use the “FresGo” app to report potholes. When potholes impact FAX service, FAX communicates the potholes to the Public Works Department.	N/A	N/A
8	FAX	More bus service is needed west of SR99.	The area west of Highway 99 is identified in the Fresno Clovis Metropolitan Areas (FCMA) Short Range Transit Plan (SRTP) as an area of growth and future public transit need. FAX has recently proposed changes to the fixed-route transit	No	N/A

			system that would affect this area. These proposed changes include extending service westbound along Route 45 on Ashlan Avenue to Central High School, and connecting Routes 12 and 35 along Marks. Because FAX is actively working on adding service to this area, this is not considered an Unmet Need.		
9.	FAX	Bus service is needed to Amazon / Ulta for employees.	FAX is evaluating service to the North Pointe Industrial Park area to determine feasibility of service, anticipated ridership, and funding to pay for service. Because FAX is actively working on evaluating service in this area, this is not considered an Unmet Need.	No	N/A
10.	Clovis Transit	Clovis Transit needs additional service hours, especially weekends.	The City of Clovis will undertake a transit study in the near future to continue to refine transit service. Days and hours of service will be included in that study.	No	N/A
11.	FAX	Service is needed to El Paseo along Herndon. This applies not only to regular bus service but Handy Ride	FAX has proposed service expansion along Herndon Avenue that would run from the El Paseo shopping center at Herndon and	No	N/A

		service as well.	SR 99 to Willow Avenue. If implemented, Handy Ride boundaries would be expanded to provide comparable service coverage. FAX is seeking grant funding to implement this service. Because FAX is actively working on adding service to this area, this is not considered an Unmet Need.		
12.	FCRTA	Does Orange Cove have a pharmacy? Is there medical transportation?	There is no pharmacy in Orange Cove, but there is one in Reedley. FCRTA does not provide medical transportation.	N/A	N/A
13.	FAX and Fresno COG	Transit service is needed between the City of Fresno and Madera to places such as Madera Ranchos.	FAX operates service to Valley Children's Hospital (VCH) in Madera. Residents of Madera can ride Madera County Connection to VCH and transfer to FAX. The Unmet Transit Needs process only applies within the Fresno County limit.	No	N/A
14.	FAX	The bus stop at Jensen and Clara is dangerous for students. Teacher advises students to avoid it and instead walk farther to a safer stop down the road.	The bus stop on the north side of Jensen at Clara does not have a sidewalk, as the parcel of land is not developed. FAX is the public transit operator for the City of Fresno. Curbs, gutters and sidewalks fall under	N/A	N/A

			the jurisdiction of the Public Works Department. If/when the parcel is developed, a sidewalk would be added, and the stop would become safer.		
15.	FAX	Continue with implementing cross-town service across the City of Fresno.	FAX has evaluated and proposed cross-town service on Herndon, Ashlan, McKinley, and Dakota, and is seeking grant funds to implement service. Because FAX is actively working on adding service to these areas, this is not considered an Unmet Need.	No	N/A

DISCUSSION FROM SSTAC RELATING TO THE COMMENTS RECEIVED FOR THE FY 2020-2021 UNMET TRANSIT NEEDS ASSESSMENT

Figure 1 is the list of comments received during the FY 2020-2021 Unmet Transit Needs Assessment. Also included with each public comment is a comment number, the relevant jurisdiction(s), the operator response, whether the comment is an unmet need, and whether the need is reasonable to meet. The definition of unmet needs and reasonable to meet are contained in Fresno COG Resolution 90-15 on pages 4 and 5 above.

Section 99401.5(c) of the California Public Utilities Codes specifies, “The transportation planning agency shall determine its definitions of the terms ‘unmet transit needs’ and ‘reasonable to meet’ for the purposes of this section which shall be documented by resolution or within the minutes of the agency.” The Fresno COG Policy Board does this with Resolution 90-15.

Several comments received during the Unmet Transit Needs Assessment are being addressed directly by the operator. In those cases, the matrix classifies those comments as not meeting the definition of unmet needs, as the transit operators are working proactively to implement service improvements.

Discussion by the SSTAC on the Unmet Transit Needs Assessment has been incorporated into the reports scheduled to be presented to the June 2020 cycle of TTC/PAC and Policy Board meetings.

INSTRUCTIONS AND NEXT STEPS FOR SSTAC PERTAINING TO THE FY 2020-2021 UNMET TRANSIT NEEDS ASSESSMENT

The publicly noticed hearing to receive comments regarding potential unmet transit needs in Fresno County was held Thursday, April 30, 2020, starting at 5:30 p.m. at the Fresno COG Policy Board meeting. The hearing was held virtually as a result of the COVID-19 shelter-in-place orders. No comments were received.

At its May 19, 2020, meeting, SSTAC, using Fresno COG Resolution 90-15 was asked to make a recommendation regarding whether any of the public comments in Figure 1 constitute:

- An Unmet Transit Need
- An Unmet Transit Need that is reasonable to meet
- An Unmet Transit Need that is unreasonable to meet

More specifically, the SSTAC was asked to make a finding that there are no unmet transit needs that are reasonable to meet within the following jurisdictions:

1. City of Clovis
2. City of Coalinga
3. City of Firebaugh
4. City of Fowler
5. City of Fresno
6. City of Huron
9. City of Mendota
10. City of Orange Cove
11. City of Parlier
12. City of Reedley
13. City of Sanger
14. City of San Joaquin

7. City of Kerman
8. City of Kingsburg

15. City of Selma
16. Fresno County

In addition, the SSTAC made a recommendation to forward to the Fresno COG Advisory Committees (TTC/PAC) and ultimately to the Fresno COG Policy Board the following documents, in relation to the Unmet Transit Needs Report, specifically:

- The Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget (OPB) 2020-2021 for the City of Clovis
- The Consolidated Transportation Service Agency's (CTSA) Operations Program and Budget (OPB) 2020-2021 for the Fresno Economic Opportunities Commission

MOTION:

A motion was made by SSTAC Hector Medina and seconded by SSTAC Monty Cox to make the following recommendation:

The SSTAC, through its recent efforts to solicit comments, recommends that there are no unmet transit needs that are reasonable to meet within the following jurisdictions:

- | | |
|----------------------|-------------------------|
| 1. City of Clovis | 9. City of Mendota |
| 2. City of Coalinga | 10. City of Orange Cove |
| 3. City of Firebaugh | 11. City of Parlier |
| 4. City of Fowler | 12. City of Reedley |
| 5. City of Fresno | 13. City of Sanger |
| 6. City of Huron | 14. City of San Joaquin |
| 7. City of Kerman | 15. City of Selma |
| 8. City of Kingsburg | 16. Fresno County |

A unanimous voice vote was taken with instruction to forward this report in addition to the CTSA OPB for FY 2020-21 for the City of Clovis and the CTSA OPB for FY 2020-21 for the Fresno Economic Opportunities Commission to the Fresno COG Advisory Committee (TTC/PAC) and to the Fresno COG Policy Board.

PUBLIC TRANSPORTATION PLAN SUMMARY AND RECOMMENDATIONS BY JURISDICTION

A. Overview

The Regional Transportation Plan (RTP) for public transportation services contains a Fresno-Clovis Metropolitan Area (FCMA) component, a Fresno County rural component, and a social service transportation component.

The Metropolitan Area component is implemented through the "Short Range Transit Plan" (SRTP) for the FCMA. The 2020-2024 FCMA SRTP was adopted by the Fresno COG Policy Board on June 27, 2019. It analyzed the metropolitan transit service needs and provided a detailed service plan for implementation over five years. The Rural Area component is implemented through the Rural SRTP for the Fresno County Rural Area, which provides a detailed service plan for the implementation of rural transit services over the same five-year period. Short Range Transit Plans are updated every other year and reviewed within the same timeframe as the Unmet Transit Needs.

In addition to these Short Range Transit Plans, the Fresno COG annually adopts an Operations Program and Budget for the coordination and consolidation of transportation for specialized social service programs within Fresno County. The 2020-2021 Operations Program and Budget for the City of Clovis and the Fresno Economic Opportunities Commission are scheduled for adoption on June 25, 2020.

B. Fresno-Clovis Metropolitan Area (FCMA)

The Regional Transportation Plan calls for fixed-route service within the Metropolitan Area to be provided by FAX, with financial participation from the City of Clovis and Fresno County for service to non-Fresno City residents within FAX's service area. Demand responsive Handy Ride service is provided through FAX under contract with Keolis Transit America. The Short Range Transit Plan (SRTP) for the FCMA sets forth the specific service implementation plan for the five-year fiscal period from 2020-2024. It is this SRTP that implements the near-term service goals and objectives of the Regional Transportation Plan.

The Regional Transportation Plan and the FCMA Short Range Transit Plan also continue to emphasize specialized service for disabled and elderly residents. The latter, who are unable to utilize the fixed-route buses.

Service will be funded with \$22.2 million in State Transportation Development Act - Local Transportation Funds. FAX is also anticipating \$11.8 million in Measure C funds and \$10 million funded by the Federal Transit Administration. The remaining funds are derived from farebox revenues and special services provided under contracts with outside agencies such as the City of Clovis and Valley Children's Hospital. Although the City of Fresno does not propose to expend any of its Local Transportation Funds on streets and roads in FY 2020-2021, a "transit needs finding" is necessary to be consistent with SB-498. SB-498 states the lack of available resources shall *not* be the sole reason for finding a transit need is *not* reasonable to meet.

The City of Clovis operates two types of public transit services. Clovis Stageline provides

general public fixed-route service within the City Limits. Clovis Roundup operates specialized demand-responsive service for the elderly and disabled residents. The City of Clovis has designated Roundup services as the Consolidated Transportation Services Agency (CTSA) for the Clovis Transit Service Area. The estimated cost for the operation of Clovis Transit in FY 2020-2021 is \$3,979,000. Although the City of Clovis does not propose to expend any Local Transportation Funds on streets and roads in FY 2020-2021, a “transit needs finding”, is necessary to be consistent with SB-498. SB-498 states the lack of available resources shall *not* be the sole reason for finding a transit need is *not* reasonable to meet.

C. Rural Areas

The Regional Transportation Plan calls for service to rural portions of Fresno County, including intra-city service in and around thirteen rural incorporated cities, two dozen unincorporated communities, and inter-city service linking those cities to the Fresno Clovis Metropolitan Area on the following corridors:

- (1) Firebaugh - Mendota - San Joaquin - Kerman Corridor to Fresno
- (2) Kingsburg - Selma - Fowler Corridor to Fresno
- (3) Orange Cove - Reedley - Parlier - Sanger Corridor to Fresno
- (4) Coalinga - Huron – Five Star - Five Points - Lanare - Riverdale - Caruthers - Raisin City - Easton Corridor to the Fresno

During the latter part of FY1978-1979 and the beginning of FY1979-1980, in cooperation with rural incorporated cities in Fresno County, Fresno COG prepared and adopted specific short-range transit development programs to define the implementation of rural public transportation service in conformance with the Regional Transportation Plan. In September 1979, Fresno County Rural Transit Agency (FCRTA) was formed and assigned responsibility for implementing the service requirements of the Regional Transportation Plan as set forth by the Transit Development Programs. Services set forth by the Regional Transportation Plan and the Transit Development Programs were fully implemented by mid-February 1980.

A comprehensive Short-Range Transit Plan (Rural SRTP) for the Rural Fresno County Area, which updated the individual Transit Development Programs, was first adopted on November 17, 1983. The five-year Rural SRTP is updated biennially. The latest update of the "Short-Range Transit Plan for the Rural Fresno County Area 2020-2024" was adopted on June 27, 2019. The estimated cost for the operation of the FCRTA in FY 2019-2020 is \$9,161,553. The Services will be funded with \$1,215,352 of State Transportation Development Act - (TDA) Local Transportation Funds (LTF). The FCRTA will utilize \$924,766 from its Measure – C funds to support the operations. An additional \$1,580,000 will be funded by the Federal Transit Administration (FTA). Farebox receipts are projected to be \$725,638 and Interest is estimated at \$107,250.

D. Social Service Transportation

The updated Social Service Transportation Action Plan and Inventory were adopted on January 29, 1998, and continues to co-designate the City of Fresno and the Fresno Economic

Opportunities Commission (FEOC) as the Fresno Urban Consolidated Transportation Service Agency (CTSA). The Action Plan further designates the City of Clovis, as the Clovis CTSA, and the Fresno County Rural Transit Agency (FCRTA) and the FEOC as the Fresno Rural Area CTSA. The Fresno COG has set aside each year, since FY1982-1983, five percent (5%) of Local Transportation Funds (Table 1) for social service transportation. An Operations Program and Budget (OPB) have been prepared for the Fresno Urban CTSA, Clovis CTSA, and the Fresno Rural CTSA. The FY 2020-2021 OPBs are scheduled for adoption on June 25, 2020, which documents commitments for matching funds from participating social service agencies and defines the types of coordinated/consolidated services to be provided so funds may be released.

Fresno County's CTSA process has been very successful in coordinating metropolitan and rural social service transportation needs. The Fresno COG's latest annual "Transit Productivity Evaluation for FY 2020 indicates the CTSA's continue to provide a significant number of trips throughout Fresno County. An inventory of social service agencies was updated, as part of the development of the Fresno COG's Human Service Coordination Plan, as adopted January 29, 2015. It has assisted in determining if additional social service agencies may be interested in participating in the CTSA process.

Analysis of Proposed Public Transportation Services and Recommended Findings for -Local Agencies FY 2020-2021

A. City of Clovis

The City of Clovis contributes funds to the operation of three (3) transit services within its jurisdiction. First, it operates the Clovis CTSA Roundup service on a demand-responsive basis to its elderly and disabled social service clients. Second, it operates Clovis Stageline to serve general public patrons with four (4) coordinated fixed-routes; and third, it provides funding to Fresno Area Express (FAX), which operates fixed-route service on Route 9 into Clovis.

Inter-city service to Fresno is available on Clovis CTSA's Roundup and Fresno Area Express / Handy Ride.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Clovis will be reasonably met. Service requirements contained within the Regional Transportation Plan will be satisfied.

B. City of Coalinga

The City of Coalinga, under an inter-agency agreement with the FCRTA, provides intra-city and inter-city service using vehicles owned by the FCRTA. All FCRTA vehicles are lift-equipped for elderly and disabled accessibility.

The Coalinga Transit intra-city demand responsive service operates with one (1) vehicle during an approximate eight (8) hour service period Monday through Friday.

Coalinga Transit also provides inter-city fixed-route service, with route deviation to pick-up disabled passengers, between Coalinga and Fresno. The vehicle provides one (1) round trip through Pleasant Valley Prison, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City, and Easton, during an approximate nine and $\frac{3}{4}$ (9.75) hour period, Monday through Saturday.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Coalinga, Sphere of Influence, and surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

C. City of Firebaugh

The City of Firebaugh, under an inter-agency services agreement with the FCRTA, provides demand-responsive service within Firebaugh's Sphere of Influence, and the surrounding area is available by an FCRTA's lift-equipped vehicle, Monday through Friday for approximately nine and $\frac{3}{4}$ (9.75) hours per day. A second vehicle is available for inter-city trips between Firebaugh and Mendota during an approximate nine (9) hour period, Monday through Friday.

The FCRTA also contracts to operate Westside Transit as a multiple round trip general public commuter service, during an eight and a half (8-1/2) hour period, Monday through Friday, using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding communities, Kerman, and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Firebaugh, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

D. City of Fowler

The City of Fowler, under an inter-agency services agreement with the FCRTA, provides transportation services within its Sphere of Influence and surrounding area. A lift-equipped FCRTA vehicle is in the service of the community approximately eight (8) hours per day, Monday through Friday.

The FCRTA also contracts to operate Southeast Transit as a multiple round trip general public commuter service, for approximately eight and a half (8-1/2) hour period, Monday through Friday, using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Fowler, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

E. City of Fresno

Fresno Area Express (FAX) provides fixed-route service seven (7) days-a-week throughout the Fresno-Clovis Metropolitan Area. The City of Clovis and Fresno County financially participate for service to non-Fresno City residents within FAX's service area. FAX contracts with Keolis Transit America for weekday and weekend demand-responsive service on Handy Ride. This paratransit service is oriented toward those who are unable to use the fixed-route service.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Fresno will be reasonably met. Service requirements contained within the Regional Transportation Plan will be satisfied.

F. City of Huron

The City of Huron, under an inter-agency services agreement with the FCRTA, provides general public transportation service within the Sphere of Influence, and surrounding area utilizing two (2) FCRTA wheelchair accessible modified vehicles. The intra-city services are available during an approximate eight (8) hour period, Monday through Friday.

The City of Huron continues to provide funding for an inter-city "life-line" service to Coalinga. Three (3) round trips are provided during an eight (8) hour period, Monday through Friday.

Coalinga Transit also provides inter-city fixed-route service, with route deviation to pick-up disabled passengers, between Coalinga and Fresno. The vehicle provides one (1) round trip through Pleasant Valley Prison, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City, and Easton, during an approximate nine and $\frac{3}{4}$ (9.75) hour period, Monday through Saturday.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Huron, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

G. City of Kerman

The City of Kerman, under an inter-agency services agreement with the FCRTA, provides demand-responsive public transportation service with an FCRTA vehicle within its Sphere of Influence and surrounding area using a lift-equipped FCRTA vehicle, for approximately eight (8) hours a day, Monday through Friday.

The FCRTA also contracts to operate Westside Transit as a multiple round trip general public commuter service, for approximately eight and a half (8-1/2) hour period, Monday through Friday, using lift-equipped vehicles, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Kerman, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

H. City of Kingsburg

Two (2) FCRTA wheelchair lift-equipped vehicles are available for providing public transportation services to Kingsburg Area residents. These transit services are provided to the City of Kingsburg under an inter-agency services agreement with FCRTA. Service within the Sphere of Influence, and the surrounding area, are available on a demand- responsive basis during an approximately eight (8) hour service period, Monday through Friday, and approximately eight (8) hours on Saturday utilizing just one (1) vehicle.

The FCRTA also contracts to operate Southeast Transit as a multiple round trip general public commuter service, during an approximately eight and a half (8-1/2) hour period, Monday through Friday, using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Kingsburg, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

I. City of Mendota

The City of Mendota, under an inter-agency agreement with the FCRTA, provides demand-responsive service within its Sphere of Influence and the surrounding area using a FCRTA lift-equipped vehicle. This service is provided Monday through Friday for approximately eight (8) hours per day.

Firebaugh Transit has a second vehicle, which is available for inter-city trips between Firebaugh and Mendota during an approximate nine (9) hour period, Monday through Friday.

The FCRTA also contracts to operate Westside Transit as a multiple round trip general public commuter service, during an approximately eight and a half (8-1/2) hour period, Monday through Friday using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Mendota, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

J. City of Orange Cove

The City of Orange Cove, under an inter-agency services agreement with the FCRTA, provides transportation services within its Sphere of Influence and the surrounding area using an FCRTA lift-equipped vehicle. Orange Cove Transit operates on a demand responsive basis area for approximately nine (9) hours per day, Monday through Friday.

Orange Cove Transit also provides a lift-equipped vehicle for inter-city fixed-route service. The service is provided on a scheduled fixed-route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno. Multiple round trips are available each service day. The inter-city service is provided, during an approximately ten (10) hour period, Monday through Friday.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Orange Cove, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

K. City of Parlier

The City of Parlier, under an inter-agency services agreement with the FCRTA, currently operates a lift-equipped demand responsive service within its Sphere of Influence, and surrounding area using a wheelchair lift-equipped FCRTA vehicle. Service is currently provided, during an approximate eight (8) hour period, Monday through Friday.

The FCRTA also contracts to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximately ten (10) hour period, Monday through Friday, using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Orange Cove, Reedley, Parlier, and Sanger and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Parlier, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

L. City of Reedley

The City of Reedley, through an inter-agency services agreement with the FCRTA, provides demand-responsive public transportation within its Sphere of Influence and the surrounding area, using four (4) vehicles on an eight (8) hour staggered basis during an approximate eight (8) hour service period, Monday through Friday, and one (1) vehicle on Saturdays during an approximate eight (8) hour period.

The FCRTA also contracts to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximately ten (10) hour period, Monday through Friday using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Orange Cove,

Reedley, Parlier, and Sanger and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Reedley, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

M. City of Sanger

To provide public transportation service within the Sanger Sphere of Influence and the surrounding area, the FCRTA, under an inter-agency services agreement, with the City of Sanger operates two (2) wheelchair accessible FCRTA vehicles that offer service in Sanger. The vehicles provide staggered service during an approximate eight (8) hour period and, one (1) vehicle provides service during an eleven and a half (11.5) hour period, Monday through Friday, and one (1) vehicle during an eight (8) hour period on Saturday.

FCRTA also contracts to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximate ten (10) hour period, Monday through Friday, using a lift-equipped bus, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Orange Cove, Reedley, Parlier, and Sanger and "to" and "from" Fresno.

An additional vehicle began providing service between Sanger and Reedley College in September of 2014 to support a new training program to address a critical concern by manufacturers in Sanger who have been unsuccessful at finding skilled workers to employ and residents in Sanger who are underemployed or unemployed. One (1) vehicle provides route service during a ten (10) hour period, Monday through Friday.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Sanger, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

N. City of San Joaquin

The City of San Joaquin, under an inter-agency agreement with the FCRTA, provides for demand-responsive Intra-City service within their Sphere of Influence and surrounding area. Inter-community service is also provided between the unincorporated communities of Cantua Creek, El Porvenir, Halfway, Three Rocks, and Tranquility. Inter-City service to Kerman is also available. These services are provided, during a ten (10) hour period, Monday through Friday using FCRTA lift equipped vans.

The FCRTA contracts to operate Westside Transit as a multiple round trip general public commuter service, during an approximate eight and a half (8-1/2) hour period, Monday through Friday, using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman and

"to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of San Joaquin, its Sphere of Influence, and the surrounding area with its identified unincorporated communities will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

O. City of Selma

The City of Selma, under an inter-agency agreement with the FCRTA, provides for demand-responsive and fixed-route Intra-City service within their Sphere of Influence and the surrounding area.

This service utilizes four (4) FCRTA wheelchair accessible vehicles. It operates four (4) vehicles on a demand-responsive basis for eight (8) hours each on a staggered basis, and one (1) for four (4) hours for lunchtime driver relief, Monday through Friday, during an approximate eight (8) hours service day. Saturday demand-responsive services are provided with a single (1) vehicle during an approximate eight (8) hour service period.

The FCRTA also contracts to operate Southeast Transit as a multiple round trip general public commuter service, during an approximate eight and a half (8-1/2) hour period, Monday through Friday using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" the Fresno-Clovis Metropolitan Area (FCMA).

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Selma, its Sphere of Influence, and the surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

P. Fresno County

Fresno County financially participates through the Fresno County Rural Transit Agency for provision of service to unincorporated area residents within the Spheres of Influence and the surrounding areas of the thirteen (13) rural cities and two dozen unincorporated communities situated on established fixed-routes.

Fresno County also provides the funding for six (6) other unincorporated area transit services.

Auberry Transit is provided, through an inter-agency service agreement with FCRTA. The service area includes the communities of Alder Springs, Auberry, New Auberry, the Big Sandy Indian Rancheria, Burrough Valley, Cold Springs Indian Rancheria, Jose Basin, Marshall Station, Meadow Lakes, Mile High, Prather, Sycamore, and Tollhouse. A lift-equipped vehicle provides approximately seven (7) hours of service per day, Monday through Friday. A second Auberry Transit vehicle is to provide "life-line" inter-city service from the foothill communities and through Friant and the Table Mountain Indian Rancheria to the Fresno-Clovis Metropolitan Area, one (1) day a week during an eight (8) hour service period.

Del Rey Transit operates as a general public demand-responsive service. The FCRTA continues to fund the service four (4) hours per service day and Fresno County TDA monies fund the remaining four (4) hours. The service is under contract for driver services through the FCRTA and continues to be available during an approximate eight (8) hour period Monday through Friday. The operation will continue to maintain priority service to seniors attending the mid-day Hot Meal Nutrition Program. The service transports passengers within the community on a shared ride basis; arranges passenger grouping for trips to Sanger; and transfers passengers in Sanger to access Orange Cove Transit for service to Fresno, Parlier, Reedley, and Orange Cove. As of April 1, 2019 the service was modified to 7 hours per weekday and 5 hours on Saturday on a 3-month demonstration period to accommodate requests for Saturday service from Del Rey residents.

Dinuba Connection is in its tenth (10th) year of service. In cooperation with the FCRTA, the City of Dinuba (in Tulare County) provides an inter-County service, referred to as the Dinuba Connection, between Dinuba and Reedley (in Fresno County). It allows Dinuba residents to travel from their City and its Vocational Training Center to the Adventist Medical Center (for on-the-job training) and to attend Reedley College. Eastern Fresno County residents travel to regional retail and entertainment centers in Dinuba. The service has proven to be very successful. The operations encourage transfers between Reedley Transit's Intra-City services and Orange Cove Transit's Inter-City services, to facilitate connectivity between Orange Cove, Reedley, Parlier, Sanger, and Fresno. Both entities will continue to utilize a portion of their locally approved half-cent sales tax (Measure R in Tulare County and Measure C in Fresno County) to continue to split the costs of this transit expansion program.

Laton Transit continues to be provided by the FCRTA through an ongoing inter-agency services agreement with Kings Area Rural Transit (KART). Round trip, inter-community service between the unincorporated Community of Laton and the City of Hanford, in Kings County, is available Monday through Friday. An existing inter-County service by KART from Hanford through Laton and then Selma (Kaiser Clinic) and Hospitals in Fresno and the Central Valley Children's Hospital in Madera County is provided Monday through Friday.

Rural Transit between remote areas of Fresno County has been mentioned in the Regional Transportation Plan and Rural Short Range Transit Plan (SRTP) for many years. The Measure-C Expenditure Plan referenced the concept for funding and implementation. Service beyond the current transit service areas associated with incorporated cities has been difficult to justify. Four (4) vehicles were purchased to facilitate the operation of three (3) in regular services, Monday through Friday, with the fourth (4th) reserved as a back-up vehicle. The adopted Rural SRTP reflects the demand-responsive operation to be available on a twenty-four (24) hour prior reservation basis. Transfers to existing operations have eliminated service duplications.

Shuttle Transit is to address another transit need. For many years, it has become evident that when riders from rural Cities arrive in Fresno, they have problems utilizing the fixed-route services of Fresno Area Express (FAX) to get to their destinations, conduct their business and return back downtown to catch their return bus back to their respective rural City. Frail elderly and disabled have significant problems attempting to qualify as a user of the Handy Ride services. Those wanting to get to an employment opportunity, educational institution, training program, medical appointment or other facility learn that it is nearly impossible to rely on public transportation.

The Federal Transit Administration (FTA) recognized the problem nationwide, and sought to address the matter. They created another Program that is called Job Access / Reverse Commute (JARC). Initially, it sought competitive applications and selected a few for partial funding for a one (1) year demonstration period. The applicant was responsible for the funding in subsequent years. It was not attractive to small rural operators with very limited funding in the first place.

With the passage of Measure-C, the FCRTA has an opportunity to implement a supportive program. The FCRTA has four (4) inter-City subsystems that provide service to the Fresno Metropolitan Area. They include Coalinga Transit (from Coalinga, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City, and Easton); Orange Cove Transit (from Orange Cove, Reedley, Parlier, and Sanger); Southeast Transit (from Kingsburg, Selma, and Fowler); and Westside Transit (from Firebaugh, Mendota, Kerman, with connections from San Joaquin).

The Shuttle services are intended to meet the inter-City buses as they arrive in Fresno. The fares would be the same as FAX, \$1.25 per one-way trip. The riders could call the current Centralized Dispatch phone number 1-800-325-7433 to arrange service. The FCRTA has four (4) vehicles, three (3) primary vehicles and, one (1) back up. The service began in July of 2015.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the unincorporated portions of the County of Fresno will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

Additional Information

It should be noted additional transit needs are being met through three (3) other programs, which have been implemented with Measure – C funds. The Fresno COG administers the programs:

- Carpooling - A subsidized carpooling program is available for individuals willing to share rides with others. A computerized program may assist individuals in making successful contacts to form successful arrangements to share rides conveniently.
- Commuter Vanpooling – A subsidized vanpooling program is available for a group of individuals who may have common interests in commuting for employment or schooling at City Colleges and Universities. Several commercial entities have complete programs to provide vans ranging from seven (7) to fifteen (15) passenger capacities. A lead and back-up driver volunteer to make arrangements to transport the group as needed. The vehicle, fuel, maintenance, and insurance are covered. Participants share in a portion of the costs. Several hundred vehicles are currently in operation, and more are being formed on a regular basis.
- Farm Labor Vanpooling – A subsidized farm labor vanpooling program facilitates group transportation to field and packing facilities. The program is flexible to meet the seasonal needs of the workers, originating in Fresno County. Fifteen (15) passenger vans accommodate seven (7) to fifteen (15) individuals. A lead and back-up driver volunteer to make arrangements to transport the group as needed. The vehicle, fuel, maintenance, and insurance are covered.

Participants share in a portion of the costs. Several hundred vehicles are currently in operation, and more are being formed on a regular basis.

Individuals and groups desiring to know more about these programs should call 559-441-RIDE (7433) or contact www.valleyrides.com for more information.

Appendix A - Demographic Information

Transit Dependent Groups

Per the Transportation Development Act, Unmet Transit Needs findings must include an annual assessment of the size and location of identifiable groups likely to be transit-dependent, including but not limited to, the elderly, the disabled, including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code, and persons of limited means, including, but not limited to, recipients under the CalWORKs program.

For the purposes of this document:

- The elderly are considered to be individuals age 65 years old and older.
- The term "disability" refer to persons who because, of physical or mental impairment, are unable to drive automobiles or use public transit, which is not specifically tailored to meet their needs.
- Persons of limited means are considered as having incomes below the poverty threshold as defined by the federal government.

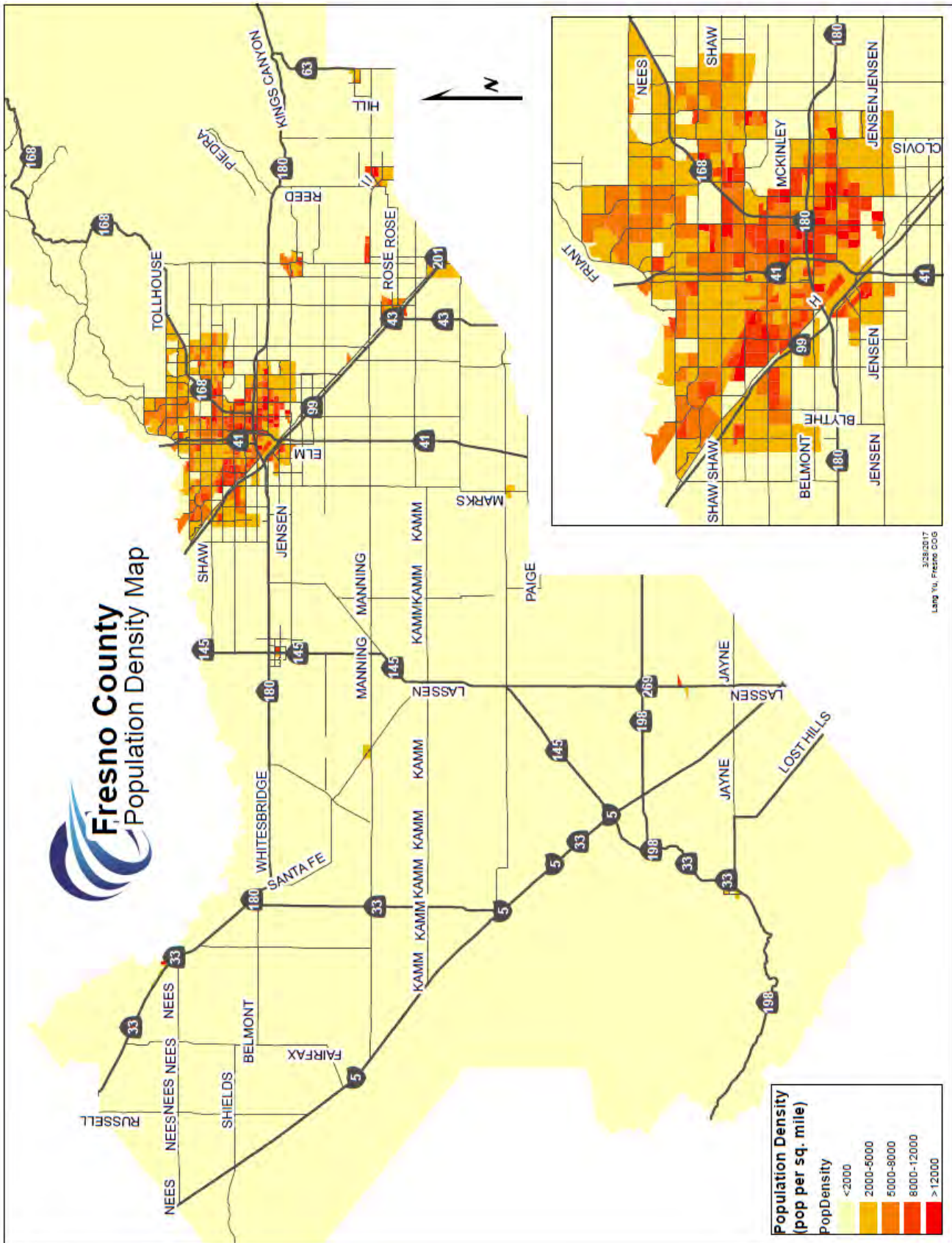
Demographic Data - Charts and Highlights

The determination of the size and location of identifiable groups likely to be “transit-dependent” is based on the American Community Survey, 2010 Census, and other pertinent data. The demographic data relevant to determining unmet transit needs in Fresno County is presented in the form of tables and maps.

The American Community Survey (ACS) replaced the decennial census long form in 2010. The ACS now collects detailed questions about socioeconomic and housing characteristics on an annual basis. The function of the decennial census will be to provide counts of people for the purpose of congressional apportionment and legislative redistricting. The primary purpose of the ACS is to measure the changing social and economic characteristics of the U.S. population. The use of the ACS data will provide “snapshots” of our region’s socioeconomic characteristics. The decision to select one-year, three-year, or five-year ACS “snapshots” is dependent on whether the intent is to reflect the most current data (e.g., one-year ACS) or a statistically more accurate “snapshot” (e.g., lower margin of error) over a larger period of time.

In this section, Table 2 presents an overview of the population in Fresno County. Figure 1 illustrates graphically how the population is dispersed throughout the incorporated and unincorporated areas in Fresno County.

Figure 3
Fresno County Population Density



The most rapid population increase between 2010 and 2018 occurred in the City of Coalinga, with growth of over 23%. Other Fresno County cities with large increases were Fowler (14%), Clovis (11%), and Firebaugh (9%). The population for Fresno County as a whole declined over 1% between 2010 and 2018.

The City of Clovis now has a population in excess of 100,000 people. Pursuant to Senate Bill 716 (enacted 2009), cities with a population of 100,000 or more within a county that has a population of 500,000 or more will be required to expend 100% of the Local Transportation Funds (LTF) apportionment for public transit purposes. The City of Clovis has already been complying with this requirement.

Population forecasts suggest that none of the other incorporated cities in Fresno County will exceed 100,000 in the next 20 years and therefore, will be exempt from the provisions of Senate Bill 716. The California Department of Finance annual city and county population estimates will be used to identify when the population threshold has been met. SB 716 represents a fundamental change in the manner in which public transit will be financed in the future.

Table 2
Total Population and Percent Change, Year 2018

Planning Area	Population			% Change 2010 - 2018
	2000	2010	2018 (ACS)	
City of Clovis	66,468	95,631	106,666	11.54%
City of Coalinga	11,668	13,380	16,538	23.60%
City of Firebaugh	5,743	7,549	8,295	9.88%
City of Fowler	3,979	5,570	6,364	14.25%
City of Fresno	427,652	494,665	522,277	5.58%
City of Huron	6,306	6,754	7,019	3.92%
City of Kerman	8,551	13,544	14,649	8.16%
City of Kingsburg	9,199	11,382	11,839	4.02%
City of Mendota	7,890	11,014	11,393	3.44%
City of Orange Cove	7,722	9,078	9,564	5.35%
City of Parlier	11,145	14,494	15,120	4.32%
City of Reedley	20,756	24,194	25,493	5.37%
City of San Joaquin	3,270	4,001	4,021	0.50%
City of Sanger	18,931	24,270	24,978	2.92%
City of Selma	19,444	23,219	24,598	5.94%
County of Fresno	170,683	171,705	169,316	-1.39%
Total	799,407	930,450	978,130	5.12%

Table 3 presents the 2014-2018 American Community Survey (ACS 5-year) data on population by age and income characteristics. This data is important to this analysis because studies have shown that age and income have a high correlation with automobile usage and transit dependency. Persons age 65 and over are separated as a subset of the total population figures. In some jurisdictions, these individuals become eligible for transit services solely based on their age. In others, they qualify for reduced fares because of their age. In either case, they are recognized as a select group of people who may have special transportation needs met through public transportation.

Poverty statistics in ACS products adhere to the standards specified by the Office of Management and Budget in Statistical Policy Directive 14. The Census Bureau uses a set of dollar value thresholds that vary by family size and composition to determine who is in poverty. Further, poverty thresholds for people living alone or with nonrelatives (unrelated individuals) vary by age (under 65 years or 65 years and older). The poverty thresholds for two-person families also vary by the age of the householder. If a family's total income is less than the dollar value of the appropriate threshold, then that family and every individual in it are considered to be in poverty. Similarly, if an unrelated individual's total income is less than the appropriate threshold, then that individual is considered to be in poverty.

Table 3
Age and Income, Year 2018

Jurisdiction	Population 2018	Persons: Age 65+	% Total Pop.	Persons: Low Income	% Total Pop.	Persons: Age 65+ & Low Income	% Total Pop.
City of Clovis	106,666	13,373	12.5%	13,151	12.3%	837	0.8%
City of Coalinga	16,538	1,141	6.9%	2,800	16.9%	139	0.8%
City of Firebaugh	8,295	775	9.3%	2,295	27.7%	243	2.9%
City of Fowler	6,364	743	11.7%	1,233	19.4%	57	0.9%
City of Fresno	522,277	56,785	10.9%	138,029	26.4%	7,454	1.4%
City of Huron	7,019	554	7.9%	3,210	45.7%	244	3.5%
City of Kerman	14,649	1,638	11.2%	2,882	19.7%	242	1.7%
City of Kingsburg	11,839	1,569	13.3%	1,896	16.0%	195	1.6%
City of Mendota	11,393	647	5.7%	5,337	46.8%	170	1.5%
City of Orange Cove	9,564	831	8.7%	4,554	47.6%	312	3.3%
City of Parlier	15,120	1,279	8.5%	5,448	36.0%	461	3.0%
City of Reedley	25,493	3,092	12.1%	5,791	22.7%	251	1.0%
City of San Joaquin	4,021	207	5.1%	1,455	36.2%	71	1.8%
City of Sanger	24,978	2,692	10.8%	7,633	30.6%	655	2.6%
City of Selma	24,598	2,481	10.1%	6,207	25.2%	328	1.3%
County of Fresno	169,316	26,631	15.7%	32,529	19.2%	2,573	1.5%
Total	978,130	114,438	11.7%	234,450	24.0%	14,232	1.5%

Table 4 provides data on individuals with disabilities by gender and age. This information is from the 2014-2018 ACS data and includes non-institutionalized persons age five and older who have a "disability." Individuals were asked if they, or others in the household, had a health condition that has lasted for six or more months, making it difficult to go outside of the home alone. Persons that have such difficulty as a result of a health condition are said to have a mobility limitation. Increased public transportation would be an asset to those who have mobility limitations.

Table 4
Gender by Age and Disability, Year 2018

Fresno County	Estimate	% Over Total	Fresno County	Estimate	% Over Total
Total Population	966,908	100.0%	Total Population	966,908	100.0%
Male	479,147	49.6%	Female	487,761	50.4%
Under Age 5	40,149	4.2%	Under Age 5	38,481	4.0%
With a Disability	353	0.0%	With a Disability	282	0.0%
No Disability	39,796	4.1%	No Disability	38,199	4.0%
Age 5 to 17	102,423	10.6%	Age 5 to 17	98,588	10.2%
With a Disability	6,418	0.7%	With a Disability	4,368	0.5%
No Disability	96,005	9.9%	No Disability	94,220	9.7%
Age 18 to 64	286,408	29.6%	Age 18 to 64	288,897	29.9%
With a Disability	33,277	3.4%	With a Disability	34,148	3.5%
No Disability	253,131	26.2%	No Disability	254,749	26.3%
Age 65+	50,167	5.2%	Age 65+	61,795	6.4%
With a Disability	21,041	2.2%	With a Disability	26,252	2.7%
No Disability	29,126	3.0%	No Disability	35,543	3.7%
Total Male with Disability	61,089	6.3%	Total Female with Disability	65,050	6.7%
Total Population with Disability				126,139	13.0%

Note the discrepancy for the total population between Table 3 and Table 4 above. Table 3 reports a total of 978,130, while Table 4 shows 966,908, a difference of 11,222 persons. Table 4 shows the total population of people whose disability status is known. As a result, there are 11,222 people whose disability status was not known at the time these numbers were compiled that are not included in Table 4.

Table 5 expands on the number of individuals in Fresno County between the ages of 19 and 64 by their disability and employment status. The 2014-2018 ACS data identifies that 582,206 residents are between the ages of 19 and 64 and that approximately 68,058 (7.0 percent) have a disability. Of those with a disability, 34.1 percent are employed, 5.9 percent are unemployed, and 60.1 percent are not in the workforce. Those residents without a disability make up 88.3 percent of those between the ages of 18 and 64. Of this group, 72.0 percent are employed, 5.8 percent are unemployed, and 22.2 percent are not in the workforce.

Table 5
Employment Status by Disability, 2018

Population 19 to 64	Number	% of Pop
Total	582,206	59.5%
With a Disability	68,058	7.0%
Employed	23,183	34.1%
Unemployed	4,003	5.9%
Not in Labor Force	40,872	60.1%
No Disability	514,148	88.3%
Employed	370,438	72.0%
Unemployed	29,813	5.8%
Not in Labor Force	113,897	22.2%

Fresno COG's definition of transit-dependent focuses on individuals who, by virtue of their age, income, or disability, are not adequately served by the automobile. Information from the last available version of a summary from Caltrans entitled "Travel and Related Factors in California" was used as a foundation for identifying the incidence of individuals that are transportation-dependent.

According to the California Department of Motor Vehicles (DMV), in 2018, there were 596,540 driver licenses issued in Fresno County. This number represents approximately 81.0 percent of the population age 16 years and older. This means that roughly 19 percent of eligible drivers in Fresno County did not have a driver's license.

In 2015, there were 561,764 licensed drivers. In 2016, the number of licensed drivers in Fresno County increased 2.4 percent to 575,729. In 2017 and 2018, the number of drivers increased by 2.2 percent and 1.3 percent, respectively.

Table 6
Population of Driving Age in Fresno County, Year 2018

Age	Population 2018	% of Total Population
0-15	242,041	24.7%
16-18	37,938	3.9%
18+	698,151	71.4%
All	978,130	100.0%

Table 7 below shows the number of vehicles and licensed drivers per household. It shows that there is an average of 3.15 occupants per household with 1.90 licensed drivers and 1.79 vehicles.

Table 7
Occupied Household / Vehicles in Fresno County, Year 2018

Total Housing Units	333,809
Total Occupied Housing Units	309,519
Average # of Occupants	3.15
No. of HH Vehicles in Fresno County*	553,264
Average # of Vehicles per Household	1.79
Average # of Drivers per Household	1.90

Exhibit A

**Social Services Transportation Advisory Council
Membership List
Updated January 2020**

Potential Transit User 60 Years of Age or Older (minimum of 1)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Michael Mendez, Jr.	Sanger/Fresno County	1-2021	Hispanic

Representatives of the Local Social Service Providers for Seniors (minimum of 2)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Sonia Del La Rosa, Fresno County	Fresno/Fresno County	6-2021	Hispanic
Brian Spaunhurst, Fresno County Public Works	Fresno/Fresno County	1-2021	Caucasian

Potential Transit User Who Is Disabled (minimum of 1)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Sarin Wakimian	Fresno/Fresno County	6-2021	Caucasian

Representative of the Local Social Service Provider for Disabled (minimum of 2)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Vidal Medina, RICV	Fresno/Fresno County	5-2020	Hispanic
Bill Hyatt, CVRC	Fresno/Fresno County	6-2021	Caucasian

Representative of a Local Social Service Provider for Persons of Limited Means (minimum of 1)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Hector Medina, Fresno County	Fresno/Fresno County	6-2021	Hispanic

Representatives from the Local Consolidated Transportation Service Agency (minimum of 2)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Amy Hance, Clovis Transit	Clovis/Fresno County	6-2020	Caucasian
Monty Cox, FEOC/CTSA	Fresno/Fresno County	6-2020	Caucasian
Moses Stites, FCRTA	Fresno/Fresno County	3-2021	Hispanic
Judith Nishi, FAX	Sanger/Fresno County	6-2021	Asian American

Representatives of General Public, who used Public Transit			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Yonas Paulos	Fresno/Fresno County	6-2020	Caucasian
Matthew Gilliam	Fresno/Fresno County	10-2021	African American

Exhibit A-1

List of Acronyms

Acronym	Agency Name
UTN	Unmet Transit Needs
SSTAC	Social Services Transit Advisory Committee
FTA	Federal Transit Administration
TDA	Transit Development Act
LTF	Local Transportation Fund
RTPA	Regional Transportation Planning Agency
FEOC	Fresno Economic Opportunities Commission
CTSA	Consolidated Transportation Service Agency
FCRTA	Fresno County Rural Transit Agency
FAX	Fresno Area Express
PUC	Public Utilities Commission
FCHSS	Fresno County Health and Social Services
ADA	American Disabilities Act
CCNF	Central California Nikkei Foundation
FCMA	Fresno County Metropolitan Area
S RTP	Short Range Transit Plan
VCH	Valley Children's Hospital
RTP	Regional Transportation Plan
KART	Kings Area Rural Transit
OPB	Operations Program and Budget
ACS	American Community Survey
DMV	Department of Motor Vehicles
COFCG	Council of Fresno County Governments (old name of Fresno COG)
COG	Council of Governments
UMTA	Urban Mass Transit Agency
SB	Senate Bill

Exhibit B

2019 Unmet Transit Needs Process Outreach – Fresno COG

What	Whom	Number	Date
Newsletter	FAX newsletter	625	1/15/2020
Included in “Coming Up at Fresno COG” e-newsletter	COG database - Includes all Constant Contact email contacts, elected officials, committees, community agencies, consultants. For the February issue, 3,901 emails were sent with 6 people opening the item about the UTN process. For the March issue, 3,475 emails were sent with 9 people accessing the UTN information and flyer.	3,475	2/6/2020 and 3/9/2020
English/Spanish flyer mail out	Unmet Needs Mailing List	380	2/12/2020
Public Hearing Notice - English	Fresno Bee	590,000	3/13/2020
Public Hearing Notice - Spanish	Vida En El Valle	170,000	3/18/2020
Fresno COG website	Posted to COG website under Get Involved and Public Transit Planning. Calendar items as well.	Not known	2/20/2020
Posted on “Coming Up at Fresno COG” on COG Facebook page announcing public hearing - English		Not known	2/20/2020

Exhibit B-1

Unmet Transit Needs Request Flyer and Comments Form



In partnership with the following public transit agencies:

- Clovis Transit
- Fresno Area Express
- Fresno County Rural Transit Agency
- Fresno Economic Opportunities Commission

Do you or someone you know have a public transit need that is not being met?

2020 UNMET TRANSIT NEEDS ASSESSMENT—PUBLIC COMMENT PROCESS

The Fresno Council of Government's (FCOG) Social Services Transportation Advisory Council would like to hear from you!

If you would like to provide comments on public transit needs in Fresno County, please attend one of the six public meetings, or submit written comments.

MEETING DATES AND LOCATIONS:

Tuesday, February 25, 2020 - 1:00 pm
City of Fresno Northeast Side
Fresno State University—Vintage Room
5241 N. Maple Ave., Fresno, CA 93740

Wednesday, February 26, 2020 - 5:30 pm
City of Clovis-Metropolitan Area
Clovis Senior Center
850 Fourth Street, Clovis, CA 93612

Saturday, February 29, 2020 - 11:30 am
City of Fresno-Northwest Side
Central Learning Adult School
2698 N. Brawley Ave., Fresno, CA 93722

Monday, March 2, 2020 - 6:30 pm
City of Fresno-South Side
Maxie L. Parks Community Center
1802 E. California Ave., Fresno, CA 93706

Tuesday, March 3, 2020 - 5:30 pm *
Fresno County West Side
Kerman Community Center
850 S. Madera Ave., Kerman, CA 93630

Wednesday, March 4, 2020 - 5:30 pm *
Fresno County East Side
Fowler City Hall
128 S. 5th St., Fowler, CA 93625

* Transportation is being provided to and from the meetings scheduled for the West Side and East Side of Fresno County. These are the meetings scheduled for Kerman Community Center and Fowler City Hall. Rides to these meetings must be scheduled in advance by calling (855) 612-5184.

Comments can also be submitted via email or mail. Please see the section titled "How To Participate" on the back of this flyer.

All meeting rooms and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at 559-233-4148, at least 3 days in advance of a meeting to request auxiliary aids and/or translation services necessary to participate in the public meeting.

BACKGROUND INFORMATION

What is the purpose of the unmet transit needs meetings?

The meetings provide an opportunity for the public to identify all Fresno County "unmet transit needs" that are "reasonable to meet" within Fresno County (PUC 99401.5 (d)).

What is an "unmet transit need"?

An "unmet transit need" is an inadequacy in existing public transit service from one location to another for persons recognized as transit dependent in Fresno County.

Who is "transit dependent"?

The "transit dependent" are those individuals who rely on public transit because they do not operate a vehicle because of youth, advanced age, mental or physical impairment or low income.

What is the purpose of the Social Services Transportation Advisory Council (SSTAC)?

The purpose of SSTAC is to receive public comment regarding transit service needs for the transit-dependent in Fresno County.

HOW TO PARTICIPATE

1. Attend a public outreach meeting and/or public hearing and speak with transit agency representatives.
2. Submit a comment card at the meeting, providing as much detail as possible to describe the need you would like to have met.
3. If you are unable to attend a meeting, but would like to provide your comments, please mail or email your comments to:

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center, Inc.
4615 North Marty, Fresno, CA 93722
Email: comments@fresnocog.org

All comments must be received by Friday, April 3, 2020 at 5:00pm

4. To receive more information about available transit and the Unmet Transit Needs process, visit us on the web at this link:

<https://www.fresnocog.org/project/public-transit-planning/>

**2020 Unmet Transit Needs
Comment Form**

Name*:

Email:

City*: Ph. Number:

Zip*:

During the past week (7 days), on how many days have you ridden the bus?
1 2 3 4 5 6 7

1. Which transit system(s) are you requesting improvements to?*

- | | |
|--|--|
| <input type="checkbox"/> Fresno Area Express | <input type="checkbox"/> FAX Handy Ride |
| <input type="checkbox"/> Clovis Stageline | <input type="checkbox"/> Fresno County Rural Transit |
| <input type="checkbox"/> Clovis Round-Up | <input type="checkbox"/> Fresno Economic
Opportunities Commission |
| <input type="checkbox"/> Other: <input type="text"/> | |

2. Describe the transit improvement(s) you are requesting. To effectively evaluate your comment, please provide the nearest cross street (or area of town where you live), your destination, day of week, and approximate time of day that you are interested in making your trip.*

3. Describe the individuals who would need the service. Include age group, financial constraints, and whether they have disabilities that would require special services. *

Your comments will be compiled in a report on Unmet Transit Needs. If you provide your contact information, you will receive a notice once the report is available for review. Please return form to:

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center, Inc.
4615 North Marty
Fresno, CA 93722 Fax no: (559) 276-4360
comment@fresnocog.org

Exhibit B-2

Unmet Transit Needs Flyer and Comments Form in Spanish



En asociación con las siguientes agencias de transporte público:

Clovis Transit
Fresno Area Express
Fresno County Rural Transit Agency
Fresno Economic Opportunities Commission

¿Usted o alguien que conoce tiene una necesidad de transporte público que no se está cumpliendo?

2020 NECESIDADES DE TRÁNSITO NO CUMPLIDAS - -PROCESO DE COMENTARIOS PÚBLICOS

¡El Consejo Consultivo de Transporte de Servicios Sociales del Consejo de Gobiernos de Fresno (FCOG) desea escucharlo a usted!

Si desea proporcionar comentarios sobre las necesidades de transporte público en el condado de Fresno, por favor asista a una de las ocho reuniones públicas comentarios, o presente por escrito

FECHAS Y LUGARES DE LAS REUNIONES:

Martes, 25 de Febrero, 2020 1:00 pm
Ciudad de Fresno-Noreste
Fresno State University—Vintage Room
5241 N. Maple Ave., Fresno, CA 93740

Miércoles, 26 de Febrero, 2020 5:30pm
Área Metropolitana de Clovis
Clovis Senior Center
850 Fourth Street, Clovis, CA 93612

Sábado, 29 de Febrero, 2020 10:30 am
Ciudad de Fresno-Noroeste
Central Learning Adult School
2698 N. Brawley Ave, Fresno, CA 93722

Lunes, 2 de Marzo, 2020 6:30pm
Ciudad de Fresno-Sur
Maxie L. Parks Community Center
1802 E. California Ave., Fresno CA 93706

Martes, 3 de Marzo 2020, 5:30 pm *
Condado de Fresno-Sur
Kerman Community Center
15101 W. Kearney Blvd., Kerman, CA 93630

Miércoles, 4 de Marzo, 2020 5:30 pm *
Condado de Fresno-Este
Fowler City Hall
128 S. 5th St., Fowler, CA 93625

Se proporciona transporte hacia y desde las reuniones programadas para el West Side y el East Side del condado de Fresno. Estas son las reuniones programadas para Kerman Community Center y Fowler City Hall. Los viajes a estas reuniones deben programarse con anticipación llamando al (855) 612-5184.

Los comentarios también se pueden enviar por correo electrónico o correo postal. Consulte la sección titulada "Cómo participar" en la parte posterior de este folleto.

Todas las salas de reuniones y los baños tienen acceso ADA. Los representantes o individuos con discapacidades deben comunicarse con Fresno COG al 559-233-4148, al menos 3 días antes de una reunión para solicitar ayudas auxiliares y / o servicios de traducción para participar en la reunión pública.

INFORMACIÓN DE ANTECEDENTES

¿Cuál es el propósito de las reuniones de necesidades de tránsito no cumplidas?

Las juntas brindan oportunidad para que el público identifique todas las "necesidades de tránsito no cumplidas" del Condado de Fresno que sean "razonables de cumplir" en el Condado de Fresno (PUC 99401.5 (d)).

¿Qué es una "necesidad de tránsito no cumplida"?

Una "necesidad de tránsito no cumplida" es una insuficiencia en el servicio de transporte público existente para personas reconocidas como dependientes del tránsito en el condado de Fresno.

¿Quiénes son los "dependientes del tránsito"?

Los "dependientes del tránsito" son aquellas personas que dependen del transporte público porque no operan un vehículo debido a su juventud, edad avanzada, impedimento mental o físico o bajos ingresos.

¿Cuál es el propósito del Consejo Consultivo de Transporte de Servicios Sociales (SSTAC)?

El propósito de SSTAC es recibir comentarios públicos sobre las necesidades del servicio de tránsito para el dependiente del tránsito en el condado de Fresno.

COMO PARTICIPAR

1. **Asista a una reunión de alcance público y / o audiencia pública y hable con los representantes de la agencia de tránsito.**
2. **Presente una tarjeta de comentarios en la reunión, proporcionando tantos detalles como sea posible para describir la necesidad que le gustaría que se cumpla.**
3. **Si no puede asistir a una reunión, pero desea enviarnos sus comentarios, envíe sus comentarios por correo o por correo electrónico a:**

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center, Inc.
4615 North Marty, Fresno, CA 93722
Email: comments@fresnocog.org

Todos los comentarios deben recibirse antes del Viernes 3 d Abril de 2020 a las 5:00pm

4. **Para recibir más información sobre el tránsito disponible y el proceso de necesidades de tránsito no cumplidas, visítenos en el internet en este enlace:**

<https://www.fresnocog.org/project/public-transit-planning/>

2020 Necesidades de Tránsito No
Cumplidas Formulario de Comentario

Nombre*:

Email:

Ciudad*: Número de Tel:

Zip*:

Durante la semana pasada (7 días), ¿cuántos días ha subido al autobús?

1 2 3 4 5 6 7

1. ¿A qué sistema (s) de tránsito solicita que se hagan mejoras? *

Fresno Area Express

FAX Handy Ride

Clovis Stageline

Fresno County Rural Transit

Clovis Round-Up

Fresno Economic

Opportunities Commission

Otro:

2. Describa las mejoras de tránsito que está solicitando. Para evaluar su comentario de manera efectiva, proporcione el cruce de calles más cercano (o el área de la ciudad donde vive), su destino, el día de la semana y la hora aproximada del día en la que está interesado en hacer su viaje. *

3. Describa las personas que necesitarían el servicio. Incluya grupos de edad, restricciones financieras y si tienen discapacidades que requieran servicios especiales.*

Sus comentarios se compilarán en un informe sobre necesidades de tránsito no atendidas. Si proporciona su información de contacto, recibirá un aviso una vez que el informe esté disponible para su revisión. Por favor devuelva el formulario a:

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center, Inc.
4615 North Marty
Fresno, CA 93722 Fax no: (559) 276-4360
comment@fresnocog.org

Exhibit B-3

In addition to the FAX newsletter, Fresno COG maintains a list of stakeholders interested in the Unmet Transit Needs process. These stakeholders include private citizens, local tribal governments, government agencies, non-profit organizations, and elected officials.

Notification of the Unmet Transit Needs process is made via US mail in mid-to-late January and consists of the flyers in exhibits B1 and B2 above. Prior to sending the flyers, FRESNO COG staff and members of SSTAC review the list with names, agencies, and contact information, edited, added, and deleted from the list, keeping the list current.

Every few years, Fresno COG staff will contact the names and agencies on this list to keep the list fresh. In the interest of space and protecting the privacy of the individuals involved in the Unmet Transit Needs process, the mailing list is not included here.

The full Unmet Transit Needs mailing list for fiscal year 2020 is available upon request via email to Harold.sobrado@fresno.gov or by phone to (559) 621-1532.

In the current cycle of the Unmet Transit Needs process, there were 356 names, tribes, organizations, and agencies on the list that received notification. The smallest groups were local tribal governments with all six tribes receiving notification, followed by private citizens. This latter group numbered less than ten.

The remaining stakeholders consisted of elected officials, non-profit organizations, and government agencies. Some of the elected officials on this list include:

- The six members of the Fresno County Board of Supervisors
- The mayors of the sixteen incorporated cities in Fresno County
- Council members of each of the sixteen incorporated cities in Fresno County
- The US Senator and Federal and State House and Senate Representatives

The non-profit organizations on the list includes social service providers, and legal advocates, including:

- National Action Network
- Central California Legal Services, Inc.
- Clinica Sierra Vista
- California Rural Legal Assistance

Last but not least are government agencies. Some of the agencies on the list include:

- Fresno County Department of Social Services
- California, Department of Transportation (Caltrans)
- Many departments within Fresno County, The City of Fresno, and other cities within Fresno County.

Exhibit C

Information Gathering Meeting Attendance Lists

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING TUESDAY, FEBRUARY 25, 2020 CITY OF FRESNO – NORTHEAST SIDE: CALIFORNIA STATE UNIVERSITY, FRESNO SIGN-IN SHEET		
NAME	ADDRESS OR AGENCY	PHONE
Jeff Long	Fresno COG	(559) 621-1436
Todd Sobrado	Fresno COG	(559) 621-1532
Carolina Ilic	FAX	(559) 621-1499
Amy Hance	Clovis Transit	
Dolores D. Rodriquez	4512 E. Madison, Fresno, CA 93702	(559) 251-1557
Stacy M. Murray	3055 N. Bliss Ave., Fresno, CA 93727	(760) 285-7251
Rachel Joy Bowman	3318 N. Purdue, Fresno, CA 93727	(559) 349-6338
Shelly D.	3318 N. Purdue, Fresno, CA 93727	
Kristen Reed-Buffington	3318 N. Purdue, Fresno, CA 93727	(559) 903-1233
Yonas Paulos		

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING WEDNESDAY, FEBRUARY 26, 2020 CITY OF CLOVIS – METROPOLITAN AREA: CLOVIS SENIOR CENTER SIGN-IN SHEET		
NAME	ADDRESS OR AGENCY	PHONE
Gloria Hensley		(559) 360-3204
Amy Hance	Clovis Transit	(559) 324-2769
Todd Sobrado	Fresno COG	(559) 621-1532
Moses Stites	FCRTA	(559) 233-6789
Jeff Long	Fresno COG	(559) 621-1436

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING SATURDAY, FEBRUARY 29, 2020 FRESNO METROPOLITAN AREA – NORTHWEST SIDE: CENTRAL LEARNING ADULT/ALERNATIVE SCHOOL SITE (C.L.A.S.S) SIGN-IN SHEET		
NAME	ADDRESS OR AGENCY	PHONE
Todd Sobrado	Fresno COG	(559) 621-1532
Jeff Long	Fresno COG	(559) 621-1436
Carolina Ilic	FAX	(559) 621-1499
Sarah Harris	Resources for Independence Central Valley	

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING MONDAY, MARCH 2, 2020 FRESNO METROPOLITAN AREA – SOUTHSIDE: MAXIE L. PARKS COMMUNITY CENTER SIGN-IN SHEET		
NAME	ADDRESS OR AGENCY	PHONE
Emilia Walker	2144 S. Clara, Fresno, CA 93706	(559) 293-5500
Todd Sobrado	Fresno COG	(559) 621-1532
Jeff Long	Fresno COG	(559) 621-1436

Carolina Ilic	FAX	(559) 621-1499
---------------	-----	----------------

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING TUESDAY, MARCH 3, 2020 FRESNO COUNTY – WESTSIDE: KERMAN COMMUNITY CENTER SIGN-IN SHEET		
NAME	ADDRESS OR AGENCY	PHONE
Moses Stites	FCRTA	(559) 233-6789
Todd Sobrado	Fresno COG	(559) 621-1532

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING WEDNESDAY, MARCH 4, 2020 FRESNO COUNTY – EASTSIDE: FOWLER CITY HALL SIGN-IN SHEET		
NAME	ADDRESS OR AGENCY	PHONE
Moses Stites	FCRTA	(559) 233-6789
Todd Sobrado	Fresno COG	(559) 621-1532
Janelle	FCRTA	(559) 233-6789

Exhibit D-1

**Public Noticing of the FY 2020-2021 Unmet Transit Needs Assessment Public Hearing
Fresno Bee**

The Fresno Council of Governments (COG) will hold a public hearing from for the annual Unmet Transit Needs Process beginning at 5:30 p.m. on Thursday, April 30, 2020 at the Fresno Council of Governments, Sequoia room, 2035 Tulare St., Suite 201 Fresno, California.

The Fresno COG Policy Board will take comments at the Unmet Transit Needs public hearing on public transportation needs within the Fresno County region that are reasonable to meet during the 2020-21 fiscal year. In addition to this public hearing, COG conducted outreach meetings throughout the County. Transit agencies involved in this process include Fresno Area Express, Fresno County Rural Transit Agency, Clovis Transit, and the Fresno County Economic Opportunities Commission. For Additional information, please visit www.fresnocog.org or contact Todd Sobrado, Fresno Area Express at (559) 621-1532.

Individuals with disability may call Fresno COG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available translation services.

/s/ TONY BOREN, Executive Director Fresno Council of Governments

###

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PO	Amount	Cols	Depth
332627	0004597588	#4597588 PUBLIC NOTICE VMTH CORRECTED		\$467.40	2	2.93 In

Attention: Brenda Veenendaal
FRESNO COUNCIL OF GOVERNMENTS
2035 TULARE ST, STE 201
FRESNO, CA 937212004

**COUNTY OF DALLAS
STATE OF TEXAS**

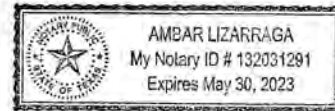
The undersigned states:

McClatchy Newspapers in and on all dates herein stated was a corporation, and the owner and publisher of The Fresno Bee.

The Fresno Bee is a daily newspaper of general circulation now published, and on all-the-dates herein stated was published in the City of Fresno, County of Fresno, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of November 28, 1994, Action No. 520058-9.

The undersigned is and on all dates herein mentioned was a citizen of the United States, over the age of twenty-one years, and is the principal clerk of the printer and publisher of said newspaper, and that the notice, a copy of which is hereto annexed, marked Exhibit A, hereby made a part hereof, was published in The Fresno Bee in each issue thereof (in type not smaller than nonpareil), on the following dates.

March 13, 2020



I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated March 13, 2020

[Handwritten Signature]

RECEIVED

MAR 18 2020

By: FRESNO COG

Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

Exhibit D-2

Public Noticing of the FY 2020-2021 Unmet Transit Needs Assessment Public Hearing Vida En La Valle

NOTICIA PÚBLICA

El Consejo de Gobiernos de Fresno llevará a cabo una audiencia pública para el Proceso Anual de Necesidades do Tránsito No Cumplidas que comenzará a las 5:30 p.m. el 30 de Abril del 2020 en el **Salón Sequoia room del Consejo de Gobiernos de Fresno, 2035 Tulare St., Suite 201 Fresno, California.**

La Junta de Políticas de Fresno COG tomará comentarios en esta audiencia público en la región del Condada do Fresno que sean razonables para cumplir durante el año fiscal 2020-21. Además de esta audiencia pública, Fresno COG a llevado a cabo reunions de alcance en todo el condado. Las agencias de tránsito involucradas en este proceso incluyen Fresno Area Express, la Agencia de Tránsito Rural de Fresno, Tránsito de Clovis, y la Comisión de Oportunidades Económicas de Fresno. Para obtener información adicional, visite www.fresnocog.org o comuníquese con Todd Sobrado, Fresno Area Express al número (559) 621-1532.

Las personas con discapacidades pueden llamar a Fresno COG (con un preaviso de 3 días laborables) para solicitar las ayudas auxiliaries necesarias para participar en la audiencia pública. Los servicios de traducción están disponibles (con un preaviso de 3 días laborables) a los participantes que hablan cualquier idioma con los servicios de traducción profesional y disponible.
/s/ TONY BOREN, Director Ejecutivo Consejo de Gobiernos de Fresno

The Fresno Bee
fresnobee.com

Central Valley
The Valley's Lifestyle Magazine
SIERRA STAR
Serving Eastern Placers Since 1937

Vida
en el valle

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PQ	Amount	Cols	Depth
332627	0004580932			\$595.00	2	5.00 in

Attention: Brendal Veenendaal
FRESNO COUNCIL OF GOVERNMENTS
2035 TULARE ST, STE 201
FRESNO, CA 937212004

**COUNTY OF DALLAS
STATE OF TEXAS**

The undersigned states:

McClatchy Newspapers in and on all dates herein stated was a corporation, and the owner and publisher of The Fresno Bee.

The Fresno Bee is a daily newspaper of general circulation now published, and on all-the-dates herein stated was published in the City of Fresno, County of Fresno, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of November 28, 1994, Action No. 520058-9.

The undersigned is and on all dates herein mentioned was a citizen of the United States, over the age of twenty-one years, and is the principal clerk of the printer and publisher of said newspaper, and that the notice, a copy of which is hereto annexed, marked Exhibit A, hereby made a part hereof, was published in The Fresno Bee in each issue thereof (in type not smaller than nonpareil), on the following dates.

March 04, 2020

RECEIVED

MAR 09 2020

By: FRESNO COG



I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated March 04, 2020

Extra charge for lost or duplicate affidavits
Legal document please do not destroy!

Noticia Pública

El Consejo de Gobiernos de Fresno (Fresno COG) en el 3 de marzo, 2020 publicará el plan preliminar 2020 de Fresno COG del Plan de Participación Pública (PPP) para una revisión pública de 45 días y comentarios. El período de comentarios públicos se cierra a las 5:00 pm el 17 de abril 2020. El PPP es un plan con la intención de brindar orientación a la Junta de Políticas de Fresno COG y a su personal para proporcionar participación pública y consultas entre agencias de manera temprana y frecuente durante el proceso de planificación regional. Contiene políticas, pautas, procesos y procedimientos que Fresno COG se compromete a implementar mientras busca y fomenta la participación pública abierta durante el proceso de tomar decisiones, sobre todos los asuntos con discreción. El PPP también identifica oportunidades para participar en el proceso de planificación del transporte metropolitano.

El 26 de marzo de 2020, la Junta de Políticas de Fresno COG llevará a cabo una audiencia pública durante su reunión mensual normal que comienza a las 5:30 pm en la Sala de Conferencias Sequoia en el 2035 Tulare Street, Fresno, CA 93721 en el centro de Fresno. La reunión es accesible para discapacitados. Las personas con discapacidades pueden llamar a Fresno COG (con aviso previo de 3 días hábiles) para solicitar las ayudas auxiliares necesarias para participar en la audiencia pública. Los servicios de traducción están disponibles (con aviso previo de 3 días) para los participantes que hablen cualquier idioma con los servicios de traducción profesionales disponibles. Los comentarios públicos son bienvenidos en la audiencia pública o pueden enviarse por escrito por correo o correo electrónico a lo siguiente:

Brenda Veendaal
Gerente de Servicios Administrativos de Fresno COG
2035 Tulare Street, Suite 201
Fresno, CA 93721

Después de abordar todos los comentarios presentados, el Plan de Participación Pública 2020 se considerará para su aprobación, por resolución, el 28 de mayo de 2020, por la Junta de Política de Fresno COG en su reunión regularmente programada. Todos los documentos están disponibles para su revisión o descarga en el sitio web de Fresno COG en www.fresnocog.org o en copia en papel en las oficinas de Fresno COG. Si tiene alguna pregunta sobre el plan, comuníquese con Brenda Veendaal por correo electrónico a brendav@fresnocog.org o llamando al 559-233-4148 ext. 219.

/s/ TONY BOREN, Director Ejecutivo
Consejo de Gobiernos de Fresno

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-19

IN THE MATTER OF:

TRANSPORTATION DEVELOPMENT ACT OF 1971

RESOLUTION DETERMINING IF THERE ARE AREAS WITHIN
THE JURISDICTION OF THE FRESNO COUNCIL OF
GOVERNMENTS WITH UNMET PUBLIC TRANSPORTATION
NEEDS WHICH CAN REASONABLY BE MET

WHEREAS, the California Public Utilities Code, Section 99401.5 requires that the transportation planning agency hold a public hearing and a determination that there are no unmet transportation needs within its jurisdiction which can be reasonably met before claims for Local Transportation Funds for streets and roads may be approved, and

WHEREAS, the Fresno Council of Governments (Fresno COG) in compliance with Section 99401.5 defines unmet public transportation needs as those public transportation on specialized transportation services that are identified in the Regional Transportation Plan and/or documented through the Fresno COG's Annual Unmet Transit Needs Public Hearing process that not been implemented or funded.

WHEREAS, the Fresno COG Board, after consultation with its Social Services Transportation Advisory Council, held such public hearing on April 30, 2020 and received testimony from all interested persons, and

WHEREAS, the complete report contains responses delivered to all comments received during the information gathering meetings, and

WHEREAS, the Cities of Fresno and Clovis will provide fixed route transit service in accordance with Federal and State policies, and also will provide demand responsive public transportation services to the general public, elderly, and disabled residents within its jurisdiction, and

WHEREAS, the following jurisdiction are members of the Fresno County Rural Transit Agency (FCRTA) and provide service under contract with that joint powers agency: Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma, and Fresno County, and

WHEREAS, such contracts for service and direct service results in the delivery of public transportation service within Fresno COG's jurisdiction and is in conformance with and satisfies the service requirements of the adopted Regional Transportation Plan for Fresno County.

NOW THEREFORE BE IT RESOLVED that the Fresno Council of Governments pursuant to California Public Utilities Code Section 99401.5(d.2), finds for each of the following entities that there are no unmet transit needs that are reasonable to meet: Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma, and Fresno County.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25th day of June 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

Model Zoning Ordinance/Zoning Update Tool Outline

Need:

Several smaller cities in Fresno County have a need to update their zoning ordinances but do not have the staff time or funds or expertise available to do so. There have been numerous new State zoning requirements in the last few years, cities may have adopted new General Plan or amendments creating inconsistencies with their zoning ordinance, or their code is just out of date, not user friendly, or is not accomplishing city goals for encouraging and shaping development for a small rural city.

Purpose:

- A. Develop a tool/checklist for the small cities in Fresno County to systematically assess their current zoning ordinance to identify:
 - Consistency with their General Plan and Housing Element
 - Is it user friendly? For staff? For the public?
 - Up to date on the latest State regulations for zoning codes, specifically housing related laws such as second units, accessory dwellings, farmworker housing, etc.
 - Review planning permit process: is it working? Opportunities to streamline
 - Review allowable use categories: By-Right, Director Review, CUP
 - Blueprint Compatibility
 - Are standards up to date? Setbacks, building height, FAR, parking etc.
 - Do standards reflect community needs and values?
 - Do standards accomplish what they are intended to do?
 - Specialty Regulations. Are they legal, up to date, needed, need to delete, etc.
 - Sign Ordinance
 - Adult businesses
 - Cell phone towers
 - Accessory dwelling units
 - Overlay districts
 - Parking
 - Fencing
 - Special Uses
 - Identify issue areas
- B. Provide a template or tool to update or develop a new zoning code to include:
 - Divided into modules so cities can design the update to meet their needs and budget
 - Standard layout for organizing their code coordinated with the module approach (plug-n-play)
 - Provide standard code language a city can modify to fit their standards or needs
 - Provide graphics that make the code user friendly
 - Provide flow charts for different types of permits to illustrate the permit process
 - Provide model ordinances for specialty areas that meet legal requirements
 - Standard definitions
 - Development standards and processes that are straight-forward and easily managed and implemented

MEMORANDUM

DATE: June 12, 2020
To: Policy Advisory Committee COG Policy Board
FROM: Jennifer Soliz, Associate 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.

FUNDING: Proposed funding levels are as shown below:

Applicant	Federal Funds	Applicant	State	Local	Program Income	Total Funds
Fresno County	\$24,400.00	\$8,135.00				\$32,535.00

PROJECT NOTIFICATION AND REVIEW REPORT

PROJECT NOTIFICATION AND REVIEW REPORT	
Regional Clearinghouse Number:	<i>RCH# 06-2020-256</i>
Project Title:	<i>Tranquility School Internet extension to Community for Student learning</i>
Applicant Agency:	<i>Golden Plains Unified School District</i>
Contact Person:	<i>Mustafa Zwebti</i>
Address:	<i>22000 Nevada St., San Joaquin CA 93660</i>
Phone:	<i>559-210-5814</i>
Federal Catalog#:	<i>10.766</i>
Status:	<i>New</i>
Area of Impact:	<i>Fresno County</i>
Federal Funding Agency:	<i>USDA Rural Development</i>

FUNDING:	
\$24,400.00	Federal
\$8,135.00	Applicant
\$0.00	State
\$0.00	Local
\$0.00	Other
\$32,535.00	TOTAL

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FUNDING: Proposed funding levels are as shown below:

Applicant	Federal Funds	Applicant	State	Local	Program Income	Total Funds
Fresno County	\$37,690.00	\$12,566.00				\$50,256.00

PROJECT NOTIFICATION AND REVIEW REPORT

PROJECT NOTIFICATION AND REVIEW REPORT	
Regional Clearinghouse Number:	#06-2020-257
Project Title:	<i>San Joaquin- School Internet extension to Community for student learning</i>
Applicant Agency:	<i>Golden Plains Unified School District</i>
Contact Person:	<i>Mustafa Zwebti</i>
Address:	<i>22000 Nevada St. San Joaquin, CA 93660</i>
Phone:	<i>559-210-5814</i>
Federal Catalog#:	<i>10.766</i>
Status:	<i>New</i>
Area of Impact	<i>Fresno County</i>
Federal Funding Agency:	<i>USDA Rural Development</i>

FUNDING:	
\$37,690.00	Federal
\$12,566.00	Applicant
\$0.00	State
\$0.00	Local
\$0.00	Other
\$50,256.00	TOTAL

MEMORANDUM

DATE: June 12, 2020
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FROM: Jennifer Soliz, Associate Regional Planner
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FUNDING: Proposed funding levels are as shown below:

Applicant	Federal Funds	Applicant	State	Local	Program Income	Total Funds
Fresno County	\$31,850.00	\$10,626.00				\$42,476.00

THE INVEST IN AMERICA ACT

FOR THE PEOPLE

SUMMARY OF THE “INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA” ACT

Provides \$494 billion over five years to make transformative infrastructure investments in surface and rail transportation. Provides \$411 billion over five years out of the Highway Trust Fund (HTF) for highway, transit, safety, and research programs, a 46 percent increase over current investment levels.

Provides \$319 billion for the Federal-aid highway program under the Federal Highway Administration, \$105 billion for transit programs under the Federal Transit Administration, \$5.3 billion for highway safety programs under the National Highway Traffic Safety Administration, \$4.6 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration, and \$60 billion for rail programs.

Division A – COVID-19 Response and Recovery

Provides \$83.1 billion in fiscal year (FY) 2021 to ensure States, cities, tribes, territories, and transit agencies can administer programs, advance projects, and preserve jobs in the aftermath of the COVID-19 crisis. Highway, transit, and safety funds are made available at 100 percent Federal share to eliminate the need for a match in FY21. In addition, \$22 billion of the total FY21 amount is available for additional eligibilities including State, local, transit agency, and tribal transportation agency salaries and operating expenses. Current Capital Investment Grant (CIG) projects are authorized to receive an increased Federal cost share to help ensure projects can move forward despite a decrease in local and State revenues designated to cover the local cost share of projects.

Division B – Surface Transportation Authorization

Title I – Federal-Aid Highways

FORMULA GRANTS

Fix It First

- Requires National Highway Performance Program (NHPP) funds to focus on state of good repair and operational improvements to existing facilities before building new highway capacity.

Bridge Investment

- Requires States to spend 20 percent of their NHPP and Surface Transportation Program (STP) any area dollars on bridge repair and rehabilitation projects, supporting approximately \$28 billion in fix-it-first bridge investments in FY 2022-2025. Increases the off-system bridge set-aside to over \$1 billion per year from approximately \$770 million in current law.

Climate

- Requires DOT to establish a new greenhouse gas (GHG) emissions performance measure.
- Includes a new apportioned program (\$8.35b for FY22-25) to support carbon pollution reduction. Gives States broad eligibility to invest in highway, transit, and rail projects, as well as support operating costs, and holds States accountable by measuring their annual progress. Provides benefits for States that make the most progress and requires low-performing States to invest 10 percent of their STP any area funds in additional projects to help reduce carbon pollution.

Resilience

- Creates a new apportioned program (\$6.25b for FY22-25) to fund resilience and emergency evacuation needs. Requires States and metropolitan planning organizations (MPOs) to develop an infrastructure vulnerability assessment to guide investments under the program. Makes resilience a core part of the Federal-aid highway program, with expanded eligibilities in other apportioned programs and Emergency Relief (ER).

CMAQ

- Modifies eligibility for operating assistance to include all State-supported passenger rail lines and allows operating assistance for longer than three years if the project demonstrates net air quality benefits.

Safety for All Road Users

- Requires States with the highest levels of pedestrian and bicyclist fatalities to set aside funds to address these safety needs. Requires the Federal Highway Administration (FHWA) to adopt context sensitive design principles to provide for complete streets in urban areas and ensure the safety of all road users.
- Boosts safety funding by approximately 30 percent over current investments and boosts Transportation Alternatives Program (TAP) investments by more than 60 percent over current law. Makes safety funds available to expend on safety improvements beyond infrastructure projects.
- Removes the ability for States to set regressive safety targets. Strengthens emphasis on high risk rural roads, while providing for more certainty and flexibility for States that trigger the special rule.
- Codifies and expands eligibilities for safe routes to schools.

Local Control

- Provides almost \$49 billion over five years in dedicated funding to address local transportation needs.
- Makes reforms to strengthen the State-local relationship, enhance coordination, improve the flow of funds to communities of all sizes, and increase transparency.

Freight

- Makes the freight formula program fully multimodal and expands environmental considerations in freight planning.
- Allows States to designate additional rural and urban freight corridors and provides more flexibility for States to expend funds across the National Highway Freight Network.

Tribes, Territories, and Federal Lands

- Significantly increases funding for tribes, territories, and Federal Land Management Agencies (FLMA):
 - **Tribes:** Provides \$750 million in formula funds per year, a nearly 70% increase over current levels.

- **Territories:** Provides \$100 million per year, a nearly 140% increase over current levels.
- **Puerto Rico:** Provides \$210 million per year, a 33% increase over current levels.
- **FLMAs:** Provides \$895 million in formula funds per year, a nearly 40% increase over current investments, and makes changes to the program to ensure FLMAs can obligate funds for projects on the first day of the fiscal year.

DISCRETIONARY GRANTS

- **Projects of National and Regional Significance.** Provides more than \$9 billion over the life of the bill for large highway, transit, and freight projects that cannot be funded through annual apportionments or other discretionary sources.
- **Community Transportation Investment Grants.** Provides \$600 million per year for local government applicants. Includes broad eligibility for highway and transit projects, with project evaluation done in a manner that will limit political decision-making.
- **Federal Lands and Tribal Major Projects Program.** Provides \$400 million per year and requires a 50/50 split of grant funds among tribes and Federal lands agencies. Provides more flexibility through a smaller project size, higher Federal share, and a broader set of funding eligibilities. Funds the program out of the HTF so funding is guaranteed.
- **Tribal High Priority Projects.** Provides \$50 million per year on a discretionary basis, for grants of a maximum size of \$5 million, for the highest priority project for tribes whose annual apportionment is insufficient. Provides emergency relief to tribes who can't access other ER funds. Funds the program out of the HTF so funding is guaranteed.
- **Electric Vehicle Charging and Hydrogen Fueling Infrastructure Grants.** Provides \$350 million per year for grants for electric vehicle charging and hydrogen fueling infrastructure. Focuses funding on designated Alternative Fuel Corridors and projects that demonstrate the most effective emissions reductions.
- **Community Climate Innovation Grants.** Provides \$250 million per year to non-State applicants for highway, transit, and rail projects, provided they reduce GHGs.
- **Metro Performance Program.** Provides a total of \$750 million over the life of the bill for funding allocations directly to MPOs to carry out projects selected by the MPO. The Secretary selects applicants to be accepted into the program based on their technical capacity to manage Federal funds.

SINGLE-YEAR GRANTS

- **Gridlock Reduction Grants.** Provides \$250 million, of which half is set aside for freight grants. Grants will be awarded for reducing urban congestion in large metro areas, with an emphasis on operational, technological, and mode shift strategies.
- **Rebuild Rural Grants.** Provides \$250 million for rural communities to address needs on and off the Federal-aid system. Focuses funding on safety, state of good repair, and access to jobs and services.
- **Active Transportation Connectivity Grants.** Provides \$250 million for pedestrian and bicycle networks and spines and related planning, including complete streets planning.
- **Commercial Motor Vehicle Parking Grants.** Provides \$250 million to construct and improve truck parking facilities.

ADDITIONAL PROVISIONS

Transportation System Performance and Access

- Establishes a new performance measure for transportation access that leverages modern data tools to improve the way States and MPOs assess the level of safe, reliable, and convenient access to jobs and services (including shopping, healthcare, childcare, education and workforce training, and financial institutions). Considers the level of access for various travel modes.

Increased Accountability

- Requires FHWA to develop a website that shows all active Federal-aid highway projects over \$5 million in the country. Establishes strong accountability and reporting measures for discretionary grants and other program authorities.

Tolling Reform

- Reestablishes the requirement that FHWA enter into a toll agreement before allowing tolling on a Federal-aid highway.
- Establishes additional guardrails around tolling to ensure that any adverse impacts both on and off the facility are evaluated and addressed. Authorizes congestion pricing with the additional guardrails.

Buy America

- Requires DOT to reevaluate standing nationwide waivers for manufactured products.

Workforce Development

- Creates a Task Force on Developing a 21st Century Surface Transportation Workforce to evaluate current and future workforce needs and develop recommendations.
- Establishes transparency and reporting requirements for the On the Job Training and Supportive Services program. Requires States to develop annual statewide workforce plans to identify and address workforce gaps and underrepresentation of women and minorities.

Title II – Public Transportation

Substantially increases transit funding out of the Highway Trust Fund over current investment levels. Funding for buses and zero emission buses see significant funding increases to make up for cuts to bus funding in the last two reauthorization cycles.

Frequency and Ridership

- Reframes the Federal transit program to boost frequency and ridership.
- Modifies the urban and bus formulas to incentivize frequent rail and bus service instead of low operating costs.
- Provides \$100 million in annual grants to tackle larger city street congestion that slows down buses through support of items like bus only lanes and priority signaling. The program is structured to require a partnership between transit agencies and local/State roadway agencies.
- Establishes new flexible Federal rules for Mobility on Demand that integrate new technologies with transit as the backbone. Retains basic requirements for safety, Buy America, and labor protections. Includes restrictions on single passenger trips and carbon and particulate emissions. Requires a negotiated rulemaking on data sharing between transit agencies, cities, and the private sector.
- Modifies rural formula grants to distribute a greater percentage of funds based on actual transit service provided.

- Provides additional funds to the STIC program for small transit agencies that run more service than comparable agencies.

Buy America and other Procurement Reforms

- Closes loopholes and adds incentives to boost domestic jobs while streamlining compliance and leveling the playing field, with a 5-year phase in period to allow the industry time to adjust.
- Closes loopholes that allow waived components and components exceeding 70 percent domestic content to receive credit for 100 percent domestic content.
- Incentivizes higher domestic content by providing a bonus of an additional 10 percent of domestic content for any component that exceeds 70 percent and providing a bonus of an additional 15 percent of domestic content for any component that exceeds 75 percent.
- Allows final assembly costs to count in the domestic content calculation to disincentivize minimizing final assembly in the United States.
- Creates a new 2.5 percent bonus for any electric bus that uses domestic battery cells.
- Requires FTA to conduct rolling stock certifications to remove the burden from transit agencies. This will enable rolling stock to be certified once, rather than every single contract, and removes variation in Buy America compliance. Requires annual DOT IG audits.

Bus Grant Reforms

- Increases bus funding by 150 percent to reverse the MAP-21 bus cuts.
- Narrows the competitive bus grants to focus on bus facilities and fleet expansions.
- Increases zero emission bus competitive grants fivefold.
- Creates a new state of good repair formula subgrant to push additional formula dollars to transit agencies with the oldest buses.

Supporting All Riders

- Doubles the set-aside of the low-income factor in the urban formula and uses a measure of deep poverty by census tract to target the poorest urban neighborhoods.
- Sets aside \$50 million a year for rural persistent poverty counties, defined as a county with a poverty rate above 20 percent since 1990.
- Establishes a reduced fare pilot project to enable transit agencies to experiment with reduced fares for low-income riders.

Supporting Frontline Workers

- Requires a new focus on operator assault in transit agency safety plans, including a joint management labor committee that must certify the safety plans.
- Requires transit agencies with poor safety metrics to direct up to 10 percent of Federal funds to safety for each poor metric.
- Creates a frontline workforce training center with \$12 million in dedicated funds.
- Prohibits Federal funds for autonomous transit vehicles that replace service and requires advanced worker notice and retraining plans for agencies deploying AVs beyond small demonstrations.

Transit-Supportive Communities

- Strengthens the link between housing density and transit ridership
- Creates the Office of Transit-Supportive Communities to coordinate Federal incentives to foster this link between Federal, State, and local planning policies.
- Doubles to \$20 million the Transit Oriented Development Planning Grants.

- Incentivizes affordable housing in the excess property disposition rules and the CIG rating process.

Streamlining Capital Investment Grants (CIG)

- Reforms Capital Investment Grants by streamlining the approval process, raising the cost share back to the traditional 80 percent, incentivizing lower cost share with an easier approval process, and providing transparency measures so applicants know where they stand in the process.

Title III – Highway Traffic Safety

State Highway Safety

- Provides \$1.9 billion over five years to States for traffic safety. Strengthens traffic safety requirements for States and increases transparency of States’ performance in meeting annual safety goals and use of program funds.
- Requires States who have legalized marijuana to consider ways of increasing public awareness over the dangers of drugged driving and ways to reduce injuries and fatalities resulting from driving under the influence of marijuana.
- Creates a new discretionary grant program (\$35 million per year) for States to implement top-rated traffic safety law enforcement measures.

National Highway Safety

- Provides \$300 million over five years to nationwide high-visibility traffic safety enforcement campaigns.
- Doubles the number of national traffic safety enforcement campaigns from three to six each year.
- Creates new campaigns for distracted driving and violations of ‘move over laws’ which protect roadside first responders and law enforcement.

Priority Safety Programs

- Provides \$2 billion over five year for grants to improve traffic safety in critical areas. Makes targeted improvements to certain Section 405 grants which have been underutilized. Reforms will increase State participation while still maintaining strong safety standards for the following areas:
 - Impaired driving;
 - Distracted driving; and
 - Graduated driver’s licensing laws.
- Creates a new grant program for training drivers and law enforcement on proper traffic stop procedure.

Title IV – Motor Carrier Safety

Motor Carrier Safety Grants

- Authorizes significantly higher funding levels for the Motor Carrier Safety Assistance Program, High Priority grants, and Commercial Driver’s License Program Implementation grants to assist States in truck and bus safety oversight and enforcement activities, commercial driver licensing, and technology improvements to support those efforts.
- Extends the grant period of performance to ensure funds do not lapse and allows the Secretary to redistribute unobligated funds.

Compliance, Safety, Accountability

- Directs the Secretary to complete the revisions required by the FAST Act to its carrier oversight and intervention model, to prioritize reinstating the public display of safety data, and to finalize a safety fitness determination rule to rate the safety of carriers.

Commercial Motor Vehicles

- Directs the Secretary to complete a rulemaking to require Automatic Emergency Braking systems in newly-manufactured commercial motor vehicles.
- Directs the Secretary to strengthen rear underride guard standards in newly-manufactured trailers and semi-trailers, to further research and consider the feasibility, benefits, and costs associated with installing side underride guards, and creates an Advisory Committee on Underride Protection.

School Buses

- Requires the Secretary to conduct a comprehensive review of efforts to prevent illegal passing of school buses, issue recommendations, and create a public safety messaging campaign.
- Directs the Secretary to review the costs and benefits of requiring lap/shoulder belts in large school buses and consider requiring them in newly manufactured buses.
- Requires newly manufactured school buses to be equipped with automatic emergency braking and electronic stability control systems.
- Directs the Secretary to conduct research and testing of fire prevention and mitigation standards for large school buses and consider issuing updated standards if they are needed.

Driver Safety

- Requires the Secretary to report on delays with implementation of entry-level driver training.
- Applies commercial driver licensing requirements to vehicles carrying 9-15 passengers.
- Creates a Truck Leasing Task Force to examine lease and lease-purchase agreements commonly made available to truck drivers and the impacts of these captive leases on driver pay.
- Requires the Secretary to collect and use data on driver detention to determine the link between detention and safety outcomes.
- Requires the Secretary to evaluate the impacts of exemptions before finalizing changes to hours of service rules and establishes stronger reporting requirements for carriers utilizing exemptions.

Title V – Innovation

Technology and Innovation

- More than doubles funding for technology deployment to expand the implementation of innovations in the surface transportation system.
- Focuses on transformative technologies by increasing funding to the Intelligent Transportation Systems Program and expanding smart infrastructure investment in local communities.
- Creates a new grant program to fund green materials research at universities and focuses deployment programs on green construction materials and practices.
- Increases funding for the University Transportation Centers program.
- Establishes a multimodal freight transportation research program to find innovative ways to make freight movement greener, safer, and more efficient.
- Expands the Federal role in providing State and local governments with critical datasets and tools that will improve performance-based investments and access to jobs and essential services.

- Establishes a new Highly Automated Vehicle and Mobility Innovation Clearinghouse to study the societal impacts of automated vehicles and Mobility on Demand.
- Authorizes automated vehicle research on improving safety for all road users and expanding accessibility in an equitable manner.
- Authorizes new FTA research to enhance transit worker safety and expand Mobility on Demand.

Vehicle-Miles Traveled (VMT) Pilots

- Nearly doubles funding for VMT pilots across the country, encouraging States to begin implementing successful VMT programs.
- Establishes a national VMT pilot program, including both passenger and commercial vehicles in all 50 States, to invest in developing a sustainable funding mechanism for the surface transportation system.

Title VI – Multimodal Transportation

- Revises the National Multimodal Freight Policy, the National Strategic Freight Plan, and the requirements for State Freight Plans to include further consideration of environmental and equity impacts.
- Establishes a new deadline for the Secretary to designate a final National Multimodal Freight Network and requires the Secretary to report to Congress on the resources that will be used to meet this deadline.
- Establishes a joint task force between the Department of Transportation and the Internal Revenue Service to study the establishment and administration of a fee on multimodal freight surface transportation services.
- Authorizes pilot program to allow FHWA or FTA grantees, including States, local recipients, and subrecipients, to utilize local or other geographic labor hiring preferences, economic-based labor hiring preferences, and labor hiring preferences for veterans.

Title VII –Transportation Infrastructure Finance and Innovation Act

- Streamlines the program by raising the threshold above which projects are required to secure multiple credit rating agency opinions.
- Further clarifies that the proceeds of a secured loan under TIFIA shall be considered part of the non-Federal share of a project under title 23 or chapter 53 of title 49 if the loan is repayable from non-Federal funds.
- Allows territories to use funds made available under this section for the non-Federal match under the TIFIA program.
- Clarifies the criteria under which projects are eligible for the streamlined application process.
- Provides additional funding to allow the Department to waive fees for small projects.
- Modifies reporting requirements to include information on whether a TIFIA project is located in a metropolitan or micropolitan area.

Division C – Improving Hazardous Materials Safety Act of 2020

The Improving Hazardous Materials Safety Act protects the safety of individuals and communities by repealing the current prohibition on the Federal Aviation Administration from establishing lithium battery safety standards for aircraft, and requiring the Department of Transportation to conduct extensive safety evaluations before allowing railroads to transport liquefied natural gas by rail tank car.

Division D - The Transforming Rail by Accelerating Investment Nationwide (TRAIN) Act

The Transforming Rail by Accelerating Investment Nationwide (TRAIN) Act sets a path to truly transform rail transportation in the United States. In recent years, the demand for environmentally-responsible intercity and commuter passenger rail transportation has increased substantially. While the current COVID-19 pandemic has reduced ridership, we must invest now to meet passenger demand as our Nation recovers and new travel patterns emerge. The TRAIN Act increases FAST Act rail investment levels by more than five times, authorizing \$60 billion to address the state of good repair backlog in rail infrastructure, establish new intercity passenger rail routes, build on Amtrak's legacy, and expand the opportunities for commuter rail. The bill also improves railroad safety, studies the impacts of current industry practices, and sets higher safety standards across the railroad industry to better protect passengers, workers, and the public. Further, the TRAIN Act renews our commitment to the safe transportation of hazardous materials.

Transformative Investments

- Establishes a new *Passenger Rail Improvement, Modernization, and Expansion (PRIME)* grant program devoted entirely to passenger rail improvements and expansion. Authorized at \$19 billion over five years, it will fund capital projects that improve the state of good repair, optimize performance, and expand intercity rail passenger transportation.
- Reauthorizes the *Consolidated Rail Infrastructure and Safety Improvements (CRISI)* grant program, which funds passenger and freight rail projects, at \$7 billion over five years – an increase of \$5.8 billion over FAST Act levels. It also expands CRISI to new project eligibilities and allows commuter rail authorities to compete for funds.
- Authorizes \$150 million over five years to help pay credit risk premiums for certain borrowers under the *Railroad Rehabilitation and Improvement Financing (RRIF)* program and \$70 million to refund the credit risk premiums of certain past loans.

Together, these grant and loan programs will revitalize our rail network while maintaining strong Buy America and labor standards that maximize the benefits of these investments.

Reinvesting in Amtrak

As America's national passenger railroad, Amtrak has an important role in our country's transportation system. The TRAIN Act demonstrates support for Amtrak's legacy of serving not just the Northeast Corridor (NEC), but the entire network of long-distance and state-supported routes that comprise the National Network and serve as vital connections across the country. The bill authorizes \$29.3 billion over five years (\$13.1 billion for the NEC and \$16.2 billion for the National Network) – more than three times the FAST Act level of investment. These investments will help Amtrak tackle the state of good repair backlog, support the development of new state-supported routes, and strengthen the network to revitalize and grow service. The bill authorizes higher funding levels for fiscal years 2021 and 2022 to help Amtrak and its State partners recover from decreased ridership and revenues caused by the COVID-19 health crisis.

The TRAIN Act also gives States a voice in how Amtrak builds its future network and improves transparency and accountability while strengthening these partnerships. The TRAIN Act makes reforms to improve the quality and level of passenger service, equips Amtrak with the tools needed to secure access to the entire system, and helps ensure Amtrak's continued history of providing quality jobs and employing a skilled workforce.

Rail Safety

While we renew and grow the national rail network, the safety of passengers, communities where trains travel, and the railroad workforce must remain a top priority. The TRAIN Act makes numerous safety improvements and investments to raise the bar on safety. It establishes a new grade separation grant program at \$2.5 billion over five years. The bill also implements National Transportation Safety Board recommendations issued in response to the December 2017 Amtrak derailment near DuPont, Washington, addresses blocked crossings, and improves the Federal Railroad Administration waiver and accident investigation process. It further supports safe railroad operations by requiring that freight trains, with limited exceptions, must have a certified engineer and conductor, and sets high standards for railroad workers performing train or dispatching service in the United States.

###

PROJECT NOTIFICATION AND REVIEW REPORT

PROJECT NOTIFICATION AND REVIEW REPORT	
Regional Clearinghouse Number:	<i>RCH # 06-2020-258</i>
Project Title:	<i>Cantua Creek and Three Rocks – School Internet extension to Community for student learning</i>
Applicant Agency:	<i>Golden Plains Unified School District</i>
Contact Person:	<i>Mustafa Zwebti</i>
Address:	<i>22000 Nevada St. San Joaquin, CA 93660</i>
Phone:	<i>559-210-5814</i>
Federal Catalog#:	<i>10.766</i>
Status:	<i>New</i>
Area of Impact:	<i>Fresno County</i>
Federal Funding Agency:	<i>USDA Rural Development</i>

FUNDING:	
\$31,850.00	Federal
\$10,476.00	Applicant
\$0.00	State
\$0.00	Local
\$0.00	Other
\$42,476.00	TOTAL

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
ADMINISTRATION AND MANAGEMENT DIVISION
Business and Contract Services Branch
Contracts Office**

2020 W. El Camino Avenue, Suite 130, 95833
P. O. Box 952054
Sacramento, CA 94252-2054
(916) 263-6928 / FAX (916) 263-6917
www.hcd.ca.gov



JUN 04 2020

Tony Boren
Executive Director
San Joaquin Valley Multiagency Working Group
2035 Tulare St., #201
Fresno, California 93721

RE: Grant 19-REAP-14029

Dear Tony Boren:

Congratulations on your Planning Grants Program (PGP), 2019 NOFA award. Attached is an electronic copy of the Standard Agreement ("Agreement") with Exhibits A through E:

A. Standard Agreement Contents (STD 213 and Exhibits A through E)

STD 213 - Cover page

Exhibit A - Authority, Purpose and Scope of Work

Exhibit B - Budget Detail and Payment Provisions

Exhibit C* - State of California General Terms and Conditions - GTC 04/2017

**Exhibit C is now incorporated by reference; please see the STD 213 for additional information.*

Exhibit D – PGP Terms and Conditions

Exhibit E - Special Conditions

B. For expeditious handling of the contract, the Department offers two options for returning signed STD 213; please complete the following:

1. Review the entire Agreement thoroughly and, if necessary, discuss the requirements with your legal and financial advisors.
2. The person or persons authorized by the Resolution(s), must provide an **original signature, printed name, title and date, must use blue ink**, on the lower left-hand section entitled "Contractor" on the STD 213 and/or on page 2 of the STD 213, if applicable.
3. **Option One:** For electronic signature processing, reply to this Standard Agreement email notification with the attached, fully signed STD 213 page(s). All signatures

must be original and in **blue ink**. All signers must be included in the reply email and confirm acceptance of e-signing the Agreement.

4. **Option Two:** Print five copies of the Standard Agreement, STD 213. Do not send photocopies of the signed STD 213 page(s). All five copies must be an original signature with **wet, blue ink**; do not return the Exhibits to HCD.
5. **Note:** If the resolution did not authorize a designated official to sign the STD 213 and amendments thereto, your governing body must adopt a resolution authorizing a designated official(s) to sign the STD 213 and any subsequent amendments. If the authorized designee as reflected in the resolution, the awarded NOFA amount or your entity status has changed, you are required to provide, to the Department, a new resolution consistent with the terms of the NOFA award and adopted by your Board.
6. Return the e-signed copy or the five signed copies of the STD 213; and, if applicable, the certified resolution within 30 days from the date of this letter to the following address:

**Department of Housing and Community Development
Business & Contract Services Branch
Contracts Office, Attn. Kelvin Singh
2020 West El Camino Avenue, Suite 130
Sacramento, CA 95833**
7. Maintain a complete electronic version of the contract Agreement, STD 213 and Exhibits, for your pending file. **Note: The contract is not effective until it is signed by the Awardee's designated official and the Department.**

The Department reserves the right to cancel any pending Standard Agreement in its entirety if not returned within the required 30-day period.

Please contact Planning Grants Program Manager, Nurulain Kausar, at nurulain.kausar@hcd.ca.gov, if you have any questions regarding the Standard Agreement or the provisions therein.

Sincerely,



Kelvin Singh
Contract Analyst

Attachment

cc: Regional Early Action Planning Grant Program, Paul McDougall

STATE OF CALIFORNIA - DEPARTMENT OF GENERAL SERVICES

STANDARD AGREEMENT

STD 213 (Rev. 03/2019)

AGREEMENT NUMBER

19-REAP-14029

PURCHASING AUTHORITY NUMBER (if applicable)

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

CONTRACTOR'S NAME

San Joaquin Valley Multi-agency Working Group

2. The term of this Agreement is:

START DATE

Upon HCD Approval

THROUGH END DATE

12/31/2024

3. The maximum amount of this Agreement is:

\$4,743,831.00

4. The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of the Agreement.

EXHIBITS	TITLE	PAGES
Exhibit A	Authority, Purpose and Scope of Work	3
Exhibit B	Budget Detail and Payment Provisions	4
Exhibit C*	State of California General Terms and Conditions	GTC - 04/2017
Exhibit D	REAP General Terms and Conditions	9
Exhibit E	Special Conditions	0
TOTAL NUMBER OF PAGES ATTACHED		16

Items shown with an asterisk (*), are hereby incorporated by reference and made part of this agreement as if attached hereto.

These documents can be viewed at <https://www.dgs.ca.gov/OLS/Resources>

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

CONTRACTOR

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.)

San Joaquin Valley Multi-agency Working Group

CONTRACTOR BUSINESS ADDRESS	CITY	STATE	ZIP
2035 Tulare St., #201	Fresno	CA	93721

PRINTED NAME OF PERSON SIGNING	TITLE
--------------------------------	-------

CONTRACTOR AUTHORIZED SIGNATURE	DATE SIGNED
---------------------------------	-------------

STATE OF CALIFORNIA

CONTRACTING AGENCY NAME

Department of Housing and Community Development

CONTRACTING AGENCY ADDRESS	CITY	STATE	ZIP
2020 W. El Camino Ave., Suite 130	Sacramento	CA	95833

PRINTED NAME OF PERSON SIGNING	TITLE
Synthia Rhinehart	Contracts Manager, Business & Contract Services Branch

CONTRACTING AGENCY AUTHORIZED SIGNATURE	DATE SIGNED
---	-------------

California Department of General Services Approval (or exemption, if applicable)

Exempt per; SCM Vol. 1 4.04.A.3 (DGS memo dated 6/12/1981)

EXHIBIT A

AUTHORITY, PURPOSE AND SCOPE OF WORK

1. Authority

The Local Government Planning Support Grants Program is established for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing needs assessment. Up to two hundred fifty million dollars (\$250,000,000) shall be distributed under the program in accordance with Health and Safety Code sections 50515.02 and 50515.03. Of this amount, approximately one hundred twenty-five million dollars (\$125,000,000) is available to councils of governments and other regional entities. The Department of Housing and Community Development (Department or HCD) shall administer the Program (referred to herein as the Regional Early Action Planning Grant Program, or "REAP") to councils of governments and other regional entities in accordance with the Notice of Funding Availability ("NOFA") pursuant to Health and Safety Code section 50515.04, subdivision (f).

Pursuant to Health and Safety Code section 50515.02, subdivision (d)(3), a council of governments or a fiscal agent of a multiagency working group, as defined in section 50515.02, may request up to 25 percent of its available funding in advance. This Standard Agreement authorizes the encumbrance of full funds available to the applicant pursuant to the NOFA, subject to all statutory requirements and all applicable provisions including the NOFA, initial application and award for advance payment, subsequent advance payment application and award, application and award for the full remaining fund amount and amendment to this agreement.

The Grantee shall consult with the Department on any amendment or other provision related to the implementation of the Program. The Department decisions related to the administration of the Program shall be final pursuant to Health and Safety Code section 50515.04, subdivision (g).

2. Purpose

In accordance with the authority cited above, the Grantee has been awarded financial assistance in the form of a grant from the Program. The Department has agreed to make the grant for planning activities pursuant to the NOFA and this Agreement. By entering into this Agreement and thereby accepting the award of the Program funds, the Grantee agrees to comply with the terms and conditions of the NOFA, this Agreement, subsequent amendments to this Agreement, the

Regional Early Action Planning Grant Program (REAP)

NOFA Date: October 10, 2019

Approved Date: April 9, 2020

Prep. Date: May 8, 2020

EXHIBIT A

representations contained in the initial advance payment and subsequent full application(s), and the requirements of the authority cited above. Based on all representations made by the Grantee, the Department shall encumber the full amount pursuant the NOFA and provide advance payment and subsequent payments in accordance with Exhibit B. All terms, conditions and other relevant provisions will be subject to amendments as a result of subsequent applications and awards for remaining funds after the initial application up to 25 percent of the full amount described in Exhibit B.

3. Definitions

Terms herein shall have the same meaning as defined by the NOFA.

4. Scope of Work

Grantee shall use the awarded funds in accordance with the approved Scope of Work as contained in the timeline and budget and related information outlined in the application for 25 percent advance payment and any subsequent applications for partial or full funding. The Scope of Work may be amended in compliance with statutory requirements subject to approval by the Department.

5. Monitoring

- A. The Grantee shall maintain books, records, documents, and other evidence that demonstrates the funding was used for the appropriate purposes, as described in the Scope of Work, approved application, subsequent approved applications and all other pertinent documents. These books, records, documents and other evidence shall be made available for audit and inspection by the Department at any point during the term of the agreement and subject to any amendments to this agreement.
- B. The Department may request additional information, as needed, to meet the statutory requirements of the Program and facilitate amendments to this agreement, including but not limited to reporting or audit requirements, progress in implementing advance payment(s), or award of the full amount available to the Grantee.
- C. The Department may monitor expenditures and activities of an applicant, as the Department deems necessary, to ensure compliance with statutory or Department requirements.

Regional Early Action Planning Grant Program (REAP)

NOFA Date: October 10, 2019

Approved Date: April 9, 2020

Prep. Date: May 8, 2020

EXHIBIT A

- D. The Department may, as it deems appropriate or necessary, request the repayment of funds from an applicant, or pursue any other remedies available to it by law for failure to comply with statutory or Department requirements.
- E. The Department's decision to approve or deny an application or request for funding pursuant to the Program, and its determination of the amount of funding to be provided, shall be final.
- F. Monitoring provisions may be amended and are subject to additional provisions in accordance with this agreement or subsequent amendments.

6. Department Contract Coordinator

The Contract Coordinator of this Agreement for the Department is the Housing Policy Development Manager, or the Manager's designee. Unless otherwise informed, any notice, report, or other communication required by this Agreement shall be mailed by first class mail to the Department Contract Coordinator at the following address:

Department of Housing and Community Development
Housing Policy Development Division
Land Use Planning Unit
Attention: REAP Program Manager
2020 West El Camino Avenue, Suite 500
Sacramento, CA 95833
P. O. Box 952050
Sacramento, CA 94252-2050

EXHIBIT B

BUDGET DETAIL AND PAYMENT PROVISIONS

1. Application for Funds

- A. The Department is entering into this Agreement on the basis of, and in reliance on facts, information, assertions and representations contained in any application and award and any subsequent modifications or additions thereto approved by the Department. All awarded applications for funding and any approved modifications and additions thereto are hereby incorporated into this Agreement.
- B. The Grantee warrants that all information, facts, assertions and representations contained in any approved application and approved modifications and additions thereto are true, correct, and complete to the best of the Grantee's knowledge. In the event that any part of an application and any approved modification and addition thereto is untrue, incorrect, incomplete, or misleading in such a manner that would substantially affect the Department's approval, disbursement, or monitoring of the funding and the grant or activities governed by this Agreement, the Department may declare a breach hereof and take such action or pursue such remedies as are provided for breach hereof.

2. Grant and Reimbursement Limit

- A. The maximum total amount encumbered to the Grantee pursuant to this Agreement shall not exceed \$4,743,831.00.
- B. This Agreement authorizes an initial advance payment(s) up to 25% Award for eligible activities as described in the 25 percent application.
- C. This Agreement authorizes subsequent award amounts or advance payment up to the total award amount as described in Section 2A, of this Exhibit, and subject to Department approval.
- D. The Grantee shall submit and follow a schedule for the expenditure of the 25 percent advance payment, any subsequent payment and the total amount prior to disbursement of funds. The schedule is subject to

Regional Early Action Planning Grants (REAP)

NOFA Date: October 10, 2019

Approved Date: March 30, 2020

Prep. Date: (date inserted by Contract Manager when each SA is created)

EXHIBIT B

Department approval and may be revised as the Department deems necessary.

3. **Grant Timelines**

- A. This Agreement is effective upon approval by the Department representative's signature on page one of the fully executed Standard Agreement, STD 213, (the "Effective Date").
- B. All Grant funds must be expended by December 31, 2023 pursuant to Health and Safety Code section 50515.04(c)(1).
- C. The Grantee shall deliver to the Department all final invoices for reimbursement on or before November 1, 2023, to ensure the Department meets the December 31, 2023 expenditure deadline. Under special circumstances, approved by the Department, the Department may provide exception, including, but not limited to, advance payment to carry out the terms of this agreement.
- D. It is the responsibility of the Grantee to monitor the project and timeliness of draws within the specified dates.

4. **Allowable Uses of Grant Funds**

- A. The Department shall not award or disburse funds unless it determines that the grant funds shall be expended in compliance with the terms and provisions of the NOFA which includes associated forms and guidelines and this Agreement.
- B. Grant funds shall only be used by the Grantee for project activities approved by the State that involve planning activities in accordance with the NOFA.
- C. Grant funds may not be used for administrative costs of persons employed by the Grantee for activities not directly related to eligible activities.
- D. The Grantee shall use no more than 5 percent of the total grant amount for costs related to administration of the project.

Regional Early Action Planning Grants (REAP)

NOFA Date: October 10, 2019

Approved Date: March 30, 2020

Prep. Date: (date inserted by Contract Manager when each SA is created)

EXHIBIT B

- E. A Grantee that receives funds under this Program may use a subcontractor and Grantee shall be accountable to the Department to ensure subcontractor's performance. The subcontract shall provide for compliance with all the requirements of the Program. The subcontract shall not relieve the Grantee of its responsibilities under the Program.
- F. After the contract has been executed by the Department and all parties, approved and eligible costs for eligible activities may be reimbursed for the project(s) upon completion of deliverables or paid in advance in accordance with the scope of work and subject to the terms and conditions of this Agreement.
- G. Only approved and eligible costs incurred for work after October 1, 2019, continued past the date of execution and acceptance of the Standard Agreement and completed during the grant term will be reimbursable.

5. **Performance**

The Grantee will be subject to amendments to this section as a result of future applications and awards.

6. **Fiscal Administration**

- A. The Grantee will be subject to amendments to this section as a result of subsequent applications and awards.
- B. It is mutually agreed that if the Budget Act of the current year and/or any subsequent years covered under this Agreement does not appropriate sufficient funds for the program, this Agreement shall be terminated by the State by providing Contractor written notice of not less than thirty (30) days prior to the effective date of the termination. In the event of termination by the State due to lack of Budget appropriation, the State and Contractor shall be relieved of any and all obligations under this Grant Agreement on the effective date of termination.
- C. Subject to Section 6.B. above, if funding for any fiscal year is reduced or deleted by the Budget Act for purposes of this program, the State shall have the sole discretion to cancel this Agreement without cause, no

Regional Early Action Planning Grants (REAP)

NOFA Date: October 10, 2019

Approved Date: March 30, 2020

Prep. Date: (date inserted by Contract Manager when each SA is created)

EXHIBIT B

liability occurring to the State, or amend the current Grant Agreement and amount allocated to Contractor.

EXHIBIT D

REAP TERMS AND CONDITIONS

1. Reporting

- A. During the term of the Standard Agreement the Grantee shall submit, upon request of the Department, a performance report that demonstrates satisfaction of all requirements identified in this Standard Agreement.
- B. The Grantee will be subject to amendments to this section as a result of subsequent applications and awards.

2. Accounting Records

- A. The Grantee, its staff, contractors and subcontractors shall establish and maintain an accounting system and reports that properly accumulate incurred project costs by line. The accounting system shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.
- B. The Grantee shall establish a separate ledger account for receipts and expenditures of grant funds and maintain expenditure details in accordance with the scope of work, project timeline and budget. Separate bank accounts are not required.
- C. The Grantee shall maintain documentation of its normal procurement policy and competitive bid process (including the use of sole source purchasing), and financial records of expenditures incurred during the course of the project in accordance with GAAP.
- D. The Grantee agrees that the State or designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of the Standard Agreement.
- E. Subcontractors employed by the Grantee and paid with moneys under the terms of this Standard Agreement shall be responsible for maintaining accounting records as specified above.

3. Audits

- A. At any time during the term of the Standard Agreement, the Department may
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- perform or cause to be performed a financial audit of any and all phases of the award. At the Department's request, the Grantee shall provide, at its own expense, a financial audit prepared by a certified public accountant. The State of California has the right to review project documents and conduct audits during and over the project life.
- 1) The Grantee agrees that the Department or the Department's designee shall have the right to review, obtain, and copy all records and supporting documentation pertaining to performance of this Agreement.
 - 2) The Grantee agrees to provide the Department or the Department's designee, with any relevant information requested.
 - 3) The Grantee agrees to permit the Department or the Department's designee access to its premises, upon reasonable notice, during normal business hours for the purpose of interviewing employees who might reasonably have information related to such records and inspecting and copying such books, records, accounts, and other material that may be relevant to a matter under investigation for the purpose of determining compliance with statutes, Program guidelines, and this Agreement.
- B. If a financial audit is required by the Department, the audit shall be performed by an independent certified public accountant. Selection of an independent audit firm shall be consistent with procurement standards contained in Exhibit D, Section 8 subsection A. of this Standard Agreement.
- 1) The Grantee shall notify the Department of the auditor's name and address immediately after the selection has been made. The contract for the audit shall allow access by the Department to the independent auditor's working papers.
 - 2) The Grantee is responsible for the completion of audits and all costs of preparing audits.
 - 3) If there are audit findings, the Grantee shall submit a detailed response acceptable to the Department for each audit finding within 90 days from the date of the audit finding report.
- C. The Grantee agrees to maintain such records for possible audit after final payment pursuant to Exhibit D, Section 3, subsection E. below, unless a longer period of records retention is stipulated.

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- 1) If any litigation, claim, negotiation, audit, monitoring, inspection or other action has been started before the expiration of the required record retention period, all records must be retained by the Grantee, contractors and sub-contractors until completion of the action and resolution of all issues which arise from it. The Grantee shall include in any contract that it enters into in an amount exceeding \$10,000.00, the Department's right to audit the contractor's records and interview their employees.
 - 2) The Grantee shall comply with the caveats and be aware of the penalties for violation of fraud and for obstruction of investigation as set forth in California Public Contracts Code section 10115.10.
- D. The determination by the Department of the eligibility of any expenditure shall be final.
- E. The Grantee shall retain all books and records relevant to this Agreement for a minimum of (3) three years after the end of the term of this Agreement. Records relating to any and all audits or litigation relevant to this Agreement shall be retained for five years after the conclusion or resolution of the matter.

4. **Remedies of Non-performance**

- A. Any dispute concerning a question of fact arising under this Standard Agreement that is not disposed of by agreement shall be decided by the Department's Housing Policy Development Manager, or the Manager's designee, who may consider any written or verbal evidence submitted by the Grantee. The decision of the Department's Housing Policy Development Manager or Designee shall be the Department's final decision regarding the dispute, not subject to appeal.
- B. Neither the pendency of a dispute nor its consideration by the Department will excuse the Grantee from full and timely performance in accordance with the terms of this Standard Agreement.
- C. In the event that it is determined, at the sole discretion of the Department, that the Grantee is not meeting the terms and conditions of the Standard Agreement, immediately upon receiving a written notice from the Department to stop work, the Grantee shall cease all work under the Standard Agreement. The Department has the sole discretion to determine that the Grantee meets the terms and conditions after a stop work order, and to deliver a written notice to the grantee to resume work under the Standard Agreement.

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- D. Both the Grantee and the Department have the right to terminate the Standard Agreement at any time upon 30 days written notice. The notice shall specify the reason for early termination and may permit the Grantee or the Department to rectify any deficiency(ies) prior to the early termination date. The Grantee shall submit any requested documents to the Department within 30 days of the early termination notice.
- E. A strong implementation component for the funded activity through this Program is required, including, where appropriate, agreement by Grantee and its subcontractors to formally adopt or complete a planning or other activity consistent with the NOFA. The Grantee must carry out provisions to ensure the adoption or completion of activities in accordance with the NOFA, including activities subcontracted to localities. Grantee may be subject to repayment of the grant should the Grantee or any of its subcontractors under this agreement fail to adopt or complete activities set forth in its application, this Agreement or any amendments to this Agreement.
- F. The following shall each constitute a breach of this Agreement:
- 1) Grantee's failure to comply with any term or condition of this Agreement.
 - 2) Use of, or permitting the use of, grant funds provided under this Agreement for any ineligible costs or for any activity not specified and approved under this Agreement.
 - 3) Any failure to comply with the deadlines set forth in this Agreement unless approved by the Program Manager in writing.
- G. In addition to any other remedies that may be available to the Department in law or equity for breach of this Agreement, the Department may at its discretion, exercise a variety of remedies, including but not limited to:
- 1) Revoke existing REAP award(s) to the Grantee;
 - 2) Require the return of unexpended REAP funds disbursed under this Agreement;
 - 3) Require repayment of REAP Funds disbursed and expended under this agreement;
 - 4) Seek a court order for specific performance of the obligation defaulted upon, or the appointment of a receiver to complete the obligations in accordance

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with the REAP Program requirements; and

- 5) Other remedies available at law, by and through this agreement. All remedies available to the Department are cumulative and not exclusive.
 - 6) The Department may give written notice to the Grantee to cure the breach or violation within a period of not less than 15 days.
- H. The Grantee may be subject to amendment of this section as a result of subsequent applications and awards.

5. **Indemnification**

Neither the Department nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by the Grantee, its officers, employees, agents, its contractors, its sub-recipients or its subcontractors under or in connection with any work, authority or jurisdiction conferred upon the Grantee under this Standard Agreement. It is understood and agreed that the Grantee shall fully defend, indemnify and save harmless the Department and all of the Department's staff from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortuous, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by the Grantee, its officers, employees, agents contractors, sub-recipients, or subcontractors under this Standard Agreement.

6. **Waivers**

No waiver of any breach of this Agreement shall be held to be a waiver of any prior or subsequent breach. The failure of the Department to enforce at any time the provisions of this Agreement, or to require at any time, performance by the Grantee of these provisions, shall in no way be construed to be a waiver of such provisions nor to affect the validity of this Agreement or the right of the Department to enforce these provisions.

7. **Relationship of Parties**

It is expressly understood that this Standard Agreement is an agreement executed by and between two independent governmental entities and is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of an independent party.

8. **Third-Party Contracts**

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- A. All state-government funded procurements must be conducted using a fair and competitive procurement process. The Grantee may use its own procurement procedures as long as the procedures comply with all City/County laws, rules and ordinances governing procurement, and all applicable provisions of California state law.
- B. Any contract entered into as a result of this Agreement shall contain all the provisions stipulated in this Agreement and shall be applicable to the Grantee's sub-recipients, contractors, and subcontractors. Copies of all agreements with sub-recipients, contractors, and subcontractors shall be submitted to the Department's program manager.
- C. The Department does not have a contractual relationship with the Grantee's sub-recipients, contractors, or subcontractors, and the Grantee shall be fully responsible for monitoring and enforcement of those agreements and all work performed thereunder.

9. **Compliance with State and Federal Laws, Rules, Guidelines and Regulations**

- A. The Grantee agrees to comply with all state and federal laws, rules and regulations that pertain to construction, health and safety, labor, fair employment practices, equal opportunity, and all other matters applicable to the grant, the Grantee, its contractors or subcontractors, and any other grant activity.
- B. During the performance of this Agreement, the Grantee assures that no otherwise qualified person shall be excluded from participation or employment, denied program benefits, or be subjected to discrimination based on race, color, ancestry, national origin, sex, gender, gender identity, gender expression, genetic information, age, disability, handicap, familial status, religion, or belief, under any program or activity funded by this contract, as required by Title VI of the Civil Rights Act of 1964, the Fair Housing Act (42 USC 3601-20) and all implementing regulations, and the Age Discrimination Act of 1975 and all implementing regulations.
- C. The Grantee shall include the nondiscrimination and compliance provisions of this clause in all agreements with its sub-recipients, contractors, and subcontractors, and shall include a requirement in all agreements that each of them in turn include the nondiscrimination and compliance provisions of this

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clause in all contracts and subcontracts they enter into to perform work under REAP.

- D. The Grantee shall, in the course of performing project work, fully comply with the applicable provisions of the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA. (42 U.S.C. 12101 et seq.)
- E. The Grantee shall adopt and implement affirmative processes and procedures that provide information, outreach and promotion of opportunities in the REAP project to encourage participation of all persons regardless of race, color, national origin, sex, religion, familial status, or disability. This includes, but is not limited to, a minority outreach program to ensure the inclusion, to the maximum extent possible, of minorities and women, and entities owned by minorities and women, as required by 24 CFR 92.351.

10. Litigation

- A. If any provision of this Agreement, or an underlying obligation, is held invalid by a court of competent jurisdiction, such invalidity, at the sole discretion of the Department, shall not affect any other provisions of this Agreement and the remainder of this Agreement shall remain in full force and effect. Therefore, the provisions of this Agreement are, and shall be, deemed severable.
- B. The Grantee shall notify the Department immediately of any claim or action undertaken by or against it, which affects or may affect this Agreement or the Department, and shall take such action with respect to the claim or action consistent with the terms of this Agreement and the interests of the Department.

11. Changes in Terms/Amendments

- A. The Grantee may be subject to amendments to this section as a result of subsequent applications and awards.
- B. This Agreement may only be amended or modified by mutual written agreement of both parties.

12. State-Owned Data

- A. Definitions

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1) Work:

The work to be directly or indirectly produced by the Grantee, its employees, or by and of the Grantee's contractor's, subcontractor's and/or sub-recipient's employees under this Agreement.

2) Work Product:

All deliverables created or produced from Work under this Agreement including, but not limited to, all Work and Deliverables conceived or made, either solely or jointly with others during the term of this Agreement and during a period of six months after the termination thereof, which relates to the Work commissioned or performed under this Agreement. Work Product includes all deliverables, inventions, innovations, improvements, or other works of authorship Grantee and/or Grantee's contractor subcontractor and/or sub-recipient may conceive of or develop in the course of this Agreement, whether or not they are eligible for patent, copyright, trademark, trade secret or other legal protection.

3) Inventions:

Any ideas, methodologies, designs, concept, technique, invention, discovery, improvement or development regardless of patentability made solely by the Grantee or jointly with the Grantee's contractor, subcontractor and/or sub-recipient and/or Grantee's contractor, subcontractor, and/or sub-recipient's employees with one or more employees of the Department during the term of this Agreement and in performance of any Work under this Agreement, provided that either the conception or reduction to practice thereof occurs during the term of this Agreement and in performance of Work issued under this Agreement.

B. Ownership of Work Product and Rights

1) All Work Products derived by the Work performed by the Grantee, its employees or by and of the Grantee's contractor's, subcontractor's and/or sub-recipient's employees under this Agreement, shall be owned jointly by the Department, Grantee, and any of Grantee's sub-recipients ("joint owners"), and shall be considered to be works made for hire by the Grantee and the Grantee's contractor, subcontractor and/or subrecipient for the Department for the benefit of the joint owners. The joint owners shall jointly own all copyrights in the work product.

2) Grantee, its employees and all of Grantee's contractor's, subcontractor's and sub-recipient's employees agree to perpetually assign, and upon

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creation of each Work Product automatically assign, to the joint owners, ownership of all United States and international copyrights in each and every Work Product, insofar as any such Work Product, by operation of law, may not be considered work made for hire by the Grantee's contractor, subcontractor and/or subrecipient from the Department. From time to time upon a joint owner's request, the Grantee's contractor, subcontractor and/or subrecipients, and/or its employees, shall confirm such assignments by execution and delivery of such assignment, confirmations or assignment or other written instruments as the Department may request. Grantee hereby waives all rights relating to identification of authorship restriction or limitation on use or subsequent modification of the Work.

3) Grantee, its employees and all Grantee's contractors, subcontractors and sub-recipients hereby agree to assign to the Department joint ownership of all Inventions. The Grantee, its employees and Grantee's contractor, subcontractor and /or subrecipient shall promptly make a complete written disclosure to the Department of each Invention not otherwise clearly disclosed to the Department in the pertinent Work Product, specifically noting features or concepts that the Grantee, its employees and/or Grantee's contractor, subcontractor and/or subrecipient believes to be new or different.

4) Upon completion of all work under this Agreement, all intellectual property rights, ownership and title to all reports, documents, plans, specifications and estimates, produced as part of this Agreement shall automatically vest in the joint owners and no further agreement will be necessary to transfer ownership to the joint owners.

13. **Special Conditions**

The State reserves the right to add any special conditions to this Agreement it deems necessary to assure that the policy and goals of the Program are achieved.

**BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-24**

IN THE MATTER OF:
Planning Grants Program

**RESOLUTION OF APPROVAL OF SAN
JOAQUIN VALLEY MULTI-AGENCY
WORKING GROUP REGIONAL EARLY
ACTION PLANNING GRANTS PROGRAM**

WHEREAS, the State of California has established and funded the Local Government Planning Support Grants Program to provide regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the Regional Housing Needs Assessment, and;

WHEREAS, The Department of Housing and Community Development (HCD) shall administer the program and its subprograms, including the Regional Early Action Planning Grants Program (REAP), and;

WHEREAS, pursuant to Health and Safety Code Section 50515.02, subdivision (d)(3), a council of governments may serve as a fiscal agent for a multiagency working group, as defined in section 50515.02, and may request available REAP funding from HCD, and;

WHEREAS, the San Joaquin Valley Multi-Agency Working Group has designated Fresno Council of Governments (FCOG) as the administering fiscal agent for the San Joaquin Valley Multi-Agency Working Group-Regional Early Action Planning program, and;

WHEREAS, HCD has approved an application submitted by Fresno COG for the benefit of the San Joaquin Valley Multi-Agency Working Group Regional Early Action Planning grants program.

Whereas, HCD requires grantees to enter into Standard Agreement STD 213.

NOW, MAY IT THEREFORE BE RESOLVED, Fresno Council of Governments' Policy Board authorizes the Fresno Council of Governments Executive Director to sign STD 213 and any subsequent amendments, entering into an agreement with the Department of Housing and Community Development to receive funding, enter into contracts and implement the San Joaquin Valley Multi-Agency Working Group Regional Early Action Planning grants program.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25th day of June, 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