Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, Woodlake, and Tulare County

2025 Federal Transportation Improvement Program

Adopted September 16, 2024

TCAG
Tulare County Association of Governments

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On the Cover: Left: : International Agri-Center Interchange groundbreaking, June 2023, Tulare, CA; Top Right: Alta/Kamm roundabout under construction, City of Dinuba; Bottom Right: Citrus orchards with Sierra foothills in the background

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Introduction

The Tulare County Region

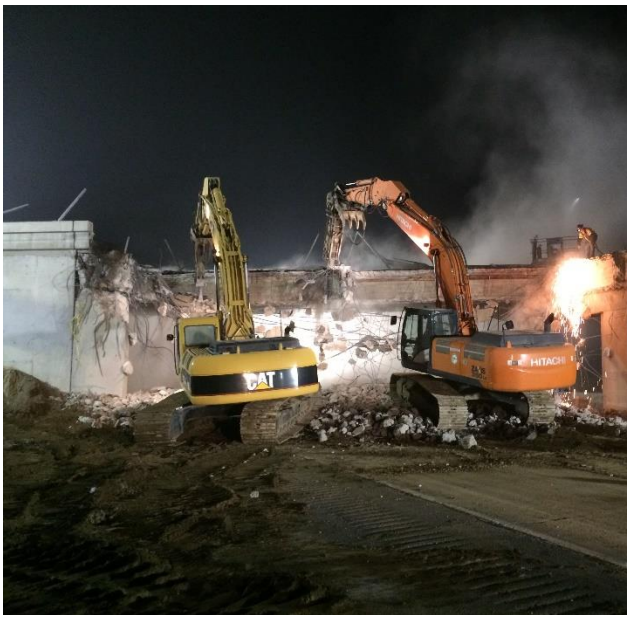
The County of Tulare is part of the San Joaquin Valley region of California. The other counties within the region include: Fresno, Kern, Kings, Madera, Merced, San Joaquin, and Stanislaus Counties. Collectively, the San Joaquin Valley region has a population of just of over 4 million and encompasses a land area of nearly 27,500 square miles. The region stretches from Sacramento in the north to the Tehachapi Mountains in the south and is generally bounded by the Coastal Range on the west and Sierra Nevada Range on the east. The San Joaquin Valley region contains some of the richest and most productive farmland in the world.

Among the other San Joaquin Valley counties, Tulare County ranks fifth in total population (478,918) and third in overall land area (4,824 square miles). The western one-third of Tulare County is in the topographically flat agricultural valley region while the remaining area to the east is located within the rolling foothills and peaks of the Sierra Nevada Mountains. From camping, hiking, and water activities in foothills, National Parks and Forests to agricultural tourism in the valley, the landscape offers an abundance of scenic and recreational opportunities for residents and visitors. The land in the Valley produces a variety of agricultural products making Tulare County one of the top agricultural producing counties in the nation.

Nearly half of all land in the county is devoted to national parks or national forests. It also has a large agricultural sector and routinely garners one of the highest crop values in the nation. Its most prevalent commodity is milk, which generated over $2.6 billion in 2022. The county is also a large producer of oranges, cattle, and grapes.

Employment

As of January 2024, the labor force in Tulare County was approximately 214,700. The number of employed was 191,500 making the unemployment rate 10.8% (State of California Employment Development Department, 2024). This is down from an unemployment rate of 19.3% in April 2020 which was primarily the result of the COVID-19 shelter in place requirements that began in March 2020. The median household income in Tulare County from the period 2018 to 2022 was $64,474.



Cartmill Interchange (Tulare, Ca)

The largest employment gains projected in the region between 2020 and 2030 are trade, transportation, and utilities (+4,300 jobs), leisure and hospitality (+3000 jobs), education and healthcare (+2,800 jobs), and government (+1,900 jobs).

Demographics

The population of Tulare County is concentrated in the Valley region where there are eight incorporated cities. Together, the eight cities comprise approximately 72% (344,651) of the total County population of 478,918 (Table 1-1) (DOF, January, 2024). Also shown on Table 1-1 are housing and employment characteristics of each of the cities and the County.

Table 1-1
2024 Population, Housing, and Employment within the TCAG Region

Jurisdiction	Population	Housing Units	Jobs
Dinuba	25,573	7,351	10,700
Exeter	10,179	3,695	3,600
Farmersville	10,327	2,843	4,400
Lindsay	12,594	3,641	4,300
Porterville	62,934	19,429	23,000
Tulare	70,799	22,599	28,100
Visalia	144,532	50,951	60,900
Woodlake	7,713	2,384	2,600
Tulare County	134,267	43,806	17,700
TCAG Region Total	**478,918**	**156,699**	**157,300**

Transportation

State Highways play an important role in Tulare County's transportation system. Highway traffic in Tulare County is generally composed of farm-to-market, commuter, business, and recreational trips. With the County's increasing population, the percentage of commuter and business trips is also increasing.

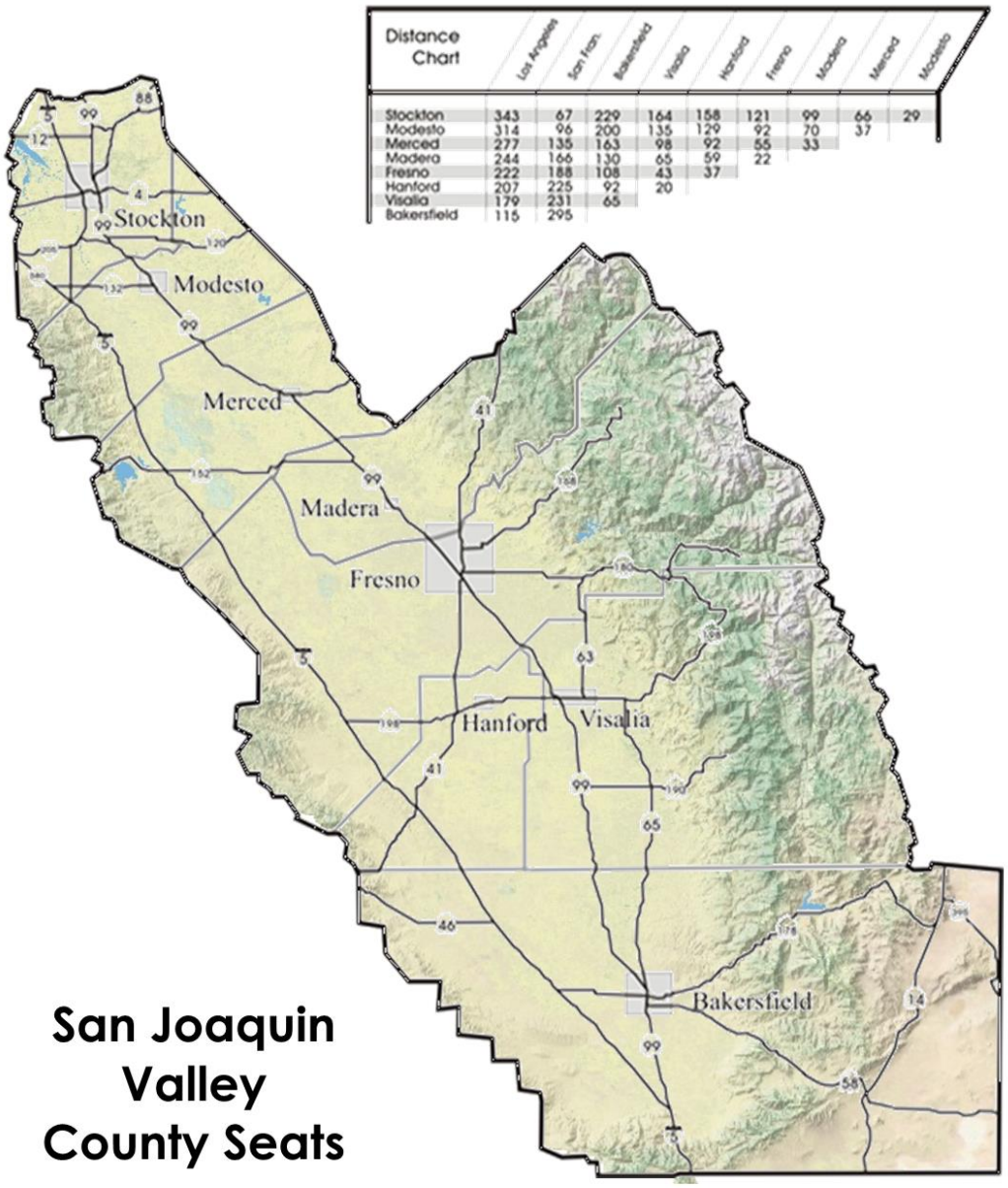
Tulare County contains approximately 3,050 miles of county roads (fourth largest in the State), 930 miles of city streets and 350 miles of State Highways. There is one commercial airport, two regional airports and four public general aviation airports. There are approximately 300 rail line miles in the County.

To relieve the current stress on the State Highway system, Tulare County received over $200 million in

Proposition 1B State Bond funds to aid in important transportation projects such as the rehabilitation and widening of SR 99, SR 198 ($105 million) and three railroad grade separations ($60 million).

In light of this growth and the impacts associated with it, Tulare County Association of Governments (TCAG) is developing processes that address transportation planning and air quality issues of the region. The policies have focused on the development of local expertise, citizen participation and state of the art planning tools.

The regional transportation model, the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP) and this document, the 2025 Federal Transportation Improvement Program (FTIP), are all examples of this activity.


Distance Chart
Los Angeles
San Fran.
Bakersfield
Visalia
Hanford
Fresno
Madera
Merced
Modesto
Stockton 343 67 229 164 158 121 99 66 29
Modesto 314 96 200 135 129 92 70 37
Merced 277 135 163 98 92 55 33
Madera 244 166 130 65 59 22
Fresno 222 188 108 43 37
Hanford 207 225 92 20
Visalia 179 231 65
Bakersfield 115 295
Stockton
Modesto
Merced
Madera
Fresno
Hanford
Visalia
Bakersfield
San Joaquin Valley County Seats

The Federal Transportation Improvement Program Process and Development

FTIP Process and Development

TCAG prepares the FTIP in cooperation with its member agencies, transit operators, State and federal agencies, Tule River Indian Reservation and through the public participation process which includes outreach to disadvantaged or Title VI populations. Many of the projects in the 2025 FTIP are carried over from the 2023 FTIP. To decide which projects to carry over, TCAG asked sponsors of projects in the 2023 FTIP to indicate which of their projects had been completed, were well underway, or were still in the planning or early implementation stages. In addition, project sponsors were asked to review the funding sources, amounts for new projects, and project components of existing projects to ensure that TCAG programming actions are reflected accurately in the 2025 FTIP.

As federal funding programs under MPO's control are developed, notifications are sent out to eligible agencies and to the public informing them of the appropriate way projects may be submitted for consideration.

FTIP Amendment Process

While the federal government code requires the adoption of a new FTIP every four years, under California state law, TCAG is required to adopt a new FTIP every two years. The FTIP is a "living" document that is responsive to the needs of member agencies and transit operators as new and better information comes to light in the project development process. As a result, the FTIP must be revised from time to time.

There are five types of revisions that can be made to the FTIP:

- Type 1 Administrative Modification –

Administrative modifications include minor changes to project cost, schedule, or funding sources. FHWA, FTA, and Caltrans agreed on California specific administrative modification procedures on December 18, 2019 which require no other action once the TCAG Executive Director has approved an Administrative Modification.

- Type 2 Formal Amendment –

This is an Amendment that makes a funding change that is greater than what is allowed as an Administrative Modification (greater than 50% or $20 million). The projects in a Type 2 amendment do not change in design concept or scope and the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP/SCS and FTIP remain unchanged. Type 2

amendments are posted on the TCAG website for 14 days prior to action and submittal of the amendment to Caltrans and FHWA/FTA for final approval.

• Type 3 Formal Amendment –

This is an Amendment that significantly revises, adds, or deletes an exempt or non-regionally significant project or project phases to/from the FTIP. Type 3 amendments are posted on the TCAG website for 14 days prior to action and submittal of the amendment to Caltrans and FHWA/FTA for final approval

Both Type 2 and Type 3 amendments are brought before the TCAG Board for reaffirmation at the next available public meeting.

• Type 4 Formal Amendment (Conformity Determination that Relies on a Previous Regional Emissions Analysis) –

This type of amendment is used when adding a regionally significant project to the FTIP when the project itself has already been appropriately accounted for in the regional emissions analysis. In this case, the federal approving agencies can use a previous analysis of the project's impact on air quality for approval purposes. Type 4 amendments may be accompanied by an RTP/SCS amendment to maintain consistency. The FTIP amendment and RTP/SCS amendment follow the same public process. Approval is required by the TCAG Board, Caltrans, and FHWA/FTA.

The procedure for public notification of a Type 4 formal amendment is as follows:

Legally noticed 30-day public comment period;

Legally noticed public hearing;

Posting of amendment information on the TCAG website during the public comment period;

Publishing amendment information as part of the TCAG Technical Advisory Committee and TCAG Board agendas; and

Consideration and response to public comments received during comment period.

• Type 5 Formal Amendment (Conformity Determination and New Regional Emissions Analysis) –

A Type 5 amendment is the highest and most formal level of amendment and primarily involves adding or deleting new projects that must be modeled for their air quality impact and be consistent with the RTP/SCS. Type 5 amendments require an Air Quality Conformity Analysis that demonstrates that all projects programmed do not exceed air quality budgets in a new regional emissions analysis. This type of amendment is also used when a non-exempt, regionally significant project makes a change to either the design concept or scope or conformity analysis completion year which is not consistent with the existing regional emissions analysis. The FTIP

amendment, Air Quality Conformity Document, and RTP Amendment follow the same public process. Approval is required by the TCAG Board, Caltrans, and FHWA/FTA. The procedure for public notification of a Type 5 formal amendment is as follows:

Legally noticed 30-day public comment period;

Legally noticed public hearing;

Posting of amendment information on the TCAG website during the public comment period;

Publishing amendment information as part of the TCAG Technical Advisory Committee and TCAG Board agendas; and

Consideration and response to public comments received during comment period.

Public Involvement Process

TCAG is committed to a public involvement process that is transparent, proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing public involvement, thereby meeting federal transportation act requirements for an appropriate project selection process.

TCAG provides many methods to fulfill this commitment, as outlined in TCAG's 2022 Public Participation Plan (Appendix J). Some of the methods include: a public participation process whereby citizens and groups may seek membership on various committees; posting of all FTIP documents on TCAG's website; a public awareness program that includes informational advertisements in regional newspapers, television, radio announcements; and transportation surveys conducted at the annual Tulare County Fair to disseminate information and to gather feedback. TCAG staff also regularly conduct speaking engagements with civic organizations throughout Tulare County. Finally, there are public notices and required public hearings prior to the adoption of the FTIP and other TCAG documents and programs.

FTA 5307 Program of Projects Public Participation

The FTIP's public involvement process is also used to satisfy the public participation requirement for the development of the Program of Projects (POP) for the FTA 5307 program. The public involvement activities and time established for public review and comment for the FTIP will satisfy the POP requirements of the FTA 5307 Program.

Environmental Justice

TCAG is sensitive to the environmental justice and demographics of Tulare County. Much of the population earns at or below the federal poverty level and is made up of various income levels and ethnicities. Given the relatively modest socioeconomic

position of residents, access to alternative mobility options such as transit and bicycle facilities is critical. TCAG reaches out to all socio-economic levels by holding public hearings and board meetings throughout the County. TCAG also encourages participation through the unmet transit needs process and through outreach efforts at community centers, clinics, and various social programs throughout the County.

The process by which projects are selected for inclusion in the FTIP considers Title VI and environmental justice requirements. Projects selected for inclusion in the FTIP are consistent with the 2022 Regional Transportation Plan & Sustainable Communities Strategy (2022 RTP/SCS) as required by federal law. As part of the development of the 2022 RTP/SCS, TCAG engaged in a rigorous outreach process that included numerous meetings and presentations to boards, city councils, committees, and organizations throughout the County.

The RTP Roundtable was established with representatives from tribal governments, affordable housing advocacy, disabled access/ADA, environmental justice advocacy, affordable housing, agriculture, environmental advocacy, and health and human services.

Community Strategy Outreach efforts were held during the lead up to the 2022 RTP/SCS in each of the incorporated cities and in unincorporated communities. TCAG staff was also invited to hold workshops at various local community groups and town councils. The results of these efforts have helped to ensure that the projects included in 2022 RTS/SCS and their incorporation into the 2025 FTIP provide equitable planning and programming for traditionally underrepresented communities.

Santa Fe Pedestrian Grade Separation (Tulare, CA)

Inflation

Projects programmed into the FTIP must be financially constrained and are escalated to year of expenditure dollars. The methodology used to determine the inflation factor for each project varies from 3 to 5 percent a year as outlined in the Financial Element of the 2022 RTP/SCS. Inflation is based on a straight-line projection and average cost increases. These numbers are monitored and compared to the inflation factors experienced by Caltrans engineers in District 6.

For Transit projects, a financial capacity report is required to assure continued ability to operate; certification of the assessment is

provided pursuant to Federal Transit Administration's Circular 7008.1. Since grants are on an annualized grant cycle, projects shown beyond 26/27 are "projections." As the amounts become known for each new fiscal year from the granting agencies, these years are formally amended into the FTIP consistent with the actual grants.

Operations & Maintenance

The existing transportation system in Tulare County includes an extensive network of local streets and roads, bridges, state highways, and transit. Local streets and roads connect our communities and carry traffic throughout our region whether by automobile, heavy truck, bus, or bicycle.

Pavement management of local streets and roads is the responsibility of each local government in Tulare County. As such, the operations and maintenance of these facilities are a priority in making transportation investment decisions. These transportation investments provide for the following activities: preserving and improving local roadway conditions involving traffic operation management as well as routine maintenance, preventative maintenance, rehabilitation and reconstruction of pavement and bridges.

In 2022, a comprehensive statewide needs assessment of the local streets and roads system was commissioned by a collective body of city and county Public Works Agencies including Regional Transportation Planning Agencies. Collected every two years, the 2022 survey was an update to the seventh statewide survey conducted just two years earlier. The 2022 study looked at state's transportation system to provide critical analysis and information on the local transportation network's condition and funding needs on a statewide level. The result of the study shows that on a scale of zero (failed) to 100 (excellent), Tulare County 's local streets and roads have an average Pavement Condition Index (PCI) of 59, which is the decrease from 62 that was reported in 2022. The statewide average pavement condition has decreased by one point from 66 in 2020 to 65 in 2022. A PCI of 65 is identified as an "At-risk" category.

Funding for local roadway operations and maintenance in Tulare County is provided through six major programs: state gas tax, state Senate Bill 1 Local Streets and Roads funds, state Local Transportation Fund (LTF), federal Surface Transportation Block Grant Program (STBGP), Highway Bridge Program (HBP), and Measure R, the local transportation sales tax. The 2025 FTIP identifies a total of $181 million in these revenues to support operations and maintenance of the local street and bridge networks.

Operations and maintenance of California's 50,000 lane-mile state highway system is the responsibility of the California Department of Transportation (Caltrans). Caltrans

manages this effort through the State Highway Operation and Protection Program (SHOPP). Caltrans monitors the condition and operational effectiveness of the state highway system, including all state-owned highways and bridges, through periodic inspection, traffic studies, and system analysis. Caltrans prepares a 10-year plan for SHOPP projects based upon the needs identified by each Caltrans District across the state through this monitoring. Caltrans subsequently prepares a 4-year program of SHOPP projects every two years based upon funding approved by the California Transportation Commission (CTC) and the statewide funding priorities at that time. The CTC is required to adopt the 4-year SHOPP and ensures consistency with available state funding. Based upon programming from the 2024 SHOPP, the 2025 FTIP identifies a total of $104.02 million in SHOPP revenues to support state highway operations and maintenance.

Transit operations and maintenance of the existing transit system in Tulare County includes operating assistance to transit operators, vehicle maintenance, vehicle replacement, and safety/security investments for bus transit. Transit operations and maintenance is the responsibility of the individual transit operators including the Tulare County Regional Transit Agency, City of Visalia, and the City of Porterville. Funding for transit operations and maintenance is primarily provided through five programs: Federal Transit Administration (FTA 5307), FTA 5311, FTA 5339, Local Funds, and transit fares. The 2025 FTIP identifies a total of $65 million in these revenues to support transit operations and maintenance – this total is expected to meet the operations and maintenance needs of all transit operators in the region.

Financial Constraint

The FTIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the 2025 TIP, TCAG has taken into consideration the transportation funding revenues expected to be available during the four years of the 2025 FTIP (Federal FY 24/25 through 27/28) and has determined the 2025 FTIP to be financially constrained. All funds identified in the 2025 FTIP are required to operate and maintain the transportation system for Tulare County.

Relationship of FTIP to Other Federal and State Transportation Programs

Federal Statewide Transportation Improvement Program (FSTIP): Just as each metropolitan region is required to develop a FTIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal regulations. The FSTIP includes all federally funded transportation projects from

throughout the state. In California, regional FTIPs are included in the FSTIP without modification once approved by the respective Metropolitan Planning Organization, such as TCAG and after the FHWA and FTA make their required financial constraint and air quality findings. Projects must be in the FSTIP before funding authorities such as FTA, FHWA or Caltrans can "obligate" funds and before sponsors can actually spend and be reimbursed for any of these funds.

State Transportation Improvement Program (STIP): The California Transportation Commission (CTC) is required to biennially adopt, and submit to the Legislature and the Governor, a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs, including certain federal funds that flow directly to the state. As a result, many of the projects that are included in the STIP must eventually be included in the regional FTIPs and the FSTIP as well. The bulk (75 percent) of the STIP consists of spending programs developed at the regional level throughout California called the Regional Transportation Improvement Program (RTIP). The CTC releases a Fund Estimate identifying the programming capacity it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided throughout the state. Once TCAG adopts the RTIP for the Tulare County region, the CTC must accept or reject the RTIP in its entirety and send it back to the region for revision. Meanwhile, Caltrans proposes the counterpart to the RTIP, the Interregional Transportation Improvement Program (ITIP) for the remaining 25% of the programming capacity of the STIP. The ITIP is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state's transportation system. For example, connecting the urbanized areas between Visalia and Los Angeles would be an "interregional improvement". The CTC adopted the 2024 STIP Fund Estimate on August 16, 2023 and adopted the 2024 STIP on March 21, 2024.

Fund Sources Programmed in the FTIP

The 2025 FTIP programs transportation funding from a variety of sources. Several of the major sources from which funds are programmed include:

Federal Highway Administration (FHWA) Programs

- Surface Transportation Block Grant Program (STBGP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Bridge Program (HBP)
- Highway Safety Improvement Program (HSIP)

Federal Transit Administration (FTA) Programs

- Section 5307
- Section 5310
- Section 5311
- Section 5339

State, Regional, and Local Programs

Not all state and local funds have to be programmed in the FTIP. However, if these funds are used to match federal dollars described above, or if they are attached to projects that require some type of federal approval or other formal federal actions, or if the project funded is considered to be regionally significant, they must be included in the FTIP. Such state and local fund sources may include the following:

- State Transportation Improvement Program (STIP), comprising the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP);
- Road Repair and Accountability Act of 2017 (SB 1)
- State Highway Operations and Protection Program (SHOPP);
- Active Transportation Program (ATP)
- Transportation Development Act (TDA) – Local Transportation Fund & State Transit Assistance (STA) funds;
- Tulare County Regional Transportation Measure funds (Measure R); and
- Local County and City Funds

Consistency with Other Documents

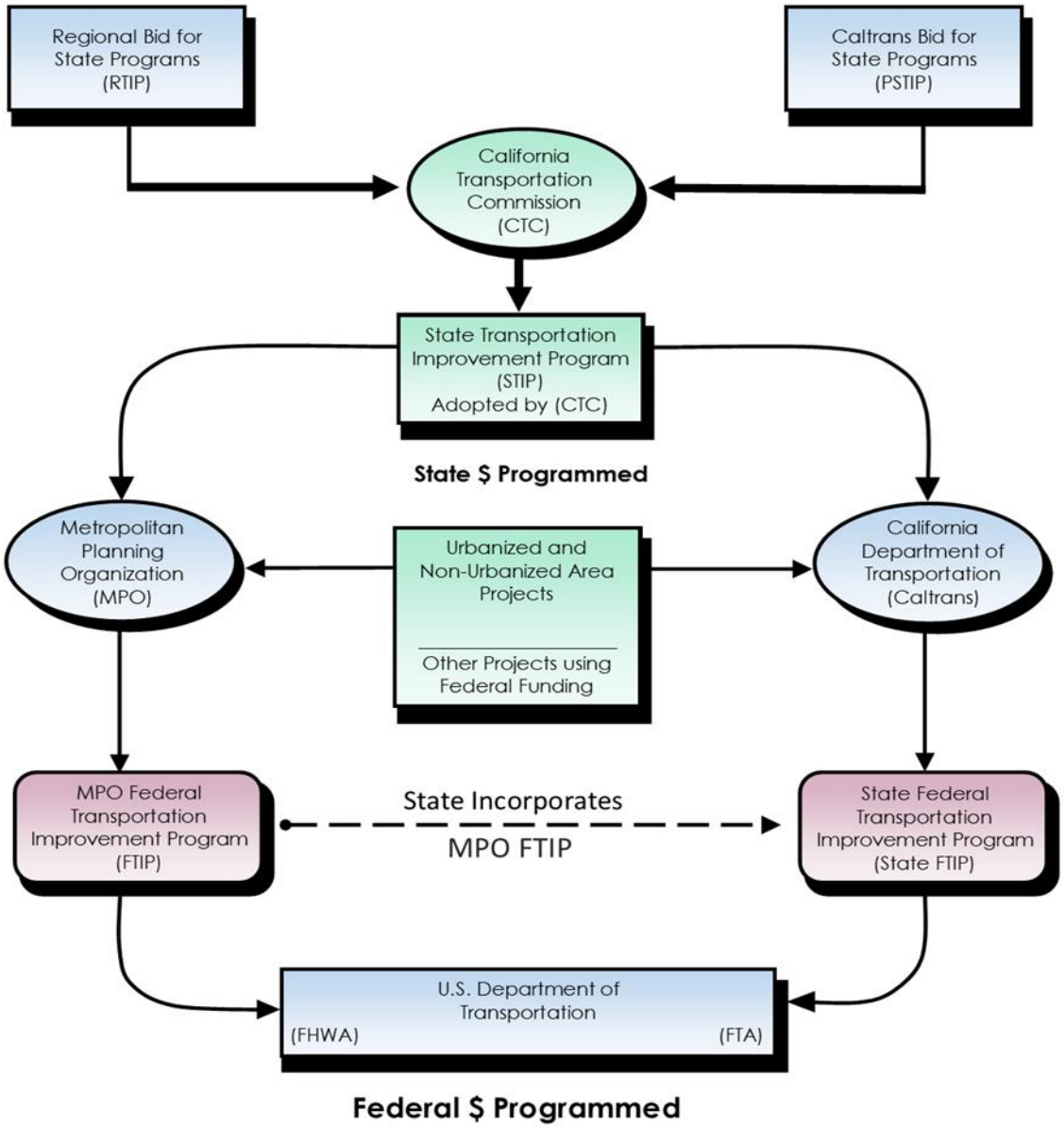
The 2025 FTIP is consistent with the following regional documents:

- The 2022 Tulare County Regional Transportation Plan and Sustainable Communities Strategy (2022 RTP/SCS);
- The 2024 Tulare County Regional Transportation Improvement Program (RTIP) adopted by TCAG on December 11, 2023;
- The 2024 State Transportation Improvement Program (STIP) adopted by the California Transportation Commission (CTC) on March 21, 2024; and
- The Tulare County Measure R Strategic Work Plan

The 2025 Tulare County FTIP is also consistent with county shares for State Highway Account Funds and with federal funding levels identified in MAP-21 and the FAST Act.

For an overview of the FTIP development process, reference Figure 1-2 on the following page.

Figure 1-2
FTIP DEVELOPMENT PROCESS



The Air Quality Assessment

Air Quality Assessment

Tulare County is designated a non-attainment area with respect to federal air quality standards for ozone and particulate matter under 2.5 microns in diameter (PM2.5). As such, it must satisfy federal requirements to consider transportation control measures to reduce emissions adequate to demonstrate conformity with the State Implementation Plan (SIP) for Air Quality. The Transportation Control Measures do not interfere with timely implementation of the Transportation Control Measures contained in the State Implementation Plan (SIP). These control measures are set forth in plans, which in cumulative effect with other areas in California make up the SIP.

In non-attainment and maintenance areas, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must be able to find that the FTIP conforms to the adopted SIP and that priority has been given to timely implementation of the transportation control measures found in the SIP. The projects in the FTIP should also not further worsen the existing air quality problems.

The Tulare County Association of Governments, in coordination with the other eight MPOs in the San Joaquin Valley region, prepared an Air Quality Conformity Analysis for the 2025 FTIP. The assessment documents that local and Valley wide air planning issues and programs are sufficient to demonstrate that transportation control measures have been identified through a legitimate planning process; that these measures have received the necessary federal, state and local commitment to ensure implementation; and that these commitments are being maintained through identification in the Regional Transportation Plan and the necessary programming of funds in the FTIP. The Air Quality Conformity Document is attached as Appendix G.

3rd Grade Walk N' Roll Art Contest Winner (Oak Valley Elementary School)

The San Joaquin Valley

The San Joaquin Valley consists of the Counties of Kern, Kings, San Joaquin, Fresno, Madera, Merced, Stanislaus and Tulare. These eight counties share an air quality basin that currently does not meet the air quality standards set forth in the Federal Clean Air Act or the 1991 California Clean Air Act Amendments (CCAAA) for Ozone,

PM10, and PM2.5 (reference Table 1-2 in 1991 CCAAA).

The eight Valley metropolitan planning organizations (MPOs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) have entered into a Memorandum of Understanding (MOU) to ensure a coordinated transportation and air quality planning process. The MOU defines a cooperative process designed to achieve compliance with the Environmental Protection Agency's (EPA's) Transportation Conformity Rule Amendment (August 15, 1997). A second MOU exists between the eight agencies to ensure a coordinated, cooperative transportation planning process on issues of mutual concern.

The Draft 2025 FTIP and Draft Air Quality Conformity Analysis for the 2025 FTIP was released for a 30-day public review period on August 7, 2024 and a public hearing was held on August 19, 2024. The Final 2025 FTIP and Final Air Quality Conformity analysis were adopted by the TCAG Board on September 16, 2024. The FTIP includes the programming of four years of projects for all appropriate fund types. The 2025 FTIP is compliant with the current federal transportation authorization law called the Bipartisan Infrastructure Law (BIL) and to the requirements set forth by the federal legislation.

The eight San Joaquin Valley counties are coordinating to achieve the required emissions levels set forth by the Air Resources Board through the 1991 CCAAA and the Federal Clean Air Act.

One of the planning/programming efforts being addressed by the eight counties in the San Joaquin Valley is the preparation and presentation of this FTIP.

Porterville City Transit Bus (Porterville, CA)

Project Priorities

Project Priority

In accordance with MAP-21 standards, TCAG establishes the following priority criteria:

All projects (as a group) shown in the first year of the quadrennial element (2024/25) shall have first priority.

All projects (as a group) shown in the second year of the quadrennial element (2025/26) shall have second priority.

All projects (as a group) shown in the third year of the quadrennial element (2026/27) shall have third priority.

All projects (as a group) shown in the fourth year of the quadrennial element (2027/28) shall have fourth priority.

Project Selection

Projects in the FTIP were selected using criteria based on various local, state and federal guidelines. For example, the selection of CMAQ projects is based on guidelines adopted by the TCAG Board of Directors. Copies and internet links to the selection guidelines for the following project types is available in Appendix L:

- Congestion Mitigation and Air Quality (CMAQ)
- Active Transportation Program (Statewide component)
- Highway Safety Improvement Program (HSIP)
- State Transportation Improvement Program (STIP)
- State Highway Operations Preservation Program (SHOPP)
- Measure R
- Surface Transportation Block Grant Program (STBGP)

SR-198 and Farmersville Blvd Roundabouts (Farmersville, CA)

The Financial Plan

Financial Constraint and the Financial Plan

The FTIP is a financially constrained document that only contains projects which demonstrate the ability to be funded by federal, state, or local resources. All projects included in the FTIP exhibit the total project cost.

The revenue tables in Appendix A are intended to display available revenues to finance the projects contained in the FTIP. Federal and state revenue projections are based on the most current estimates provided by Caltrans.

Programs adopted by the State of California are in line with the State's available revenue estimates. The 2025 FTIP reflects those State assumptions for federal funds that are available from the BIL to TCAG. The revenue estimates are provided by Caltrans. TCAG has utilized those estimates throughout the process with the goal of fully allocating all available revenues against eligible projects. Local fund commitments are reflected in each agency's local Capital Improvement Programs (CIPs), which are adopted annually by local resolution.

AB 1012- "Timely Use of Funds or Use it or Lose it"

In 1999 the State Assembly signed into law Assembly Bill 1012 (AB 1012). AB 1012 was written to increase the efficiency of transportation funding in order to ensure every available transportation dollar is spent. The timely use of funds provision in AB 1012 will help accomplish this goal.

AB 1012 places time constraints on programmed projects to expedite the drawdown of the large cash balance in the State Highway Account. The legislation directs the California Transportation Commission and Caltrans to put taxpayer funds to work at the earliest possible time on transportation improvements.

The provisions in AB 1012 call for Congestion Mitigation and Air Quality (CMAQ) and State Transportation Block Grant Program (STBGP) funds to be delivered or obligated within three years. If the projects are not obligated, the MPO and Caltrans must prepare an Obligation Plan to spend the funds or the funds may be re-directed to other parts of the State.

The State Transportation Improvement Program (STIP) is subject to Senate Bill 184 (SB 184). SB 184 permits a local agency to expend its own funds for a STIP project, in advance of CTC's project approval for a project allocation and to be reimbursed for the expenditures. Any amendments to the STIP must be completed the year prior to the fiscal year it is programmed. Whenever programmed funds are not allocated within this deadline, the project programming will be deleted from the STIP. The CTC will adjust the share balance to restore the funds in the

next county share period. No more than a twenty-month extension may be granted by the CTC for each project component. For further information regarding this legislation, refer to the CTC STIP Guidelines

Infrastructure Investment and Jobs Act

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA, P.L. 117-58, also known as the "Bipartisan Infrastructure Law") into law, providing a historic investment in our nation's core infrastructure priorities — including roads and bridges, rail, transit, safety, ports and waterways, airports, clean energy and power, resiliency, and broadband.

The law authorizes $1.2 trillion for transportation and infrastructure funding over five years (Federal Fiscal Year (FFY) 2022 through FFY 2026), with $550 billion of the funding going toward new investments and programs. It also includes federal policy direction and funding in the areas of climate action, zero-emission vehicle deployment, equity, goods movement, and multimodal transportation investment .

The IIJA is expected to bring California approximately $41.9 billion in formula funding. As of November 2022, Caltrans has received $5.49 billion in highway formula funding and $1.97 billion in transit formula funding. In addition, the IIJA includes a variety of discretionary grant programs. Caltrans is working with its partner agencies (including TCAG), local governments, and public stakeholders, and leveraging state and local funding to ensure California successfully maximizes and competes for this discretionary funding.

Federal Funding (FHWA and FTA Programs)

Federal Highway Administration (FHWA) Funds

Surface Transportation Block Grant Program (STBGP): The STBGP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. In the TCAG region, these funds have been primarily used for street and highway construction, reconstruction, rehabilitation, resurfacing, and operational improvements. Beginning in federal fiscal year 2023/24, all STBGP funds apportioned to the TCAG region are exchanged for state cash. In agreement with our partner agencies in the County, half of the funds are reserved for regional project priorities in the Tulare County region. The remaining half is apportioned to the eight cities and the County, by population.

Congestion Mitigation and Air Quality (CMAQ): The CMAQ program continues to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

A wide and diverse variety of projects and programs are eligible for CMAQ projects. Transit vehicles, traffic synchronization projects, bicycle facilities, compressed natural gas (CNG) stations/vehicles, roundabouts and other projects have been programmed.

Highway Bridge Program (HBP): The purpose of the HBP is to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

Reimbursable scopes of work include replacement, rehabilitation, painting, scour countermeasure, bridge approach barrier and railing replacement, low water crossing replacement, ferry service replacement, and preventative maintenance activities.

About $300 million of federal funds are made available to local agencies annually. The federal reimbursement rate is 88.53% of the eligible participating project costs including preliminary engineering, right of way, and construction costs. Bridge reconstruction or replacement on public roads off federal aid highways are eligible for 100% reimbursement.

Highway Safety Improvement Program (HSIP): The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Federal Transit Administration (FTA) Funds

The Federal Transit Administration (FTA) provides grants to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. Since 1964, FTA has partnered with state and local governments to create and enhance public transportation systems, investing more than $11 billion annually to support and expand public transit services. FTA provides annual formula grants to transit agencies nationwide as well as

discretionary funding in competitive processes.

Section 5307 (Urbanized Area Formula Grants): The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is a Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

The FTIP's public involvement process is being used to satisfy the public participation requirement for the development of the Program of Projects (POP) for the FTA 5307 program. The public involvement activities and time established for public review and comment for the FTIP will satisfy the POP requirements of the FTA 5307 Program.

Section 5310 (Mobility of Seniors and Individuals with Disabilities): To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Section 5311 (Rural Areas Formula Grants): This program provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. It also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

Section 5339 (Buses and Bus Facilities Grants Program): The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

State, Regional and Local Funding

State Transportation Improvement Program (STIP): The California Transportation Commission (CTC) is required to biennially adopt, and

submit to the Legislature and the Governor, a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs, including certain federal funds that flow directly to the state. As a result, many of the projects that are included in the STIP must eventually be included in the FTIP and the FSTIP as well.

The bulk (75 percent) of the STIP, known as the Regional Transportation Improvement Program (RTIP), consists of spending programs developed at the regional level throughout California. Caltrans is responsible for developing a spending program for the remaining 25 percent of STIP funds. Known as the Interregional Transportation Improvement Program or ITIP, it is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state's regional transportation systems.

The CTC releases the STIP Fund Estimate identifying the programming capacity it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided throughout the state. The CTC adopted the 2024 STIP Fund Estimate in August 2023 and adopted the 2024 STIP in March 2024.

Road Repair and Accountability Act of 2017 (SB 1): SB 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests $54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments. Funds are distributed under both formulaic and competitive programs. The program is funded by a combination of higher gas and diesel taxes at the pump, and new road improvement fees assessed on vehicles at the time of registration. This also includes a special fee on zero-emission vehicles (started in 2020).

State Highway Operation and Protection Program (SHOPP): SHOPP is a program initiated by State legislation that includes State Highway safety and rehabilitation projects, seismic retrofit projects, land projects, building projects, landscaping, operational improvements, bridge replacement, and the minor program. Caltrans is the owner-operator of the State Highway System and is responsible for the maintenance. Unlike STIP projects, SHOPP projects may not increase roadway capacity. SHOPP uses a four-year program of projects, adopted separately from the STIP cycle. The State gas tax partially funds the program, but it is primarily funded through the nine-cent state gas tax from federal funds and is programmed prior to the STIP Fund Estimate.

Active Transportation Program (ATP): The purpose of the Active Transportation Program is to increase the overall health of individuals by encouraging increased use of

active/non-motorized modes of transportation, such as biking and walking and to increase the safety and mobility for non-motorized users. The ATP is a competitive grant program. Since the inception of the Active Transportation Program in 2013, 33 projects throughout the County have been awarded ATP funds totaling $48.7 million.

Transportation Development Act (TDA): The Transportation Development Act (TDA) provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance. Some counties have the option of using LTF for local streets and roads projects, if they can show there are no unmet transit needs.

Tulare County Regional Transportation Measure (Measure R): Passed by the voters in Tulare County in 2006, Measure R consists of a ½ cent sales tax measure to fund major regional transportation needs in Tulare County through the year 2037. The Measure R Expenditure Plan Expenditure Plan that outlines where the funds will be spent and what categories of projects will be funded. The funding categories include Regional Projects, Local Projects, Transit, Bicycle, Environmental (Air Quality), and Administration and Planning.

Local County and City Funds: The County of Tulare and eight incorporated cities also contribute toward transportation funding needs by contributing their own locally generated tax revenues. Combined, over $48 million in locally generated tax revenues (not including Measure R) are proposed for projects in the 2025 FTIP.

SR-216/SR-245 Roundabout (Woodlake, CA)

Transportation Demand Management (TDM)

TDM consists of managing behavior regarding how, when and where people travel. TDM strategies are designed to reduce vehicular trips during peak hours by shifting trips to other modes of transportation and providing a jobs housing balance. TDMs specifically target the work force that generates the majority of peak hour traffic. Tulare County participates in the Central Valley Ridesharing outreach program that is designed to educate employers and employees

about the benefits of TDMs. TDM strategies include the following techniques:

- Rideshare Programs;
- Transit Usage;
- Flexible Work Hours;
- Vanpools;
- Bicycling and Walking;
- Telecommuting;
- Microtransit;
- Alternative Work Schedules; and
- Bicycle Facilities.

Appendix A – 2025 FTIP Project List

Tulare County Association of Governments 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Active Transportation Program (ATP)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local	State	Federal
	In Tulare County: Grouped Projects for Bicycle and Pedestrian Facilities funded with Active Transportation Program (ATP) funds. (2022 RTP, Table A-10.2, page D-44)	PE								Carry Over		
TUL16-500		RW								******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 15 - 09/19/2023		
RMR-ATP/REGS		Const		11,722,000	20,992,000	3,524,000				********Amendment No. 15 (A-Mod). Updates the		
3.02	$ 36,238,000									Prior		
Various Agencies	DFTIP Amend 0.00 21500000726	Total		11,722,000	20,992,000	3,524,000				Current	5,639,000	25,447,000	2,947,000

Tulare County Association of Governments 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Congestion Mitigation and Air Quality Program (Non-transit)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local	State	Federal
TUL21-000 CMAQ/REGSTX 5.02 Various Agencies	Various agencies throughout Tulare County. Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Intersection Signalization Projects (2022 RTP, Table F-6.1, page F-14) $ 2,085,000 DFTIP Amend 0.00 21500000781	PE RW Const Total	 2,085,000 2,085,000							Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 2 - 02/13/2023 ********Amendment No. 3 (A-Mod). Updates Prior 258,000 1,827,000 Current		

Tulare County Association of Governments 2025 Federal Transportation Improvement Program
San Joaquin Format (Highest Version)
CPF and CDS Projects

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local State Federal
TUL25-001 2024CAA/REGST 0.00 Porterville, City of	In the City of Porterville, located immediately northwest of the Porterville Municipal Airport; extension of West Street and construction of two new roundabouts (2022 RTP, Table F-6.1, page E-14. $ 14,300,000 DFTIP Amend 0.00 21500000801	PE RW Const Total	900,000 900,000	 1,400,000 12,000,000 13,400,000						******** Version 1 - 05/24/2024 ********Carryover from 2023 FTIP. Project awarded under CPFCDS Cycle 3 (Demo ID CAA95). Prior 900,000 Current 9,900,000 3,500,000
TUL22-200 2022EAR/CO 1.10 Tulare County	In the County of Tulare on Avenue 96 (Terra Bella Avenue) between Park Drive and Road 192 and on Avenue 96 between Road 208 and State Route 65; rehabilitate roadway. $ 6,650,000 DFTIP Amend 0.00 21500000789	PE RW Const Total	175,000 175,000	 6,475,000 6,475,000						Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** DFTIP Version 1 - 09/15/2022********Amendment No. 1 (Type 3 Prior 175,000 Current 3,475,000 3,000,000
TUL25-002 2024CAA/CO 1.10 Tulare County	In the County of Tulare, on Avenue 56 between State Route 99 and State Route 43; resurfacing of roadway (2022 RTP, Table F-6.1, Page E-14). $ 5,111,000 DFTIP Amend 0.00 21500000802	PE RW Const Total	399,000 399,000	 4,712,000 4,712,000						******** Version 1 - 05/24/2024 ********Carryover from 2023 FTIP. Project awarded under CPFCDS Cycle 3 (Demo ID CAA0097). Prior 399,000 Current 812,000 3,900,000
TUL25-003 CITY/2024CAA 0.00 Tulare, City of	In the City of Tulare, along the alignment of International Agri-Center Way from Laspina Street to Turner Drive; extension of roadway (2022 RTP, Table F-6.1, page E-14). $ 7,040,000 DFTIP Amend 0.00 21500000803	PE RW Const Total	540,000 540,000	 6,500,000 6,500,000						******** Version 1 - 05/24/2024 ********Carryover from 2023 FTIP. Project awarded under CPFCDS Cycle 3 (Demo ID CAA96). Prior 540,000 Current 2,500,000 4,000,000
TUL25-004 CITY/2024CAA 5.01 Woodlake, City of	In the City of Woodlake, at the intersection of Naranjo Boulevard (SR 216) and Mulberry Street; construct roundabout (2022 RTP, Table F-6.1, page E-14). $ 6,410,000 DFTIP Amend 0.00 21500000804	PE RW Const Total	777,000 777,000	 183,000 5,450,000 5,633,000						******** Version 1 - 05/24/2024 ********Carryover from 2023 FTIP. Prior 777,000 Current 5,133,000 500,000

Tulare County Association of Governments 2025 Federal Transportation Improvement Program
San Joaquin Format (Highest Version)
Highway Bridge Replacement / Rehabilitation Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local / State / Federal
TUL13-125 HBRR-L 0.00 Tulare County	In Tulare County: Bridge No. 46C0208, Ave. 364 Over Cottonwood Creek, 0.2 miles west of SR-245; Replace 1 Lane Bridge with 2 Lane Bridge. (Toll Credits programmed for PE, RW & CON) (2022 RTP, Table F-14.1, page E-21) $ 2,860,000 DFTIP Amend 0.00 21500000619	PE RW Const Total	637,000 84,000 2,139,000 2,860,000							Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 23 - 04/10/2024 ********Amendment No. 20 (A-Mod). Reduces Prior 2,860,000 Current
TUL11-120 HBRR-L/CO/LF-A 1.10 Various Agencies	In Tulare County: Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program (Using Toll Credits). (2022 RTP, Table F-14, page E-21) HBP List Dated 3/22/2023 $ 65,281,000 DFTIP Amend 0.00 21500000549	PE RW Const Total	 22,657,000 22,657,000	 180,000 180,000	 1,544,000 1,544,000	 9,000,000 9,000,000	 2,100,000 2,100,000	 29,800,000 29,800,000		Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 38 - 11/16/2023 ********Amendment No. 17 (A-Mod). Updates the Prior 1,026,000 21,631,000 Current 5,297,000 37,327,000

Tulare County Association of Governments 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Highway Safety Improvement Program (HSIP)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local	State	Federal
CA TUL12-144 HSIP/CITY/CO 1.06 Various Agencies	Grouped Proejcts for Safety Improvements - HSIP Program. Throughout Tulare County. (2022 RTP, Table F-14, page E-21) $ 9,545,000 DFTIP Amend 0.00 21500000615	PE RW Const Total	 9,545,000 9,545,000							Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 30 - 05/09/2024 ********Amendment No. 23 (A-Mod). Updates Prior 1,199,000 8,346,000 Current		

Tulare County Association of Governments 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Minors Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local State Federal
TUL13-150 SHOPPAC 1.10 Caltrans	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and /or rehabilitation - Minor Program. Throughout Tulare County. (Using Toll Credits) (2018 RTP, Table F-5, page C-14) $ 7,648,000 DFTIP Amend 0.00 21500000627	PE RW Const Total			7,648,000 7,648,000					Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 15 - 09/19/2023 ********Amendment No. 15 (A-Mod). Updates the Prior Current 7,648,000

Tulare County Association of Governments 2025 Federal Transportation Improvement Program
San Joaquin Format (Highest Version)
Preliminary Engineering (PE) Only

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local State Federal
TUL18-000 CMAQ/REGSTX 4.05 Various Agencies	Grouped Projects for Engineering. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action. (2022 $ 202,000 DFTIP Amend 0.00 21500000753	PE RW Const Total					202,000 202,000			Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 11 - 05/02/2024 ********Amendment No. 22 (A-Mod). Adds new Prior Current 200,000 2,000

Tulare County Association of Governments 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

State Highway Operations and Protection Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local State Federal
TUL12-170 SHOPPAC 1.06 Caltrans	In Tulare County: Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program (Using Toll Credits). (2022 RTP Table F-2.1, page E-7). $ 1,842,000 DFTIP Amend 0.00 21500000381	PE RW Const Total		1,842,000 1,842,000						Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 26 - 11/16/2023 ********Amendment No. 17 (A-Mod). Updates Prior Current 1,842,000
TUL12-175 SHOPPAC 1.10 Caltrans	In Tulare County: Grouped Projects for Pavement Resurfacing and/or Rehabiilitation-SHOPP Roadway Preservation (Using Toll Credits). (2022 RTP Table F-2.1, page E-7). $ 111,746,000 DFTIP Amend 0.00 21500000501	PE RW Const Total	5,151,000 5,151,000	20,473,000 20,473,000	11,547,000 11,547,000	3,608,000 3,608,000	67,867,000 67,867,000	3,100,000 3,100,000		Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 26 - 05/02/2024 ********Amendment No. 22 (A-Mod). Adds new Prior 5,151,000 Current 106,595,000

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local State Federal
190 TUL18-102 06-0Q432 REGSTX 5.04 Caltrans	Near Porterville: at the intersection of State Route 190 and Westwood Avenue; construct a roundabout, auxiliary lane on WB SR 190 from Jaye Street to NB SR 65 on ramp, and right turn lane at Main Street from EB SR 190 (2022 RTP $ 12,760,000 DFTIP Amend 0.00 21500000759	PE RW Const Total	1,210,000 2,950,000 4,160,000	 8,600,000 8,600,000						Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 2 - 09/15/2022 ********Amendment No. 1 (Type 3 Formal). Prior 4,160,000 Current 8,600,000
190 TUL20-203 CMAQ/SHOPPA(5.01 Caltrans	In City of Porterville at intersection of State Route 190 and S. Plano Street and at intersection of S. Plano Street and College Avenue; construct roundabouts. (2022 RTP, Table A-16.2, page D-76) $ 19,372,000 DFTIP Amend 0.00 21500000774	PE RW Const Total	3,036,000 2,236,000 5,272,000	 		11,500,000 11,500,000	2,600,000 2,600,000			Carry Over ******** Version 1 - 05/20/24 ******** Project data transferred from 2022 FTIP. ******** Version 2 - 03/02/2023 ********Amendment No. 4 (A-Mod). Combine with Prior 5,272,000 Current 11,500,000
198 10.5/12.0 TUL16-104 REGSTX 5.04 Caltrans	In Visalia: at intersection of State Route 198 and Lovers Lane (SR 216); operational improvements. (2022 RTP, Table A-16.2, page D-76) $ 20,595,000 DFTIP Amend 0.00 21500000745	PE RW Const Total	1,945,000 1,750,000 16,900,000 20,595,000	 						Carry Over ******** Version 1 - 05/20/24 ******** Project is local contribution to Lovers Lane Rehab SHOPP project (PPNO 6696). Project data transfered from 2022 FTIP. Prior 20,595,000 Current
198 11.5/14.0 TUL25-100 06-06-1C290 REGSTX 0.00 Caltrans	On State Route 198 in the City of Visalia from 0.25 mile west of Lovers Lane undercrossing to 0.25 mile east of Road 156 undercrossing: construct new interchange (2022 RTP, Table A-16.1, page D-75) $ 11,400,000 DFTIP Amend 0.00 21500000800	PE RW Const Total	 	 	3,200,000 3,200,000	 	 8,200,000		******** Version 1 - 05/21/2024 ********New Project for 2025 FTIP. Prior Current 11,400,000
65 29.7/30.3 TUL22-103 06-43081 STIP-AC/REGST 0.00 Caltrans	In Tulare County on Route 65 from 0.1 mile south of Mariposa Street to Cedar Avenue. Construct roundabout. (2022 RTP, Table A-16.2, Page D-76) $ 30,550,000 DFTIP Amend 0.00 11500000335	PE RW Const Total	2,500,000 7,900,000 10,400,000	 			20,150,000 20,150,000			Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 2 - 05/09/2024 ********Amendment No. 23 (A-Mod). Adds 2024 Prior 7,900,000 2,500,000 Current 20,150,000
99 0.0/13.5 TUL22-100 06-0W791 COVID21/CRRSA 0.00 Caltrans	Near Earlimart, from County Line Road to 0.7 miles north of Avenue 100 (Court Street) Overcrossing. Widen from 4-lanes to 6-lanes. Also in Kern County from 0.1 miles south of Cecil Avenue Overcrossing to County Line Road. Restripe the northbound $ 50,182,000 DFTIP Amend 0.00 21500000787	PE RW Const Total	2,000,000 3,000,000 35,000,000 40,000,000	 10,182,000 10,182,000						Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 2 - 05/09/2024 ********Amendment No. 23 (A-Mod). Adds 2024 Prior 5,100,000 30,900,000 4,000,000 Current 10,182,000

Tulare County Association of Governments 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

STIP / Regional Choice

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local State Federal
99 25.2/30.6 TUL18-105 06-48950 STIP-AC/BOND9 0.00 Caltrans	In and near the City of Tulare, from south of Avenue 200 to just north of Prosperity Avenue. This project will relieve traffic congestion, improve goods movement and passenger travel along State Route 99 by widening in the median from 4 to 6 lanes. In $ 241,259,000 DFTIP Amend 0.00 11500000285	PE RW Const Total	10,520,000 43,623,000 54,143,000	607,000 607,000	2,509,000 2,509,000				184,000,000 184,000,000	Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 8 - 02/14/2024 ********Amendment No. 19 (A-Mod). Changes Prior 3,116,000 2,070,000 48,957,000 Current 180,884,000 3,116,000
99 36.1/36.8 TUL22-102 06-48740 STIP-AC/REGST 0.00 Caltrans	On Route 99 in Tulare County between 0.3 miles south of the Avenue 280 (Caldwell Avenue) Overcrossing to 0.4 miles north of the Avenue 280 Overcrossing. Re-construct Interchange. (2022 RTP, Table A-16.1, Page D-75) $ 101,590,000 DFTIP Amend 0.00 11500000310	PE RW Const Total	8,750,000 4,600,000 82,050,000 95,400,000	3,687,000 3,687,000	2,503,000 2,503,000					Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 11 - 05/02/2024 ********Amendment No. 22 (A-Mod). Adds $4.882 Prior 52,783,000 17,818,000 24,799,000 Current -6,190,000 6,190,000
TUL20-001 CMAQ/CITY/LF-/ 5.01 Dinuba, City of	In the City of Dinuba at the intersection of Alta Avenue and Kamm Avenue; construct new roundabout. (2022 RTP, Table A-16.2, page D-76) $ 4,012,000 DFTIP Amend 0.00 21500000765	PE RW Const Total	4,012,000 4,012,000							Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 4 - 05/15/2023 ********Amendment No. 9 (A-Mod).Advances Prior 2,212,000 1,800,000 Current
TUL20-102 REGSTX 0.00 Tulare County	In City of Visalia, County of Tulare and City of Farmersville: on Avenue 280 (Caldwell Avenue) between Lovers Lane (in City of Visalia) and Virginia Avenue (in City of Farmersville); widen from an undivided two-lane road to a four-lane $ 32,340,000 DFTIP Amend 0.00 21500000776	PE RW Const Total				1,870,000 1,870,000	4,986,000 4,986,000	25,484,000 25,484,000		Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 1 - 03/08/22 ******** Project data transfered from 2020 FTIP. Prior Current 32,340,000
TUL20-103 REGSTX 0.00 Tulare County	In City of Farmersville, County of Tulare, and City of Exeter: on Avenue 280 between Brundage Avenue (in City of Farmersville) and Elberta Road (in City of Exeter); widen from an undivided two-lane road to a four-lane divided road with median, install $ 25,674,000 DFTIP Amend 0.00 21500000777	PE RW Const Total				1,470,000 1,470,000	3,920,000 3,920,000	20,284,000 20,284,000		Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 1 - 03/08/22 ******** Project data transfered from 2020 FTIP. Prior Current 25,674,000
TUL22-101 REGSTX 0.00 Tulare County	In the County of Tulare, near the City of Porterville; replace 2 lane bridge with a 4 lane bridge.(2022 RTP, Table F-14.1, page E-21) $ 6,800,000 DFTIP Amend 0.00 21500000788	PE RW Const Total	800,000 800,000			500,000 500,000	5,500,000 5,500,000			Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 1 - 04/06/2022 ********New project for the 2023 FTIP.//gg Prior 800,000 Current 6,000,000

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) — Four Year Element						Change Description Project Comments Funding Summary (Current & Prior Years)		
				24/25	25/26	26/27	27/28	28/29	29/30		Local	State	Federal
TUL20-101 REGSTX/SB1 0.00 Visalia, City of	In City of Visalia: on Avenue 280 (Caldwell Avenue) between Santa Fe and Lovers Lane; widen from an undivided two-lane road to a four-lane divided road with median, install sidewalks, multi-use path, curb and gutters, street lights and traffic signals. (2022	PE RW Const	1,250,000 3,347,000 16,763,000							Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 2 - 09/15/2022 ********Amendment No. 1 (Type 3 Formal).			
	$ 21,360,000 DFTIP Amend 0.00 21500000775	Total	21,360,000							Prior Current	16,129,000	5,231,000	
TUL21-101 HIP/REGSTX/CIT 0.00 Visalia, City of	In the City of Visalia: on Riggin Avenue between Conyer Street and Mooney Boulevard; widen the 0.72 miles of the arterial classified roadway from Mooney Boulevard to Conyer Street. The project will widen the existing undivided two-lane roadway	PE RW Const	733,000 50,000 7,255,000							Carry Over ******** DFTIP Version 1 - 07/03/2024******** ******** Version 1 - 03/08/22 ******** Project data transfered from 2020 FTIP. ******** Version 2 - 10/14/2021			
	$ 8,038,000 DFTIP Amend 0.00 21500000784	Total	8,038,000							Prior Current	5,553,000		2,485,000
TUL21-102 REGSTX/CITY 0.00 Visalia, City of	In the City of Visalia: on Riggin Avenue between Roeben Street and Kelsey Avenue; widen from undivided two-lane road to a four-lane divided road with median, install sidewalks, curb and gutters, streets lights, and traffic signals (2022 RTP, Table	PE RW Const	625,000 1,200,000	 9,425,000						Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 1 - 03/08/22 ******** Project data transfered from 2020 FTIP.			
	$ 11,250,000 DFTIP Amend 0.00 21500000785	Total	1,825,000	9,425,000						Prior Current	1,825,000 9,425,000		
CA TUL21-103 CITY 0.00 Visalia, City of	In the City of Visalia: on Riggin Avenue between Akers Street to Roeben Street; widen from undivided two-lane road to a four-lane divided road with median, install sidewalks, curb and gutters, streets lights, and traffic signals. (2022 RTP, Table	PE RW Const	1,076,000 480,000	 8,373,000						Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 1 - 03/08/22 ******** Project data transfered from 2020 FTIP.			
	$ 9,929,000 DFTIP Amend 0.00 21500000786	Total	1,556,000	8,373,000						Prior Current	1,556,000 8,373,000		
CA TUL21-001 CRP/REGSTX 5.01 Woodlake, City of	In the City of Woodlake at the intersection of State Route 245 and Cajon Avenue; construct new roundabout (2022 RTP, Table F-6.1, page E-14)	PE RW Const	536,000 183,000	 3,832,000						Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 3 - 05/02/2024 ********Amendment No. 22 (A-Mod). Project			
	$ 4,551,000 DFTIP Amend 0.00 21500000782	Total	719,000	3,832,000						Prior Current	719,000 832,000		3,000,000

Tulare County Association of Governments 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Surface Transportation Block Grant Program (STBGP)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local	State	Federal
TUL13-700 STPL/CITY 1.10 Various Agencies	In Tulare County Urbanized Area (UZA): Grouped Projects for Pavement Resurfacing and/or Rehabilitiaiton - Surface Transportation Block Grant Program (STBGP) (Using Toll Credits). (2022 RTP, Table F-5.1, page F-13) $ 7,626,000 DFTIP Amend 0.00 21500000624	PE RW Const Total	309,000 309,000	7,317,000 7,317,000						Carry Over ******** Version 1 - 05/20/24 ******** Project data transfered from 2022 FTIP. ******** Version 27 - 02/14/2024 ********Amendment No. 19 A-Mod). Updates the Prior 309,000 Current 4,317,000		3,000,000

Tulare County Association of Governments 2025 Federal Transportation Improvement Program
San Joaquin Format (Highest Version)
Transit Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage) Four Year Element 24/25	25/26	26/27	27/28	28/29	29/30	Change Description Project Comments Funding Summary (Current & Prior Years) Local State Federal
TUL16-204 5307/5311/5311F 2.01 Various Agencies	In Tulare County: Grouped Projects for Operating Assistance and Preventative Maintenance Activities for Transit Agencies. (2022 RTP, Table F-4.1, page E-10) $ 73,801,000 DFTIP Amend 0.00 21500000727	PE RW Const Total		18,559,000 18,559,000	18,614,000 18,614,000	18,314,000 18,314,000	18,314,000 18,314,000			Carry Over ******** DFTIP Version 1 - 06/05/2024******** ******** Version 22 - 05/30/2024 ********Amendment No. 24 (A-Mod). Makes minor cost and funding adjustments to existing Prior Current 33,556,000 40,245,000
TUL16-205 5339/LTF/CITY 2.10 Various Agencies	In Tulare County: Grouped Projects for Purchase of New Buses and Rail Cars to Replace Existing Vehicle or for Minor Expansions of the Fleet. (2022 RTP, Table F-4.1, page E-10) $ 10,488,000 DFTIP Amend 0.00 21500000741	PE RW Const Total		2,992,000 2,992,000	3,112,000 3,112,000	2,192,000 2,192,000	2,192,000 2,192,000			Carry Over ******** DFTIP Version 1 - 06/05/2024******** ******** Version 28 - 05/30/2024 ********Amendment No. 24 (A-Mod). Makes minor cost and funding adjustments to existing Prior Current 6,450,000 4,038,000
TUL23-204 5307/LTF 2.04 Various Agencies	In Tulare County: Grouped Projects for Purchase of Office, Shop, and Operating Equipment for Existing Facilities. (2022 RTP, Table F-4.1, page E-10) $ 1,210,000 DFTIP Amend 0.00 21500000796	PE RW Const Total		1,010,000 1,010,000	200,000 200,000					Carry Over ******** DFTIP Version 1 - 06/05/2024******** ******** Version 2 - 05/30/2024 ********Amendment No. 24 (A-Mod). Makes minor cost and funding adjustments to existing Prior Current 242,000 968,000
CA TUL23-205 5307/LTF 2.06 Various Agencies	In Tulare County: Grouped Projects for Construction or Renovation of Power, Signal, and Communication Systems. (2022 RTP, Table F-4.1, page E-10) $ 2,000,000 DFTIP Amend 0.00 21500000797	PE RW Const Total		500,000 500,000	1,500,000 1,500,000					Carry Over ******** DFTIP Version 1 - 06/05/2024******** ******** Version 2 - 05/30/2024 ********Amendment No. 24 (A-Mod). Makes minor cost and funding adjustments to existing Prior Current 400,000 1,600,000
CA TUL23-206 5307/LTF 2.08 Various Agencies	In Tulare County: Grouped Projects for Construction or Renovation of Transit Buildings and Structures. (2022 RTP, Table F-4.1, page E-10) $ 1,500,000 DFTIP Amend 0.00 21500000798	PE RW Const Total			1,500,000 1,500,000					Carry Over ******** DFTIP Version 1 - 06/05/2024******** ******** Version 2 - 05/30/2024 ********Amendment No.24 (A-Mod). Makes minor cost and funding adjustments to existing Prior Current 300,000 1,200,000

Appendix B – 2025 FTIP Grouped Project Lists

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Bicycle and Pedestrian Facilities
funded with Active Transportation Program (ATP) funds
(Using Toll Credits)

(CTIPS ID: 215-0000-0726)

					Amounts in $1,000's					
Agency	**Project Title**	**Project Description**	**Cycle/ATP Component**	**Fund Source**	**Funds Programmed in Prior Years**	**FFY 24/25**	**FFY 25/26**	**FFY 26/27**	**FFY 27/28**	**Total Project Cost**
Tulare County	Road 160 Sidewalk Improvements, Ivanhoe	In community of Ivanhoe: on Road 160 between Avenue 328 and Avenue 332; constuct curb, gutter, sidewalk, ADA ramps, drive approaches, asphalt concrete paveouts, and drainage improvements.	4/MPO	ATP	$1,288	$0	$0	$0	$0	$1,575
				LTF	$287	$0	$0	$0	$0	
Porterville	Butterfield Stage Corridor (W. North Grand Avenue to College Avenue)	In the City of Porterville, on the Butterfield Stage Corriodor alignment between W. North Grand Avenue and College Avenue; development of an active transportation corridor (approximately 3.9 miles in length) to include solar lighting, water stations, wayfinding, benches, controlled lighted crossing systems.	5/Statewide	ATP	$7,100	$0	$0	$0	$0	$7,750
				LTF	$650	$0	$0	$0	$0	
Caltrans	Ivanhoe Safe Routes to School	In community of Ivanhoe from Avenue 327 to just north of the State Route 216 and Avenue 328 intersection; construction of pedestrian and bicycle improvements including sidewalks, a shared-use path, railroad crossings, bicycle amenities, and transit facilities.	5/MPO	ATP	$301	$769	$0	$0	$0	$1,788
				SHOPP Minor	$90	$314	$0	$0	$0	
				Regional Measure	$0	$314	$0	$0	$0	
Tulare County	Tipton Sidewalk Improvements Project	In the community of Tipton, on Evans Road between Avenue 152 and Lerda Avenue, and along Woods Avenue between Thompson Road and Newman Road; construction of curb & gutter, sidewalk, curb ramps, drive approaches, asphalt concrete paveouts, crossing-surface improvements, and pedestrian related drainage improvements.	5/MPO	ATP	$0	$1,218	$0	$0	$0	$3,430
				Local County Funds	$400	$1,812	$0	$0	$0	
Dinuba	Building Dinuba's Active Transportation Future - Infrastructure & Non-Infrastructure	In the City of Dinuba; various bicycle and pedestrian improvements on six corridors in Dinuba, as well as bike rodeos at all Dinuba schools	6/Statewide	ATP	$2,195	$0	$10,952	$0	$0	$16,074 [1]
				Regional Measure	$0	$0	$2,105	$0	$0	
				Local City Funds	$85	$0	$730	$7	$0	

Projects are consistent with 40 CFR Part 93, 126 Exempt Tables 2 and Table 3 categories-Bicycle and pedestrian facilities (both motorized and non-motorized)

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Bicycle and Pedestrian Facilities
funded with Active Transportation Program (ATP) funds
(Using Toll Credits)

(CTIPS ID: 215-0000-0726)

Agency	Project Title	Project Description	Cycle/ATP Component	Fund Source	Funds Programmed in Prior Years	FFY 24/25	FFY 25/26	FFY 26/27	FFY 27/28	Total Project Cost
Porterville	HAWK Pedestrian Crossings Project	In the City of Porterville; design and installation of two High intensity Activated crossWalK (HAWK) systems on the Santa Fe Byway and a third on Plano Street at Chase Avenue to increase pedestrian safety	6/Statewide	ATP	$0	$0	$1,519	$0	$0	$1,859
				Local City Funds	$340	$0	$0	$0	$0	
Visalia	Houston Community Connectivity Project	In the City of Visalia; construction of protected bike lanes along Houston Avenue, incorporation of new and reconstructed ADA compliant curb returns with bulb out configuration and sidewalk construction.	6/Statewide	ATP	$75	$210	$2,100	$0	$0	$2,385
Woodlake	West Sequoia Avenue Multi-Modal Improvements Project	In the City of Woodlake, along the north and south side of W. Sequoia Avenue, west of Valencia Blvd (SR 245) to Mulberry Street; construct ADA compliant ramps, curb, gutter, sidewalks, crosswalks, streetlights; a Class IV buffered bike lane with vertical elements and signage along Sequoia Avenue.	6/MPO	ATP	$0	$2,532	$0	$0	$0	$2,922
				Local City Funds	$390	$0	$0	$0	$0	
Tulare County	Poplar Pedestrian Connectivity Project	In the community of Poplar; pedestrian and safety improvements along Avenue 145 from Road 190 to Road 193.	6/MPO	ATP	$0	$485	$0	$2,054	$0	$3,182
				STBGP	$0	$0	$0	$428	$0	
				Local County Funds	$80	$135	$0	$0	$0	
Porterville	Tule River Tribe Complete Streets and Two Pedestrian Bridges Project, Phase 1	In the Tule River Indian Reservation, on North Reservation Road between Cow Mountain Road and Million Dollar Bridge; bicycle and pedestrian infrastructure improvements and construction of two new pedestrian bridges across Tule River to allow pedestrian access between the north and south sides of the Tule River.	6/MPO	ATP	$168	$397	$2,416	$0	$0	$2,981

Projects are consistent with 40 CFR Part 93, 126 Exempt Tables 2 and Table 3 categories-Bicycle and pedestrian facilities (both motorized and non-motorized)

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Bicycle and Pedestrian Facilities
funded with Active Transportation Program (ATP) funds
(Using Toll Credits)

(CTIPS ID: 215-0000-0726)

Agency	Project Title	Project Description	Cycle/ATP Component	Fund Source	Funds Programmed in Prior Years	FFY 24/25	FFY 25/26	FFY 26/27	FFY 27/28	Total Project Cost
Visalia	Goshen-Visalia Corridor (GVC) Improvement Project, Phase 1	In the City of Visalia, along the north side of Goshen Avenue between Giddings Street and Mooney Boulevard; construction of Class 1 multi-use trail.	6/MPO	ATP	$0	$795	$0	$0	$0	$3,816
				STBGP	$0	$0	$1,170	$1,035	$0	
				Local AC	$0	$2,205	-$1,170	-$1,035	$0	
				Regional Measure	$280	$536	$0	$0	$0	
2025 FTIP Adoption										

Notes:

1- Project includes $1.161m of HSIP funds. Funds are shown in HSIP Grouped Project List (Project H9-06-005/CTIPS ID 215-0000-0615)

Programming Amounts (in $1,000's)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
ATP	$6,406	$16,987	$2,054	$0
Regional Measure	$850	$2,105	$0	$0
Local County Funds	$1,947	$0	$0	$0
Local City Funds	$0	$730	$7	$0
SHOPP Minor	$314	$0	$0	$0
STBGP	$0	$1,170	$1,463	$0
Local AC	$2,205	-$1,170	-$1,035	$0
TOTALS	**$11,722**	**$19,822**	**$2,489**	**$0**

Projects are consistent with 40 CFR Part 93, 126 Exempt Tables 2 and Table 3 categories-Bicycle and pedestrian facilities (both motorized and non-motorized)

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Engineering

(CTIPS ID: 215-0000-0753)

				Amounts in $1,000's					
Agency	**Project Title**	**Project Description**	**Fund Type**	**Funds Programmed "Prior"**	**24/25**	**25/26**	**26/27**	**27/28**	**Total**
Dinuba	Road 56 and Avenue 416 Roundabout	In the County of Tulare (approximately 0.5 mi. west of the City of Dinuba), at the intersection of Road 56 and Avenue 416; construct roundabout	CMAQ	$0	$0	$0	$0	$1	$101
			Regional Measure	$0	$0	$0	$0	$100	
Farmersville	Road 168 and E. Walnut Street Roundabout	In the City of Farmersville, at the intersection of Road 168 and E. Walnut Street; construct roundabout	CMAQ	$0	$0	$0	$0	$1	$101
			Regional Measure	$0	$0	$0	$0	$100	
2025 FTIP Adoption									

Programming Amounts (in $1,000's)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
CMAQ	$0	$0	$0	$2
Regional Measure	$0	$0	$0	$200
TOTALS	**$0**	**$0**	**$0**	**$202**

Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 and Table 3 categories - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Construction or Renovation of Power, Signal, and Communication Systems (Using Toll Credits)

(CTIPS ID: 215-0000-0797)

Agency	Project Title	Project Description	Fund Source	Funds Programmed "Prior"	FFY 24/25	FFY 25/26	FFY 26/27	FFY 27/28	Total Project Cost
Porterville	Porterville Renewable Energy Infrastructure	Construction of micro-grid to support operation of electric fleet	FTA 5307	$0	$0	$800	$0	$0	$1,000
			LTF	$0	$0	$200	$0	$0	
Porterville	Porterville Renewable Energy Infrastructure	Purchase and installation of replacement charging station infrastructure	FTA 5307	$0	$400	$400	$0	$0	$1,000
			LTF	$0	$100	$100	$0	$0	
2025 FTIP Adoption									

Programming Amounts (in $1,000's)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
FTA 5307	$400	$1,200	$0	$0
LTF	$100	$300	$0	$0
Totals	**$500**	**$1,500**	**$0**	**$0**

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories - Construction or renovation of power, signal, and communication systems

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Construction or Renovation of Transit Buildings and Structures (Using Toll Credits)

(CTIPS ID: 215-0000-0798)

Agency	Project Title	Project Description	Fund Source	Funds Programmed "Prior"	FFY 24/25	FFY 25/26	FFY 26/27	FFY 27/28	Total Project Cost
Porterville	Porterville Transit Maintenance Facility	Construction of new Maintenance Facility to replace existing facility to accommodate Porterville city electric transit buses	FTA 5307	$0	$0	$1,200	$0	$0	$1,500
			LTF	$0	$0	$300	$0	$0	
2025 FTIP Adoption									

Programming Amounts (in $1,000's)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
FTA 5307	$0	$1,200	$0	$0
LTF	$0	$300	$0	$0
Totals	**$0**	**$1,500**	**$0**	**$0**

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories - Construction or renovation of transit buildings and structures

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Purchase of Office, Shop, and Operating Equipment for Existing Facilities (Using Toll Credits)

(CTIPS ID: 215-0000-0796)

Agency	Project Title	Project Description	Fund Source	Funds Programmed "Prior"	FFY 24/25	FFY 25/26	FFY 26/27	FFY 27/28	Total Project Cost
Porterville	Fuel System Upgrades	Purchase fuel system software and equipment for Porterville City Transit Bus Yard	FTA 5307	$0	$240	$0	$0	$0	$300
			LTF	$0	$60	$0	$0	$0	
Porterville	Fencing and security hardware purchase	Purchase fencing and security hardware for Porterville City Transit Bus Yard	FTA 5307	$0	$208	$0	$0	$0	$260
			LTF	$0	$52	$0	$0	$0	
Porterville	Porterville Transit Center Improvements	Purchase of exterior and lobby improvements for Porterville City Transit Center	FTA 5307	$0	$80	$80	$0	$0	$200
			LTF	$0	$20	$20	$0	$0	
Porterville	Porterville Transit Shelters	Purchase of new transit shelters and signage to replace existing Porterville City Transit shelters	FTA 5307	$0	$80	$80	$0	$0	$200
			LTF	$0	$20	$20	$0	$0	
Porterville	Traffic Signal Preemption	Purchase of new equipment for buses and traffic signal equipping for existing Porterville City Transit operations	FTA 5307	$0	$200	$0	$0	$0	$250
			LTF	$0	$50	$0	$0	$0	
2025 FTIP Adoption									

Programming Amounts (in $1,000's)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
FTA 5307	$808	$160	$0	$0
LTF	$202	$40	$0	$0
Totals	**$1,010**	**$200**	**$0**	**$0**

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories - Purchase of office, shop, and operating equipment for existing facilities)

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Safety Improvements - HSIP Program
(Using Toll Credits)

(CTIPS ID: 215-0000-0615)

						Programming Amounts (in $1,000's)						
Unique Project ID	**Speicial Rule (HRRR or VRU)***	**Agency**	**Project Location**	**Description of Work**	**Fund Type**	**Prior Year**	**FY 24/25**	**FY 25/26**	**FY 26/27**	**FY 27/28**	**Future Year**	**Total Project Cost**
H9-06-005	VRU	Dinuba	Various locations along Alta Avenue, Crawford Avenue, El Monte Way, Saginaw Avenue, Kamm Avenue, Kern Street, Nebraska Avenue, Englehart Avenue, Surabian Drive, and Sequoia Drive.	Install flush median, edgeline and centerline, and Class II and Class III bicycle facilities.	HSIP	$1,950	$0	$0	$0	$0	$0	$2,932
					Local City Funds	$982	$0	$0	$0	$0	$0	
H10-06-023	HRRR	Tulare County	Eight locations along Road 236, Avenue 144, Road 196 north and south of Lort Drive, Road 12, Road 228, and at Road 140/Avenue 272, and Burnett Road/Avenue 152.	Replace existing non-standard, damaged, or obsolete guardrails.	HSIP	$1,621	$0	$0	$0	$0	$0	$1,706
					Local County Funds	$85	$0	$0	$0	$0	$0	
H11-06-027	HRRR	Tulare County	Various Location throughout Tulare County. Segments include D238/Main St (2mi), Avenue 96 (2 mi), Avenue 304 (3 mi), Road 208 (2 mi), Avenue 144 (11mi), Avenue 120 (12mi), Avenue 264 (2mi) and Road 144 (4mi).	Install/Upgrade edgelines and centerlines stripe along eight corridors with 6 inch Paint Traffic Stripe (2-Coat). Upgrade pavement marking with thermoplastic pavement marking.	HSIP	$250	$0	$0	$0	$0	$0	$278
					Local County Funds	$28	$0	$0	$0	$0	$0	
H11-06-028	HRRR	Tulare County	Various Locations. 8 Locations on 6 roads (Road 192, Road 124, Road 196, Road 152, Avenue 368, and Drive 60).	Upgrade existing, damaged, outdated, and destroyed guardrail to current standards.	HSIP	$937	$0	$0	$0	$0	$0	$1,041
					Local County Funds	$104	$0	$0	$0	$0	$0	
H9-06-017	HRRR	Tulare County	The intersection of Avenue 144 and Road 96 (Tipton).	Convert intersection to roundabout.	HSIP	$3,588	$0	$0	$0	$0	$0	$3,588

2025 FTIP Adoption

* Special Rule (HRRR or VRU)*: to implement the High-Risk Rural Roads (HRRR) Special Rule and Vulnerable Road User (VRU) Safety Special Rule as defined in section 148(g) of title 23 of the United States Code (U.S.C.), projects of HRRR or VRU Special Rule must use certain Program Codes. Please visit https://safety.fhwa.dot.gov/hsip/hsip_special_rules.cfm for details

Programming Amounts in 1,000's				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
HSIP	$0	$0	$0	$0
County Funds	$0	$0	$0	$0
City Funds	$0	$0	$0	$0
Totals	**$0**	**$0**	**$0**	**$0**

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Safety Improvements,
Shoulder Improvements, Pavement Resurfacing and
/or rehabilitation - Minor Program

(CTIPS ID: 215-0000-0627)

								(Amounts in $1,000's)			
District	**County**	**Route**	**Postmile**	**Description of Work**	**EA-5**	**Program Code**	**FY**	**Construction (Life of Project)**	**Right of Way (Life of Project)**	**Support (Life of Project)**	**Total Project Cost**
6	Tulare	190	9.1/9.6	In Tulare County, near Poplar from 0.2 miles west of Road 191 to 0.1 mile east of Road 192. Improve drainage.	0N130	201.150	Prior	$1,250	$26	$1,732	$3,008
6	Tulare	190	13.1/16.6	In the city of Porterville, from 0.3 miles west of Westwood Road to 0.3 miles east of Main Street. Intersection improvements at three intersections.	0Q432	201.310	Prior	$1,250	$7	$2,283	$3,540
6	Tulare	245	8.06	In the city of Woodlake, at the intersection of Route 245 and Cajon Avenue. Construct roundabout. Financial Contribution Only (FCO) to the City of Woodlake	1C980	201.310	Prior	$1,000	$0	$100	$1,100
2025 FTIP Adoption											

Programming Amounts (in $1,000s)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
SHOPP AC	$0	$7,648	$0	$0
TOTALS	**$0**	**$7,648**	**$0**	**$0**

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers, Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Tulare County Association of Governments
2025 FTIP

Grouped Projects for Purchase of
New Buses and Rail Cars to
Replace Existing Vehicles or for
Minor Expansions of the Fleet (Using Toll Credits)

CTIPS ID : 215-0000-0741

				Amounts in $1,000's					
Agency	**Project Title**	**Project Description**	**Fund Source**	**Funds Programmed "Prior"**	**24/25**	**25/26**	**26/27**	**27/28**	**Total Project Cost**
Visalia	Visalia City Transit Bus Purchases	Purchase of 4 new buses to replace existing Visalia City Transit buses	FTA 5339	$0	$500	$500	$500	$500	$4,400
			Local City Funds	$0	$600	$600	$600	$600	
Porteville	Porterville Transit Bus Purchases	Purchase of new buses to replace existing buses	FTA 5339	$0	$170	$170	$170	$170	$3,680
			LTF	$0	$750	$750	$750	$750	
Porterville	Porterville Transit Bus Purchases	Purchase of new buses to replace existing buses	FTA 5339	$0	$640	$170	$0	$0	$1,720
			LTF	$0	$160	$750	$0	$0	
TCRTA	TCRTA Bus Replacement	Purchase 1 (one) new replacement van	FTA 5339	$0	$137	$137	$137	$137	$688
			LTF	$0	$35	$35	$35	$35	
2025 FTIP Adoption									

Programming Amounts (in $1,000's)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
FTA 5339	$1,447	$977	$807	$807
LTF	$945	$1,535	$785	$785
Local City Funds	$600	$600	$600	$600
TOTALS	**$2,992**	**$3,112**	**$2,192**	**$2,192**

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program

(CTIPS ID: 215-0000-0381)

						(Amounts in $1,000's)			
Route	**Post Miles**	**Location/Description**	**EA**	**PPNO**	**FY**	**PE**	**RW**	**CON**	**Project Cost**
65	19.150	In Porterville, at the southbound onramp and northbound onramp from Olive Avenue. Install protected left-turn signal phasing and upgrade curb ramps to Americans with Disabilities Act (ADA) standards.	1F180	8052	Prior	$1,800	$300	$0	$3,942
					24/25	$0	$42	$1,800	
2025 FTIP Adoption									

Programming Amounts (in $1,000's)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
SHOPP AC	$1,842	$0	$0	$0
TOTALS	**$1,842**	**$0**	**$0**	**$0**

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Pavement Resurfacing and/or Rehabilitation -
SHOPP Roadway Preservation Program

(CTIPS ID: 215-0000-0501)

						(Amounts in $1,000's)			
Route	**Post Miles**	**Location/Description**	**EA**	**PPNO**	**FY**	**PE**	**RW**	**CON**	**Project Cost**
245	0.0/33.0	Near Visalia, from Route 198 to Fresno County line at various locations. Rehabilitate drainage systems.	0X070	6959	Prior	$4,056	$1,095	$0	$17,134
					24/25	$0	$1,412	$10,571	
137	13.7/16.6	In the city of Tulare, from 0.1 mile west of Gemini Street to Route 99. Rehabilitate roadway, incorporate complete streets features, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (Long Lead Project)	0W840	8008	24/25	$2,950	$0	$0	$2,950
					25/26 Long Lead	*$3,350*	*$5,052*	*$0*	
					Future Long Lead	*$0*	*$1,336*	*$41,448*	
63	7.9/11.850	In and near Visalia, from Mooney Boulevard to Avenue 326. Rehabilitate pavement, incorporate complete streets features, and upgrade crash cushions, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	1E990	8064	24/25	$3,200	$0	$0	$54,284
					25/26	$3,066	$8,481	$0	
					27/28	$0	$1,791	$37,746	

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Pavement Resurfacing and/or Rehabilitation -
SHOPP Roadway Preservation Program

(CTIPS ID: 215-0000-0501)

190	32.2/52.8	In and near Springville, from 0.3 mile east of Bridge Drive to 0.5 mile east of Pine Way. Rehabilitate pavement and drainage systems, upgrade complete streets features, guardrail, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	0W850	8018	24/25	$2,340	$0	$0	$33,578
					26/27	$2,580	$328	$0	
					27/28	$0	$230	$28,100	
99	0.0/13.5	Near Delano, from County Line Road to 0.7 mile north of Court Avenue; also in Kern County, from 0.2 mile south of Cecil Avenue to County Line Road. Landscape mitigation for roadway	0W782	8115	26/27	$700	$0	$0	$3,800
					Future	*$0*	*$0*	*$3,100*	
2025 FTIP Adoption									

Programming Amounts (in $1,000's)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
SHOPP AC	$20,473	$11,547	$3,608	$67,867
TOTALS	**$20,473**	**$11,547**	**$3,608**	**$67,867**

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Pavement Resurfacing and/or Rehabilitation-
Surface Transportation Block Grant Program (STBGP)
Using Toll Credits

(CTIPS ID: 215-0000-0624)

					Amounts in $1,000's					
Agency	**Project Title**	**Project Description**	**Fund Source**	**Phase**	**Funds Programmed "Prior"**	**24/25**	**25/26**	**26/27**	**27/28**	**Total Project Cost**
Tulare	K Street Reconstruction	In the City of Tulare, from the south side of the intersection of K Street and Paige Avenue to the south side of the intersection of K Street and Olsen Avenue, as well as the Blackstone Avenue cul-de-sac on the east side of K Street; reconstruct roadway.	STBGP	PE	$0	$0	$0	$0	$0	$7,626
				ROW	$0	$0	$0	$0	$0	
				CON	$0	$3,000	$0	$0	$0	
			Local City Funds	PE	$309	$0	$0	$0	$0	
				ROW	$0	$0	$0	$0	$0	
				CON	$0	$4,317	$0	$0	$0	
2025 FTIP Adoption										

Programming Amounts (in $1,000's)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
STBGP	$3,000	$0	$0	$0
Local City Funds	$4,317	$0	$0	$0
TOTALS	**$7,317**	**$0**	**$0**	**$0**

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Intersection Signalization
(Using Toll Credits)

(CTIPS ID: 215-0000-0781)

				Amounts in $1,000's					
Agency	**Project Title**	**Project Description**	**Fund Source**	**Funds Programmed "Prior"**	**FY 24/25**	**FY25/26**	**FY 26/27**	**FY 27/28**	**Total Project Cost**
City of Visalia	City of Visalia Traffic Signal Interconnect Project	In the City of Visalia, on Houston Avenue Between Deamaree Street and Giddings Street, on Demaree Street between Campus Avenue and Caldwll Avenue, on Ben Maddox Way between Goshen Avenue and St. Johns Parkway, on Murray Avenue between Mooney Boulevard and Divisadero Street install fiber optic cable within existing traffic signal conduit, and on Mooney boulevard between Houston Avenue and Murray Avenue install approximately 2,250 feet of new traffic signal conduit and connect to existing conduit along the southern end of Mooney boulevard and install fiber optic cable.	CMAQ	$1,097	$0	$0	$0	$0	$1,265
			Regional Measure	$168	$0	$0	$0	$0	
City of Visalia	Burke Street and St. John's Parkway Traffic Signal	At the intersection of Burke Street and St. John's Parkway; installation of traffic signal and connection to signal interconnect network at Ben Maddox Way and St. John's Parkway	CMAQ	$730	$0	$0	$0	$0	$820
			Regional Measure	$90	$0	$0	$0	$0	

2025 FTIP Adoption

Programming Amounts (in $1,000's)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
CMAQ	$0	$0	$0	$0
Regional Measure	$0	$0	$0	$0
TOTALS	**$0**	**$0**	**$0**	**$0**

Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Intersection Signalization Projects

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Operating Assistance and
Preventative Maintenance Activities
for Transit Agencies
(Using Toll Credits)

(CTIPS ID: 215-0000-0727)

				Amounts in $1,000's					
Agency	**Project Title**	**Project Description**	**Fund Source**	**Funds Programmed "Prior"**	**FY 24/25**	**FY 25/26**	**FY 26/27**	**FY 27/28**	**Total Project Cost**
Visalia	Visalia City Transit Operating Assistance 5307	Transit operating assistance for Visalia City Transit using FTA 5307	FTA 5307	$0	$3,000	$3,000	$3,000	$3,000	$24,000
			Local City Funds	$0	$3,000	$3,000	$3,000	$3,000	
TCRTA	TCRTA Operating Assistance	Transit operating assistance for TCRTA Rural Area using FTA 5311	FTA 5311	$0	$1,225	$1,225	$1,225	$1,225	$8,856
			LTF	$0	$989	$989	$989	$989	
TCRTA	TCRTA Operating Assistance 5311(f)	Transit operating assitance for TCRTA Tule River Tribe FTA 5311(f) (Using toll Credits)	FTA 5311(f)	$0	$245	$300	$0	$0	$545
TCRTA	TCRTA Operating Assistance	Transit operating assistance for Visalia (Tulare) Urbanized Area using FTA 5307	FTA 5307	$0	$1,500	$1,500	$1,500	$1,500	$12,000
			LTF	$0	$1,500	$1,500	$1,500	$1,500	
Porterville	City of Porterville Operating Assistance	Transit Operating Assistance for Porterville Urbanized Area using FTA 5307	FTA 5307	$0	$2,500	$2,500	$2,500	$2,500	$20,000
			LTF	$0	$2,500	$2,500	$2,500	$2,500	
Porterville	City of Porterville Preventative Mainteance	Preventative Maintenance activities for Porterville Urbanized Area using FTA 5307	FTA 5307	$0	$1,200	$1,200	$1,200	$1,200	$6,000
			LTF	$0	$300	$300	$300	$300	

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies.

Tulare County Association of Governments (TCAG)
2025 FTIP

Grouped Projects for Operating Assistance and
Preventative Maintenance Activities
for Transit Agencies
(Using Toll Credits)

(CTIPS ID: 215-0000-0727)

Agency	Project Title	Project Description	Fund Source	Funds Programmed "Prior"	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Total Project Cost
TCRTA	TCRTA Preventative Maintenance	Preventative Maintenance activities for TCRTA for Visalia (Tulare) UZA using FTA 5307	FTA 5307	$0	$500	$500	$500	$500	$2,400
			LTF	$0	$100	$100	$100	$100	
2025 FTIP Adoption									

Programming Amounts (in $1,000's)				
Fund Type	**24/25**	**25/26**	**26/27**	**27/28**
FTA 5307	$8,700	$8,700	$8,700	$8,700
FTA 5311	$1,225	$1,225	$1,225	$1,225
FTA 5311(f)	$245	$300	$0	$0
LTF	$5,389	$5,389	$5,389	$5,389
Local City Funds	$3,000	$3,000	$3,000	$3,000
TOTALS	**$18,559**	**$18,614**	**$18,314**	**$18,314**

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies.

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

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Notes:

1) This is the FTIP lump sum “backup” list for HBP funded projects. Please see the Local Assistance web site for the most current listings:

   http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html

2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for funding.

3) Contractual funding levels are determined at time of federal authorization/obligation for given phase of work. For details see Chapter 3 of the Local Assistance Procedures Manual.

4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.

5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.

6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.

7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.

8) Corrections to this report should be addressed to the District Local Assistance Engineer:

   https://dot.ca.gov/programs/local-assistance/other-important-issues/local-assistance-contacts

Note id: 24

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	3923	BRIDGE NO. 46C0004, CO RD D112, OVER NORTH BRANCH TULE RIVER, 1.1 MI N OF AVE 160. Replace 2 Lane Bridge with a 2 Lane Bridge 3/12/2012: Toll Credits programmed for PE, R/W, & CON.

Project #: 5946(138)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	615,000								615,000
R/W	20,000								20,000
CON	1,600,000								1,600,000
Total	2,235,000								2,235,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	2,235,000								2,235,000
Local Match									
LSSRP Bond									
Local AC									
Total	2,235,000								2,235,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	615,000								615,000
Local Match									
LSSRP Bond									
Local AC									
Total	615,000								615,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	20,000								20,000
Local Match									
LSSRP Bond									
Local AC									
Total	20,000								20,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,600,000								1,600,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,600,000								1,600,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	3927	BRIDGE NO. 46C0013, ROAD D112, OVER BATES SLOUGH, SOUTH OF AVE 196. Replace 2 Lane Bridge with 2 Lane Bridge

Project #: 5946(139)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	500,000								500,000
R/W	20,000								20,000
CON	1,100,000	175,594							1,275,594
Total	1,620,000	175,594							1,795,594

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	460,356	1,129,283							1,589,639
Local Match	185,814	20,141							205,955
LSSRP Bond									
Local AC	973,830	-973,830							
Total	1,620,000	175,594							1,795,594

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	442,650								442,650
Local Match	57,350								57,350
LSSRP Bond									
Local AC									
Total	500,000								500,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	17,706								17,706
Local Match	2,294								2,294
LSSRP Bond									
Local AC									
Total	20,000								20,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $		1,129,283							1,129,283
Local Match	126,170	20,141							146,311
LSSRP Bond									
Local AC	973,830	-973,830							
Total	1,100,000	175,594							1,275,594

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	4413	BRIDGE NO. 46C0025, AVE 152, OVER TULE RIVER, 1.25 MI W OF RD 224. Replace 2 Lane Bridge with 2 Lane Bridge,

Project #: 5946(180)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	500,000							1,710,000	2,210,000
R/W								500,000	500,000
CON								15,617,000	15,617,000
Total	500,000							17,827,000	18,327,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $			400,000					14,261,600	14,661,600
Local Match	100,000							3,565,400	3,665,400
LSSRP Bond									
Local AC	400,000		-400,000						
Total	500,000							17,827,000	18,327,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $			400,000					1,368,000	1,768,000
Local Match	100,000							342,000	442,000
LSSRP Bond									
Local AC	400,000		-400,000						
Total	500,000							1,710,000	2,210,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								400,000	400,000
Local Match	0							100,000	100,000
LSSRP Bond									
Local AC									
Total								500,000	500,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								12,493,600	12,493,600
Local Match								3,123,400	3,123,400
LSSRP Bond									
Local AC									
Total								15,617,000	15,617,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	4739	BRIDGE NO. 46C0118, AVENUE 404 OVER COTTONWOOD CREEK, 0.1 MI WEST OF SR 245. Replace 1-lane timber bridge with 1-lane bridge.

Project #: 5946(210)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE		600,000							600,000
R/W					20,000				20,000
CON							2,100,000		2,100,000
Total		600,000			20,000		2,100,000		2,720,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $		531,180			17,706		1,859,130		2,408,016
Local Match		68,820			2,294		240,870		311,984
LSSRP Bond									
Local AC									
Total		600,000			20,000		2,100,000		2,720,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $		531,180							531,180
Local Match		68,820							68,820
LSSRP Bond									
Local AC									
Total		600,000							600,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					17,706				17,706
Local Match					2,294				2,294
LSSRP Bond									
Local AC									
Total					20,000				20,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $							1,859,130		1,859,130
Local Match							240,870		240,870
LSSRP Bond									
Local AC									
Total							2,100,000		2,100,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	4429	BRIDGE NO. 46C0133, MOUNTAIN 109, OVER WHITE RIVER, 8 MI SE FOUNTAIN SPRINGS. Replace 1 Lane Bridge with 2 Lane Bridge. No added lane capacity

Project #: 5946(170)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	430,000	200,000							630,000
R/W		75,000							75,000
CON		3,360,000							3,360,000
Total	430,000	3,635,000							4,065,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	380,679	243,458	2,974,608						3,598,745
Local Match	49,321	416,935							466,256
LSSRP Bond									
Local AC		2,974,608	-2,974,608						
Total	430,000	3,635,000							4,065,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	380,679	177,060							557,739
Local Match	49,321	22,940							72,261
LSSRP Bond									
Local AC									
Total	430,000	200,000							630,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $		66,398							66,398
Local Match		8,603							8,603
LSSRP Bond									
Local AC									
Total		75,000							75,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $			2,974,608						2,974,608
Local Match		385,392							385,392
LSSRP Bond									
Local AC		2,974,608	-2,974,608						
Total		3,360,000							3,360,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	3589	BRIDGE NO. 46C0196, M375A MNRL KING RD OVER EAST FORK KAWEAH RIVER, 6.68 MI E OF SR 198. Replace 2 Lane Bridge as 2 Lane Bridge Toll Credits programmed for PE, R/W & CON.

Project #: 5946(106)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	2,059,900								2,059,900
R/W	20,000	75,000							95,000
CON						9,000,000			9,000,000
Total	2,079,900	75,000				9,000,000			11,154,900

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	2,079,900	75,000				9,000,000			11,154,900
Local Match									
LSSRP Bond									
Local AC									
Total	2,079,900	75,000				9,000,000			11,154,900

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	2,059,900								2,059,900
Local Match									
LSSRP Bond									
Local AC									
Total	2,059,900								2,059,900

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	20,000	75,000							95,000
Local Match									
LSSRP Bond									
Local AC									
Total	20,000	75,000							95,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $						9,000,000			9,000,000
Local Match									
LSSRP Bond									
Local AC									
Total						9,000,000			9,000,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	4828	BRIDGE NO. 46C0215, ROAD 16 OVER HOMELAND CANAL, 1.0 MI N OF AVENUE 56. Replace 2-lane timber bridge with 2-lane bridge.

Project #:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE					280,000				280,000
R/W								75,000	75,000
CON								950,000	950,000
Total					280,000			1,025,000	1,305,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					247,884			907,433	1,155,317
Local Match					32,116			117,568	149,684
LSSRP Bond									
Local AC									
Total					280,000			1,025,000	1,305,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					247,884				247,884
Local Match					32,116				32,116
LSSRP Bond									
Local AC									
Total					280,000				280,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								66,398	66,398
Local Match								8,603	8,603
LSSRP Bond									
Local AC									
Total								75,000	75,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								841,035	841,035
Local Match								108,965	108,965
LSSRP Bond									
Local AC									
Total								950,000	950,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	4827	BRIDGE NO. 46C0216, ROAD 16 OVER HOMELAND CANAL, 3.0 MI N OF AVENUE 56. Replace 2-lane timber bridge with 2-lane bridge.

Project #:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE					326,000				326,000
R/W								75,000	75,000
CON								1,115,000	1,115,000
Total					326,000			1,190,000	1,516,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					288,608			1,053,507	1,342,115
Local Match					37,392			136,493	173,885
LSSRP Bond									
Local AC									
Total					326,000			1,190,000	1,516,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					288,608				288,608
Local Match					37,392				37,392
LSSRP Bond									
Local AC									
Total					326,000				326,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								66,398	66,398
Local Match								8,603	8,603
LSSRP Bond									
Local AC									
Total								75,000	75,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								987,110	987,110
Local Match								127,891	127,891
LSSRP Bond									
Local AC									
Total								1,115,000	1,115,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	4742	BRIDGE NO. 46C0225, AVENUE 432 OVER FRIANT-KERN CANAL, AT ROAD 144. Rehabilitate 2-lane bridge. Not capacity increasing. Scope not clear.

Project #:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE					685,000				685,000
R/W								100,000	100,000
CON								3,920,000	3,920,000
Total					685,000			4,020,000	4,705,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					606,431			3,558,906	4,165,337
Local Match					78,570			461,094	539,664
LSSRP Bond									
Local AC									
Total					685,000			4,020,000	4,705,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					606,431				606,431
Local Match					78,570				78,570
LSSRP Bond									
Local AC									
Total					685,000				685,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								88,530	88,530
Local Match								11,470	11,470
LSSRP Bond									
Local AC									
Total								100,000	100,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								3,470,376	3,470,376
Local Match								449,624	449,624
LSSRP Bond									
Local AC									
Total								3,920,000	3,920,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	3926	BRIDGE NO. 46C0263, AVENUE 174 OVER FRIANT-KERN CANAL, 0.3 MI WEST OF ROAD 232. Replace 2 Lane Bridge with 2 Lane Bridge 3/12/2012: Toll Credits programmed for PE, R/W, & CON.

Project #: 5946(140)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	600,000								600,000
R/W	244,000								244,000
CON			3,412,500						3,412,500
Total	844,000		3,412,500						4,256,500

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	844,000		3,412,500						4,256,500
Local Match									
LSSRP Bond									
Local AC									
Total	844,000		3,412,500						4,256,500

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	600,000								600,000
Local Match									
LSSRP Bond									
Local AC									
Total	600,000								600,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	244,000								244,000
Local Match									
LSSRP Bond									
Local AC									
Total	244,000								244,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $			3,412,500						3,412,500
Local Match									
LSSRP Bond									
Local AC									
Total			3,412,500						3,412,500

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	4737	BRIDGE NO. 46C0313, M276 OVER KRAMER CREEK, 3.7 MI N OF M296. Standalone Scour Countermeasure Project.

Project #:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE				180,000					180,000
R/W								20,000	20,000
CON								420,000	420,000
Total				180,000				440,000	620,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $				159,354				389,532	548,886
Local Match				20,646				50,468	71,114
LSSRP Bond									
Local AC									
Total				180,000				440,000	620,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $				159,354					159,354
Local Match				20,646					20,646
LSSRP Bond									
Local AC									
Total				180,000					180,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								17,706	17,706
Local Match								2,294	2,294
LSSRP Bond									
Local AC									
Total								20,000	20,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								371,826	371,826
Local Match								48,174	48,174
LSSRP Bond									
Local AC									
Total								420,000	420,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	3931	BRIDGE NO. 46C0340, AVE 428, OVER SAND CREEK, 0.25 MI E OF SR 63. Replace 2 Lane Bridge with 2 Lane Bridge 3/12/2012: Toll Credits programmed for PE, R/W, & CON.

Project #: 5946(142)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	605,000								605,000
R/W	20,000								20,000
CON			2,400,000						2,400,000
Total	625,000		2,400,000						3,025,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	625,000		2,400,000						3,025,000
Local Match									
LSSRP Bond									
Local AC									
Total	625,000		2,400,000						3,025,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	605,000								605,000
Local Match									
LSSRP Bond									
Local AC									
Total	605,000								605,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	20,000								20,000
Local Match									
LSSRP Bond									
Local AC									
Total	20,000								20,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $			2,400,000						2,400,000
Local Match									
LSSRP Bond									
Local AC									
Total			2,400,000						2,400,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	3929	BRIDGE NO. 46C0353, AVENUE 376, OVER TRAVER CANAL, 0.25 MI E OF ROAD 40. Replace 2 Lane Bridge with 2 Lane Bridge 3/12/2012: Toll Credits programmed for PE, R/W, & CON.

Project #: 5946(143)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	500,000								500,000
R/W					100,000				100,000
CON								1,100,000	1,100,000
Total	500,000				100,000			1,100,000	1,700,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	500,000				100,000			1,100,000	1,700,000
Local Match									
LSSRP Bond									
Local AC									
Total	500,000				100,000			1,100,000	1,700,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	500,000								500,000
Local Match									
LSSRP Bond									
Local AC									
Total	500,000								500,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					100,000				100,000
Local Match									
LSSRP Bond									
Local AC									
Total					100,000				100,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								1,100,000	1,100,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,100,000	1,100,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	3597	BRIDGE NO. 46C0360, ROAD 204, OVER WUTCHUMNA DITCH, 0.1 MI S OF AVE 336. Replace 2 Lane Bridge with 2 Lane Bridge. No added lane capacity. Toll Credits programmed for PE, R/W & CON.

Project #:
5946(115)
5946(199)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	500,000	43,402							543,402
R/W	100,000								100,000
CON	1,068,716	200,000							1,268,716
Total	1,668,716	243,402							1,912,118

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,668,716	243,402							1,912,118
Local Match									
LSSRP Bond									
Local AC									
Total	1,668,716	243,402							1,912,118

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	500,000	43,402							543,402
Local Match									
LSSRP Bond									
Local AC									
Total	500,000	43,402							543,402

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	100,000								100,000
Local Match									
LSSRP Bond									
Local AC									
Total	100,000								100,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,068,716	200,000							1,268,716
Local Match									
LSSRP Bond									
Local AC									
Total	1,068,716	200,000							1,268,716

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	4421	BRIDGE NO. PM00148, Bridge Preventive Maintenance Program (BPMP) various bridges in the County of Tulare. Plan List for Group 1. See Caltrans Local Assistance HBP website for backup list of projects.

Project #: 5946(168)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	238,200								238,200
R/W									
CON	476,530								476,530
Total	714,730								714,730

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	210,878	421,872							632,750
Local Match	81,980								81,980
LSSRP Bond									
Local AC	421,872	-421,872							
Total	714,730								714,730

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	210,878								210,878
Local Match	27,322								27,322
LSSRP Bond									
Local AC									
Total	238,200								238,200

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $		421,872							421,872
Local Match	54,658								54,658
LSSRP Bond									
Local AC	421,872	-421,872							
Total	476,530								476,530

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	4422	BRIDGE NO. PM00149, Bridge Preventive Maintenance Program (BPMP) various bridges in the County of Tulare. Plan List for Group 5. See Caltrans Local Assistance HBP website for backup list of projects.

Project #: 5946(169)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	898,700								898,700
R/W									
CON								3,668,300	3,668,300
Total	898,700							3,668,300	4,567,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	795,619							3,247,546	4,043,165
Local Match	103,081							420,754	523,835
LSSRP Bond									
Local AC									
Total	898,700							3,668,300	4,567,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	795,619								795,619
Local Match	103,081								103,081
LSSRP Bond									
Local AC									
Total	898,700								898,700

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								3,247,546	3,247,546
Local Match								420,754	420,754
LSSRP Bond									
Local AC									
Total								3,668,300	3,668,300

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency	HBP-ID	Project Description
Tulare County	4834	BRIDGE NO. PM00237, Bridge Preventive Maintenance Program (BPMP), various bridges in the County of Tulare. See Caltrans Local Assistance HBP website for backup list of projects.

Project #: 5946(211)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE					132,400				132,400
R/W									
CON								529,600	529,600
Total					132,400			529,600	662,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					105,920			423,680	529,600
Local Match					26,480			105,920	132,400
LSSRP Bond									
Local AC									
Total					132,400			529,600	662,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					105,920				105,920
Local Match					26,480				26,480
LSSRP Bond									
Local AC									
Total					132,400				132,400

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								423,680	423,680
Local Match								105,920	105,920
LSSRP Bond									
Local AC									
Total								529,600	529,600

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

MPO Summary: Tulare County Association Of Governments

Number of Projects: 17

Totals:

	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	9,800,149	2,644,195	9,187,108	159,354	1,366,548	9,000,000	1,859,130	24,942,203	58,958,687
Local Match	520,195	505,895		20,646	176,852		240,870	4,857,697	6,322,155
LSSRP Bond									
Local AC	1,795,702	1,578,906	-3,374,608						
Total for all Phases	12,116,046	4,728,996	5,812,500	180,000	1,543,400	9,000,000	2,100,000	29,799,900	65,280,842

Appendix C – 2025 FTIP Financial Summary Spreadsheets

TABLE 1: REVENUE

TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)

2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

($'s in 1,000)

	Funding Source/Program	NOTES	4 YEAR (FTIP Period)				
			FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	**Sales Tax**		$36,828	$4,507	$3,607	$3,841	**$48,783**
	City		*$30,573*	*$4,330*	*$3,607*	*$3,600*	***$42,110***
	County		*$6,255*	*$177*		*$241*	***$6,673***
	Gas Tax						
	Gas Tax (Subventions to Cities)						
	Gas Tax (Subventions to Counties)						
	Other Local Funds						
	County General Funds						
	City General Funds						
	Street Taxes and Developer Fees						
	RSTP Exchange funds						
	Transit						
	Transit Fares						
	Other (See Appendix 1)		$4,547	$1,382	$7,739	$3,574	**$17,242**
	Local Total		**$41,375**	**$5,889**	**$11,346**	**$7,415**	**$66,025**
REGIONAL	**Tolls**						
	Bridge						
	Corridor						
	Regional Sales Tax		$22,957	$5,305	$3,840	$14,606	**$46,708**
	Other (See Appendix 2)						
	Regional Total		**$22,957**	**$5,305**	**$3,840**	**$14,606**	**$46,708**
STATE	**State Highway Operation and Protection Program (SHOPP)** [1]		$22,629	$19,195	$5,608	$67,867	**$115,299**
	SHOPP		*$22,629*	*$19,195*	*$5,608*	*$67,867*	***$115,299***
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) [1]		$10,182			$20,150	**$30,332**
	STIP		*$10,182*			*$20,150*	***$30,332***
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) [1]		$6,406	$16,987	$2,054		**$25,447**
	Highway Maintenance (HM) Program [1]						
	Highway Bridge Program (HBP) [1]		$159	$1,367	$9,000	$1,859	**$12,385**
	Road Repair and Accountability Act of 2017 (SB1)						
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Local Transportation Climate Adaptation Program (LTCAP) [1]						
	Other (See Appendix 3)						
	State Total		**$39,376**	**$37,549**	**$16,662**	**$89,876**	**$183,463**
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$9,908	$11,260	$8,700	$8,700	**$38,568**
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas		$1,225	$1,225	$1,225	$1,225	**$4,900**
	5311f - Intercity Bus		$245	$300			**$545**
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		$1,447	$977	$807	$807	**$4,038**
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)						
	Federal Transit Total		**$12,825**	**$13,762**	**$10,732**	**$10,732**	**$48,051**
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		$6,652	$6,785	$6,920	$7,057	**$27,414**
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)						
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)		$7,538	$7,745	$7,935	$8,128	**$31,346**
	Tribal Transportation Program						
	Carbon Reduction Program (CRP)		$3,000				**$3,000**
	Promoting Resilient Operations for Transformative (PROTECT)						
	Other (see Appendix 5)		$14,900				**$14,900**
	Federal Highway Total		**$32,090**	**$14,530**	**$14,855**	**$15,185**	**$76,660**
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
	Federal Total		**$44,915**	**$28,292**	**$25,587**	**$25,917**	**$124,711**
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
	Innovative Financing Total						
REVENUE TOTAL			**$148,623**	**$77,035**	**$57,435**	**$137,814**	**$420,907**

Financial Summary Notes:

[1] *State Programs that include both state and federal funds.*

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TABLE 1: REVENUE - APPENDICES

TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)
2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
($'s in 1,000)

Appendix 1 - Local Other

Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Local Transportation Funds	$6,636	$7,564	$6,174	$6,174	**$26,548**
Local Transportation Funds - Advanced Construction	-$2,089	-$6,182	$1,565	-$2,600	**-$9,306**
Local Other Total	**$4,547**	**$1,382**	**$7,739**	**$3,574**	**$17,242**

Appendix 2 - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Regional Other Total					

Appendix 3 - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
State Other Total					

Appendix 4 - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Federal Transit Other Total					

Appendix 5 - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
2022 Appropriations Earmarks Funding	$3,000				**$3,000**
Cosolidated App. Act 2024/Community Project Fund	$11,900				**$11,900**
Federal Highway Other Total	**$14,900**				**$14,900**

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Innovative Other Total					

TABLE 2: PROGRAMMED

TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)
2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
($'s in 1,000)

	Funding Source/Program	NOTES	4 YEAR (FTIP Period)				
			FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	**Local Total**		**$41,375**	**$5,889**	**$11,346**	**$7,415**	**$66,025**
REGIONAL	**Tolls**						
	Bridge						
	Corridor						
	Regional Sales Tax		$22,957	$5,305	$3,840	$14,606	**$46,708**
	Other (See Appendix A)						
	Regional Total		**$22,957**	**$5,305**	**$3,840**	**$14,606**	**$46,708**
STATE	**State Highway Operation and Protection Program (SHOPP)** [1]		$22,629	$19,195	$5,608	$67,867	**$115,299**
	SHOPP		*$22,629*	*$19,195*	*$5,608*	*$67,867*	***$115,299***
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) [1]		$10,182			$20,150	**$30,332**
	STIP		*$10,182*			*$20,150*	***$30,332***
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) [1]		$6,406	$16,987	$2,054		**$25,447**
	Highway Maintenance (HM) Program [1]						
	Highway Bridge Program (HBP) [1]		$159	$1,367	$9,000	$1,859	**$12,385**
	Road Repair and Accountability Act of 2017 (SB1)						
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Local Transportation Climate Adaptation Program (LTCAP) [1]						
	Other (See Appendix B)						
	State Total		**$39,376**	**$37,549**	**$16,662**	**$89,876**	**$183,463**
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$9,908	$11,260	$8,700	$8,700	**$38,568**
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas		$1,225	$1,225	$1,225	$1,225	**$4,900**
	5311f - Intercity Bus		$245	$300			**$545**
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		$1,447	$977	$807	$807	**$4,038**
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)						
	Federal Transit Total		**$12,825**	**$13,762**	**$10,732**	**$10,732**	**$48,051**
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		$3,687	$2,503	$6,900	$2,602	**$15,692**
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)						
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)		$3,607	$3,679	$1,463		**$8,749**
	Tribal Transportation Program						
	Carbon Reduction Program (CRP)		$3,000				**$3,000**
	Promoting Resilient Operations for Transformative (PROTECT)						
	Other (see Appendix D)		$14,900				**$14,900**
	Federal Highway Total		**$25,194**	**$6,182**	**$8,363**	**$2,602**	**$42,341**
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		**$38,019**	**$19,944**	**$19,095**	**$13,334**	**$90,392**
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			**$141,727**	**$68,687**	**$50,943**	**$125,231**	**$386,588**

Financial Summary Notes:
[1] *State Programs that include both state and federal funds.*

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TABLE 2: PROGRAMMED - APPENDICES

TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)
2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
($'s in 1,000)

Appendix A - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Regional Other Total					

Appendix B - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
State Other Total					

Appendix C - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Federal Transit Other Total					

Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
2022 Appropriations Earmarks Funding	$3,000				$3,000
Cosolidated App. Act 2024/Community Project Fund	$11,900				$11,900
Federal Highway Other Total	$14,900				$14,900

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Federal Railroad Administration Other Total					

Appendix F - Innovative Finance Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Innovative Other Total					

TABLE 3: REVENUE-PROGRAMMED

TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)

2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

($'s in 1,000)

	Funding Source/Program	4 YEAR (FTIP Period)				
		FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	**Local Total**					
REGIONAL	**Tolls**					
	Bridge					
	Corridor					
	Regional Sales Tax					
	Other					
	Regional Total					
STATE	**State Highway Operation and Protection Program (SHOPP)** [1]					
	SHOPP					
	SHOPP Prior					
	State Minor Program					
	State Transportation Improvement Program (STIP) [1]					
	STIP					
	STIP Prior					
	State Bond					
	Proposition 1A (High Speed Passenger Train Bond Program)					
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
	Active Transportation Program (ATP) [1]					
	Highway Maintenance (HM) Program [1]					
	Highway Bridge Program (HBP) [1]					
	Road Repair and Accountability Act of 2017 (SB1)					
	Traffic Congestion Relief Program (TCRP)					
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)					
	Local Transportation Climate Adaptation Program (LTCAP) [1]					
	Other					
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	$2,965	$4,282	$20	$4,455	**$11,722**
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)	$3,931	$4,066	$6,472	$8,128	**$22,597**
	Tribal Transportation Program					
	Carbon Reduction Program (CRP)					
	Promoting Resilient Operations for Transformative (PROTECT)					
	Other					
	Federal Highway Total	**$6,896**	**$8,348**	**$6,492**	**$12,583**	**$34,319**
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	**$6,896**	**$8,348**	**$6,492**	**$12,583**	**$34,319**
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		**$6,896**	**$8,348**	**$6,492**	**$12,583**	**$34,319**

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TCAG
2024 Metropolitan Transportation Improvement Program
By Fund Type

Tulare County

	Total	Prior	24/25	25/26	26/27	27/28	Future	PE	RW	CON
2022 Appropriations Earmarks Fund	$3,000	$0	$3,000							$3,000
Active Transportation Program (RMR	$25,447	$0	$6,406	$16,987	$2,054					$25,447
Bus and Bus Facilities Program - FTA	$4,038	$0	$1,447	$977	$807	$807				$4,038
Carbon Reduction Program (CRP) Fu	$3,000	$0	$3,000							$3,000
City Funds Fund Total	$52,780	$10,670	$30,573	$4,330	$3,607	$3,600		$2,649	$663	$49,468
Congestion Mitigation Fund Total	$28,601	$12,909	$3,687	$2,503	$6,900	$2,602		$1,636	$1,636	$25,329
Consolidated App. Act 2024 /Commu	$11,900	$0	$11,900							$11,900
Coronavirus Response and Relief Su	$2,149	$2,149								$2,149
County Funds Fund Total	$13,348	$1,817	$6,255	$177		$241	$4,858	$574		$12,774
COVID Relief Funds - STIP Fund Tot	$4,283	$4,283						$2,000		$2,283
FTA 5311 - Non Urbanized Fund Tota	$4,900	$0	$1,225	$1,225	$1,225	$1,225				$4,900
FTA5307 - Urbanized Area Formula F	$38,568	$0	$9,908	$11,260	$8,700	$8,700				$38,568
Future Funds Fund Total	$184,000	$0					$184,000			$184,000
Highway Bridge Program Fund Total	$61,818	$24,491	$159	$1,367	$9,000	$1,859	$24,942	$637	$84	$61,097
Highway Infrastructure Program (HIP	$2,485	$2,485								$2,485
Highway Safety Improvement Progra	$8,346	$8,346								$8,346
Intercity Bus - 5311-F Fund Total	$545	$0	$245	$300						$545
Local Transportation Funds Fund Tot	$26,548	$0	$6,636	$7,564	$6,174	$6,174				$26,548
Local Transportation Funds - Advanc	$0	$9,306	$-2,089	$-6,182	$1,565	$-2,600				
NATIONAL HIGHWAY FREIGHT PR	$36,969	$36,969							$36,969	
Regional Sales Tax Fund Total	$296,914	$106,238	$22,957	$5,305	$3,840	$14,606	$53,968	$18,033	$34,999	$243,882
Road Repair and Accountability Act c	$23,049	$23,049							$1,387	$21,662
SHOPP Advance Construction (AC) F	$125,550	$7,151	$22,629	$19,195	$5,608	$67,867	$3,100	$1,400	$600	$123,550
State Route 99 Corridor Fund Total	$32,970	$32,970						$2,070	$3,000	$27,900
STIP Advance Construction Fund Tot	$56,571	$26,239	$10,182			$20,150		$15,950	$4,600	$36,021
STP Local Fund Total	$13,355	$4,606	$3,607	$3,679	$1,463				$6,654	$6,701
Total Programmed for all Funds:	$1,061,134	$313,678	$141,727	$68,687	$50,943	$125,231	$270,868	$44,949	$90,592	$925,593

Appendix D – Air Quality Conformity Document

FINAL CONFORMITY ANALYSIS
FOR THE 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND 2022 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 1

ADOPTED SEPTEMBER 19, 2024

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

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EXECUTIVE SUMMARY

This report presents the Draft Conformity Analysis for the 2025 Federal Transportation Improvement Program (2025 FTIP) and the 2022 Regional Transportation Plan Amendment No. 1 (2022 RTP Amendment No. 1). The Tulare County Association of Governments is the designated Metropolitan Planning Organization (MPO) in Tulare County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2025 FTIP and the 2022 RTP Amendment No. 1; a finding of conformity is therefore supported. The 2025 FTIP, the 2022 RTP Amendment No. 1, and the corresponding Conformity Analysis were approved by the TCAG Policy Board on September 16, 2024. Federal approval is anticipated on or before December 31, 2024. FHWA/FTA last issued a finding of conformity for the 2023 FTIP and the 2022 RTP, as amended if applicable, on December 16, 2022.

The 2025 FTIP and the 2022 RTP Amendment No. 1 have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

The applicable Federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

CONFORMITY REQUIREMENTS

The Federal transportation conformity regulations (40 Code of Federal Regulations Parts 51 and 93) specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The Federal transportation conformity regulation was first promulgated in 1993 by the U.S. EPA, following the passage of amendments to the Federal Clean Air Act in 1990. The Federal transportation conformity regulation has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity regulation is summarized in Chapter 1.

The conformity regulation applies nationwide to "all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate

matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Therefore, transportation plans and programs for the nonattainment areas for the Tulare County area must satisfy the requirements of the Federal transportation conformity regulation. Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analyses for the TIP and RTP no longer include a CO conformity demonstration.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

(1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;

(2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;

(3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and

(4) interagency and public consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

FHWA has developed a Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2024, 2025, 2026, 2029, 2031, 2037 and 2046 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1 are:

- For 2008 and 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2025 FTIP and the 2022 RTP Amendment No. 1 all years tested are projected to be less than the approved emissions budgets specified in the *2018 Updates to the California State Implementation Plan for the San Joaquin Valley* (2018 SIP Update). The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2025 FTIP and the 2022 RTP Amendment No. 1 for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015).*
- For the 1997 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 RTP Amendment No. 1 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 PM2.5 24-hour serious area requirements (2020 attainment year). The conformity tests for the 1997 24-hour PM2.5 standard are therefore satisfied.
- For the 1997 annual PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 RTP Amendment No.1 for the analysis years are projected to be less than the approved emission budgets from the 2021 revision to the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 annual PM2.5 serious area requirements (2023 attainment year). The conformity tests for the 1997 annual PM2.5 standard are therefore satisfied.
- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 RTP Amendment No. 1 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan).* The conformity tests for the 2006 PM2.5 standard are therefore satisfied.
- For the 2012 annual PM2.5 standard (moderate and serious), the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 RTP Amendment No. 1 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for 2012 PM2.5 moderate area requirements.

The 2025 FTIP and the 2022 RTP Amendment No. 1 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures. Chapter 5 provides an overview of the interagency requirements and the general approach to compliance used by the San Joaquin Valley MPOs. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix E includes public hearing documentation conducted on the 2025 FTIP, the 2022 RTP Amendment No. 1, and the corresponding Conformity Analysis on August 19, 2024. Appendix E also includes a copy of the final TCAG Board adoption resolution adopted on September 19, 2024. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1:
FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for and the 2025 FTIP and 2022 RTP Amendment No. 1 was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for this Conformity Analysis.

The Tulare County Association of Governments (TCAG) is the designated Metropolitan Planning Organization (MPO) for Tulare County in the San Joaquin Valley. As a result of this designation, TCAG prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four-year (FY 2024/25 – 2027/28) programming document for the preservation, expansion, and management of the transportation system. The 2022 RTP has a 2046 horizon that provides the long-term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and MPOs not approve any transportation plan, program, or project that does not conform to the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

> "Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area."

Section 176(c) also provides conditions for the approval of transportation plans, programs, and projects, and requirements that the Environmental Protection Agency (EPA) promulgate conformity determination criteria and procedures no later than November 15, 1991.

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to present. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

EPA published the Transportation Conformity Rule PM2.5 and PM10 Amendments on March 24, 2010; the rule became effective on April 23, 2010 (EPA, 2010a). This PM amendments final rule amends the conformity regulation to address the 2006 PM2.5 national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM2.5 and PM10 and carbon monoxide nonattainment and maintenance areas.

On March 14, 2012, EPA published the *Transportation Conformity Rule Restructuring Amendments*, effective April 13, 2012 (EPA, 2012a). The amendments restructure several sections of the rule so that they apply to any new or revised NAAQS. In addition, several clarifications to improve implementation of the rule were finalized.

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032 (EPA, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

On December 6, 2018, EPA published the *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements* final rule, effective February 4, 2019 (EPA, 2018). The rule clarified that nonattainment areas must continue to demonstrate conformity to the 2008 ozone standards.

On August 24, 2016, EPA published its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM2.5 standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 "multi-jurisdictional" guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO. The Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas released in June 2018 incorporates the 2012 Multi-Jurisdictional Guidance by reference.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and the Department of Transportation (DOT) conformity determination.

With respect to PM2.5, the Transportation Conformity Rule – PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the "multi-jurisdictional" guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs if all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District (Air District) adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. In May 2015, the San Joaquin Valley Unified Air Pollution Control District requested ARB to withdraw Rule 9120 from California State Implementation Plan consideration.

In July of 2015, ARB sent a letter to EPA withdrawing Rule 9120 from the California State Implementation Plan. Therefore, EPA can no longer act on the Rule. It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP cannot be approved for the San Joaquin Valley, the Federal transportation conformity rule governs.

B. CONFORMITY REGULATION REQUIREMENTS

The Federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

1) *Conformity Tests* — Sections 93.118 and 93.119 specify emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found.

The final transportation conformity regulation issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's adequacy finding or approval.

2) *Methods / Modeling:*

   Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as "the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation" (EPA, 2010b).

   Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EPA has approved EMFAC2017 for conformity use on August 15, 2019, and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. On November 15, 2022, EPA approved EMFAC 2021 with a two-year grace period. Since the grace period for use of EMFAC2017 is still available, EMFAC2017 will be used in this conformity analysis as documented in Chapter 3.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the Federal regulations. These include:

   - MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
   - MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, their amendments, and corresponding conformity determinations are prepared by each MPO. Copies of the draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. The conformity analysis is required to be publicly available and an opportunity for public review and comment is provided. Per TCAG's adopted consultation process and policy for conformity analysis, a public hearing is held at a regularly scheduled and publicly noticed TCAG Board meeting during the 30-day public review period. A public meeting is also conducted prior to adoption and all public comments are responded to in writing.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

The conformity regulation (section 93.102) requires documentation of the applicable pollutants and precursors for which EPA has designated the area nonattainment or maintenance. In addition, the nonattainment or maintenance area and its boundaries should be described.

TCAG is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. The Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1 includes analyses of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone (revoked 1997, 2008 and 2015 standards), particulate matter under 2.5 microns in diameter (PM2.5) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analyses no longer include a CO conformity demonstration.

State Implementation Plans have been prepared to address ozone, PM-10 and PM2.5:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016, and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA approved the 2016 Ozone Plan and the budgets on March 25, 2019.

- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).

- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).

- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. On January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour

PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020, deadline (effective February 28, 2022). On December 14, 2023, EPA approved the 1997 annual PM2.5 budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply.

EPA's March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to the *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

EPA designated the San Joaquin Valley nonattainment area for the 2008 Ozone Standard, effective July 20, 2012. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013.

On June 4, 2018, EPA published final designations classifying the San Joaquin Valley as "extreme" nonattainment for 2015 ozone with an attainment deadline of 2038, effective August 3, 2018. Transportation conformity applies one year after the effective date or August 3, 2019. It is important to note that the 2015 ozone standard nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 2008 ozone standard.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM2.5 standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity began to apply on December 14, 2010. On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM2.5 NAAQS* finalizing SJV reclassification to Serious nonattainment effective February 19, 2016. Nonattainment areas are required to meet the standard as expeditiously as practicable, but no later than December 31, 2019. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM2.5 standard.

EPA's nonattainment area designations for the new 2012 PM2.5 standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM2.5 standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM2.5 standard.

On July 29, 2016, EPA released its *Final Rule for Implementing National Ambient Air Quality Standards for Fine Particles.* According to the implementation rule, areas designated as nonattainment for the 1997 PM 2.5 standards, must continue to demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

D. CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for ozone, and particulate matter are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity regulation allows for conformity determinations for sub-regional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such sub-regional budgets for the purpose of conformity. In addition, Section 93.124(e) of the 1997 rules states: "…if a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emission budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area." Each applicable implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

OZONE (2008 AND 2015 STANDARDS)

The San Joaquin Valley currently violates both the 2008 and 2015 ozone standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above). Under the existing conformity regulations, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA's final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. Current federal guidance does not require 2008 ozone nonattainment areas to address the 1997 ozone standard for conformity purposes.

On March 25, 2019, EPA published a final rule approving the 2008 ozone conformity budgets and the *2018 Updates to the California State Implementation Plan.* The EPA final rule identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area.

In accordance with Section 93.109(c)(2) of the conformity rule and the 2015 Ozone Transportation Conformity Guidance, if a 2015 ozone nonattainment area has adequate or approved SIP budgets that address the 2008 ozone standard, it must use the budget test until new 2015 ozone standard

budgets are found adequate or approved. It is important to note that the boundaries for the 2015 ozone standard and 2008 ozone standard are identical. In addition, the 2015 Ozone Implementation Rule did not revoke 2008 standard requirements. Consequently, for this conformity analysis, the SJV MPOs will conduct demonstrations for both 2008 and 2015 ozone standards using subarea emissions budgets as established in the *2018 Updates to the California State Implementation Plan.*

The conformity budgets from Table 1 of the March 25, 2019 Federal Register are provided in Table 1-1 below. These budgets will be used to compare to emissions resulting from the 2025 FTIP and the 2022 RTP Amendment No. 1.

Table 1-1:
On-Road Motor Vehicle 2008 and 2015 Ozone Standard Emissions Budgets
(summer tons/day)

	2020		2023		2026		2029		2031	
County	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**
Fresno	6.7	23.9	5.5	14.1	4.9	13.2	4.5	12.4	4.2	12.1
Kern (SJV)	5.4	20.9	4.5	14.5	4.2	14.4	4.0	14.3	3.9	14.3
Kings	1.2	4.5	1.0	2.7	0.9	2.6	0.8	2.6	0.8	2.6
Madera	1.5	4.3	1.1	2.7	1.0	2.5	0.9	2.4	0.8	2.3
Merced	2.2	8.8	1.7	6.0	1.5	5.9	1.3	5.6	1.2	5.4
San Joaquin	4.7	11.2	3.9	7.4	3.5	7.0	3.1	6.6	2.8	6.3
Stanislaus	3.1	8.8	2.6	5.6	2.2	4.9	2.0	4.5	1.8	4.3
Tulare	3.0	7.6	2.4	4.6	2.1	4.0	1.8	3.7	1.7	3.5

[(a)] Note that 2008 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was conditionally approved by EPA on July 8, 2016 (effective September 30, 2016), which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction. The conformity budgets from Table 2 of the August 12, 2016 Federal Register are provided in Table 1-2 below and will be used to compare emissions for each analysis year resulting from 2025 FTIP and 2022 RTP Amendment No. 1.

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA

approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on July 8, 2016, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2005. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

Table 1-2:
On-Road Motor Vehicle PM-10 Emissions Budgets
(tons per average annual day)

County	2020[(b)]	
	PM-10	**NOx**
Fresno	7.0	25.4
Kern[(a)]	7.4	23.3
Kings	1.8	4.8
Madera	2.5	4.7
Merced	3.8	8.9
San Joaquin	4.6	11.9
Stanislaus	3.7	9.6
Tulare	3.4	8.4

[(a)]Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin.
[(b)] Note that EPA did not take action on the 2005 budgets of the 2007 PM10 Maintenance Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 annual and 24-hour and 2012 annual PM2.5 standards and the 2006 24-hour PM2.5 standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2016 PM2.5 Plan addressing moderate area requirements for the 2012 PM2.5 standard was adopted by the San Joaquin Valley Air District on September 15, 2016. The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019, and subsequently submitted for EPA review together with the 2016 Moderate PM2.5 Plan and reclassification to serious request. EPA approved SIP portions dealing with the moderate 2012 PM2.5 standard on November 26, 2021 (effective December 27, 2021). Note that CARB withdrew

2018 PM2.5 Plan portions dealing with the serious 2012 PM2.5 standard on October 27, 2022; therefore, moderate area budgets continue to apply.

On July 22, 2020, EPA published final rule approving 2018 PM2.5 SIP elements that pertain to 2006 24-hour PM2.5 standard serious area nonattainment (effective as of publication). Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022).

While EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment on November 26, 2021, CARB has submitted the 2021 revision to the 2018 PM2.5 Plan in the same month demonstrating attainment by 2023. On February 10, 2022, EPA found the 1997 annual PM2.5 budgets adequate, effective February 25, 2022. On December 14, 2023, EPA issued final approval of the remaining 1997 annual PM2.5 Plan elements (except for the contingency measures), including conformity budgets and the trading mechanism.

1997 (24-hour and annual) Standards

The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The applicable conformity budgets are provided in Table 1-3 for the 1997 annual and 24-hour PM2.5 standards and will be used to compare emissions resulting from the 2025 FTIP and the 2022 RTP Amendment No. 1.

Table 1-3:
On-Road Motor Vehicle 1997 (24-hour and annual) PM2.5 Standard Emissions Budgets
(tons per average annual day)

	2020		2023	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	0.9	25.3	0.8	15.1
Kern (SJV)	0.8	23.3	0.7	13.3
Kings	0.2	4.8	0.2	2.8
Madera	0.2	4.2	0.2	2.5
Merced	0.3	8.9	0.3	5.3
San Joaquin	0.6	11.9	0.6	7.6
Stanislaus	0.4	9.6	0.4	6.1
Tulare	0.4	8.5	0.4	5.2

The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 6.5 to 1 ratio on an annual basis and a 2 to 1 ratio on a 24-hr basis. The trading

mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget for NOx and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the 2018 PM2.5 SIP. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the NOx budget has been met. The trading mechanism for the 24-hour and annual PM2.5 was approved by EPA on January 28, 2022, and December 14, 2023, respectively.

2012 Annual PM2.5 Standard (Moderate and Serious)

On November 26, 2021, EPA published final approval of the moderate area SIP budgets for the 2012 PM2.5 standard contained in the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 serious area requirements (final action expected by end of the year). CARB withdrew 2018 PM2.5 Plan portions dealing with the serious 2012 PM2.5 standard on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2018 PM2.5 Plan for moderate nonattainment. The conformity budgets from the November 26, 2021 Federal Register are provided in Table 1-4 will be used to compare emissions resulting from 2025 FTIP and 2022 RTP Amendment No. 1.

Table 1-4:
On-Road Motor Vehicle 2012 (annual) PM2.5 Standard Emissions Budgets (Moderate)
(tons per average annual day)

	2022	
County	**PM2.5**	**NOx**
Fresno	0.9	21.2
Kern (SJV)	0.8	19.4
Kings	0.2	4.1
Madera	0.2	3.5
Merced	0.3	7.6
San Joaquin	0.6	10.0
Stanislaus	0.4	8.1
Tulare	0.4	6.9

The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 6.5 to 1 ratio on an annual basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget for NOx

and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the 2018 PM2.5 SIP.

2006 24-Hour PM2.5 Standard

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM2.5 standard serious area nonattainment was published on July 22, 2020. Therefore, the conformity analysis for the 2025 FTIP and 2022 RTP Amendment No. 1 incorporates new transportation conformity budgets and the new attainment year of 2024 for 2006 24-hour PM2.5 standards.

The 2018 PM2.5 Plan for the 2006 PM2.5 standard contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the March 27, 2020 Federal Register, Table 14 are provided in Table 1-5 below and will be used to compare emissions resulting from the 2025 FTIP and the 2022 RTP Amendment No. 1.

Table 1-5
On-Road Motor Vehicle 2006 24-Hour PM2.5 Standard Emissions Budgets
(tons per average winter day)

	2020		2023		2024	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	0.9	25.9	0.8	15.5	0.8	15.0
Kern (SJV)	0.8	23.8	0.7	13.6	0.7	13.4
Kings	0.2	4.9	0.2	2.9	0.2	2.8
Madera	0.2	4.4	0.2	2.6	0.2	2.5
Merced	0.3	9.1	0.3	5.5	0.3	5.3
San Joaquin	0.6	12.3	0.6	7.9	0.6	7.6
Stanislaus	0.4	9.8	0.4	6.2	0.4	6.0
Tulare	0.4	8.7	0.4	5.3	0.4	5.1

The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 2 to 1 ratio on a 24-hour, wintertime basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget

for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM2.5 SIP.

E. ANALYSIS YEARS

The conformity regulation (Section 93.118[b] and [d]) requires documentation of the years for which consistency with motor vehicle emission budgets must be shown. In addition, any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

For the selection of the horizon years, the conformity regulation requires: (1) that if the attainment year is in the time span of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be a horizon year; and (3) horizon years may not be more than ten years apart. In addition, the conformity regulation requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets, unless its outside of the timeframe for the conformity analysis.

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the maintenance plan establishes budgets in the time frame of the transportation plan. Section 93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan's forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. Table 1-6 below provides a summary of conformity analysis years that apply to this conformity analysis.

Table 1-6:
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 and 2015 Ozone	2020/2023/2026/2029	2031/2037[2]	2025	2046
PM-10	NA	2020	2025/2029/2037	2046
1997 24-hour PM2.5	NA	2020	2025/2029/2037	2046
1997 Annual PM2.5	NA	2023	2025/2029/2037	2046
2012 Annual PM2.5 (Moderate and Serious)	NA	2022/2025[3]	2029/2037	2046
2006 24-hour PM2.5	2020/2023	2024	2031/2037	2046

[1]Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2020, 2023), although they may be used to demonstrate conformity. Some of the early RFP year budgets were not acted on by EPA since they were not applicable.
[2]2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.
[3]2022 is the attainment year for the moderate 2012 PM2.5 standard (not in the timeframe of this analysis). 2025 is the attainment year for the serious 2012 PM2.5 standard.

For the 2008 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of July 20, 2032. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2031 must be modeled. When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (i.e. 2031).

For the 2015 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of August 3, 2038. In accordance with the December 2018 final rule, *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, the attainment year of 2037 must be modeled. When using the budget test, the attainment year of the 2015 ozone standard must be analyzed (i.e. 2037).

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2010 unless EPA approves an attainment date extension. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. The 2018 PM2.5 SIP addresses attainment of the 1997 24-hour PM2.5 standard (serious) by 2020 and was approved by EPA on January 28, 2022 (effective February 28, 2022). The attainment year is not in the timeframe of this conformity analysis. On February 10, 2022, EPA found the serious area 1997 annual PM2.5 budgets for attainment year 2023 adequate (effective February 25, 2022) and issues final approval

inclusive of the trading mechanism on December 14, 2023. The attainment year is not in the timeframe of this conformity analysis.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On August 16, 2016, the 2012 PM2.5 Plan was approved by EPA, effective September 30, 2016, inclusive of new conformity budgets and trading mechanism for the 2006 24-hour PM2.5 standard with a requirement to attain the standard as expeditiously as practicable and no later than December 31, 2019. In 2019, CARB submitted an attainment deadline extension request as part of the 2018 PM2.5 Plan. Final rule on 2018 PM2.5 SIP sections that pertain to 2006 24-hour PM2.5 standard Serious area nonattainment was released on July 22, 2020. The attainment year is not in the timeframe of this conformity analysis.

On January 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM2.5 Standards. On November 26, 2021, EPA issued final rule approving the Moderate Area 2016 PM2.5 Plan, portions of the 2018 PM2.5 SIP pertaining to moderate nonattainment of the 2012 PM2.5 standards, and the reclassification request to serious nonattainment. The San Joaquin Valley 2018 PM2.5 Plan includes serious area budgets for the 2012 PM2.5 standards with an attainment deadline of 2025; therefore, the attainment year 2025 must be modeled.

CHAPTER 2:
LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

The Clean Air Act states that "the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates." On January 18, 2001, the USDOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (USDOT, 2001).

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial emissions modeling began in March of 2024.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

TCAG uses the CUBE/VOYAGER (VMIP2) transportation model. The model was validated in 2022 for the 2015 base year. The latest planning assumptions used in the transportation model validation and this Conformity Analysis is summarized in Table 2-1.

Table 2-1:
Summary of Latest Planning Assumptions for the Tulare County Association of Government's Conformity Analysis

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: Department of Finance (2015) Projections: Department of Finance (2021) Approved by TCAG Governing Board in July 2022.	This data is disaggregated to the TAZ level for input into CUBE/Voyager (VMIP2) for the base year validation.	New data from the Department of Finance is being incorporated in a new forecast expected to be adopted by TCAG in 2026.
Employment	Base Year: Employment Development Department (2015), InfoUSA (2015), and Woods and Poole (2017) Projections: Employment Development Department (2021) and Caltrans (2019) TCAG does not develop or adopt employment projections. However, employment data is based on the xx year Planning Center.	This data is disaggregated to the TAZ level for input into CUBE/Voyager (VMIP2) for the base year validation.	New data from the Employment Development Department, InfoUSA, and Woods and Poole is anticipated to be included in the next transportation model update in 2026.
Traffic Counts	Approximately 150 traffic counts were collected annually.	CUBE/Voyager (VMIP2) was validated using these traffic counts.	Traffic counts are updated every five years, if funds are available.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Vehicle Miles of Travel	The 2022 transportation model validation for the 2015 base year was approved by the TCAG Board in August 2022. New 2022 base year ABM validation expected to be approved by TCAG Board in 2026.	Cube/Voyager (VMIP2) is the transportation model used to estimate VMT in Tulare County. 2015 HPMS data was used for validation.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	The 2022 transportation model validation was based on Caltrans Performance Measurement System (PeMS), in addition to TCAG survey data of peak and off- peak speeds, and a TCAG Travel Time Study for SR 198 & 190. Speed distributions were updated in EMFAC2017, using methodology approved by ARB and with information from the transportation model.	Cube/Voyager (VMIP2) includes a feedback loop that assures congested speeds are consistent with travel speeds. EMFAC2017	A speed study will be conducted every five years, if adequate funds are available.

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity regulation requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

MPO	Transportation Model	Base Year Validation	Year Completed	Population	Employment	Traffic Counts	Speeds	Periods	Feedback Loop
TCAG	CUBE (VMIP2)	2015	2017	DOF 2015	EDD 2015 / InfoUSA 2015	2015-2016	Caltrans PeMS/TCAG 2014-2016	AM/MD/PM/OP	Yes
		Projections -->		DOF 2017	DOF 2017				

Supporting Documentation:

Population: TCAG utilized the California Department of Finance (DOF) as the primary county- level forecasting reference for a base population and future projections, to be within 3% of the latest DOF projections required by SB375. A linear growth rate with the population interpolated for each year was applied using the DOF forecasts through the planning horizon year of 2046.

Employment: Employment estimates and projections used included the California Employment Development Department (EDD), InfoUSA, and Woods & Poole. Control totals were derived from these projections and used in the development of Envision Tomorrow scenarios and travel demand model socio-economic detail inputs.

The EDD data established control totals for the base and future years of employment and employment categories. Next, the InfoUSA data provided geocoded information to distribute the information geographically. InfoUSA data was adjusted to EDD's control totals and reclassified to fit the categories of the model. This allowed for the distribution of employees to the Traffic Analysis Zones (TAZ). To test proportions and make adjustments where needed between EDD and InfoUSA, Woods & Poole was used, which provides historical employment data. Woods & Poole also helped complete the InfoUSA dataset, as InfoUSA has some gaps in its data in regards to employers not required to pay taxes (schools, fire stations, post offices, etc.),

Land Use: Land use and socioeconomic data was derived from the above sources and joined to the TAZ level for determining trip generation, vehicle availability, and mode choice. The housing forecasts are based on DOF data for the base year, and projected using a Planning Center Study from 2012 conducted for the San Joaquin Valley, which included population, birth rates, net migration, housing, construction, and school enrollment. A linear growth rate for households was then determined by adjusting to a persons per household ratio that was reasonable based on Planning Center study projections.

Future land use patterns were created using a GIS plugin called Envision Tomorrow, a suite of scenario planning tools that tests different land use and transportation options. Utilizing input

and coordination with local agencies, parcel data information, city and county general plans, zoning maps, projected outputs in housing and population from the DOF and the Planning Center, and projected employment from the EDD, InfoUSA, and Woods & Poole, scenarios were built to spatially represent alternative future growth patterns. This allowed for a deeper analysis into the study area, allowing the user to measure the scenario's influence on density, land use, housing, sustainability, transportation, and economic conditions. Although Envision Tomorrow was not yet used to measure VMT, it was consistent with population and employment projections, and produced richer metrics for comparison amongst scenarios.

B. TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the CUBE Transportation and Land Use Modeling Suite software (Citilabs, Inc.) traffic modeling software. The Valley MPO regional traffic models consist of traditional four-step traffic forecasting models. They use land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. Each MPO model covers the appropriate county area, which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In addition the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

Specific transportation modeling requirements in the conformity regulation are summarized below, followed by a description of how TCAG's transportation modeling methodology meets those requirements.

Trip Generation: this first step calculates person or truck trip ends using trip generation rates established during model calibration. This step also uses demographics to determine household passenger vehicle availability.

Trip Distribution: this step estimates how many trips travel from one zone to any other zone. The distribution is based on the number of trip ends generated in each of the two zones, and on factors that relate the likelihood of travel between any two zones to the impedance between the two zones such as distance, cost, time, and varies by accessibility to passenger vehicles, transit, and non- vehicular modes.

Mode Choice: this step uses demographics and the comparison of distance, time, cost, and access to between modes to estimate the proportions of the total person trips using drive-alone or shared- ride passenger auto, transit, walk, or bike for travel between zones.

Trip Assignment: in the final step, vehicle trips or transit trips from one zone to another zone are assigned to specific travel routes between the zones on the network.

TRAFFIC COUNTS

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

Supporting Documentation:

The model was estimated and calibrated to reflect the base year travel conditions of 2015 and validated to the year of 2017, with 232 directional counts collected regionally between 2014 and 2016. Weekday traffic counts were compared to the model assigned volume for total vehicle trips. The overall Daily model/count ratio is 1.06.

Daily Model/Count by Functional Class

Functional Class	M/C	# Locations
Freeway	1.01	4
Highway\Expressway	0.99	3
Arterial	0.77	224
Collector	NA	0

RMSE by Daily Volume Groups

Count Volume	Guideline	Model
> 50,000	< 21%	14%
25,000 - 49,999	< 22%	27%
10,000 - 24,999	< 25%	31%
5,000 - 9,999	< 29%	46%
2,500 - 4,999	< 36%	55%
1,000 - 2,499	< 47%	72%
< 1,000	< 60%	182%

Daily Model/Count by Functional Class

Functional Class	M/C	# Locations
Freeway	1.01	4
Highway\Expressway	0.99	3
Arterial	0.77	224
Collector	NA	0

RMSE by Daily Volume Groups

Count Volume	Guideline	Model
> 50,000	< 21%	14%
25,000 - 49,999	< 22%	27%
10,000 - 24,999	< 25%	31%
5,000 - 9,999	< 29%	46%
2,500 - 4,999	< 36%	55%
1,000 - 2,499	< 47%	72%
< 1,000	< 60%	182%

Trip Making and Travel Patterns: Available 2010 Census Journey-to-Work data, 2010-2012 California Household Travel Survey (CHTS) data, and National Cooperative Highway Research Program (NCHRP) recommended trip rates were used to verify, and as needed, modify the TCAG model trip generation rates. The table below shows the resultant trips by purpose compared with the Caltrans survey data:

	Total (All Modes)	
Purpose	CHTS	Model
HBW	16%	14%
HBO	59%	61%
NHB	26%	24%
Total (All Purposes)	100%	100%

SPEEDS

The conformity regulation requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. In addition, documentation of the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. Finally, document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.

Supporting Documentation:

The 2022 transportation model validation was based on Caltrans Performance Measurement System (PeMS), in addition to TCAG survey data of peak and off-peak speeds, and a TCAG Travel Time Study for SR 198 & 190.

The valley traffic models include a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the travel speeds used throughout the traffic model process. The travel model is validated to counts using input average free flow speeds and common practice speed flow curves which are used to estimate congested speeds and travel times. Then, a feedback loop is implemented with the intent to ensure that the congested travel impedances (times) used for final traffic assignment and as input to the air quality analysis are consistent with the travel impedances used throughout the model process. The feedback loop is considered to converge when the travel times that result from the congested travel speeds after traffic assignment compare closely with the travel times used as

input to the trip distribution process. Travel impedances from zone to zone are used to distribute trips to model mode split.

Through Iteris' iPeMS web-based software using "Big Data" from Here Corporation, speed limits, free flow speed, historical average speeds, and percentage of free flow, along with a time series report and confidence rate score on selected corridors, were available. TCAG used this data to help determine free flow speeds and common practice speed flow curves in the future.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls.

Supporting Documentation:

As part of VMIP 2, the highway network was based on a true shape centerline file in a geodatabase and updated variables to reflect the master network from the RTP/SCS. The transit lines were also updated for the 2022 RTP/SCS to match the more detailed highway network and are contained in the geodatabase. The benefits of this are more accurate mapping and distances, easy linkage and comparisons to speed data, and inclusion of local streets for sub-TAZ level analysis. In addition, the GIS network contains many variables to complement those already part of the travel model network, including auto, HOV, transit, truck, bike, and walk accessibility designations, all of which were updated by a survey of member agencies in the 2022 RTP/SCS. The transit assignment includes the following variables: transit networks, transit attributes (mode, operator, vehicle type), transit access links, fares, user classes, and transfer and wait rules. Higher frequency transit and infill developments lead to increased transit ridership in the future. The mode choice model reflects the household travel survey, as shown in the table below. A recent study shows that the latest base transit fares in Tulare County are $1.50, the one exception to this is in Visalia where the base fare is $1.75. There are no bridge tolls.

Drove Alone		Shared Ride 2		Shared Ride 3+		Transit		Walk		Bike		Other	
CHTS	Model	CHTS	Model	CHTS	Model	CHTS	Model	CHTS	Model	CHTS	Model	CHTS	Model
80%	81%	9%	8%	5%	7%	0.3%	0.8%	5%	3%	1%	1%	0%	0%
24%	25%	28%	30%	31%	30%	0.5%	1.5%	13%	8%	1%	1%	3%	4%
42%	40%	27%	26%	18%	17%	0.3%	0.9%	12%	13%	0%	2%	1%	0%
37%	37%	25%	26%	24%	23%	0.4%	1.2%	11%	9%	1%	2%	2%	2%

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). In addition, documentation of how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices is required. The use of HPMS, or a locally developed count-based program or procedures that have been chosen to reconcile and calibrate the network-based travel model estimates of VMT must be documented.

Supporting Documentation:

The models were validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screen-lines) throughout each county.

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity regulation states:

Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

As shown in the table below, the TCAG regional model forecasts of VMT for the 2015 base year validation were within 3% of the relevant year of Caltrans Highway Performance Monitoring System (HPMS) data as tabulated in the Assembly of Statistical Reports for the selected base year.

Evaluation Criterion	HPMS	Model	% Deviation
+-3%	10,062,200	10,336,790	2.7%

FUTURE NETWORKS

The conformity regulation requires that a listing of regionally significant projects and federally-funded non-regionally significant projects assumed in the regional emissions analysis be provided in the conformity documentation. In addition, all projects that are exempt must also be documented.

§93.106(a)(2)ii and §93.122(a)(1) requires that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both Federally funded and non-federally funded projects (see Appendix B).

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. It is assumed that all SJV MPOs include these projects in the transportation network (see Appendix B).

§93.126, §93.127, §93.128 require that all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis be documented. In addition, the reason for the exemption (Table 2, Table 3, traffic signal synchronization) must also be documented (see Appendix B). It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

Supporting Documentation:

The build highway networks include qualifying projects based on the 2025 FTIP and 2022 RTP Amendment Y. Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

Generally, Valley MPO highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

Small-scale local street improvements contained in the TIP/RTP are not coded on the highway network. Although not explicitly coded, traffic on collector and local streets is simulated in the models by use of abstract links called “centroid connectors”. These represent local streets and driveways which connect a neighborhood to a regionally significant roadway. Model estimates of centroid connector travel are reconciled against HPMS estimates of collector and local street travel.

C. TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for TCAG’s transportation modeling area for each scenario in the Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1 is presented in Table 2-2.

Table 2-2:
Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis

Horizon Year	Total Population	Employment	Average Weekday VMT (millions)	Total Lane Miles
2024	478,918	190,913	10.89	4,187
2025	479,905	192,262	10.96	4,195
2026	481,564	193,701	11.04	4,205
2029	486,135	198,177	11.29	4,291
2031	488,358	201,187	11.44	4,301
2037	489,509	209,124	11.83	4,368
2046	480,560	218,847	12.28	4,447

D. VEHICLE REGISTRATIONS

TCAG does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2017 model. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. EPA issued final approval for EMFAC2017 use in conformity demonstrations on August 15, 2019; and EMFAC2021 grace period still applies, therefore, the Conformity Analysis for the 2025 FTIP and the 2022 RTP Amendment No. 1 relies on assumptions incorporated in EMFAC2017.

E. STATE IMPLEMENTATION PLAN MEASURES

The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the applicable air quality plans. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

OZONE

No committed control measures are included in the 2016 Ozone Plan.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions are shown in Table 2-3. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

Table 2-3:
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061: Paved and Unpaved Roads	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls: Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities	PM-10 road construction dust

NOTE: State reductions from these measures have been included in EMFAC2017.

PM2.5

No committed control measures are included in the 2016 PM2.5 Plan and the 2018 PM2.5 Plan.

CHAPTER 3:
AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2017. CARB emission factors for PM10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For this conformity analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by the ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the 2018 Updates to the California State Implementation Plan Update on October 25, 2018. EPA approved the budgets and the plan on March 25, 2019.

- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).

- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).

- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. On January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022). On December 14, 2023, EPA approved the 1997 annual PM2.5 budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-6.

A. EMFAC2017/2021

The EMFAC model (short for EMission FACtor) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, buses and motor homes.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations.

On December 2022, 2017 ARB released its update to the EMFAC model – EMFAC2017. EPA issued final approval of EMFAC2017 model for regional conformity use with a two-year grace period on August 15, 2019. On January 15, 2021, ARB released the latest update to the EMFAC model – EMFAC2021. EPA issued final approval of EMFAC2021 model for regional conformity use with a two-year grace period on November 15, 2022. Since the conformity grace period still applies, EMFAC2017 is the emissions model used for this conformity analysis. On April 10, 2023, CARB submitted a request for the use of EMFAC2017 and EMFAC 2021 interim off-model adjustment factors that account for the emission benefits of California's Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M) in transportation conformity determinations. On May 26, 2023, EPA approved the use of these factors in regional conformity analyses in California.

EMFAC2017 (Scenario Analysis) is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or MPO level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

A transportation data template and detailed EMFAC modeling instructions have been prepared to summarize the transportation model output for use in EMFAC2017. The template includes allocating VMT by speed bin by hour of the day. EMFAC2017 was used to estimate exhaust emissions for ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. A conformity post-processing template has been developed to process EMFAC output and to incorporate HD I/M program adjustment factors. Note that the statewide SIP measures documented in Chapter 2 are already incorporated in the EMFAC2017 model as appropriate.

B. ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for re-entrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 2007 PM-10 Maintenance Plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the 2007 PM-10 Maintenance Plan. The National Ambient Air Quality Standards for PM-10 consists of a 24-hour standard, which is represented by the motor vehicle emissions budgets established in the 2007 PM-10 Maintenance Plan. It is important to note that EPA revoked the annual PM-10 Standard on October 17, 2006. The PM-10 emissions calculated

for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

On January 13, 2011 EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and beginning a two year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight, and rainfall correction factor remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

Section 93.122(e) of the Transportation Conformity regulation requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in the PM-10 implementation plan. The emission estimates are based on a CARB methodology in which the miles of new road built are converted to acres disturbed, which is then multiplied by a generic project duration (i.e., 18 months) and an emission rate. Emission factors are unchanged from the previous estimates at 0.11 tons PM-10/acre-month of activity. The emission factor includes the effects of typical control measures, such as watering, which is assumed to reduce emissions by about 50%. Updated activity data (i.e., new lane miles of roadway built) is estimated based on the highway and transit construction projects in the TIP/RTP.

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

C. PM2.5 APPROACH

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM2.5 standards, and the 1997 and 2006 24-hour PM2.5 standards; thus this conformity determination includes analyses to all PM2.5 standards.

The following PM2.5 approach addresses the 1997 (annual and 24-hour), the 2012 (annual, moderate and serious), and the 2006 (24-hour) standards.

EMFAC2017 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual or winter average day as described below.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM2.5 annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM2.5 areas that are currently using network-based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network-based travel models are expected and whether these variations would have a significant impact on PM2.5 emission estimates.

The SJV MPOs use network-based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials. In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation. The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC represent the most accurate VMT data available. The MPOs will continue to discuss and

research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available data. Prior to the development of the SIP, State and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use the latest version of EMFAC emissions modeling software. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

1997 24-Hour and Annual Standards – The portions of the 2018 PM2.5 Plan dealing with the 1997 24-hour standard were approved by EPA on January 28, 2022 (effective February 28, 2022) and contain motor vehicle emission budgets for PM2.5 and NOx established based on daily average emissions. The 1997 annual PM2.5 transportation conformity budgets for annual average PM2.5 and NOx emissions were approved by EPA on December 14, 2023 (effective January 16, 2024). The annual inventory methodology contained in the 2018 PM2.5 Plan was used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 24-Hour Standard – On March 27, 2020, EPA proposed approval of portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including granting attainment deadline extension to 2024. This portion of the 2018 PM2.5 Plan was finalized on July 22, 2020, effective as of publication. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions. The winter inventory methodology contained in the 2018 PM2.5 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2012 Annual Standard - On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and the portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2016 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average

annual daily emissions. The annual inventory methodology contained in the 2018 PM2.5 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

1997 AND 2012 ANNUAL PM2.5 TRADING MECHANISM

The 2018 PM2.5 Plan budgets and trading mechanism will also be used in this conformity analysis for moderate and serious 2012 PM2.5 and serious 1997 PM2.5 standards, as needed. The 2016 PM2.5 Plan and 2018 PM2.5 Plan allows trading for 2012 PM2.5 from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary annual PM2.5 using a 6.5 to 1 ratio. This trading mechanism will be used for the 1997 and 2012 annual PM2.5 standard conformity analysis, as needed.

2006 AND 1997 24-HOUR PM2.5 TRADING MECHANISM

On July 22, 2020, EPA partially approved the 2018 PM2.5 SIP including the 2006 PM2.5 standard trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 2 to 1 ratio. Then on January 28, 2022, EPA approved 1997 24-hour PM2.5 SIP elements contained in the 2018 PM2.5 Plan, inclusive of the inter-pollutant trading mechanism with the same 2 to 1 ratio. This trading mechanism will be used for the 2006 and 2012 24-hour PM2.5 standard conformity analysis, as needed.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2017. These instructions were last updated in March of 2024 (HD I/M adjustments were included in conformity post processing templates as of November 2023).

Documentation of the Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1 is provided in Appendix C, including:

- 2025 FTIP Conformity EMFAC Spreadsheet
- 2025 FTIP Conformity Paved Road Spreadsheet
- 2025 FTIP Conformity Unpaved Road Dust Spreadsheet
- 2025 FTIP Conformity Construction Spreadsheet
- 2025 FTIP Conformity Totals Spreadsheet

CHAPTER 4:
TRANSPORTATION CONTROL MEASURES

This chapter provides an update of the current status of transportation control measures identified in applicable implementation plans. Requirements of the Transportation Conformity regulation relating to transportation control measures (TCMs) are presented first, followed by a review of the applicable air quality implementation plans and TCM findings for the TIP/RTP.

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

The Transportation Conformity regulation requires that the TIP/RTP "must provide for the timely implementation of TCMs in the applicable implementation plan." The Federal definition for the term "transportation control measure" is provided in 40 CFR 93.101:

> "any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in Section 108 of the CAA [Clean Air Act], or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart."

In the Transportation Conformity regulation, the definition provided for the term "applicable implementation plan" is:

> "Applicable implementation plan is defined in section 302(q) of the CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110, or promulgated under section 110(c), or promulgated or approved pursuant to regulations promulgated under section 301(d) and which implements the relevant requirements of the CAA."

Section 108(f)(1) of the Clean Air Act as amended in 1990 lists the following transportation control measures and technology-based measures:

(i) programs for improved public transit;

(ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;

(iii) employer-based transportation management plans, including incentives;

(iv) trip-reduction ordinances;

(v) traffic flow improvement programs that achieve emission reductions;

(vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;

(vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;

(viii) programs for the provision of all forms of high-occupancy, shared-ride services;

(ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;

(x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;

(xi) programs to control extended idling of vehicles;

(xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;

(xiii) employer-sponsored programs to permit flexible work schedules;

(xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

(xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and

(xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

The EPA regulations in 40 CFR 93.113(b) indicate that transportation control measure requirements for transportation plans are satisfied if two criteria are met:

> "(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
>
> (2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan."

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

Similarly, in 40 CFR Section 93.113(c), EPA specifies three TCM criteria applicable to a transportation improvement program:

> "(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;
>
> (2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:
>
> - if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
> - if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;
>
> (3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan."

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For this conformity analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2016 Ozone Plan does not include new TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on May 26, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002*. These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. Since these commitments are included in the Plan by reference, the commitments were approved by EPA as TCMs.

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

The 2016 and 2018 PM2.5 Plans do not include any additional TCMs for the San Joaquin Valley.

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

As part of the 2004 Conformity Determination, FHWA requested that each SIP (Reasonably Available Control Measure - RACM) commitment containing federal transportation funding and a transportation project and schedule be addressed more specifically. FHWA verbally requested documentation that the funds were obligated and the project was implemented as committed to in the SIP.

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a "Summary of Commitments" table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with ("comb w/") reference as appropriate. A not applicable ("NA") was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific Congestion Mitigation and Air Quality (CMAQ) funding for the purchase and/or operation of street sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

The Project TID Table was developed to provide implementation documentation necessary for the measures identified. Detailed information is summarized in the first five columns, including the commitment number, agency, description, funding and schedule (if applicable).

For each project listed, the TIP in which the project was programmed, as well as the project ID and description have been provided. In addition, the current implementation status of the project has been included (e.g., complete, under construction, etc). MPO staff determined this information in consultation with the appropriate local jurisdiction. Any projects not implemented according to schedule or project changes are explained in the project status column. These explanations are consistent with the guidance and regulations provided in the Transportation Conformity regulation.

Supplemental documentation was provided to FHWA in August and September 2004 in response to requests for information on timely implementation of TCMs in the San Joaquin Valley. The supplemental documentation included the approach, summary of interagency consultation correspondence, and three tables completed by each of the eight MPOs. The Supplemental Documentation was subsequently approved by FHWA as part of the 2004 Conformity Determination.

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

In March 2005, the SJV MPOs began interagency consultation with FHWA and EPA to address outstanding RACM/TCM issues. In general, criteria were developed to identify commitments that require timely implementation documentation. The criteria were applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006.

In April of 2022, a new local TCM RACM analysis was conducted as part of 2022 Ozone SIP development. This analysis has then been revised to meet PM2.5 SIP BACM requirements in 2023 and again in 2024, as part of 2012 annual PM2.5 standard attainment deadline extension request. However, the revised TCM listing has not yet been approved by EPA; therefore, 2022 RACM TID still applies to this Conformity Analysis. The 2002 RACM TID Table has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

Based on a review of the transportation control measures contained in the applicable air quality plans, as documented in the two tables contained in Appendix D, the required TCM conformity findings are made below:

> The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs.

E. RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, TCAG undertook a process to identify and evaluate potential control measures that could be included in the 2022 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

A summary of the process to identify potential long-range control measures analysis and results to be evaluated as part of the RTP development was transmitted to the Interagency Consultation (IAC) partners for review. FHWA and EPA concurred with the summary of the long-range control measure approach in September 2009.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2022 RTP included:

- Paving or Stabilizing Unpaved Roads and Alleys
- Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions)
- Repave or Overlay Paved Roads with Rubberized Asphalt

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP.

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. TCAG also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been approved since 2016. New PM-10 plans that have been reviewed include:

A. Owens Valley, CA Serious PM-10 Nonattainment Area SIP, submitted June 9, 2016 (EPA approval effective April 12, 2017). Road dust was determined to be below de minimis thresholds and no mobile source control measures were adopted.

B. Juneau's Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted July 22, 2020 (EPA approval effective November 24, 2021). The maintenance plan control measures included optimizing sanding and de-icing materials to minimize entrainment, spring street sweeping, and paving of dirt roads. No additional measures were identified for the LMP to continue attainment of the NAAQS. Contingency measures include paving of dirt roads and stabilization of unpaved shoulders.

C. Wallula, WA Second PM-10 Maintenance Plan submitted November 22, 2019 (EPA approval effective June 1, 2020). The plan relies on fugitive dust controls from livestock operations.

D. Eagle River, AK PM-10 Nonattainment Plan submitted on November 10, 2020 (EPA approval effective December 9, 2021) The plan control measures include paving gravel roads with recycle asphalt product.

E. Pinehurst, ID PM-10 Limited Maintenance Plan submitted September 29, 2017 (EPA approval effective October 11, 2018. The plan primarily relies on control strategies for residential wood smoke. No additional PM-10 dust measures are included.

Based on review of commitments from other PM-10 nonattainment areas that have been developed since the previous RTP, no additional on-road fugitive dust controls measures are available for consideration.

Based on consultation with CARB and the Air District, TCAG considered priority funding allocations in the 2022 RTP for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

(1) Paving or Stabilizing Unpaved Roads and Alleys

(2) Curbing, Paving, or Stabilizing Shoulders on Paved Roads

(3) Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions); and

(4) Repave or Overlay Paved Roads with Rubberized Asphalt

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP.

CMAQ funding has been utilized in the past by TCAG agencies to fund numerous projects for implementation of Measures 1 through 3 above. Currently, projects using ATP funds can conceivably use the funds for stabilizing shoulders and adding curbs which would address Measure 2. The use of rubberized asphalt is at the discretion of the agencies responsible for specific overlay projects; various funding sources, including state, federal, and local measure money, have been and

will continue to be utilized for implementation of Measure 4 so long as those funds are available. Requests for funding Measure 1 types of projects have not been brought to TCAG and presumably most, if not all, unpaved road needs have been met. On new or relatively small projects, agencies will likely use local and/or measure funds for these projects.

CHAPTER 5:
INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, "MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations." The Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity regulation requires compliance with 40 CFR 93.105 (a)(2) and (e) and 23 CFR 450.

Section 93.112 of the conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Appendix E includes the public meeting process documentation. The responses to comments received as part of the public comment process are included in Appendix F.

A. INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Interagency Consultation Group (combination of previous Model Coordinating Committee and Programming Coordinating Group). The San Joaquin Valley Interagency Consultation (IAC) Group has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley transportation planning and programming (Transportation Improvement Program, Regional Transportation Plan, and Amendments), transportation conformity, climate change, and air quality (State Implementation Plan and Rules). The purpose of the group is to ensure Valley wide coordination, communication, and compliance with Federal and California Transportation Planning and Clean Air Act requirements. Each of the eight Valley MPOs and the Air District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans (Headquarters, District 6, and District 10) are all represented. The IAC Group meets approximately quarterly.

The draft boilerplate conformity document was distributed for interagency consultation on April 8, 2024 and re-submitted for IAC review on July 31. EPA and FHWA concurrence is anticipated by August 9, 2024. Comments received have been addressed and incorporated into this version of the analysis. Any additional comments received will be incorporated into the final version and will be addressed in Appendix E.

The Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1 was developed in consultation with TCAG's local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2025 FTIP, 2022 RTP Amendment No. 1, and the corresponding conformity analysis were released on August 7, 2024 for a 30-day public comment period, followed by adoption on September 16, 2024. Federal approval is anticipated on or before December 31, 2024.

Each of the cities, the County, and the Tule River Tribe are part of the TCAG Technical Advisory Committee which makes recommendations on the FTIP, RTP, and Air Quality Conformity Analysis.

B. PUBLIC CONSULTATION

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for FTIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. TCAG has an adopted consultation process and policy for conformity analysis which includes a minimum 30-day public notice and review period. A public hearing is held at a regularly scheduled and publicly noticed TCAG Board meeting during the 30-day public review period. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6:
TIP AND RTP CONFORMITY

The principal requirements of the transportation conformity regulation for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations except for the conformity test results. Prior chapters have also addressed the updated documentation required under the transportation conformity regulation for the latest planning assumptions and the implementation of transportation control measures specified in the applicable air quality implementation plans.

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for ozone (ROG/NOx), PM-10 (PM-10/NOx), and PM2.5 (PM2.5/NOx) respectively, in tons per day for each of the horizon years tested.

Ozone:

For 2008 and 2015 8-hour ozone, the applicable conformity test is the emissions budget test, using the *2018 Updates to the California State Implementation Plan* budgets for the San Joaquin Valley established for ROG and NOx for an average summer (ozone) season day. EPA approved the plan and the budgets on March 25, 2019. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

PM-10:

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NOx. This Plan revision including conformity budgets was conditionally approved by EPA on July 8, 2016 (effective September 30, 2016). On January

20, 2023, CARB withdrew their 2017 PM10 Maintenance Plan Update addressing the conditional approval of the 2015 Transportation Conformity Budget Update for the annual PM10 standard dealing with exceptional events demonstration. However, since EPA has not yet taken action on this submittal, the 2007 Maintenance Plan budgets (as revised in 2015) continue to apply. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budget for 2020 using the 2015 SIP Update budgets. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 24-Hour and Annual PM2.5 Standards:

For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2018 PM2.5 Plan. EPA approved 2018 PM2.5 Plan elements pertaining to the 1997 24-hour and 1997 annual PM2.5 standards on January 28, 2022 and December 14, 2024, respectively. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

On July 22, 2020, EPA approved portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including new transportation conformity budgets and trading mechanism. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using approved budgets established in the 2018 PM2.5 Plan. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 PM2.5 Standard:

On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2016 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment.

For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using moderate area budgets. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity Regulation have been satisfied, a finding of conformity for the 2025 FTIP and the 2022 RTP Amendment No. 1 is supported.

Table 6-1:
Conformity Results Summary

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2023 Budget	2.4	4.6		
	2025	2.1	3.5	YES	YES
	2026 Budget	2.1	4.0		
	2026	2.0	3.3	YES	YES
	2029 Budget	1.8	3.7		
	2029	1.8	2.8	YES	YES
	2031 Budget	1.7	3.5		
	2031	1.6	2.6	YES	YES
	2037	1.3	2.1	YES	YES
	2046	1.1	1.9	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	3.4	8.4		
	2025	2.5	3.7	YES	YES
	2020 Budget	3.4	8.4		
	2029	2.7	2.9	YES	YES
	2020 Budget	3.4	8.4		
	2037	2.6	2.1	YES	YES
	2020 Budget	3.4	8.4		
	2046	2.6	1.9	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2025	0.661	3.658	0.921		0.757		0.156		**2.5**	**3.7**
2029	0.670	2.907	0.948		0.757		0.359		**2.7**	**2.9**
2037	0.681	2.139	0.992		0.757		0.144		**2.6**	**2.1**
2046	0.696	1.901	1.028		0.757		0.131		**2.6**	**1.9**

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour PM2.5 Standard	2020 Budget	0.4	8.5		
	2025	0.3	3.7	YES	YES
	2020 Budget	0.4	8.5		
	2029	0.3	3.0	YES	YES
	2020 Budget	0.4	8.5		
	2037	0.3	2.2	YES	YES
	2020 Budget	0.4	8.5		
	2046	0.3	2.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.4	5.2		
	2025	0.3	3.7	YES	YES
	2023 Budget	0.4	5.2		
	2029	0.3	3.0	YES	YES
	2023 Budget	0.4	5.2		
	2037	0.3	2.2	YES	YES
	2023 Budget	0.4	5.2		
	2046	0.3	2.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2024 Budget	0.4	5.1		
	2024	0.3	4.2	YES	YES
	2024 Budget	0.4	5.1		
	2031	0.3	2.8	YES	YES
	2024 Budget	0.4	5.1		
	2037	0.3	2.3	YES	YES
	2024 Budget	0.4	5.1		
	2046	0.3	2.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.4	6.9		
	2025	0.3	3.7	YES	YES
	2022 Budget	0.4	6.9		
	2029	0.3	3.0	YES	YES
	2022 Budget	0.4	6.9		
	2037	0.3	2.2	YES	YES
	2025 Budget	0.4	6.9		
	2046	0.3	2.0	YES	YES

REFERENCES

CAA, 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.

EPA, 1993. 40 CFR Parts 51 and 93. *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act.* U.S. Environmental Protection Agency. Federal Register, November 24, 1993, Vol. 58, No. 225, p. 62188.

EPA, 2004a. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards*. U.S. Environmental Protection Agency. July 21, 2004.

EPA, 2010a. 40 CFR Part 93. *Transportation Conformity Rule PM2.5 and PM10 Amendments; Final Rule.* Federal Register, March 24, 2010, Vol. 75, No. 56, p. 14260.

EPA, 2010b. *Transportation Conformity Regulations EPA-420-B-10-006.* March.

EPA, 2012a. 40 CFR Part 93. *Transportation Conformity Rule Restructuring Amendments; Final Rule*. Federal Register, March 14, 2012, Vol. 77, No. 50, p. 14979.

EPA, 2012b. *Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas*. U.S. Environmental Protection Agency. EPA-420-B-12-045. July 2012.

EPA, 2012c. *Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas.* U.S. Environmental Protection Agency. EPA-420-B-12-046. July 2012.

EPA, 2015. *Implementation of the 2009 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements.* Final Rule. U.S. Environmental Protection Agency. Vol. 80. No. 44. March 6, 2015.

EPA, 2016. *Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements.* Final Rule. U.S. Environmental Protection Agency. PA-HQ-OAR-2013-0691. July 29, 2016.

EPA, 2018(a). *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements.* Final Rule. U.S. Environmental Protection Agency. Vol. 83, No. 234, December 6, 2018.

EPA, 2018(b). *Transportation Conformity Guidance for the South Coast II Court Decision*. EPA-420-B-12-050. November 2018.

EPA, 2018(c). *Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas*. EPA-420-B-18-023. June 2018.

USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations*. Memorandum from U.S. Department of Transportation. January 18, 2001.

USDOT. 2001. Federal Highway Administration. Planning Assistance and Standards. 23 CFR 450. October 16.

APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

Checklist for MPO TIPs/RTPs
January 2018

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Chapter 1, pgs. 9-11	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	Chapter 1, pgs. 12-13	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is **not** a significant contributor or that the SIP does **not** establish a budget (otherwise, conformity applies for NOx)	NA	NOx is a significant contributor
§93.102 (b)(2)(v)	PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	Chapter 1, pgs. 13-14 and Chapter 3, pgs. 35-36	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding made by DOT.	ES pg. 1; Chapter 5 page 47, Appendix E	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106	Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the based year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)). Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Chapter 1, pgs. 17-19, Table 1-6, Chapter 2, page 24, and Appendix B	
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	ES	

40 CFR	Criteria	Page	Comments
		pg. 1, Appendix B	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	ES pgs 1-3	
§93.109 (c,)	Provide either a table or text description that details, for each pollutant, precursor and applicable standard, whether the interim emissions test(s) and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Chapter 1, pgs. 11-19, Chapter 6 pgs 48-49	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Chapter 1, pg. 12-13	
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	NA	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Chapter 2, pgs. 20-30	
EPA-DOT guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (December 2008 guidance,)	Chapter 2, pgs. 20-30	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	Chapter 2, pg. 27, Chapter 5, 46-47	
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	Chapter 3, pg. 33	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of	Chapter 5, pgs. 46-47	

40 CFR	Criteria	Page	Comments
	consultation on conformity tests and methodologies as well as responses to written comments.		
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Chapter 4, pgs. 38-45 Appendix D	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	ES pg. 1	Analysis addresses both documents
For Areas with SIP Budgets:			
§93.118, §93.124	Document what the applicable budgets are, and for what years. Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).	Chapter 1, pgs. 11-17	
§93.118 (a, c, e)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Chapter 6, pgs. 48-52, Table 6-1	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Chapter 1, pg. 17-18	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Chapter 1, Table 1-6 and Chapter 6, Table 6-1	
For Areas without Applicable SIP Budgets:			
§93.119	Document whether the area must meet just one or both interim emissions tests. If both, document that it is the "less than" form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)).	NA	

40 CFR	Criteria	Page	Comments
§93.119[i] (a, b, c, d)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline" or "Action/Baseline Year" emissions tests as applicable.	NA	
§93.119 (e)	Document the appropriate baseline year.	NA	
§93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	NA-19	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	NA. 32-38	
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	NA	
For All Areas Where a Regional Emissions Analysis Is Needed			
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Chapter 2, pgs. 28-29 Appendix B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2). Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year (a)(3).	Chapter 4, pgs. 38-45	
§93.122 (a)(4,5,6,7)	For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4). Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5).	N/A	

40 CFR	Criteria	Page	Comments
	Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7).		
§93.122 (b)(1)(i)[ii]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Chapter 2, pgs. 24-29	
§93.122 (b)(1)(ii) [ii]	Document the land use, population, employment, and other network-based travel model assumptions.	Chapter 2, Table 2-1, pgs. 21-23	
§93.122 (b)(1)(iii) [ii]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Chapter 2, pgs. 23-25	
§93.122 (b)(1)(iv) [ii]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Chapter 2, pg. 24-27	
§93.122 (b)(1)(v) [ii]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Chapter 2, pg. 26-28	
§93.122 (b)(1)(vi) [ii]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Chapter 2, pgs. 24 and 27-29	
§93.122 (b)(2) [ii]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Chapter 2, pg. 26-27	
§93.122 (b)(3) [ii]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Chapter 2, pg. 27-29	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	

40 CFR	Criteria	Page	Comments
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Chapter 3, pgs. 33-34	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:	N/A	
	(g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan	N/A	
	(g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination;	N/A	
	(g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Appendix B, Chapter 5, 46-47	

[i] Note that some areas are required to complete both Interim emissions tests.
[ii] 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR 93.122(d)).

Disclaimers
This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

APPENDIX B

TRANPORTATION PROJECT LISTING

Tulare County Association of Governments
Regionally Significant Projects

Agency	Facility Name/Route	Project Limits	Type of Improvement	Open to Traffic Year	Year(s) Modeled							Estimated Cost (in $1,000's)
					2024	2025	2026	2029	2031	2037	2046	
Caltrans	SR 99	Post Miles: 30.6 to 35.2 Tulare/Tagus - Prosperity Ave to 1.2m S of Ave 280	Widen existing roadway	2024	X	X	X	X	X	X	X	$85,713
Caltrans	SR 99	Post Miles: 25.2 to 30.6 Tulare - Avenue 200 to Prosperity Ave	Widen existing roadway	2029				X	X	X	X	$152,264
Caltrans	SR 99	Post Miles: 0.0 to 13.5 Near Earlimart, County Line Rd to 0.7 mi north of Court Ave	Widen existing roadway	2027				X	X	X	X	$109,235
Caltrans	SR 99	Post Miles: 13.5 to 25.2 0.7 mi north of Court Ave to Avenue 200	Widen existing roadway	2042							X	$268,580
Caltrans	SR 65	Post Miles: 10.9 to 15.6 Terra Bella - Ave 88 to Ave 124	Widen existing roadway	2035						X	X	$55,486
Lindsay	Lindsay Route 65 and Route 198/245 Operational Improvements Proejct, Phase 1	SR 65 at Tulare Avenue	Roundabout and local street improvements	2028				X	X	X	X	$24,261

Tulare County Association of Governments
Regionally Significant Projects

Agency	Facility Name/Route	Project Limits	Type of Improvement	Open to Traffic Year	Year(s) Modeled							Estimated Cost (in $1,000's)
					2024	2025	2026	2029	2031	2037	2046	
Tulare Co.	Lindsay Route 65 and Route 198/245 Operational Improvements Proejct, Phase 2	SR 198 at Spruce Road	Roundabout and local street improvements	2031					X	X	X	$18,513
Caltrans	Lindsay Route 65 and Route 198/245 Operational Improvements Proejct, Phase 3	Post Miles: 29.5 to 32.3 Near Lindsay-from Hermosa Rd to Ave 244	Realignment and widen existing roadway	2034						X	X	$84,454
Caltrans	SR 190	Post Miles: 13.2 to 15.0 Porterville - Westwood to Rte 65	Widen existing roadway	2035						X	X	$24,117
Caltrans	SR 99	SR-99 at Caldwell Avenue	Major I/C improvements	2027				X	X	X	X	$54,600
Caltrans	SR 99	SR-99 at Agri Center (Commercial)	Construct new I/C	2025		X	X	X	X	X	X	$66,800
Caltrans	SR 99	SR-99 at Paige Ave.	Major I/C improvements	2029				X	X	X	X	$66,817
Caltrans	SR 198	SR-198 at Road 148	Construct new I/C	2046							X	$101,383

Tulare County Association of Governments
Regionally Significant Projects

Agency	Facility Name/Route	Project Limits	Type of Improvement	Open to Traffic Year	Year(s) Modeled							Estimated Cost (in $1,000's)
					2024	2025	2026	2029	2031	2037	2046	
Porterville	West St, Scranton St, Westwood Ave, Worth Ave	Porterville Airport roads	Realignment and extension of roadway	2026			X	X	X	X	X	$14,300
Caltrans	SR 190	SR-190 at Main Street	Major I/C improvements	2037						X	X	$73,262
Porterville	Westwood St	South of Orange Ave to South of Tule River	Widen existing road/bridge	2037						X	X	$15,174
Porterville	Newcomb St	North of Tule River to south of Poplar Ditch	New crossing over SR190 at the Tule River	2035						X	X	$67,665
Visalia	Riggin Avenue	Keyenta Street to Akers Street	Widen existing roadway	2024	X	X	X	X	X	X	X	$4,227
Visalia	Riggin Avenue	Conyer Street to Mooney Boulevard	Widen existing roadway	2026			X	X	X	X	X	$8,038
Visalia	Riggin Avenue	Roeben Street to Kelsey Avenue	Widen existing roadway	2026			X	X	X	X	X	$11,250
Visalia	Riggin Avenue	Akers Street to Roeben Street	Widen existing roadway	2027				X	X	X	X	$9,929
Visalia	Caldwell Ave (Ave 280)	Santa Fe (Visalia) to Lovers Ln (Visalia)	Widen existing roadway	2026			X	X	X	X	X	$21,360
Tulare Co.	Ave 152 (Olive)	West of Friant- Kern Canal to East of Redwood Rd	Widen existing roadway	2030					X	X	X	$23,002
Tulare Co.	Avenue 280	Lovers Ln (Visalia) to Virginia (Farmersville)	Widen existing roadway	2028				X	X	X	X	$32,340

Tulare County Association of Governments
Regionally Significant Projects

Agency	Facility Name/Route	Project Limits	Type of Improvement	Open to Traffic Year	Year(s) Modeled							Estimated Cost (in $1,000's)
					2024	2025	2026	2029	2031	2037	2046	
Tulare Co.	Avenue 280	Brundage (Farmersville) to Elberta (Exeter)	Widen existing roadway	2028				X	X	X	X	$25,674

Tulare County Association of Governments
Exempt Project Listing

Agency	MPO ID	CTIPS ID	Project	Description	Total Project Cost (in $1,000's)	Exemption Description	Exemption Code
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0004	In County of Tulare, Co Rd D112, over north branch of Tule River; Replace 2 Lane Bridge with a 2 Lane Bridge	$2,235	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0013	In County of Tulare, Road D112, over Bates Slough, south of Ave 196; Replace 2 Lane Bridge with 2 Lane Bridge	$1,796	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0025	In County of Tulare, Ave 152, over Tule River, 1.25 mi. west of Road 224; Replace 2 Lane Bridge with 2 Lane Bridge	$18,327	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0118	In County of Tulare, Ave 404 over Cottonwood Creek, 0.1 mi. west of SR 245; Replace 1-lane timber bridge with 1-lane bridge.	$2,720	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0133	In County of Tulare, Mountain Rd 109, over White River, 8 mi. SE of Fountain Springs; Replace 1 Lane Bridge with 2 Lane Bridge. No added lane capacity	$4,065	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0196	In County of Tulare, M375A Mineral King Rd over East Fork of Kaweah River, 6.68 mi. east of SR 198; Replace 2 Lane Bridge as 2 Lane Bridge	$11,155	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0215	In County of Tulare, Road 16 over Homeland Canal, 1.0 mi. north of Ave 56; Replace 2-lane timber bridge with 2-lane bridge	$1,305	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0216	In County of Tulare, Road 16 over Homeland Canal, 3.0 mi. north of Ave 56; Replace 2-lane timber bridge with 2-lane bridge	$1,516	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0225	In County of Tulare, Avenue 432 over Friant-Kern Canal at Road 144; Rehabilitate 2-lane bridge. Not capacity increasing.	$4,705	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0263	In County of Tulare, Avenue 174 over Friant-Kern Canal, 0.3 mi. west of Road 232; Replace 2 Lane Bridge with 2 Lane Bridge	$4,257	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0313	In County of Tulare, M276 over Kramer Creek, 3.7 mi. north of M296; Standalone Scour Countermeasure Project	$620	Pavement resurfacing and/or rehabilitation.	1.10

Tulare County Association of Governments
Exempt Project Listing

Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0340	In County of Tulare, Avenue 428 over Sand Creek, 0.25 mi. east of SR 63; Replace 2 Lane Bridge with 2 Lane Bridge	$3,025	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0353	In County of Tulare, Avenue 376, over Traver Canal, 0.25 mi. east of Road 40; Replace 2 Lane Bridge with 2 Lane Bridge	$1,700	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0360	In County of Tulare, Road 204, over Wutchumna Ditch, 0.1 mi. south of Ave 336; Replace 2 Lane Bridge with 2 Lane Bridge	$1,912	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP PM00148	Bridge Preventive Maintenance Program (BPMP) various bridges in the County of Tulare	$715	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP PM00149	Bridge Preventive Maintenance Program (BPMP) various bridges in the County of Tulare	$4,567	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP PM00237	Bridge Preventive Maintenance Program (BPMP), various bridges in the County of Tulare	$662	Pavement resurfacing and/or rehabilitation.	1.10
Dinuba	TUL12-144	21500000615	HSIP H9-06-005	In City of Dinuba, at various locations along Alta Avenue, Crawford Avenue, El Monte Way, Saginaw Avenue, Kamm Avenue, Kern Street, Nebraska Avenue, Englehart Avenue, Surabian Drive, and Sequoia Drive; install flush median, edgeline and centerline, and Class II and Class III bicycle facilities.	$2,932	Safety Improvement Program	1.06
Tulare County	TUL12-144	21500000615	HSIP H10-06-023	In Tulare County, at eight locations along Road 236, Avenue 144, Road 196 north and south of Lort Drive, Road 12, Road 228, and at Road 140/Avenue 272, and Burnett Road/Avenue 152; replace existing non-standard, damaged, or obsolete guardrails.	$1,706	Safety Improvement Program	1.06
Tulare County	TUL12-144	21500000615	HSIP H11-06-027	In Tulare County, at various locations. Segments include D238/Main St (2mi), Avenue 96 (2 mi), Avenue 304 (3 mi), Road 208 (2 mi), Avenue 144 (11mi), Avenue 120 (12mi), Avenue 264 (2mi) and Road 144 (4mi); onstall/upgrade edgelines and centerlines stripe along eight corridors with 6 inch paint traffic stripe (2-Coat). Upgrade pavement marking with thermoplastic pavement marking.	$278	Safety Improvement Program	1.06
Tulare County	TUL12-144	21500000615	HSIP H11-06-028	In Tulare County, at various locations. 8 Locations on 6 roads (Road 192, Road 124, Road 196, Road 152, Avenue 368, and Drive 60); upgrade existing, damaged, outdated, and destroyed guardrail to current standards.	$1,041	Safety Improvement Program	1.06
Tulare County	TUL12-144	21500000615	HSIP H9-06-017	In Tulare County, at intersection of Avenue 144 and Road 96 (Tipton); convert intersection to roundabout.	$3,588	Safety Improvement Program	1.06

Tulare County Association of Governments
Exempt Project Listing

Caltrans	TUL12-170	21500000381	In Porterville, at the southbound onramp and northbound on ramp from Olive Avenue.	Install protected left-turn signal phasing and upgrade curb ramps to Americans with Disabilities Act (ADA) standards	$3,942	Safety Improvement Program.	1.06
Caltrans	TUL12-175	21500000501	Near Visalia, from Route 198 to Fresno County line at various locations.	Rehabilitate drainage systems.	$17,134	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL12-175	21500000501	In the city of Tulare, from 0.1 mile west of Gemini Street to Route 99.	Rehabilitate roadway, incorporate complete streets features, and upgrade facilities to Americans with Disabilities Act (ADA) standards	$2,950	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL12-175	21500000501	In and near Visalia, from Mooney Boulevard to Avenue 326.	Rehabilitate pavement, incorporate complete streets features, and upgrade crash cushions, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	$54,284	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL12-175	21500000501	In and near Springville, from 0.3 mile east of Bridge Drive to 0.5 mile east of Pine Way.	Rehabilitate pavement and drainage systems, upgrade complete streets features, guardrail, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	$33,578	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL12-175	21500000501	Near Delano, from County Line Road to 0.7 mile north of Court Avenue; also in Kern County, from 0.2 mile south of Cecil Avenue to County Line Road.	Landscape mitigation for roadway	$3,800	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL13-150	21500000627	In the city of Porterville, from 0.3 miles west of Westwood Road to 0.3 miles east of Main Street.	Intersection improvements at three intersections	$3,540	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL13-150	21500000627	In the city of Woodlake, at the intersection of Route 245 and Cajon Avenue.	Construct roundabout. Financial Contribution Only (FCO) to the City of Woodlake	$1,100	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL13-150	21500000627	In Tulare County, near Poplar from 0.2 miles west of Road 191 to 0.1 mile east of Road 192.	Improve drainage	$3,008	Pavement resurfacing and/or rehabilitation.	1.10
Tulare	TUL13-700	21500000624	K Street Reconstruction	In the City of Tulare, from the south side of the intersection of K Street and Paige Avenue to the south side of the intersection of K Street and Olsen Avenue, as well as the Blackstone Avenue cul-de-sac on the east side of K Street; reconstruct roadway.	$7,626	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL16-104	21500000745	State Route 198 at Lovers Lane Operational Improvements	In Visalia: at intersection of State Route 198 and Lovers Lane; operational improvements	$20,595	Interchange reconfiguration projects	5.04
Visalia	TUL16-204	21500000727	Visalia City Transit Operating Assistance 5307	Transit operating assistance for Visalia City Transit using FTA 5307	$24,000	Operating assistance to transit agencies.	2.01
TCRTA	TUL16-204	21500000727	TCRTA Operating Assistance	Transit operating assistance for TCRTA Rural Area using FTA 5311	$8,856	Operating assistance to transit agencies.	2.01

Tulare County Association of Governments
Exempt Project Listing

TCRTA	TUL16-204	21500000727	TCRTA Operating Assistance 5311(f)	Transit operating assitance for TCRTA Tule River Tribe FTA 5311(f) (Using toll Credits)	$545	Operating assistance to transit agencies.	2.01
TCRTA	TUL16-204	21500000727	TCRTA Operating Assistance	Transit operating assistance for Visalia (Tulare) Urbanized Area using FTA 5307	$12,000	Operating assistance to transit agencies.	2.01
Porterville	TUL16-204	21500000727	City of Porterville Operating Assistance	Transit Operating Assistance for Porterville Urbanized Area using FTA 5307	$20,000	Operating assistance to transit agencies.	2.01
Porterville	TUL16-204	21500000727	City of Porterville Preventative Mainteance	Preventative Maintenance activities for Porterville Urbanized Area using FTA 5307	$6,000	Operating assistance to transit agencies.	2.01
TCRTA	TUL16-204	21500000727	TCRTA Preventative Maintenance	Preventative Maintenance activities for TCRTA for Visalia (Tulare) UZA using FTA 5307	$2,400	Operating assistance to transit agencies.	2.01
Visalia	TUL16-205	21500000741	Visalia City Transit Bus Purchases	Purchase of 4 new buses to replace existing Visalia City Transit buses	$4,400	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Porterville	TUL16-205	21500000741	Porterville Transit Bus Purchases	Purchase of new buses to replace existing buses	$3,680	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Porterville	TUL16-205	21500000741	Porterville Transit Bus Purchases	Purchase of new buses to replace existing buses	$1,720	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
TCRTA	TUL16-205	21500000741	TCRTA Bus Replacement	Purchase 1 (one) new replacement van	$688	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Tulare County	TUL16-500	21500000726	Road 160 Sidewalk Improvements, Ivanhoe	In community of Ivanhoe: on Road 160 between Avenue 328 and Avenue 332; constuct curb, gutter, sidewalk, ADA ramps, drive approaches, asphalt concrete paveouts, and drainage improvements.	$1,575	Bicycle and pedestrian facilities.	3.02
Porterville	TUL16-500	21500000726	Butterfield Stage Corridor (W. North Grand Avenue to College Avenue)	In the City of Porterville, on the Butterfield Stage Corridor alignment between W. North Grand Avenue and College Avenue; development of an active transportation corridor (approximately 3.9 miles in length) to include solar lighting, water stations, wayfinding, benches, controlled lighted crossing systems	$7,750	Bicycle and pedestrian facilities.	3.02
Caltrans	TUL16-500	21500000726	Ivanhoe Safe Routes to School	In community of Ivanhoe from Avenue 327 to just north of the State Route 216 and Avenue 328 intersection; construction of pedestrian and bicycle improvements including sidewalks, a shared-use path, railroad crossings, bicycle amenities, and	$1,788	Bicycle and pedestrian facilities.	3.02
Tulare County	TUL16-500	21500000726	Tipton Sidewalk Improvements Project	In the community of Tipton, on Evans Road between Avenue 152 and Lerdo Avenue, and along Woods Avenue between Thompson Road and Newman Road; construction of curb & gutter, sidewalk, curb ramps, drive approaches, asphalt concrete paveouts, crossing surface improvements, and pedestrian related	$3,430	Bicycle and pedestrian facilities.	3.02
Dinuba	TUL16-500	21500000726	Building Dinuba's Active Transportation Future - Infrastructure & Non-Infrastructure	In the City of Dinuba; various bicycle and pedestrian improvements on six corridors in Dinuba, as well as bike rodeos at all Dinuba schools	$16,074	Bicycle and pedestrian facilities.	3.02
Porterville	TUL16-500	21500000726	HAWK Pedestrian Crossings Project	In the City of Porterville; design and installation of two High intensity Activated crossWalK (HAWK) systems on the Santa Fe Byway and a third on Plano Street at Chase Avenue to increase pedestrian safety	$1,859	Bicycle and pedestrian facilities.	3.02
Visalia	TUL16-500	21500000726	Houston Community Connectivity Project	In the City of Visalia; construction of protected bike lanes along Houston Avenue, incorporation of new and reconstructed ADA compliant curb returns with bulb out configuration and sidewalk construction.	$2,385	Bicycle and pedestrian facilities.	3.02

Tulare County Association of Governments
Exempt Project Listing

Woodlake	TUL16-500	21500000726	West Sequoia Avenue Multi-Modal Improvements Project	In the City of Woodlake, along the north and south side of W. Sequoia Avenue, west of Valencia Blvd (SR 245) to Mulberry Street; construct ADA compliant ramps, curb, gutter, sidewalks, crosswalks, streetlights; a Class IV buffered bike lane with vertical elements and signage along Sequoia Avenue.	$2,922	Bicycle and pedestrian facilities.	3.02
Tulare County	TUL16-500	21500000726	Poplar Pedestrian Connectivity Project	In the community of Poplar; pedestrian and safety improvements along Avenue 145 from Road 190 to Road 193.	$3,182	Bicycle and pedestrian facilities.	3.02
Porterville	TUL16-500	21500000726	Tule River Tribe Complete Streets and Two Pedestrian Bridges Project, Phase 1	In the Tule River Indian Reservation, on North Reservation Road between Cow Mountain Road and Million Dollar Bridge; bicycle and pedestrian infrastructure improvements and construction of two new pedestrian bridges across Tule River to allow pedestrian access between the north and south sides of the Tule River.	$2,981	Bicycle and pedestrian facilities.	3.02
Visalia	TUL16-500	21500000726	Goshen-Visalia Corridor (GVC) Improvement Project, Phase 1	In the City of Visalia, along the north side of Goshen Avenue between Giddings Street and Mooney Boulevard; construction of Class 1 multi-use trail.	$3,816	Bicycle and pedestrian facilities.	3.02
Dinuba	TUL18-000	21500000753	Road 56 and Avenue 416 Roundabout	In the County of Tulare (approximately 0.5 mi. west of the City of Dinuba), at the intersection of Road 56 and Avenue 416; construct roundabout	$101	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.	4.05
Farmersville	TUL18-000	21500000753	Road 168 and E. Walnut Street Roundabout	In the City of Farmersville, at the intersection of Road 168 and E. Walnut Street; construct roundabout	$101	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.	4.05
Caltrans	TUL18-102	21500000759	State Route 190 and Westwood Roundabout and Operational Improvements	Near Porterville: at the intersection of State Route 190 and Westwood Avenue; construct a roundabout, auxiliary lane on WB SR 190 from Jaye Street to NB SR 65 on ramp, and right turn lane at Main Street from EB SR 190	$12,760	Interchange reconfiguration projects	5.01
Dinuba	TUL20-001	21500000765	City of Dinuba Alta and Kamm Roundabout	In the City of Dinuba at the intersection of Alta Avenue and Kamm Avenue; construct new roundabout	$4,012	Intersection channelization projects.	5.01
Caltrans	TUL20-203	21500000774	State Route 190 and Plano and College Roundabouts	In City of Porterville at intersection of State Route 190 and S. Plano Street and at intersection of S. Plano Street and College Avenue; construct roundabouts	$16,772	Intersection channelization projects.	5.01
Visalia	TUL21-000	21500000781	City of Visalia Traffic Signal Interconnect Project	n the City of Visalia, on Houston Avenue Between Deamaree Street and Giddings Street, on Demaree Street between Campus Avenue and Caldwll Avenue, on Ben Maddox Way between Goshen Avenue and St. Johns Parkway, on Murray Avenue between Mooney Boulevard and Divisadero Street install fiber optic cable within existing traffic signal conduit, and on Mooney boulevard between Houston Avenue and Murray Avenue install approximately 2,250 feet of new traffic signal conduit and connect to existing conduit along the southern end of Mooney boulevard and install fiber optic cable.	$1,265	Intersection signalization projects at individual intersections.	5.02
Visalia	TUL21-000	21500000781	Burke Street and St. John's Parkway Traffic Signal	At the intersection of Burke Street and St. John's Parkway; installation of traffic signal and connection to signal interconnect network at Ben Maddox Way and St. John's Parkway	$820	Intersection signalization projects at individual intersections.	5.02
Woodlake	TUL21-001	21500000782	State Route 245 and Cajon Avenue Roundabout	In the City of Woodlake at the intersection of State Route 245 and Cajon Avenue; construct new roundabout	$4,551	Intersection channelization projects.	5.01
Tulare County	TUL22-200	21500000789	Terra Bella Avenue Farm 2 Market Project	In the County of Tulare on Avenue 96 (Terra Bella Avenue) between Park Drive and Road 192 and on Avenue 96 between Road 208 and State Route 65; rehabilitate roadway	$6,650	Pavement resurfacing and/or rehabilitation.	1.10
Porterville	TUL23-204	21500000796	Fuel System Upgrades	Purchase fuel system software and equipment for Porterville City Transit Bus Yard	$300	Purchase of office, shop, and operating equipment for existing facilities.	2.04

Tulare County Association of Governments
Exempt Project Listing

Porterville	TUL23-204	21500000796	Fencing and security hardware purchase	Purchase fencing and security hardware for Porterville City Transit Bus Yard	$260	Purchase of office, shop, and operating equipment for existing facilities.	2.04
Porterville	TUL23-204	21500000796	Porterville Transit Center Improvements	Purchase of exterior and lobby improvements for Porterville City Transit Center	$200	Purchase of office, shop, and operating equipment for existing facilities.	2.04
Porterville	TUL23-204	21500000796	Porterville Transit Shelters	Purchase of new transit shelters and signage to replace existing Porterville City Transit shelters	$200	Purchase of office, shop, and operating equipment for existing facilities.	2.04
Porterville	TUL23-204	21500000796	Traffic Signal Preemption	Purchase of new equipment for buses and traffic signal equipping for existing Porterville City Transit operations	$250	Purchase of office, shop, and operating equipment for existing facilities.	2.04
Porterville	TUL23-205	21500000797	Porterville Renewable Energy Infrastructure	Construction of micro-grid to support operation of electric fleet	$1,000	Construction or renovation of power, signal, and communications systems.	2.06
Porterville	TUL23-205	21500000797	Porterville Renewable Energy Infrastructure	Purchase and installation of replacement charging station infrastructure	$1,000	Construction or renovation of power, signal, and communications systems.	2.06
Porterville	TUL23-206	21500000798	Porterville Transit Maintenance Facility	Construction of new Maintenance Facility to replace existing facility to accommodate Porterville city electric transit buses	$1,500	Reconstruction or renovation of transit buildings and structures.	2.08
Tulare County	TUL25-002	21500000802	Avenue 56 Farm to Market Road	In the County of Tulare, on Avenue 56 between State Route 99 and State Route 43; resurfacing of roadway	$5,111	Pavement resurfacing and/or rehabilitation.	1.10
Woodlake	TUL25-004	21500000804	Mulberry Street/Narjano Boulevard (SR216) Roundabout	In the City of Woodlake, at the intersection of Naranjo Boulevard (SR 216) and Mulberry Street; construct roundabout	$6,410	Intersection channelization projects.	5.01

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

EMFAC Emissions (tons/day)

Tulare

Pollutant	Source	Description	2025	2026	2029	2031	2037	2046
Ozone 2008 and 2015 standards (2016 Ozone SIP)	EMFAC 2017 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2.03	1.94	1.72	1.58	1.26	1.06
		Conformity Total	2.10	2.00	1.80	1.60	1.30	1.10
Ozone 2008 and 2015 standards (2016 Ozone SIP)	EMFAC 2017 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	3.47	3.27	2.76	2.51	2.03	1.80
		Conformity Total	3.50	3.30	2.80	2.60	2.10	1.90

Pollutant	Source	Description	2025	2029	2037	2046
PM-10 (2007 Maintenance SIP)	EMFAC 2017 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	0.66	0.67	0.68	0.70
		Conformity Total	0.66	0.67	0.68	0.70
PM-10 (2007 Maintenance SIP)	EMFAC 2017 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.66	2.91	2.14	1.90
		Conformity Total	3.66	2.91	2.14	1.90

Pollutant	Source	Description	2025	2029	2037	2046
PM2.5 24-hour 1997 standard (2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.28	0.28	0.28	0.28
		Conformity Total	0.30	0.30	0.30	0.30
PM2.5 24-hour 1997 standard (2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.66	2.91	2.14	1.90
		Conformity Total	3.70	3.00	2.20	2.00

			2025	2029	2037	2046
PM2.5 Annual 1997 standard (2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.28	0.28	0.28	0.28
		Conformity Total	0.30	0.30	0.30	0.30
PM2.5 Annual 1997 standard (2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.66	2.91	2.14	1.90
		Conformity Total	3.70	3.00	2.20	2.00

			2024	2031	2037	2046
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2017 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.28	0.28	0.28	0.28
		Conformity Total	0.30	0.30	0.30	0.30
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2017 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	4.20	2.75	2.23	1.98
		Conformity Total	4.20	2.80	2.30	2.00

			2025	2029	2037	2046
PM2.5 Annual 2012 standard Moderate Area 2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.28	0.28	0.28	0.28
		Conformity Total	0.30	0.30	0.30	0.30
PM2.5 Annual 2012 standard Moderate Area 2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.66	2.91	2.14	1.90
		Conformity Total	3.70	3.00	2.20	2.00

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2023 Budget	2.4	4.6		
	2025	2.1	3.5	YES	YES
	2026 Budget	2.1	4.0		
	2026	2.0	3.3	YES	YES
	2029 Budget	1.8	3.7		
	2029	1.8	2.8	YES	YES
	2031 Budget	1.7	3.5		
	2031	1.6	2.6	YES	YES
	2037	1.3	2.1	YES	YES
	2046	1.1	1.9	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	3.4	8.4		
	2025	2.5	3.7	YES	YES
	2020 Budget	3.4	8.4		
	2029	2.7	2.9	YES	YES
	2020 Budget	3.4	8.4		
	2037	2.6	2.1	YES	YES
	2020 Budget	3.4	8.4		
	2046	2.6	1.9	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2025	0.661	3.658	0.921		0.757		0.156		**2.5**	**3.7**
2029	0.670	2.907	0.948		0.757		0.359		**2.7**	**2.9**
2037	0.681	2.139	0.992		0.757		0.144		**2.6**	**2.1**
2046	0.696	1.901	1.028		0.757		0.131		**2.6**	**1.9**

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour PM2.5 Standard	2020 Budget	0.4	8.5		
	2025	0.3	3.7	YES	YES
	2020 Budget	0.4	8.5		
	2029	0.3	3.0	YES	YES
	2020 Budget	0.4	8.5		
	2037	0.3	2.2	YES	YES
	2020 Budget	0.4	8.5		
	2046	0.3	2.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.4	5.2		
	2025	0.3	3.7	YES	YES
	2023 Budget	0.4	5.2		
	2029	0.3	3.0	YES	YES
	2023 Budget	0.4	5.2		
	2037	0.3	2.2	YES	YES
	2023 Budget	0.4	5.2		
	2046	0.3	2.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2024 Budget	0.4	5.1		
	2024	0.3	4.2	YES	YES
	2024 Budget	0.4	5.1		
	2031	0.3	2.8	YES	YES
	2024 Budget	0.4	5.1		
	2037	0.3	2.3	YES	YES
	2024 Budget	0.4	5.1		
	2046	0.3	2.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.4	6.9		
	2025	0.3	3.7	YES	YES
	2022 Budget	0.4	6.9		
	2029	0.3	3.0	YES	YES
	2022 Budget	0.4	6.9		
	2037	0.3	2.2	YES	YES
	2025 Budget	0.4	6.9		
	2046	0.3	2.0	YES	YES

Road Construction Dust

TULARE

Description								
	2025		2029		2037		2046	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	3986	2025	4195	2029	4291	2037	4368
Horizon	2025	4,195	2029	4,291	2037	4,368	2046	4,447
Difference	20	209	4	96	8	77	9	79
Lane Miles per Year		10		24		10		9
Acres Disturbed		41		93		37		34
Acre-Months		730		1676		672		613
Emissions (tons/year)		80.256		184.320		73.920		67.413
Annual Average Day Emissions (tons)		0.220		0.505		0.203		0.185
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		**0.156**		**0.359**		**0.144**		**0.131**

Paved Road Dust Emissions (tons/day)

TULARE 2025

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	3,993,393	1,458	111.373	108.090	0.296	0.075	0.274
Enter Arterial VMT ==>	Arterial	6,550,355	2,391	303.996	295.035	0.808	0.282	0.580
Enter Collector VMT ==>	Collector	385,922	141	17.910	17.382	0.048	0.407	0.028
	Urban	19,511	7	6.784	6.584	0.018	0.324	0.012
Enter Total of Urban and Rural Local VMT Here => 26,728	Rural	7,217	3	10.854	10.534	0.029	0.090	0.026
	Totals	10,956,398	3,999	450.917	437.626	1.199		0.921

TULARE 2029

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	4,103,908	1,498	114.455	111.082	0.304	0.075	0.282
Enter Arterial VMT ==>	Arterial	6,726,913	2,455	312.190	302.988	0.830	0.282	0.596
Enter Collector VMT ==>	Collector	430,894	157	19.997	19.408	0.053	0.407	0.032
	Urban	19,785	7	6.879	6.676	0.018	0.324	0.012
Enter Total of Urban and Rural Local VMT Here => 27,103	Rural	7,318	3	11.006	10.682	0.029	0.090	0.027
	Totals	11,288,818	4,120	464.527	450.835	1.235		0.948

TULARE 2037

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	4,309,972	1,573	120.202	116.659	0.320	0.075	0.296
Enter Arterial VMT ==>	Arterial	6,999,869	2,555	324.857	315.282	0.864	0.282	0.620
Enter Collector VMT ==>	Collector	489,933	179	22.737	22.067	0.060	0.407	0.036
	Urban	20,241	7	7.038	6.830	0.019	0.324	0.013
Enter Total of Urban and Rural Local VMT Here => 27,727	Rural	7,486	3	11.260	10.928	0.030	0.090	0.027
	Totals	11,827,502	4,317	486.094	471.766	1.293		0.992

TULARE 2046

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	4,472,838	1,633	124.745	121.068	0.332	0.075	0.307
Enter Arterial VMT ==>	Arterial	7,237,280	2,642	335.875	325.975	0.893	0.282	0.641
Enter Collector VMT ==>	Collector	537,072	196	24.925	24.190	0.066	0.407	0.039
	Urban	20,654	8	7.181	6.970	0.019	0.324	0.013
Enter Total of Urban and Rural Local VMT Here => 28,294	Rural	7,639	3	11.490	11.151	0.031	0.090	0.028
	Totals	12,275,483	4,481	504.216	489.354	1.341		1.028

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

TULARE

HPMS Local Urban/Rural Percent
From 1998 Assembly of Statistical Reports - Caltrans
73.0% Urban
27.0% Rural
100.0% Total

Road Type	Base EF (lb PM10/ VMT
Freeway	0.000152818
Arterial	0.000254296
Collector	0.000254296
Local	0.00190513
Rural	0.008241141

TULARE

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	8.0	7.3	6.8	4.0	2.0	0.3	0.0	0.0	1.0	2.0	4.8	6.8	**42.8**
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	**365**
Rain Reduction Factor	0.94	0.94	0.95	0.97	0.98	1.00	1.00	1.00	0.99	0.98	0.96	0.95	**0.97**

Unpaved Road Dust Emissions (tons/day)

TULARE 2025

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	128.6	10	469.4	469.390	414.047	1.134	0.333	0.757

TULARE 2029

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	128.6	10	469.4	469.390	414.047	1.134	0.333	0.757

TULARE 2037

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	128.6	10	469.4	469.390	414.047	1.134	0.333	0.757

TULARE 2046

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	128.6	10	469.4	469.390	414.047	1.134	0.333	0.757

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Tulare County Association of Governments
RACM Timely Implementation Documentation

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status – Conformity Analysis for the 2023 FTIP/2022 RTP (as of May 2022)	Implementation Status – Conformity Analysis for the 2025 FTIP (as of July 2024)
TCAG	TU3.3	Employer Rideshare Program Incentives	TCAG Outreach program through 2006	Commitment complete.	Commitment complete.
Exeter	TU9.5	Encouragement of Bicycle Travel	Implement projects that fund, construct, or promote pedestrian and bicycle facilities.	Commitment complete	Commitment complete
Farmersville	TU1.5	Expansion of Public Transportation Systems	Seek opportunities to ensure more frequent stops of Orange Line in City and encourage ridership by making bus schedules available at City Hall and reminders on utility bills in 2002	Commitment complete.	Commitment complete.
Farmersville	TU5.5	Removal of On-Street Parking	Consider removing on-street parking on Visalia Road and some in downtown during FY 2002/03	Commitment complete.	Commitment complete.
Farmersville	TU5.9	Bus Pullouts in Curbs for Passenger Loading	Consider bus pull out on Visalia Road and Downtown during FY 2002/03	Commitment complete.	Commitment complete.
Farmersville	TU5.16	Adaptive traffic signals and signal timing	New traffic signals will have adaptive traffic signals and signal timing as they are installed	The proposed traffic signal at Road 168 and Avenue 288 (Walnut Avenue) is still proposed in the future when an additional school is constructed. The existing Farmersville Boulevard/Avenue 288 (Walnut Avenue) traffic signal is still to be modified. The project is in design and should go to bid in late 2020 or early 2021.	Commitment complete.
Lindsay	TU1.7	Free transit during special events	Trolley rides will be given during the annual Chili Cook- off celebration through October 2005	Commitment complete.	Commitment complete.
Lindsay	TU5.3	Reduce Traffic Congestion at Major Intersections	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.

Tulare County Association of Governments
RACM Timely Implementation Documentation

Lindsay	TU5.4	Site-Specific Transportation Control Measures	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Lindsay	TU6.1	Park and Ride Lots	Continue to use and maintain two park and ride lots from 2002 - 2005	Commitment complete.	Commitment complete.
Lindsay	TU7.3	Involve school districts to encourage walking to school	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Lindsay	TU9.2	Encouragement of Pedestrian Travel	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Lindsay	TU9.3	Bicycle/Pedestri a n Program	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Lindsay	TU9.5	Encouragement of Bicycle Travel	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Lindsay	TCM4	Bicycle Programs	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Porterville	TU1.2	Transit Access to Airports	Provide demand response transit to and from the airport through at least 2007.	Porterville COLT continues to provide this service.	Commitment complete
Porterville	TU1.6	Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management	Create a bus stop adjacent to a proposed new Park-and- Ride lot prior to end of 2003.	Commitment Complete	Commitment complete.
Porterville	TU1.7	Free transit during special events	Provide free shuttle bus service during the Sutton Iris Farm Festival through at least 2006	Commitment complete.	Commitment complete.
Porterville	TU5.4	Site-Specific Transportation Control Measures	Construct left turn lanes at designated intersections by 2003.	Commitment complete.	Commitment complete.
Porterville	TU5.9	Bus Pullouts in Curbs for Passenger Loading	Construct one bus pull-out on Olive Avenue at Westwood; construct others as needed.	The bus pullout located at Olive and Westwood has been completed. The City has also completed bus turnouts at Olive and Plano, as well as at Putnam and Pearson. The City will be evaluating improving other bus stops with available funding	The city continues to evaluate improvements to bus stops.

Tulare County Association of Governments
RACM Timely Implementation Documentation

Porterville	TU5.16	Adaptive traffic signals and signal timing	Adaptive traffic signals will be installed on designated corridors in the City by 2003.	Commitment complete.	Commitment complete.
Porterville	TU9.5	Encouragement of Bicycle Travel	Hold dedication ceremonies for future phases of Tule River Parkway that encourage public use of bikeways through 2003	Commitment complete.	Commitment complete.
Porterville	TU10.2	Bike Racks on Buses	Equip new buses with bike racks through at least 2006.	Commitment complete.	Commitment complete.
Porterville	TCM3	Rideshare Programs	Publish an article in "The Pen" that encourages rideshare within the City. Implementation by FY 2002/03	Commitment complete.	Commitment complete.
Tulare	TU1.1	Regional Express Bus Program	Provide regional express bus service to connect with other transit services through at least 2007	The Tulare InterModal Express (TIME) fixed route service continues to provide connections to Visalia Transit and TCaT	Commitment complete
Tulare	TU1.2	Transit Access to Airports	Provide transit access to local airports through connection with other transit lines through at least 2007.	The TIME fixed route service continues to provide connections to Visalia Transit which provides service to the Visalia Municipal Airport and the Fresno Airport (via the V-Line)	Commitment Complete
Tulare	TU1.5	Expansion of Public Transportation Systems	Provide for the expansion and enhancement of existing transit services within the City through Unmet Needs and updating the City's Transit Development Plan	The City continues to participate in the Unmet Needs Process. The City continues to implement the 2014 Short Range Transit Plan.	The City continues to participate in the Unmet Needs Process. The City continues to implement the 2014 Short Range Transit Plan.
Tulare	TU1.6	Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management	The City will provide of adequate parking at transit facilities as park-and-ride lots. Implementation from 1999 through FY 2002/03.	Commitment complete.	Commitment complete.

Tulare	TU1.7	Free transit during special events	Provide free transit service during special events through at least 2007.	Commitment complete.	Commitment complete.
Tulare	TU1.9	Increase parking at transit centers or stops	Encourage transit convenience by providing additional parking at transit centers. Implementation from 1999 through FY 2002/03.	Commitment complete.	Commitment complete.
Tulare	TU5.4	Site-Specific Transportation Control Measures	Install additional traffic signals as warranted.	See Project TID Table	See Project TID Table
Tulare	TU5.9	Bus Pullouts in Curbs for Passenger Loading	Provide bus pull-outs for passenger loading and unloading.	See Project TID Table	See Project TID Table
Tulare	TU5.16	Adaptive traffic signals and signal timing	Install adaptive and emergency vehicle pre- emptive traffic signals.	Commitment Complete.	Commitment complete.
Tulare	TU10.2	Bike Racks on Buses	Encourage pedestrian and bicycle travel as an alternative to automobile travel.	The city continues to evaluate potential for additional pedestrian and bicycle projects.	The city continues to evaluate potential for additional pedestrian and bicycle projects.
Tulare	TU15.2	Pedestrian and Bicycle Overpasses Where Safety Dictates	Install pedestrian and bicycle over crosses where safety concerns dictate through at least 2007.	Commitment Complete.	Commitment complete.
Tulare	TU5.6	Reversible Lanes	Implement reversible parking on arterial streets to improve traffic flow.	The City continues to implement reversible parking on arterial streets during the annual World Ag Expo.	The City continues to implement reversible parking on arterial streets during the annual World Ag Expo.
Visalia	TU1.2	Transit Access to Airports	Provide a fixed route transit service to the local airport.	Route 10 continues to provide transportation to the Visalia Airport upon request. The V-Line connects riders to the Fresno Airport.	Route 10 continues to provide transportation to the Visalia Airport upon request. The V-Line connects riders to the Fresno Airport.
Visalia	TU1.5	Expansion of Public Transportation Systems	Expand / enhance transit services through the Short Range Transit Plan.	Visalia Transit continues to implement the approved Short Range Transit Plan.	Visalia Transit continues to implement the approved Short Range Transit Plan.
Visalia	TU1.7	Free transit during special events	Provide free trolley service during special events.	The Visalia Trolley continues to provide free service during special events.	The Visalia Trolley continues to provide free service during special events.

Tulare County Association of Governments
RACM Timely Implementation Documentation

Visalia	TU3.3	Employer Rideshare Program Incentives	Provide employee incentives for carpooling, walking, biking to work.	The City of Visalia continues to provide incentives to all employees who carpool, bike, or walk to work.	The City of Visalia continues to provide incentives to all employees who carpool, bike, or walk to work.
Visalia	TU5.2	Coordinate Traffic Signal Systems	Continue to expand the City's coordinated traffic signal system.	The Traffic Management Center has been constructed and the signal interconnect project along Center Avenue, Giddings Street, and Murray Avenue has been completed. The City of Visalia has completed the latest projects for the installation of battery backup systems and emergency vehicle preemption. The City has an ongoing project to install battery backup systems and emergency vehicle preemption equipment on all existing intersections. The construction of new traffic signals includes the battery backup system, emergency vehicle preemption equipment, and the installation of additional conduits to provide for future connection to the City of Visalia's communication network.	The City of Visalia continues to install battery backup systems and emergency vehicle preemption equipment on all existing intersections. The next round of installation of battery backup systems and emergency equipment on existing traffic signals will begin in the Summer of 2025. The Caldwell Ave. from Akers St. to Shady St. Project for roadway improvements has been designed to include signal interconnect along this segment and construction was completed in February 2024. The project to install signal interconnects on Ben Maddox Way from Goshen Ave to Tulare Ave from Ben Maddox Way to Lovers Lane has been designed and construction is expected to be completed in the Fall of 2024. The project to install signal interconnects in 3 locations, along Ben Maddox Way, Houston Ave. and Demaree St., construction will begin Fall of 2024.. The construction of new traffic signals includes the battery backup system, emergency vehicle preemption equipment, installation of additional conduits, and other equipment to facilitate future connection to the City of Visalia's communication network.
Visalia	TU5.3	Reduce Traffic Congestion at Major Intersections	Continue to make use of turn lanes, signalization, and median dividers for traffic control.	The City of Visalia continues to evaluate and prioritize intersections to determine the appropriate traffic control measure to be implemented.1. The improvements to the intersection of Demaree Street at Goshen Avenue have been completed in August 2019.2. The construction of the new traffic signals at the intersections of County Center Street at Houston Avenue and Riggin Avenue at Mooney Boulevard were completed in July 2019. 3.The intersections of County Center Street at Riggin Avenue and Giddings Street at Riggin Avenue will begin construction in the beginning of 2021.	The City completed the installation of traffic signals at the intersections of Giddings St. at Riggin Ave., County Center at Riggin Ave., in February 2022. A traffic signal and roadway improvements project is in the design stage for the intersection Shirk St. at Doe Ave. Construction is expected to begin in 2024. The modification of the traffic signal and roadway improvements at the intersection of Visalia Parkway at Mooney Blvd. were completed in the Summer of 2024. The existing in-pavement vehicle detection was replaced with video detection at the intersections of Plaza Drive at Riggin Ave. and Ferguson Ave. at Plaza Drive in 2023..

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Visalia	TU5.4	Site-Specific Transportation Control Measures	Implement geometric traffic control procedures	The City of Visalia continues to implement various geometric traffic control measures based on the evaluation of the intersections and roadway segments within the City of Visalia:1. The City is currently in the right of way acquisition phase as part of the design for the roadway improvements in Caldwell Avenue between Akers Street and Shady Street. The improvements include the installation of a center median. Construction is expected to begin in 2021.2. The City will begin construction of the traffic signals at the intersections of County Center Street at Riggin Avenue and Giddings Street at Riggin Avenue in 2021. Each intersection will provide protected left turn movements and thru/right turn lanes.3. SR-198/Akers Street Interchange Improvement Project has been completed which added dual left turn lanes in Akers Street for the north bound and south bound directions.4. The construction of the roundabout at the intersection of Tulare Avenue and Santa Fe Street will begin construction in December 2020. The roundabout will add operational efficiencies, improve congestion management, and correct the existing offset geometric configuration.	The Caldwell Avenue between Akers Street and Shady Steet for roadway improvements includes the installation of center median islands and bicycle lanes. Construction was completed in early 2024. The City completed the installation of traffic signals at the intersections of Giddings St. at Riggin Ave., County Center at Riggin Ave., in February 2022. The roundabout at the intersection of Tulare Avenue and Santa Fe Street was completed in April 2021. This project updated the intersection from stop traffic to a yield control and corrected the offset intersection through the roundabout geometry. The Riggin Ave. Widening from Akers St. to Demaree St. Project will widen the road, add additional traffic lanes and bike lanes. Construction was completed in Fall 2023. Construction at the intersection of St. John's Parkway and Burke St. for a new traffic signal and interconnect will begin in Summer of 2025. The Shirk Widening at Mill Creek Project will extend the existing creek culvert, add lanes within the existing right-of-way, and add bike lanes. Construction is expected to begin in late Fall of 2025. The Riggin Ave. from Kelsey St. to Shirk St. will be widened from a 2- lane undivided roadway to a 4-lane divided roadway. This project will incorporate center median with landscaping and a protected bike facility. Construction is expected to begin Fall of 2024. The Riggin Ave. from Mooney Blvd. to Conyer St. will be widened from a 2-lane undivided roadway to a 4-lane divided roadway. This project will incorporate protected bike facilities. Construction is expected to begin in Fall of 2024. The Caldwell Avenue from Santa Fe to Lovers Lane Project for roadway improvements includes additional lanes and median islands. A Class IV bike lane is included. Construction is expected to begin the Summer of 2025.
Visalia	TU9.5	Encouragement of Bicycle Travel	Expand the City's existing bicycle system; work with TCAG on outreach for bicycle programs	The City of Visalia continually performs pavement rehabilitation projects which includes restriping new or existing bike lanes to further expand the bike network.1. Walnut Ave between Santa Fe St and Ben Maddox St will be restriped to accommodate a buffered class II bike lane; one of the first of its kind as a City Project, this will be an on street connector between the Santa Fe Class 1 trail to the Packwood Class 1 Trail. Expected completion by May 2021.2. Tulare Ave between Cotta St and Demaree St will be rehabilitated. This will include restriping of the existing bike lane to further improve and expand the bicycle network. Expected to begin construction Fall of 2021.3. Ferguson Ave between Demaree St and Mooney Blvd was rehabilitated which included the restriping of the existing Class II bike lanes. Expected completion November 2020.	Walnut Ave. Class IV bike lane was completed in March of 2022. Tulare Ave. between Cotta St. and Demaree St. will rehabilitate the roadway and incorporate parking protected Class IV bike lanes. Construction is anticipated in to begin Spring of 2025. Packwood Creek Trail between Crumal St. and Cedar St. was completed in March of 2022. The Greenway Trail between Mineral King Ave. and Mill Creek was completed in September of 2022. The Caldwell Avenue from Akers to Shady Project for roadway improvements will include installation of bicycle lanes was completed in 2023. The Caldwell Avenue from Santa Fe to Lovers Lane Project for roadway improvements includes additional lanes and median islands. A Class IV bike lane is included. Construction is expected to begin in Fall 2024.

Visalia	TU10.2	Bike Racks on Buses	Continue to provide bike racks on transit buses	Numerous buses have been purchased for transit services in the City of Visalia. All buses come equipped with bike racks	Numerous buses have been purchased for transit services in the City of Visalia. All buses come equipped with bike racks
Visalia	TCM1	Traffic Flow Improvements	Continue to identify projects that improve traffic flow through the City's 5-Year Capital Improvement Plan	The measure has been implemented through the City's Circulation Element.	The measure continues to be implemented through the City's Circulation Element.
Visalia	TCM2	Public Transit	Implement Short Range Transit Plan to enhance and expand transit services	Implementation continues as warranted.	Implmentaiton continues as warranted.
Visalia	TCM4	Bicycle Programs	Continue to seek funding for and implement bicycle improvement programs	The City continues to seek funding for and evalauate bike plan implmentation. Effort is ongoing	The City continues to seek funding for and evalauate bike plan implmentation. Effort is ongoing
Woodlake	TU1.5	Expansion of Public Transportation Systems	Expansion and enhancement of existing public transit through at least 2007	Commitment complete. Implementation ongoing.	Commitment complete. Implementation ongoing.
Woodlake	TU3.5	Preferential Parking for Carpools and Vanpools	The City of Woodlake will designate preferential parking for carpools and vanpools at City locations through at least 2007	Commitment complete. Implementation ongoing.	Commitment complete. Implementation ongoing.
Woodlake	TU5.8	On-Street Parking Restrictions	Restrict parking where it impacts traffic safety through at least 2007	Commitment Complete. No additional parking restrictions have been identified.	Commitment Complete. No additional parking restrictions have been identified.
Woodlake	TU5.19	Internet provided road and route information	Post scheduled road construction on City website through at least 2007	Commitment complete. Implementation ongoing.	Commitment complete. Implementation ongoing.
Woodlake	TU7.13	Land use/air quality guidelines	Encourage high density development around transportation centers and the downtown through at least 2007.	Commitment Complete. Implementation ongoing.	Commitment Complete. Implementation continues.

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Woodlake	TU7.14	Incentives for cities with good development practices	Require new development and major reconstruction to provide energy efficient lighting through at least 2007.	Commitment Complete. Implementation ongoing.	Commitment Complete. Implementation continues.
Woodlake	TU14.2	Special Event Controls	Reduce mobile source emissions from special event centers through at least 2007.	Commitment Complete.	Commitment complete.
Woodlake	TU14.3	Land Use/Developme nt Alternatives	Promote high-density residential and commercial development in downtown area through at least 2007.	See Measure 7.13	See Measure 7.13
Woodlake	TU14.5	Evaluation of the Air Quality Impacts of New development and Mitigation of	Evaluate air quality impacts from new development using CEQA/NEPA process through at least 2007.	Commitment complete. Implementation ongoing.	Commitment complete. Implementation ongoing.
Woodlake	TCM1	Traffic Flow Improvements	Investigate the feasibility of regional cross valley rail and a number of signal and corridor improvements.	Signal improvements continue to be unwarranted.	Signal improvements continue to be unwarranted.

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

NOTICE OF PUBLIC HEARING ON THE DRAFT 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, DRAFT 2022 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 1, AND DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Tulare County Association of Governments (TCAG) will hold a public hearing on August 19, 2024 at 1:00 PM at the Exeter Veterans Memorial Building located at 324 N. Kaweah Avenue, Exeter, CA 93221 regarding the Draft 2025 Federal Transportation Improvement Program (2025 FTIP), Draft 2022 Regional Transportation Plan Amendment No. 1 (2022 RTP Amendment No. 1), and the corresponding Draft Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1. The purpose of this public hearing is to receive public comments on these documents.

- The 2025 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Tulare County during the next four years.
- The 2022 RTP is a long-term strategy to meet Tulare County's transportation needs out to the year 2046. 2022 RTP Amendment No. 1 changes the open to traffic dates for nine projects and adds one new project to the 2022 RTP. The amendment also makes non-substantive, technical corrections to the project limits of four projects. The amendment changes are consistent with the design concept, scope, and schedule of existing regionally significant projects and does not change the time frame of the transportation plan.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2025 FTIP and 2022 RTP Amendment No. 1 meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call TCAG at 559-623-0450 (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 professional translation services.

A 30-day public review and comment period will commence on August 7, 2024 and conclude on September 6, 2024. The draft documents are available for review at the TCAG office, located at 210 N. Church Street, Suite B, Visalia, CA 93291 and on the TCAG website at www.tularecog.org.

Public comments are welcomed at the meeting, or may be submitted in writing by 5:00 PM on Friday, September 6, 2024 to Gabriel Gutierrez at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Tulare County Association of Governments at a regularly scheduled meeting to be held on September 16, 2024. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Gabriel Gutierrez, Principal Regional Planner
210 N Church Street, Suite B
Visalia, CA 93291
(559) 623-0450
ggutierrez@tularecag.ca.us

BEFORE THE
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

ADOPTION OF THE TULARE COUNTY ASSOCIATION OF GOVERNMENT'S 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, REGIONAL TRANSPORTATION PROGRAM AMENDMENT NO. 1, AND CORRESPONDING CONFORMITY ANALYSIS	))))))	Resolution No. 2024-057

WHEREAS, the Tulare County Association of Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, a 2022 Regional Transportation Plan Amendment No. 1 (2022 RTP Amendment No. 1) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2022 Regional Transportation Plan Amendment No. 1 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2025 Federal Transportation Improvement Program (2025 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the TCAG forum and general public involvement; and

WHEREAS, the 2025 FTIP program listing is consistent with: 1) the 2022 Regional Transportation Plan Amendment No. 1; 2) the 2024 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2025 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment No. 1 meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, TCAG has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, projects submitted in the 2025 FTIP and 2022 RTP Amendment No. 1 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the corresponding Conformity Analysis supports a finding that the 2025 FTIP and 2022 RTP Amendment No. 1 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment No. 1 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment No. 1 conform to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by TCAG advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Tulare County consistent with public participation process adopted by TCAG; and

WHEREAS, a public hearing was conducted on August 19, 2024 to hear and consider comments on the 2025 FTIP, 2022 RTP Amendment No. 1, and corresponding Conformity Analysis**;**

NOW, THEREFORE, BE IT RESOLVED, that TCAG adopts the 2025 FTIP Amendment, 2022 RTP Amendment No. 1, and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the Tulare County Association of Governments finds that 2025 FTIP and 2022 RTP Amendment No. 1 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

The foregoing Resolution was adopted upon motion of Member Townsend, seconded by Member Allen, at a regular meeting held on the 16th day of September 2024, by the following vote:

AYES: Micari, Vander Poel, Valero, Townsend, Reynosa, Hernandez, Serna, Flores, Sayre, Mendoza, Holscher, Allen, and Whitmire
NOES:

ABSTAIN:

ABSENT: Shuklian, Riddle, Poochigian, and Wynn

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Rudy Mendoza, Chair
Tulare County Association of Governments

Ted Smalley, Executive Director
Tulare County Association of Governments

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

Tulare County Association of Governments
Draft Conformity Analysis for the 2025 Federal Transportation Improvement Program and 2022 Regional Transportation Plan Amendment No. 1

Response to Comments

Commenter:
Erika Espinosa
Associate Transportation Planner
Air Quality Branch, Office of Air Quality and Climate Change
Division of Transportation Planning
California Department of Transportation

Comment Date: August 15, 2024

Comment	TCAG Response to Comment
93.102 (b)(2)(v) We recommend including p. 14 in this citation as well as p. 35-36	As requested by the commenter, a reference to Chapter 1, pages 13-14 were added to the checklist.
93.104 (b, c) Include the final board adoption resolution in the final draft of the Conformity Analysis (Appendix E); Please update the date on p. 4 and p. 50 should the approval date change before the final draft.	As requested by the commenter, the final TCAG Board adoption resolution has been included in Appendix E of the Final Air Quality Conformity document. The dates of final approval have also been updated in the document.
93.106 Unable to locate documentation in the pages cited that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	A feedback loop feeds the congested traffic speed/time information from highway assignment back to previous steps, such as trip generation, trip distribution and mode choice to ensure the intersections with regionally significant facilities, route options, travel times, transit ridership and land use are properly represented in the model output. A reference to Chapter 2, page 27 was added to the checklist for this 40 CFR criteria.

Comment	TCAG Response to Comment
93.106 (a)(2)(ii) Unable to locate documentation in the pages cited of descriptions of the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)). Please update to include the applicable appendix.	The checklist has been updated to include a reference to Appendix B which includes a list of regionally significant projects included in the 2025 FTIP and their corresponding open to traffic years.
93.111 P. 33 addresses the Scenario Analysis for EMFAC2021. Our understanding is the MPO is using EMFAC2017. Please clarify.	The verbiage on Page 33 of the Air Quality Conformity document has been updated accordingly.
93.112 Please include any comments received and any responses in the final draft.	The comments received on the Draft Air Quality Conformity document and the responses to the comments are included in Appendix F of the Final Air Quality Conformity document.
93.122 (b)(1)(vi) Unable to locate documentation in the pages cited that travel models are reasonably sensitive to costs. We think this is addressed on p. 24. Please confirm.	A reference to Chapter 2, page 24 was added to the checklist for this 40 CFR criteria.
93.126, 127, 128 There are some projects on the exemption list that do not include exemption codes. Please confirm that this is correct.	The exemption codes have been added to the projects in question. The updated Exempt Projects List is provided in Appendix B.

Appendix E – Federal Performance Measures Document and Workbook

How the 2025 Federal Transportation Improvement Program (FTIP) Addresses Federal Requirements for Performance Measures

Background

Federal rules require that the Federal Transportation Improvement Program (FTIP) "be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d)." Also, the FTIP "shall include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets."

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by specified dates. The most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional, and transit agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting statewide performance targets and periodic progress reports to federal agencies. MPOs are required to establish targets for the same performance measures for their respective metropolitan planning areas within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish alternative quantitative targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range performance targets into their planning and programming processes, including the regional transportation plan (RTP) and FTIP.

FHWA Performance Measures

The federal performance measures defined by the Federal Highway Administration (FHWA) are categorized into three performance management (PM) focus areas. Each focus area includes an associated set of metrics for which statewide and regional targets must be set.

PM 1: Transportation Safety

Motor Vehicle Collisions

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT

Non-Motorized Fatalities and Serious Injuries

- Number of non-motorized fatalities and serious injuries

PM 2: National Highway System (NHS) Pavement and Bridge Condition

NHS Pavement Condition

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition

NHS Bridge Condition

- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

PM 3: NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance

NHS Performance

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Interstate Freight Movement

- Percent of Interstate system mileage reporting reliable truck travel times

CMAQ Program Performance

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle (SOV) travel

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) established performance measures and reporting requirements for transit asset management (TAM) and transit safety.

Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21 transit asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in the target setting process.

The FTA PM focus areas and associated metrics are as follows:

Transit Asset Management (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scale[i]

Transit Safety

- Number of transit-related fatalities

- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

Public Transit Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date was July 19, 2019, and the compliance date was initially set for July 20, 2020. Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020. The MPO's initial transit safety targets are to be set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the Regional Transportation Plan (RTP). The first RTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. See FTA's COVID-19 FAQs page for more information about the Notice.[ii]

The final rule specifically requires transit agencies receiving federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: number of fatalities, number of injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process and to coordinate, to the maximum extent practicable, with the MPO in selecting regional transit safety targets.

How the Tulare County Association of Governments (TCAG) Addresses Each Performance Management Focus Area

Transportation Safety (PM 1)

Caltrans set Safety Performance Targets in August 2023 for the 2024 calendar year as shown in Table 1 below.

Safety Performance Targets – Table 1

Performance Measure	Data Source	5-Year Rolling Average Target	Percent Reduction Target
Number of motor vehicle collision fatalities	FARS	4080.6	-2.84%
Rate of motor vehicle collision fatalities (per 100 million VMT)	FARS & HPMS	1.300	-4.61%
Number of motor vehicle collision serious injuries	SWITRS	16628.1	-3.69%
Rate of motor vehicle collision serious injuries (per 100 million VMT)	SWITRS & HPMS	4.918	-3.69%
Number of non-motorized fatalities and serious injuries	FARS & SWITRS	4380.5	-2.84% for Fatalities and -3.69% for Serious Injuries

Many of the projects programmed in the FTIP serve to improve transportation safety to some extent. For some projects, safety is the primary objective, and for others, safety may be a single component of a more expansive scope.

Three statewide funding programs dedicated to transportation safety are employed by TCAG including:

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations & Protection Program (SHOPP) Collision Reduction

ATP

The ATP provides funding for bicycle and pedestrian projects. Since people are more vulnerable to safety risk while walking or biking as compared to traveling in a motor vehicle, any project that promotes the safe use of bicycling or pedestrian modes is likely to generate safety benefits. The ATP further emphasizes safety by allotting points for project applications that specifically seek to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses transportation safety. The program's stated purpose is to "achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land." Successful project applications specifically seek to reduce collision related fatalities and injuries. The program is designed to focus local investments to locations and corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

SHOPP Collision Reduction

SHOPP is the State Highway System's "fix-it-first" program that funds roadway repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). SHOPP funding is limited to capital improvement projects that do not add new roadway capacity (no new highway lanes) to the SHS, though some new auxiliary lanes may be eligible for SHOPP funding.

The Collision Reduction program is one of eight categories that make up the SHOPP, and its objective is to reduce the number or severity of collisions. The SHOPP Collision Reduction category consists of two sub-programs:

- *201.010 - Safety Improvements*: Reactive approach based on analysis of collision history
- *201.015 - Collision Severity Reduction*: Proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

201.010 – Safety Improvements

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a targeted safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed projects will be verified by the Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

This program also provides funding for safety improvements at sites identified in regional monitoring programs for the reduction of motor vehicle collisions, such as locations at high risk for wrong-way, multilane, cross-median, cross-centerline, and run-off-the-road collisions. The program also provides funding for non-motorized safety improvements, such as pedestrian and bicycle facilities.

The Safety Improvements program does not provide funding for relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This program also does not include projects where the prime purpose is reducing congestion.

Highway improvement projects along an existing alignment to improve standards of width, grade, alignment, or other geometric improvements, are considered new highway construction and are included in the Caltrans STIP programs.

201.015 - Collision Severity Reduction

This sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The Collision Severity Reduction program is designed to be proactive in enhancing safety on the State Highway System. As such, this program is not subject to a safety index analysis but will define projected collision severity reduction performance quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

2024 SHOPP Collision Reduction Numbers (Statewide)

A total of 635 projects are included in the 2024 SHOPP that was adopted by the CTC in March 2024. The 2024 SHOPP is valued at $21.2 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 95 programmed safety projects totaling $1,053,464,000. The SHOPP reserves $1,135,000,000 for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

Safety is a major priority for TCAG and plays a significant role when selecting projects for various funding programs. These include CMAQ, STBGP, and STIP. TCAG also works closely with its Caltrans District 6 partners when projects are being nominated for the SHOPP Collision Reduction Program.

Summary of Safety Projects

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Primarily Safety Projects	18	19%	$81,844,000	6%	$35,875,000	10%
Other Projects with Safety Components	55	59%	$1,126,115,000	85%	$231,685,000	62%
Non-Safety Projects	21	22%	$110,339,000	8%	$108,899,000	29%
Total FTIP Investments	94	100%	$1,318,298,000	100%	$376,459,000	100%

Funding Breakdown of Primarily Safety Projects

Fund	Number of Projects	% of Projects	Total Project Funding (All Years)	% of Total Project Funding	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Active Transportation Program (ATP)	11	12%	$47,762,000	4%	$34,033,000	9%
Highway Safety Improvement Program (HSIP)	5	5%	$9,545,000	1%	$0	0%
State Highway Operations & Protection Program (SHC	1	1%	$3,942,000	0%	$1,842,000	0%
Total Safety (ATP, HSIP, SHOPP)	17	18%	$61,249,000	5%	$35,875,000	10%
Other Programs	77	82%	$1,257,049,000	95%	$340,584,000	90%
Total	94	100%	$1,318,298,000	100%	$376,459,000	100%

Safety Project Highlights: Some examples of projects in the 2025 FTIP that provide safety benefits include the following:

In the Community of Ivanhoe, near Visalia, Caltrans District 6 and the County of Tulare are delivering ATP funded projects that will provide the community with needed bicycle and pedestrian infrastructure, enhanced and improved crossings at a railroad, a shared use path, and transit facilities.

In the City of Porterville, Caltrans District 6 will be delivering a SHOPP Collision Reduction project which will install protected left-turn signal phasing and upgrades to curb ramps to ADA standards on the southbound and northbound on ramp to State Route 65 from Olive Avenue.

National Highway System (NHS) Pavement & Bridge Condition (PM 2)

MAP-21 and subsequent federal policy established new regulation that requires the development of a Transportation Asset Management Plan (TAMP) and the implementation of Performance Management. These regulations require all states to utilize the nationally defined measures for pavement and bridges on the National Highway System (NHS). The Bridge and Pavement Performance Management (PM2) Final Federal Rule established six performance measures related to the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (NHPP) to assess pavement and bridge condition. These performance measures are as follows:

Pavement Performance of the NHS:

- Percentage of Interstate pavements in Good condition;
- Percentage of Interstate pavements in Poor condition;
- Percentage of non-Interstate NHS pavements in Good condition; and
- Percentage of non-Interstate NHS pavements in Poor condition.

Bridge Performance of the NHS:

- Percentage of NHS bridges in Good condition; and
- Percentage of NHS bridges in Poor condition.

Caltrans must set two- and four-year pavement and bridge targets in accordance with 23 U.S.C. 150. Caltrans then transmits these targets to the MPOs, which must choose to establish their own targets or support the statewide PM2 targets within 180 days. TCAG has regularly chosen to support statewide targets and will continue to do so in the future. The following table shows the statewide 2- and 4-year targets that were originally set on May 20, 2018. These targets were

supported and adopted by TCAG annually since 2018.

Statewide Targets				
Pavement and Bridge Performance Measures	**2-Year NHS Targets** (1/1/2018 – 12/31/2019)		**4-Year NHS Targets** (1/18/2020 – 12/31/2021)	
	Good	**Poor**	**Good**	**Poor**
Pavements on the NHS				
Interstate	45.1%	3.5%	44.5%	3.8%
Non-Interstate	28.2%	7.3%	29.9%	7.2%
Bridges on the NHS	69.1%	4.6%	70.5%	4.4%

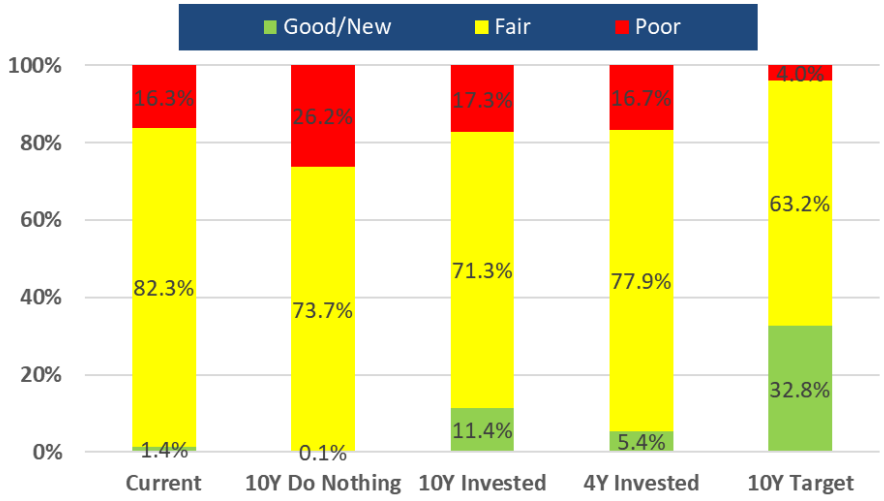
Along with the other MPOs in California, TCAG has worked with Caltrans to develop the Transportation Asset Management Plan (TAMP) and reported anticipated financial information for pavement and bridges. This information was paired with statewide deterioration rates and statewide unit costs to develop estimated targets that fit each region's needs. These 4- and 10-year targets were developed in 2021. The TAMP was adopted in August 2022, formalizing the targets. The targets developed for TCAG are shown in the following tables.

Expected 10-Year TAMP NHS Pavement and Bridge Targets (Invested)			
NHS Asset	Good	Fair	Poor
Pavement (December 31, 2032)	11.4%	71.3%	17.3%
Bridges (December 31, 2032)	11.1%	88.9%	0%

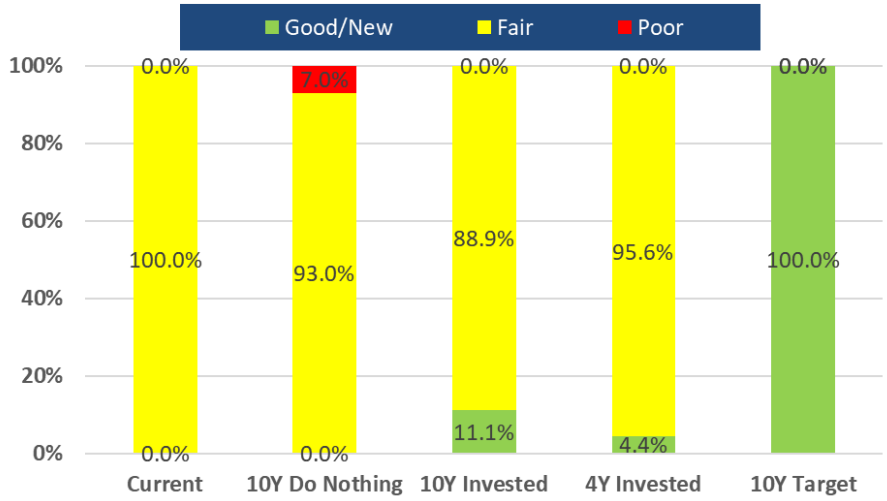
Expected 4-Year NHS Pavement and Bridge Targets			
NHS Asset	**Good**	**Fair**	**Poor**
Pavement (December 31, 2026)	5.4%	77.9%	16.7%
Bridges (December 31, 2026)	4.4%	95.6%	0%

The following figures demonstrate the asset condition and scenarios that led to the development of the targets.

Funding Scenarios and Asset Conditions for Pavement



Funding Scenarios and Asset Conditions for Bridges



Many of the projects programmed in the 2025 FTIP serve to improve or maintain pavement and bridge condition.

The following section describes the funding sources and programs that have been used to fund PM 2 related projects in the TCAG region.

Local Funds

Cities and counties spend billions of dollars each year maintaining local roads and bridges. Funding for these efforts is derived from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees reported that are used on pavement improvement projects.[iii] Some examples of local funding sources utilized in the TCAG region include:

- Local sales taxes
- Development impact fees

- General funds
- Parking and various permit fees
- Parcel/property taxes
- Vehicle registration fees
- Vehicle code fines
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds are typically used for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through Local Funds.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California doubled down on PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than $5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the FTIP because this document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund source that tends to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through SB 1.

Federal Funds

HBP

The Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies, the Bipartisan Infrastructure Law (BIL) revises the terminology to "classified in poor condition," from existing local highway bridges to keep the traveling public safe.[iv] The HBP provides about $288 million annually for bridge projects. Off-system bridges are usually funded at 100% HBP, while on system bridges are funded at 88.53% HBP. An exception to the federal participating rate is "high-cost" bridges, in which sponsors enter into agreements with Caltrans Local Assistance and agree on a federal participating rate which may not equal 100% or 88.53%.

BFP

Bridge Formula Program (BFP) is a new program established under the Bipartisan Infrastructure Law (BIL) to provide funding to replace, rehabilitate, preserve, protect, and construct bridges. It is a complement to the discretionary Bridge Investment Program (see below). The Bridge Formula Program under BIL provides 4.25 Billion to the State of California, of which States are required to reserve 15 percent of their formula funds under this program for use on off-system bridges. For funds used on locally owned off-system bridges, the Federal share is 100%.

SHOPP

The SHOPP was described in the section above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Although the SHOPP is a program, it is often thought of as a fund source as well. The FTIP lists the fund source for most SHOPP projects as "SHOPP Advance Construction." Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and the "SHOPP Advance Construction" designation serves as a placeholder for what may be federal or state funds.

SHOPP Roadway Preservation

The SHOPP Roadway Preservation category includes the following programs:

- 201.120 – Roadway Rehabilitation
- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.150 – Roadway Protective Betterments
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

The 2024 SHOPP has 281 Roadway Preservation projects totaling $9,030,559,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Roadway Preservation.

SHOPP Bridge Preservation

The SHOPP Bridge Preservation category includes the following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.113 – Bridge Seismic Restoration
- 201.119 – Capital Bridge Preventative Maintenance Program
- 201.322 – Transportation Permit Requirements for Bridges

The 2024 SHOPP has 82 Bridge Preservation projects totaling $2,362,120,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

Summary of NHS Pavement and Bridge Condition Projects

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Pavement Condition Projects	23	24%	$952,451,000	72%	$162,945,000	43%
Bridge Condition Projects	19	20%	$74,962,000	6%	$18,823,000	5%
Total Pavement and Bridge Condition Projects	42	45%	$1,027,413,000	78%	$181,768,000	48%
Non-Pavement and Bridge Condition Projects	52	55%	$290,885,000	22%	$194,691,000	52%
Total FTIP Investments	94	100%	$1,318,298,000	100%	$376,459,000	100%

Pavement and Bridge Condition Project Highlights: Some examples of projects in the 2025 FTIP that provide benefits to the condition of pavement and bridges in the TCAG region include the following:

In the County of Tulare on Avenue 96 (Terra Bella Avenue) between Park Drive and Road 192 and on Avenue 96 between Road 208 and State Route 65, the County of Tulare will be habilitating the existing roadway.

In the County of Tulare, on Avenue 56 between State Route 99 and State Route 43, the County

of Tulare will be resurfacing the existing roadway.

In County of Tulare, on Avenue 432 over Friant-Kern Canal at Road 144, the County of Tulare will be rehabilitating the existing 2-lane bridge.

NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance (PM 3)

In addition to safety and asset management, system reliability and mobility is also a major concern in the TCAG region. A properly functioning and well-maintained streets and highways system is critical for public safety and mobility, emergency responders, law enforcement, the trucking industry and for farm-to-market purposes. Job creation also benefits from a well-functioning and reliable transportation system. TCAG has a track record of working cooperatively with member agencies to accomplish the region's goals with respect to local streets and roads mobility and reliability.

PM3 statewide targets for the second performance period (1/1/2022 – 12/31/2025) were adopted in 2023. Two- and four-year targets were set and TCAG elected to adopt the statewide system performance/freight/CMAQ targets and agreed to plan and program projects so that they contribute toward the accomplishment of the state target for each performance measure (see targets below):

Performance Measure	2022 Baseline Data	2-Year Target	4-Year Target
NHS Performance			
Percent of Interstate System mileage reporting reliable person-mile travel times	73.80%	74.3% (+0.5%)	74.8% (+1%)
Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	83.70%	84.2% (+0.5%)	84.7% (+1%)
Interstate Freight Movement			
Percent of Interstate system mileage reporting reliable truck travel times	1.60%	1.60 (0.00)	1.60% (0.00)
CMAQ Program Performance			
Annual hours of peak-hour excessive delay per capita	7.3 Hours	7.3 Hours	7.3 Hours
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program			
VOC (kg/day)	2,551.00	2,862.00	5,724.00
CO (kg/day)	21,771.00	12,798.00	25,596.00
NOx (kg/day)	7,213.00	4,317.00	8,635.00
PM10 (kg/day)	3,830.00	2,152.00	4,305.00
PM2.5 (kg/day)	1,537.00	1,830.00	3,659.00
Percent of non-single occupancy vehicle (SOV) travel	22.80%	23.80% (+1%)	24.8% (+2%)

The following are funding sources and programs that help fund Non-Interstate and Interstate improvement projects:

SHOPP Mobility

The SHOPP Mobility category includes following three programs:

201.310 – Operational Improvements

201.315 – Transportation Management Systems

201.321 – Weigh Stations & Weigh-In-Motion Facilities

201.310 – Operational Improvements

The primary purpose of this program element is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (not to accommodate traffic volumes significantly larger than what the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
  Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening

201.315 – Transportation Management Systems

The primary purpose of this program element is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems facilitate the real time management of the State highway system by providing accident and incident detection, verification, response, and clearance. These systems provide State highway system status information to travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic sensors
- Changeable message signs
- Close circuit television cameras
- Ramp meters
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects
- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)
- TMC interconnect projects

201.321 – Weigh Stations & Weigh-in-Motion Facilities

The primary purpose of this SHOPP Mobility program element is to provide Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. The Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol reducing truck related accidents or incidents and protection our highways from premature damage. The WIM sites provide data for federally required data systems and special studies, design and

maintenance strategies, size and weight policies, enforcement and planning strategies, and the traffic and truck volumes publications.

The 2024 SHOPP features 43 Mobility projects programmed totaling $862,000,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Mobility.

SB 1 Trade Corridor Enhancement Program (Including National Highway Freight Program)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network as identified in California Freight Mobility Plan, and along other corridors that experience high volumes of freight movement. The Trade Corridor Enhancement Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately $300 million per year in state funding and approximately $515 million in National Highway Freight Program funds if the federal program continues under the next federal transportation act.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan (RTP). The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner
- Demonstration of the required 30% matching funds
- The leveraging and coordination of funds from multiple sources

CMAQ

The Congestion Mitigation and Air Quality (CMAQ) program supports improving air quality and relieving roadway congestion. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5).

Summary of NHS Performance, Interstate System Freight Movement, CMAQ Program Projects						
Category	**Number of Projects**	**% of Projects**	**Total Project Cost**	**% of Total Project Cost**	**Funding in the 4-Year Element**	**% of Funding in the 4-Year Element**
Interstate Reliability Projects	0	0%	$0	0%	$0	0%
Non-Interstate Reliability Projects	5	5%	$433,035,000	33%	$31,950,000	8%
Truck Travel Time Projects	11	12%	$151,929,000	12%	$49,573,000	13%
CMAQ Projects	10	11%	$143,732,000	11%	$34,567,000	9%
Total PM 3 Projects	26	28%	$728,696,000	55%	$116,090,000	31%
Non-PM 3 Projects	68	72%	$589,602,000	45%	$260,369,000	69%
Total FTIP Investments	94	100%	$1,318,298,000	100%	$376,459,000	100%

NHS Performance, Interstate System Freight Movement, and CMAQ Program Project Highlights: Some examples of projects in the 2025 FTIP that provide benefits to the performance of the NHS, freight movement and air quality and congestion in the TCAG region include the following:

Near the City of Porterville at the intersection of State Route 190 and Westwood Avenue; Caltrans will be constructing a roundabout, auxiliary lane on WB SR 190 from Jaye Street to NB SR 65 on ramp, and right turn lane at Main Street from EB SR 190.

In the City of Visalia at the intersection of State Route 198 and Lovers Lane, Caltrans will be installing operational improvements

On State Route 99 in Tulare County at the Avenue 280 (Caldwell Avenue) overcrossing, Caltrans will be reconstructing the interchange which will include two new roundabouts which will help with existing congestion at the on- and off-ramps.

Transit Asset Management (TAM)

The TAM targets provided below were produced collaboratively with transit agencies based on their agency TAM plans and local targets. In developing the targets, TCAG reviewed and considered the various local and regional transit operators' TAM plans (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process. The regional TAM targets are intended to be complementary to those established at the local level by the transit providers in the MPO planning area. The Tulare County region is currently served by three (3) transit providers:

- Porterville Transit
- Tulare County Regional Transit Agency (TCRTA); and
- Visalia Transit

The three public transportation reporting entities provided their targets to TCAG. The TCAG regional targets are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. The regional TAM targets are intended to be complementary to those established at the local level by the transit providers in the MPO planning area. Targets represent the thresholds for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the target-setting process, providers set targets that were approximately equivalent to their current performance. In future years, staff will work with the providers of public transportation to collate performance.

Transit Vehicle Targets (Percentage of vehicles surpassing ULB)				Regional Target			
Vehicles by Type	Qty.	Exceed ULB	% Exceed ULB	2024	2025	2026	2027
Bus	92	13	14.10%	15%	15%	12.50%	10%
Cutaway Bus	79	30	37.80%	40%	30%	20%	10%
Minivan	9	7	77.80%	80%	60%	40%	15%
Rubber-tired Trolley	2	2	0	0%	0%	50%	15%
Non-Revenue Vehicles	6	5	83.30%	85%	65%	45%	15%

Transit Facility Targets (Percentage of facilities falling below 3.0 on TERM Scale)				
	Regional Target			
Facilities by Group	2024	2025	2026	2027
Administration	5%	5%	5%	5%
Maintenace	5%	5%	5%	5%
Parking Structures	5%	5%	5%	5%
Passenger Facilities	5%	5%	5%	5%

TCAG will continue to work with the region's transit operators to seek ways to improve the methodology, data collection, and analysis for future updates, and to continue engaging in a regional discussion about transit state of good repair and the need for additional funding.

The transit providers in the TCAG region have developed and adopted TAM plans and targets, which are available from the transit agencies. TAM category projects may also be supported by state, local, and other federal funding sources (e.g., FTA Section 5337 State of Good Repair, FTA 5307, FTA 5339 formula funds, and FHWA flexible funds such as CMAQ and STBG). The funding and the program of projects in the 2025 FTIP will enable transit providers to achieve their respective transit asset management performance targets.

Summary of Transit Asset Management Projects in the 2025 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Asset Projects	17	18%	$88,489,000	7%	$88,489,000	7%
Non-Transit Asset Projects	77	82%	$1,229,809,000	93%	$1,229,809,000	93%
Total FTIP Investments	94	100%	$1,318,298,000	100%	$1,318,298,000	100%

* Public Transportation Agency Safety Plan (PTASP) targets are benefited by 14 of the 17 TAM projects.

Transit Asset Management Project Highlights

The 2025 FTIP includes funding from multiple FTA sources for projects that support TAM and maintaining a state of good repair. Examples of these projects include rural and urban capital assistance programs, rolling stock acquisition, maintenance, and overhauls, bus fleet rehabilitation and replacement, track and rail yard maintenance and improvements and maintenance of passenger facilities. For the TCAG region, key projects that address TAM include:

FTA 5307 Transit Operating Assistance for Porterville Transit, TCRTA, and Visalia Transit is programmed in the 2025 FTIP. In total, $56 million is programmed for all three providers.

Various bus replacement projects are programmed for all transit providers in Tulare County.

A new transit maintenance facility for Porterville Transit is programmed in the 2025 FTIP. The new facility replace the existing facility to accommodate the provider's electric bus fleet.

Public Transportation Agency Safety Plans (PTASP)

Transit safety targets must be set every four years and be included in the TCAG's Regional Transportation Plan (RTP). The goals, objectives, performance measures, and targets from the transit providers' safety plans must also be integrated into the RTP, either directly or by reference.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for transit safety performance measures are as described in the NTD Safety and Security Manual.

Transit providers may choose to establish additional targets for safety performance monitoring and measurement. The following table documents existing performance targets set by transit operators in the TCAG region.

Transit Safety Targets

Mode of Service	Fatalities (Total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K VRM)	System Reliability (mean miles between failures)
Fixed-Route	0	0.00	6	0.22	6	0.22	27,000
Commuter	0	0.00	0	0.00	1	0.11	84,000
Demand Response	0	0.00	1	0.55	3	1.08	22,750

* Totals indicate number of events per year

TCAG staff has developed a set of region-wide safety performance targets in line with those set by local transit agencies, based on incidents per 100,000 vehicle revenue miles and mean mileage between major mechanical failures. The proposed regionwide safety targets are set at such a level as to be met or exceeded by each transit agency that meets or exceeds its own established targets. The Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) will include a description of progress being made toward achieving the MPO transit safety performance targets.

Summary of Transit Safety Projects in the 2025 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Safety Projects	9	10%	$81,881,000	6%	$81,881,000	6%
Non-Transit Safety Projects	85	90%	$1,310,117,000	94%	$1,310,117,000	94%
Total FTIP Investments	94	100%	$1,391,998,000	100%	$1,391,998,000	100%

Transit Safety Project Highlights

The 2025 FTIP includes funding from multiple FTA sources for projects that support transit safety. Examples of these projects include bus replacement, bus pullouts, bulb-outs, bus stop improvements, light rail crossing improvements, train control, grade separations. In the TCAG region, key projects that address transit safety include:

Purchase of new transit shelters and signage to replace existing Porterville City Transit shelters

Traffic signal preemption. Purchase of new equipment for buses and traffic signal equipping for existing Porterville City Transit

Purchase of 4 new buses to replace existing Visalia City Transit buses

[i] The TERM scale is a measure of condition used in the National Transit Database (NTD). This is the five-point scale that agencies use to report the condition of their facility assets. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale.
[ii] MPO Frequently Asked Questions, Public Transportation Agency Safety Plan Final Rule, FTA https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/mpo-frequently-asked#SPTQ4
[iii] California Statewide Local Streets and Roads Needs Assessment, October 2018, pg. 39. https://www.savecaliforniastreets.org/wp-content/uploads/2018/10/2018-Statewide-Final-Report-1.pdf
[iv] Chapter 6 Highway Bridge Program, January 2019. https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g06.pdf

Agency/Entity Name:	Tulare County Association of Governments
Additional comments/instructions to Caltrans:	

PM 1 - Transportation Safety			
Performance Measure	**Data Source**	**5-Year Rolling Average Target**	**Percent Reduction Target**
Number of motor vehicle collision fatalities	FARS	4080.6	-2.84%
Rate of motor vehicle collision fatalities (per 100 million VMT)	FARS & HPMS	1.300	-4.61%
Number of motor vehicle collision serious injuries	SWITRS	16628.1	-3.69%
Rate of motor vehicle collision serious injuries (per 100 million VMT)	SWITRS & HPMS	4.918	-3.69%
Number of non-motorized fatalities and serious injuries	FARS & SWITRS	4380.5	-2.84% for Fatalities and -3.69% for Serious Injuries

Summary of Safety Projects

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Primarily Safety Projects	18	19%	$81,844,000	6%	$35,875,000	10%
Other Projects with Safety Components	55	59%	$1,126,115,000	85%	$231,685,000	62%
Non-Safety Projects	21	22%	$110,339,000	8%	$108,899,000	29%
Total FTIP Investments	94	100%	$1,318,298,000	100%	$376,459,000	100%

Funding Breakdown of Primarily Safety Projects

Fund	Number of Projects	% of Projects	Total Project Funding (All Years)	% of Total Project Funding	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Active Transportation Program (ATP)	11	12%	$47,762,000	4%	$34,033,000	9%
Highway Safety Improvement Program (HSIP)	5	5%	$9,545,000	1%	$0	0%
State Highway Operations & Protection Program (SHOPP)	1	1%	$3,942,000	0%	$1,842,000	0%
Total Safety (ATP, HSIP, SHOPP)	17	18%	$61,249,000	5%	$35,875,000	10%
Other Programs	77	82%	$1,257,049,000	95%	$340,584,000	90%
Total	94	100%	$1,318,298,000	100%	$376,459,000	100%

PM 2 - National Highway System (NHS) Pavement and Bridge Condition

Performance Measure	Target
Percentage of Interstate System pavement in 'Good' condition	N/A*
Percentage of non-interstate NHS pavement in 'Good' condition	32.80%
Percentage of Interstate System pavement in 'Poor' condition	N/A*
Percentage of non-interstate NHS pavement in 'Poor' condition	4.00%
Percentage of NHS bridges in 'Good' condition	100%
Percentage of NHS bridges in 'Poor' condition	0.00%

** There are no Interstate System facilities located in Tulare County*

Summary of NHS Pavement and Bridge Condition Projects

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Pavement Condition Projects	23	24%	$952,451,000	72%	$162,945,000	43%
Bridge Condition Projects	19	20%	$74,962,000	6%	$18,823,000	5%
Total Pavement and Bridge Condition Projects	42	45%	$1,027,413,000	78%	$181,768,000	48%
Non-Pavement and Bridge Condition Projects	52	55%	$290,885,000	22%	$194,691,000	52%
Total FTIP Investments	94	100%	$1,318,298,000	100%	$376,459,000	100%

PM 3 - NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance

Performance Measure	2022 Baseline Data	2-Year Target	4-Year Target
NHS Performance			
Percent of Interstate System mileage reporting reliable person-mile travel times	73.80%	74.3% (+0.5%)	74.8% (+1%)
Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	83.70%	84.2% (+0.5%)	84.7% (+1%)
Interstate Freight Movement			
Percent of Interstate system mileage reporting reliable truck travel times	1.60%	1.60 (0.00)	1.60% (0.00)
CMAQ Program Performance			
Annual hours of peak-hour excessive delay per capita	7.3 Hours	7.3 Hours	7.3 Hours
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program			
VOC (kg/day)	2,551.00	2,862.00	5,724.00
CO (kg/day)	21,771.00	12,798.00	25,596.00
NOx (kg/day)	7,213.00	4,317.00	8,635.00
PM10 (kg/day)	3,830.00	2,152.00	4,305.00
PM2.5 (kg/day)	1,537.00	1,830.00	3,659.00
Percent of non-single occupancy vehicle (SOV) travel	22.80%	23.80% (+1%)	24.8% (+2%)

Summary of NHS Performance, Interstate System Freight Movement, CMAQ Program Projects

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Interstate Reliability Projects	0	0%	$0	0%	$0	0%
Non-Interstate Reliability Projects	5	5%	$433,035,000	33%	$31,950,000	8%

Truck Travel Time Projects	11	12%	$151,929,000	12%	$49,573,000	13%
CMAQ Projects	10	11%	$143,732,000	11%	$34,567,000	9%
Total PM 3 Projects	26	28%	$728,696,000	55%	$116,090,000	31%
Non-PM 3 Projects	68	72%	$589,602,000	45%	$260,369,000	69%
Total FTIP Investments	94	100%	$1,318,298,000	100%	$376,459,000	100%

Transit Asset Management (TAM) Targets

Transit Vehicle Targets (Percentage of vehicles surpassing ULB)

				Regional Target			
Vehicles by Type	**Qty.**	**Exceed ULB**	**% Exceed ULB**	**2024**	**2025**	**2026**	**2027**
Bus	92	13	14.10%	15%	15%	12.50%	10%
Cutaway Bus	79	30	37.80%	40%	30%	20%	10%
Minivan	9	7	77.80%	80%	60%	40%	15%
Rubber-tired Trolley	2	2	0	0%	0%	50%	15%
Non-Revenue Vehicles	6	5	83.30%	85%	65%	45%	15%

Transit Facility Targets (Percentage of facilities falling below 3.0 on TERM Scale)

	Regional Target			
Facilities by Group	**2024**	**2025**	**2026**	**2027**
Administration	5%	5%	5%	5%
Maintenace	5%	5%	5%	5%
Parking Structures	5%	5%	5%	5%
Passenger Facilities	5%	5%	5%	5%

Summary of Transit Asset Management Projects

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Asset Projects	17	18%	$88,489,000	7%	$88,489,000	7%
Non-Transit Asset Projects	77	82%	$1,229,809,000	93%	$1,229,809,000	93%
Total FTIP Investments	94	100%	$1,318,298,000	100%	$1,318,298,000	100%

* Public Transportation Agency Safety Plan (PTASP) targets are benefited by 14 of the 17 TAM projects.

Public Transportation Agency Safety Plan (PTASP) Targets

Transit Safety Targets

Mode of Service	Fatalities (Total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K VRM)	System Reliability (mean miles between failures)
Fixed-Route	0	0.00	6	0.22	6	0.22	27,000
Commuter	0	0.00	0	0.00	1	0.11	84,000
Demand Response	0	0.00	1	0.55	3	1.08	22,750

* Totals indicate number of events per year

Summary of Transit Safety Projects

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Safety Projects	16	17%	$86,699,000	7%	$86,699,000	7%
Non-Transit Safety Projects	78	83%	$1,231,599,000	93%	$1,231,599,000	93%
Total FTIP Investments	94	100%	$1,318,298,000	100%	$1,318,298,000	100%

*Transit Asset Management (TAM) targets are also benefited by 14 of the 16 transit safety projects.

Appendix F – 2025 FTIP, 2022 RTP Amendment No. 1, and Air Quality Conformity Public Notice

NOTICE OF PUBLIC HEARING ON THE DRAFT 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, DRAFT 2022 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 1, AND DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Tulare County Association of Governments (TCAG) will hold a public hearing on August 19, 2024 at 1:00 PM at the Exeter Veterans Memorial Building located at 324 N. Kaweah Avenue, Exeter, CA 93221 regarding the Draft 2025 Federal Transportation Improvement Program (2025 FTIP), Draft 2022 Regional Transportation Plan Amendment No. 1 (2022 RTP Amendment No. 1), and the corresponding Draft Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1. The purpose of this public hearing is to receive public comments on these documents.

- The 2025 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Tulare County during the next four years.
- The 2022 RTP is a long-term strategy to meet Tulare County's transportation needs out to the year 2046. 2022 RTP Amendment No. 1 changes the open to traffic dates for nine projects and adds one new project to the 2022 RTP. The amendment also makes non-substantive, technical corrections to the project limits of four projects. The amendment changes are consistent with the design concept, scope, and schedule of existing regionally significant projects and does not change the time frame of the transportation plan.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2025 FTIP and 2022 RTP Amendment No. 1 meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call TCAG at 559-623-0450 (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 professional translation services.

A 30-day public review and comment period will commence on August 7, 2024 and conclude on September 6, 2024. The draft documents are available for review at the TCAG office, located at 210 N. Church Street, Suite B, Visalia, CA 93291 and on the TCAG website at www.tularecog.org.

Public comments are welcomed at the meeting, or may be submitted in writing by 5:00 PM on Friday, September 6, 2024 to Gabriel Gutierrez at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Tulare County Association of Governments at a regularly scheduled meeting to be held on September 16, 2024. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Gabriel Gutierrez, Principal Regional Planner
210 N Church Street, Suite B
Visalia, CA 93291
(559) 623-0450
ggutierrez@tularecag.ca.us

Appendix G – 2025 FTIP, 2022 RTP Amendment No. 1, and Air Quality Conformity Resolution

BEFORE THE
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

ADOPTION OF THE TULARE COUNTY ASSOCIATION OF GOVERNMENT'S 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, REGIONAL TRANSPORTATION PROGRAM AMENDMENT NO. 1, AND CORRESPONDING CONFORMITY ANALYSIS	))))))	Resolution No. 2024-057

WHEREAS, the Tulare County Association of Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, a 2022 Regional Transportation Plan Amendment No. 1 (2022 RTP Amendment No. 1) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2022 Regional Transportation Plan Amendment No. 1 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2025 Federal Transportation Improvement Program (2025 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the TCAG forum and general public involvement; and

WHEREAS, the 2025 FTIP program listing is consistent with: 1) the 2022 Regional Transportation Plan Amendment No. 1; 2) the 2024 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2025 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment No. 1 meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, TCAG has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, projects submitted in the 2025 FTIP and 2022 RTP Amendment No. 1 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the corresponding Conformity Analysis supports a finding that the 2025 FTIP and 2022 RTP Amendment No. 1 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment No. 1 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment No. 1 conform to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by TCAG advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Tulare County consistent with public participation process adopted by TCAG; and

WHEREAS, a public hearing was conducted on August 19, 2024 to hear and consider comments on the 2025 FTIP, 2022 RTP Amendment No. 1, and corresponding Conformity Analysis**;**

NOW, THEREFORE, BE IT RESOLVED, that TCAG adopts the 2025 FTIP Amendment, 2022 RTP Amendment No. 1, and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the Tulare County Association of Governments finds that 2025 FTIP and 2022 RTP Amendment No. 1 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

The foregoing Resolution was adopted upon motion of Member Townsend, seconded by Member Allen, at a regular meeting held on the 16th day of September 2024, by the following vote:

AYES: Micari, Vander Poel, Valero, Townsend, Reynosa, Hernandez, Serna, Flores, Sayre, Mendoza, Holscher, Allen, and Whitmire
NOES:

ABSTAIN:

ABSENT: Shuklian, Riddle, Poochigian, and Wynn

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Rudy Mendoza, Chair
Tulare County Association of Governments

Ted Smalley, Executive Director
Tulare County Association of Governments

Appendix H – Expedited Project Selection Procedures

Tulare County Association of Governments
Expedited Project Selection Procedures

The original Expedited Project Selection Procedures (EPSP) was adopted by TCAG on March 21, 2005, and subsequently amended on August 20, 2007, May 17, 2010, and June 18, 2012, and July 21, 2015.

Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United States Code (USC) allows for the advancement or delay of projects within the active four-year program schedule planning element of the Federal Transportation Improvement Program (FTIP) subject to procedures agreed upon by cooperating parties. This document certifies that the Tulare County Association of Governments (TCAG) as the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA), has in place a formal Expedited Project Selection Process (EPSP) agreed upon by all of the Region's partners.

TCAG and the California Department of Transportation (Caltrans) have implemented an EPSP for its Federal Transportation Improvement Program (FTIP), as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 United States Code (USC). Projects from the first four years of 2021 FTIP have been selected using the approved project selection procedures. An outline of these procedures is identified in the "EPSP Selection Process" table contained within this document.

All partner agencies agree that any project identified within the 4-year program schedule planning element may be advanced or delayed in the existing Federal Statewide Transportation Improvement Program (FSTIP) subject to conditions detailed in the EPSP.

EPSP Eligibility Criteria

1. Projects identified within the State Transportation Improvement Program (STIP) may be advanced or delayed, however the use of the EPSP process is subject to the approval by the California Transportation Commission (CTC).

2. TCAG and Caltrans agree that the Caltrans' State Highway Operation Protection Program (SHOPP) Program Manager may advance or delay projects programmed in the adopted SHOPP project schedule upon notifying TCAG.

3. Projects funded by the Congestion Mitigation and Air Quality Program (CMAQ) and Surface Transportation Block Grant Program (STBGP) may be advanced or delayed within the 4-year program schedule planning element of the FTIP at the request of the sponsor agency and subject to the approval of TCAG.

4. Federal Transit Administration (FTA) administered funds and/or projects may be advanced or delayed within the four-year program schedule planning element of the FTIP at the request of the agency, as long as funding is available and the

change does not negatively impact the delivery or availability of funds for other projects ready for obligation.

5. The Caltrans Division of Local Assistance has implemented a project selection process in cooperation with the FHWA, TCAG, and the implementing Agency for the Active Transportation Program (ATP), Safe Routes to School Program (SRTS), Highway Safety Improvement Program (HSIP), Highway-Railroad Grade Separation Program, Highway Bridge Program (HBP), Minor Program, Local Section 130 Grade Crossings Program, and Recreational Trails Program to produce the four-year FTIP, Program Schedule planning list. Projects funded through the programs listed may be advanced or delayed within the four-year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to TCAG.

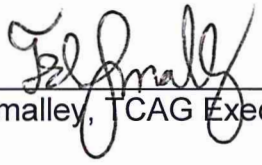
This process was developed in cooperation and consultation with the implementing agencies, the FHWA, FTA, the MPO, and the HBP Advisory Committee. TCAG and Caltrans agree that the Caltrans Division of Local Assistance may move projects within those programs identified above within the 4-year FTIP Program Schedule Planning Element without formally amending the FTIP/FSTIP.

Caltrans acknowledges that advancing projects under the preceding procedures does not invalidate the financial constraint of the 2021 FSTIP and FTIP.

TCAG Chairman and Executive Director's signature below acknowledges that advancing of projects under such agreement does not invalidate the financial constraint of its FTIP

By 

Pete Vander Poel, TCAG Chairman

By 

Ted Smalley, TCAG Executive Director

Expedited Project Selection Procedures

Region	Project Type	Selecting Agency	Selection Procedure	Consulted/Cooperating Agency
MPO: TCAG	Projects funded with Title 23 and Federal Transit Act funds except: NHS, HBP, IM and FLHP funded projects	MPO	Consultation	State of California, TCAG, transit agencies, County of Tulare, City of Dinuba, City of Exeter, City of Farmersville, City of Lindsay, City of Porterville, City of Visalia, City of Tulare, City of Woodlake
	Projects on the Highway Railroad Grade Separation Program, NHS, and projects funded under the following programs: ATP, SRTS, HSIP, Highway-Railroad Grade Separation, HBP, Minor, Local Section 130 Grade Crossings, Recreational Trails, and STIP (subject to amendment approval by CTC)	State of California	Cooperation	MPO
	Projects funded with Federal Lands Highway Program (FLHP) funds	Selected in accordance with 23 U.S.C. 204		

Appendix I – 2025 FTIP Checklist and Development Guidance

2025 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. Timeline:

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- The *Draft* 2025 FTIP at the start of the FTIP public review period but no later than **August 30, 2024**.
- Upload the Final 2025 FTIP, along with any amendments and to the 2025 FTIP in the California Transportation Improvement Program System (CTIPS) by **September 30, 2024**.
- Email web-link to the Final 2025 FTIP and amendments to Caltrans by **September 30, 2024**.

II. FTIP Package Submittal:

Paper copies of the draft or final 2025 FTIPs are not required.

Verify that the draft and final FTIP package includes the following:

- ☐ Project Listings
  - Projects that are Transportation Control Measures (TCMs) are identified
- ☐ Detailed listings for highway and transit grouped projects (back-up listings)
- ☐ Projects consistent with 23 CFR 667 requirements/analysis
- ☐ Board resolution that addresses the following. Include signed board resolution with your final 2025 FTIP.
  - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations (CFR) Part 450
  - Consistency with the Regional Transportation Plan (RTP)__(e.g. RTP 2030)
  - Financial constraint – the enclosed financial summary affirms availability of funding
  - Meets air quality conformity
  - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan
  - Compliance with the performance-based planning requirements
  - Completion of the public participation process in accordance with the MPO's Public Participation Plan (PPP)
- ☐ Federal Performance Measures:
  - The FTIP must be designed such that once implemented, it makes progress toward achieving the performance targets established under

23 CFR 450.306(d).
    - Include description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan/RTP, linking investment priorities to the performance targets.
    - Submit FTIP Performance Measures Reporting Workbook in Excel via email.
- ❑ Financial Summary
    - Includes financial information covering the first four years of the FTIP
    - Excel file submitted electronically using template dated _____
- ❑ Include analysis of revenues dedicated for maintaining and operating the federal-aid system
- ❑ Air quality conformity analysis and determination, including the Conformity Analysis Checklist for MPO TIPs/RTPs
- ❑ Public Participation Process/Interagency Consultation
- ❑ Expedited Project Selection Procedures (EPSP) documentation
- ❑ Web link to the CMAQ and STBGP project selection process

2025 Federal Transportation Improvement Program (FTIP) Development Guidance

Updated: 02/16/2024

This guidance is not intended to supersede federal regulations. FTIPs must comply with all applicable metropolitan transportation planning regulations per Title 23 Code of Federal Regulations (CFR) Part 450.

I. 2025 FTIP Timeline

Draft 2025 FTIP

MPOs must email the link to the draft 2025 FTIP at the start of the public review period to their Caltrans FTIP coordinator, but no later than August 30, 2024. All items listed in the 2025 FTIP Checklist must be included, except for the signed board resolution.

Final 2025 FTIP

Submit the final 2025 FTIP and any amendments to Caltrans by September 30, 2024. Only FTIPs received by the deadline will be included in the final 2025 FSTIP submittal to FHWA and FTA. Once it is approved by the FHWA and FTA, the 2025 FSTIP will supersede the 2023 FSTIP and only projects included in the 2025 FSTIP can be obligated.

2025 FTIP Amendments

Any amendment to the MPO's board-adopted 2025 FTIP received by September 30, 2024, will be included as part of the final 2025 FSTIP submittal to the FHWA and FTA. During this time, MPOs with delegated authority from Caltrans cannot approve administrative modifications to their board approved 2025 FTIPs until the 2025 FSTIP is approved by the FHWA and FTA.

Amendments to the 2025 FTIP submitted to Caltrans after September 30, 2024, will be processed by Caltrans, FHWA and FTA after the 2025 FSTIP is federally approved.

II. Maintenance and Operations Costs

Action/ Task: In the FTIP's financial plan, include an analysis of revenues dedicated for maintaining and operating the federal-aid system. Include the basis for calculation, address any anticipated shortfall in available revenues, and describe plans to address the gap.

III. Periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events

Per 23 CFR 667, Caltrans is required to conduct statewide evaluations to determine if there are reasonable alternatives to all roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. The evaluations shall be completed prior to any affected portion of a road, highway, or bridge project being included in the FSTIP.

Summary of Caltrans evaluation is listed below:

1. Caltrans included summary of transportation assets repeatedly damaged by emergency events under 2022 Transportation Asset Management Plan (TAMP). TAMP Section 5.5 and Appendix B, "Table E – Repeatedly damaged assets on the NHS" have details of NHS locations of repeated damages assets for the period 2006 -2020. https://dot.ca.gov/programs/asset-management/california-transportation-asset-management-plan

2. Caltrans maintains the Sites of Repeated Disaster Damage (SORRD) table, which is located on the Division of Local Assistance (DLA) as attachment: https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/23-cfr-667

Action/ Task: The Local Agencies, MPOs, RTPAs, and other planning organizations are expected to consult the list during their planning, programming, and project development work to determine if the site of their proposed project has any locations of repeated disaster damage. These repeated disaster damage locations should be considered for possible project adjustments or new projects

implementing one, or more, resiliency improvements addressing the underlying cause of the repeated disaster damage.

Guidance for MPOs on the project evaluation procedure, 23 CFR 667 Resiliency Certification form, the 23 CFR 67 Resiliency Worksheet form, and other helpful documents and links are available at the Division of Local Assistance: https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/23-cfr-667

The MPOs and RTPAs consider the SORDD listed locations, as well as information from completed project 23 CFR 667 Resiliency Certification when developing projects on the federal aid system. MPOs program the federal-aid projects into the FTIP once the project's 23 CFR 667 Resiliency Certification is complete.

IV. Performance-Based Planning and Programming (PBPP) Requirements for RTP and FTIP

Federal regulations require States and MPOs to take a performance-based approach to planning and programming. States, MPOs, and transit operators must establish targets in key national performance areas. Title 23 CFR 450.306 requires MPOs to establish performance targets in their metropolitan transportation planning process. The FTIP shall include the MPO's adopted performance targets and describe efforts toward achieving those targets.

Action/ Task: A key step in the PBPP process is the decision-making by MPOs to prioritize and select projects regionally for funding. In the FTIP, MPOs should describe the process and criteria they use to select and prioritize projects for funding and how this process is performance-based.

MPO must ensure that sufficient details are included in the FTIP to describe projects selection process:

1) Describe which funding sources your agency selects projects for.
2) Explain in detail, how your regional project selection process is performance-based and how it supports achievement of the performance targets.
    - Describe if project selection in your region is carried out through a competitive process and whether your agency conducts a call for projects.
    - If your agency does not conduct a competitive call for projects, please explain how your agency prioritizes projects for funding in the region.

- Identify scoring criteria or analyses used by your agency to select projects and explain the relation to performance measures.

This checklist should be used as a tool to ensure the requirements and best practices for addressing federal performance measures are adequately met in the FTIP. Additionally, MPOs may use the "FTIP Performance Measures Template (Word file)" to address the performance-based planning and programming requirements for the FTIP. MPOs must also submit the "FTIP Performance Measures Reporting Workbook (Excel file)" to Caltrans with the draft FTIP.

Shall:

23 CFR 450.326

- **(c)** The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).
- **(d)** The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

The FTIP Should:

- Include a dedicated discussion/section to address federal performance measures.
- Identify each federal performance measure and the most recent target set for each performance measure.
    - PM 1, 2, 3, Transit Asset Management (TAM), Public Transportation Agency Safety Plan (PTASP)
- Describe the MPO's targets for each performance measure (i.e. supporting the State's target or MPO is selecting its own targets).
    - For TAM and PTASP targets, MPOs collect targets from the transit agencies, but are required to set a regional target. Describe methodology for setting regional target.
    - Also describe the coordination efforts undertaken by the MPO to set each performance targets, such as coordination with the State, transit agencies, etc.
- The performance measures section of the FTIP should be consistent with the RTP, specifically, the System Performance Report, and should reference the

RTP and/or refer the reader to more detailed information in the RTP System Performance Report.

- Explain how the projects programmed in the FTIP are consistent with the RTP goals, objectives, and/or strategies.
- Explain how the projects programmed in the FTIP align with the MPO's project selection criteria.
- Describe projects that are programmed in the FTIP that help to achieve or make progress towards achieving each of the performance targets (PM 1, 2, 3, TAM, PTASP).
    - Describe the funding program(s)/source(s) for the project(s).
    - Identify whether the project is on the NHS (PM 2).
    - Provide details about the existing conditions/performance and describe the anticipated conditions/performance once the project is implemented.

V. FTIP Amendment Process

Action/ Task: Include a description of the MPO's FTIP amendment process.

FTIP amendment process should include an explanation of the criteria used to determine when formal amendments and administrative modifications are needed, the public participation process for amendments, and how administrative modifications and amendments are approved.

VI. Federal Land Management Agency (FLMA) Consultation

Action/ Task: MPOs should include a description in the FTIP about how they coordinate their programming process with FLMAs in the region. Describe projects in the region that are providing better access to federal lands and describe any federal funding sources for projects that are coordinated with FLMAs.

MPOs and Caltrans must coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the Caltrans, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of

Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the FTIP and FSTIP. MPOs must appropriately involve FLMAs in the development of the RTP and the FTIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the FSTIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

VII. Satisfying Public Participation Requirement for the Development of the Program of Projects (POP) for FTA 5307 Program through FTIP Development

Action/ Task: The MPO must ensure that the FTIP explicitly states that public involvement activities and time established for public review and comment for the FTIP satisfy the POP requirements for the FTA 5307 Program.

The FTIP's public involvement process can be used to satisfy the public participation requirement for the development of the Program of Projects (POP) for the FTA 5307 Program. To achieve this requirement, the transit recipient shall coordinate with the MPO to ensure the public is informed that its public participation plan associated with the FTIP is used to satisfy the public involvement requirements for the POP.

VIII. Financial Constraint/Financial Summaries

Financial or fiscal constraint has been a key component of the statewide and metropolitan transportation planning processes. Fiscal constraint means that the RTP, FTIP, and FSTIP include sufficient financial information to demonstrate that the projects in the RTP, FTIP, and FSTIP can be implemented using committed, available, or reasonably available Federal, State, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained.

In air quality nonattainment and maintenance areas, projects included in the first two years of the FTIP and FSTIP require funds to be "available" or "committed". Available funds are funds derived from an existing source historically used for

transportation purposes, such as Federal authorized and/or appropriated funds. Committed funds are funds that have been dedicated or obligated for transportation purposes. In addition, in nonattainment and maintenance areas, fiscal constraint must be demonstrated on the RTP and FTIP before transportation conformity can be determined.

Additional guidance regarding fiscal constraint can be found here:

- Clarifying Fiscal Constraint Guidance - Planning - FHWA (dot.gov) https://www.fhwa.dot.gov/planning/clarify_fiscal_constraint.cfm

- Financial Planning and Fiscal Constraint for Transportation Plans and Programs Questions & Answers - Planning - FHWA (dot.gov) https://www.fhwa.dot.gov/planning/fsclcntrntques.cfm

Action/ Task: The MPO must prepare fiscally constrained FTIPs and:

a. Program CMAQ, STBGP, and Carbon Reduction Program (CRP) funded projects up to the annual apportionment level for your region.

b. Program projects from various Caltrans managed state consistent using the project listings from Caltrans.

c. Include the FTIP Financial Summary Tables in the draft FTIP for public review. Notate any borrowing/loaning of apportionments in the footnote of the financial summary table per agreements executed by Caltrans Local Assistance.

d. Submit the financial summary tables dated February 12, 2024, in the final FTIP to Caltrans.

IX. Programming of Individually Listed Projects

Action/ Task: The MPO must ensure that programming individual projects complied with the following guidance:

a. Verify planning studies (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP.

b. Program funding for each phase of a project in the year of obligation (E-76).

c. For projects with no funding programmed within the four-year FTIP cycle that are included in the FSTIP for environmental approval purpose, include the Regional Transportation Plan (RTP) Project Number, project completion date, the total project cost and add the following language to the project description:

   "Project included in the FTIP for environmental approval."

d. Provide the following information for each project:

   1) Sufficient description (i.e., type of work, termini, and length) to identify the project. (See the section below for more information.)

   2) Total project cost based on the latest engineering estimates which may extend beyond the four years of the FTIP. Cost estimates must use an inflation rate to reflect the "year of expenditure dollars" based on reasonable financial principals and assumptions and be included in the financial plan. Projects in air quality nonattainment and maintenance areas can be included in the first two years of the FTIP and FSTIP only if funds are "available" or "committed."

   3) The amount of federal funds proposed to be obligated during each program year for the project or phase.

   4) Required non-federal matching funds.

   5) Implementing agency

   6) When programming an FTA-funded project from the prior FTIP into the 2025 FTIP, use the project description field (or "CTIPS MPO Comments" section) to list the fiscal year in which the funds were awarded, the amount, and the prior year fund type.

   7) Corresponding RTP number or RTP page number. MPOs that use California Transportation Improvement Program System (CTIPS) to develop their FTIPs may use the "Project Title, Location & Description" field or the "MPO Comments" field to include the RTP information. This demonstrates the project is consistent with the RTP.

Highway Projects (State Highways/Local Roads) Description Format

Description Formula: [(Location) + (Limits) + (Improvement)]	
Location:	The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with "East, West, North, or South of." • *In Bakersfield:* • *South of Bakersfield*
Limits:	Project limits can be stated as from one road to another. Other boundary landmarks, such as rivers, creeks, state parks, freeway overcrossings, can be used in-lieu of streets or roads. • *Between 1st Street and Pine Boulevard;* • *North of Avenal Creed to South of Route 33;* • *At Rock Creek Bridge;*
Improvement:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity). • *Widen roadway from existing 2 lanes to 4 lanes.* • *Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.* • *Construct left turn lane.*
Example:	In Bakersfield: Between 1st Street and Pine Boulevard; widen roadway from existing 2 lanes to 4 lanes.

Transit Project Description Format

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	For work at spot locations for large (statewide) transit agencies: The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with "East, West, North, or South of." • *In Bakersfield:* • *North of Bakersfield:* Otherwise: Skip this step.

Limits:	For work at spot locations (all agencies): Name of the station, description of facility, name the rail corridor for the project etc. • *Lafayette BART Station;* • *The Daly City Yard, adjacent to the Coloma Station;* • *San Joaquin Corridor;* Otherwise: Skip this step.
Improvement:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity. • *Construct a station.* • *Track and signal improvements.* Projects that apply to entire transit agency jurisdiction – describe activity • *Purchase of 59 buses -- 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement).* • *Para-transit van leasing.* • *Operating assistance for Sacramento Regional Transit.*
Example:	North of Bakersfield: San Joaquin Corridor – Track and signal improvements. Operating assistance for Sacramento Regional Transit.

X. Programming of Grouped Projects

Action/ Task: The MPO must ensure that programming grouped projects complied with the following guidance:

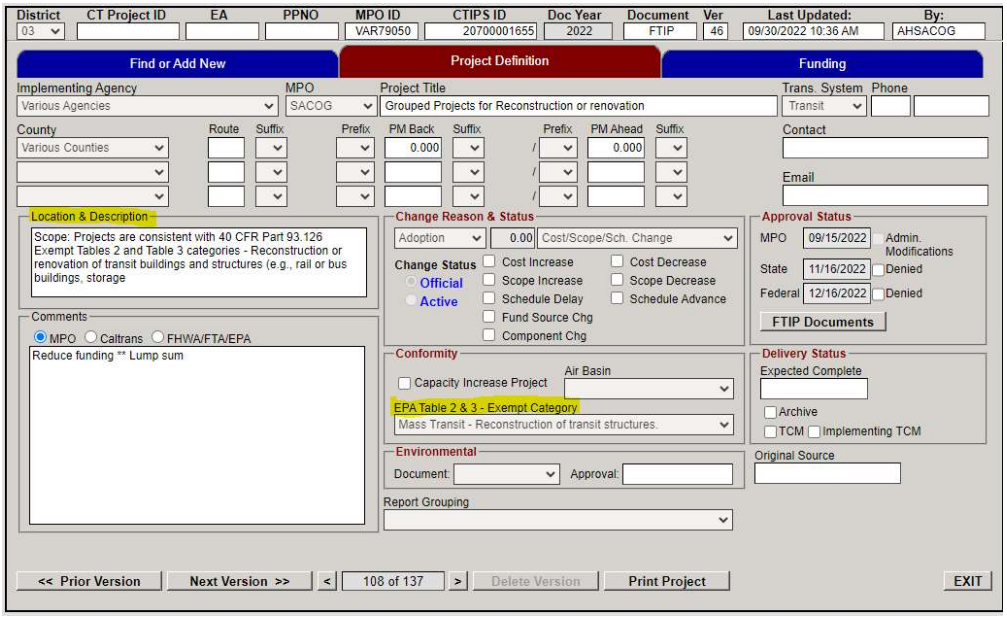
a. Use the attached guidelines titled "Programming of Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas" (Attachment A) for programming grouped projects in air quality non-attainment or maintenance areas.

b. Refer to 23 CFR 771.117 (c) and (d) for MPO areas (SBCAG, AMBAG, and Shasta) and Rural non-MPO counties that are classified as air quality attainment for information on projects that can be classified as "Categorical Exclusion (CE)." For these areas, projects that are not considered regionally significant and qualify as CE may be grouped together.

c. MPOs are responsible for determining if projects are eligible for inclusion in the grouped project listing.

d. FTA-funded projects can be grouped, provided the detailed project list is made available to the FTA and the public. The detailed project list must be included in the FTIP and in the FTIP amendment when circulated for public review.

e. Include all the necessary details in CTIPS: Location & Description must refer to appropriate CFR section. Conformity sub section in CTIPS to be filled as appropriate including EPA Table 2 & 3 Exempt Category. Example is shown below.



XI. Use of Toll Credits

Federal-aid highway projects typically require sponsors to provide non-federal funds as match to federal funds. However, at the MPO's discretion, a project may be funded without the required non-federal match using Toll Credit (TC) provisions. The non-federal share match requirement can be satisfied by applying an equal amount of TCs, which allows a project to be funded with 100% federal funding for federally participating project costs. TCs do not generate additional federal funding and are limited to the non-federal match required for the federal apportionments available in any given year.

The current Caltrans federal funding policy excludes the STIP (IIP), SHOPP, and Highway Maintenance Program projects from the use of TCs. However, MPOs may use CMAQ and STBGP funds in lieu of the required federal match by using TCs for the programs listed below.

Action/ Task: The MPO must ensure that use of toll credits complied with "California Department of Transportation Toll credit use policy" dated June 4, 2013. See attachment-D for the policy.

Consult with Caltrans -Division of Local Assistance for use of toll credit for any program that is not specifically listed in the section.

TCs may be used for the following programs:

PROGRAMS	CRITERIA	ELIGIBLE FUNDS FOR USING TCs
STIP	TCs can be used only for the RIP projects	Eligible federal funds (e.g. CMAQ, STBGP)
HBP – Off System Projects	TCs are to be used for the "Off federal-aid system" projects	HBP
HBP – On System projects	TCs can be used for the "On federal aid system" projects using other eligible federal funds.	Eligible federal funds (e.g. HIP, STBGP)

HSIP	TCs can be used for projects from the local HSIP using other eligible federal funds, except for certain countermeasures eligible to use HSIP funds.	Eligible federal funds (e.g. CMAQ, STBGP)
*CMAQ and STBGP	Projects may be programmed with TCs at MPO's discretion	CMAQ, STBGP
FTA – Funded Projects	Projects funded from the formula programs are eligible to receive TCs. Below are the eligible programs • 5307 including CMAQ and RSTP FTA transfer projects • 5309 • 5310 • 5311 including CMAQ and RSTP FTA transfer	Various

***** Notate in the FTIP the "Use of TCs" in the project description or MPO Comments field for CMAQ and STBGP-funded projects.

TCs shall not be used if the non-federal matching requirement has already been met with other non-federal funds

XII. 2024 State Transportation Improvement Program (STIP)

The total project cost and all funding, including non-STIP funding, must be shown in the FTIP. (If a phase is programmed outside of the 2025 FSTIP period, then the total project cost can be shown in the MPO comment section or in the project description field in CTIPS). When a STIP project is transferred from the STIP into the FTIP in CTIPS though the "CTIPS Transfer Mechanism," right of way support and construction support costs are added to the corresponding capital costs.

MPOs may choose one of the following options for programming STIP projects:

a) **Recommended Option**: Use the California Transportation Commission (CTC) adopted 2024 STIP.
b) Use CTC staff recommendations.
c) Use the county and interregional shares information from the 2024 STIP Fund Estimate (FE). https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2024-stip/final-fe-august-2023-tab-17-a11y.pdf
d) For the first three years of the 2025 FTIP, program only existing projects from the 2022 STIP that are re-programmed in the 2024 STIP. Program new STIP projects, if any, in the fourth year of the 2025 FTIP. The total programmed STIP funding in 2025 FTIP must be constrained to the available STIP targets for the region per FE.
e) Program only existing projects from the 2022 STIP that are to be re-programmed in the 2024 STIP.

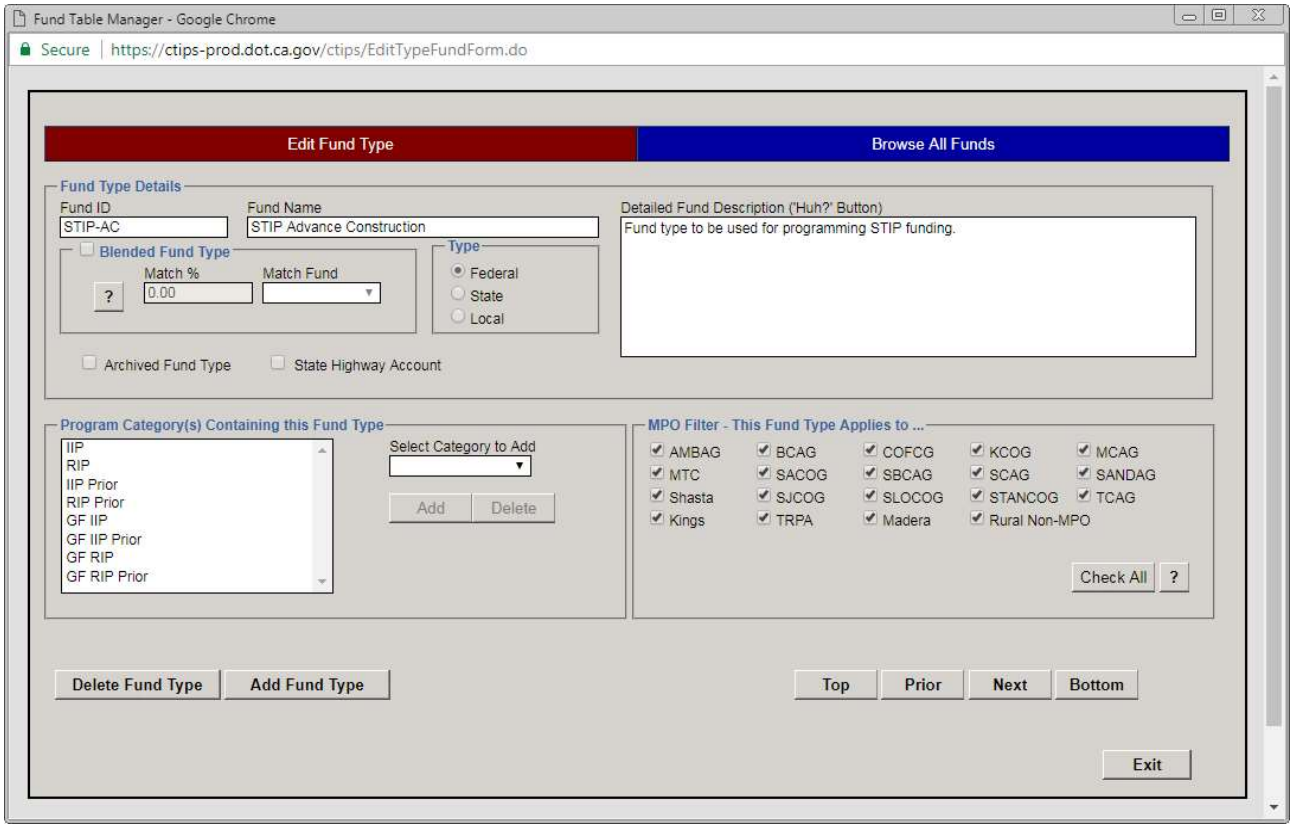
Options b, c, and d, require the MPO to process an amendment to align the FTIP with the 2024 STIP once the CTC adopts the 2024 STIP. The FTIP amendment must be submitted to Caltrans by **September 30, 2024**.

Timeline:

- ✓ March 01, 2024 – CTC staff recommendations for the 2024 STIP projects are expected to be released.
- ✓ March 21-22, 2024 – CTC adoption of the 2024 STIP.
- ✓ May 1, 2024 – The 2024 STIP will be available in CTIPS for transfer into the FTIPs.

Ensure projects are programmed using the appropriate "STIP Advance Construction - RIP/IIP" fund type.

Any non-STIP project funding (e.g. Road Repair and Accountability Act Funding, Proposition 1B, local funds) must be programmed consistent with the STIP funding details in CTIPS.



XIII. 2024 State Highway Operation and Protection Program (SHOPP)

For non-attainment areas, projects that are not exempt from air quality conformity determination must be listed individually in the FTIP. For attainment areas, projects that are not classified as Categorical Exclusion (CE) must be listed individually in the FTIP.

- Program all projects with "SHOPP Advance Construction (AC)" fund type.
- Verify in the financial summary that the total revenue is equal to the total programmed.
- Program Preliminary Engineering (PE) and Right of Way (RW) phases for the Contingency projects (G-13) and once Construction Capital and

Construction Support phases are programmed in the 2024 SHOPP, District FTIP Coordinators will notify MPOs to program these phases in the 2025 FTIP.

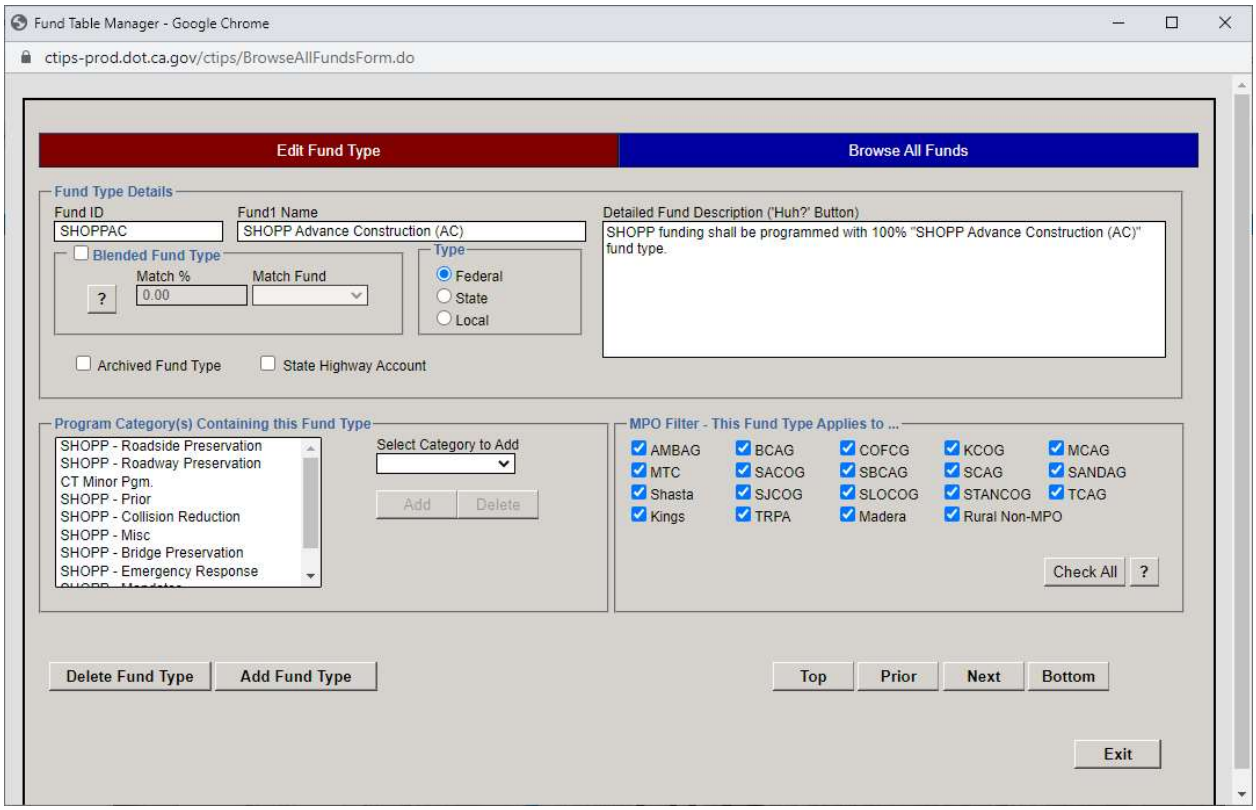
MPOs are responsible for determining if a project can be classified as non-exempt or CE. Contact the District FTIP Coordinator if more information, such as a detailed project scope, is needed to make that determination.

Timeline:

- ✓ January 31, 2024 – Caltrans to submit proposed 2024 SHOPP to the CTC.
- ✓ March 21-22, 2024 – Anticipated CTC adoption of the 2024 SHOPP.
- ✓ May 2, 2024 – The 2024 SHOPP will be available in CTIPS
- ✓ By May 15, 2024 – Caltrans Programming will provide the SHOPP Grouped Project Reports.

FTIP Programming Instructions:

1. For projects in non-attainment areas, MPOs are to review the SHOPP Grouped Listings Report to determine if the projects are eligible for grouping. Non-exempt projects must be removed from the grouped project listing and programmed separately as line-item projects.
2. For projects in attainment areas, MPOs are to review the SHOPP Grouped Project Listings Report and program any projects that are not classified as "Categorical Exclusion (CE)," as line-item projects. MPOs may contact their District FTIP Coordinators if more detailed project information is needed.
3. Use the "SHOPP Advance Construction (AC)" fund type and select the appropriate SHOPP Program Category (e.g., Mobility, Bridge Preservation). This fund type includes both state and federal funds.



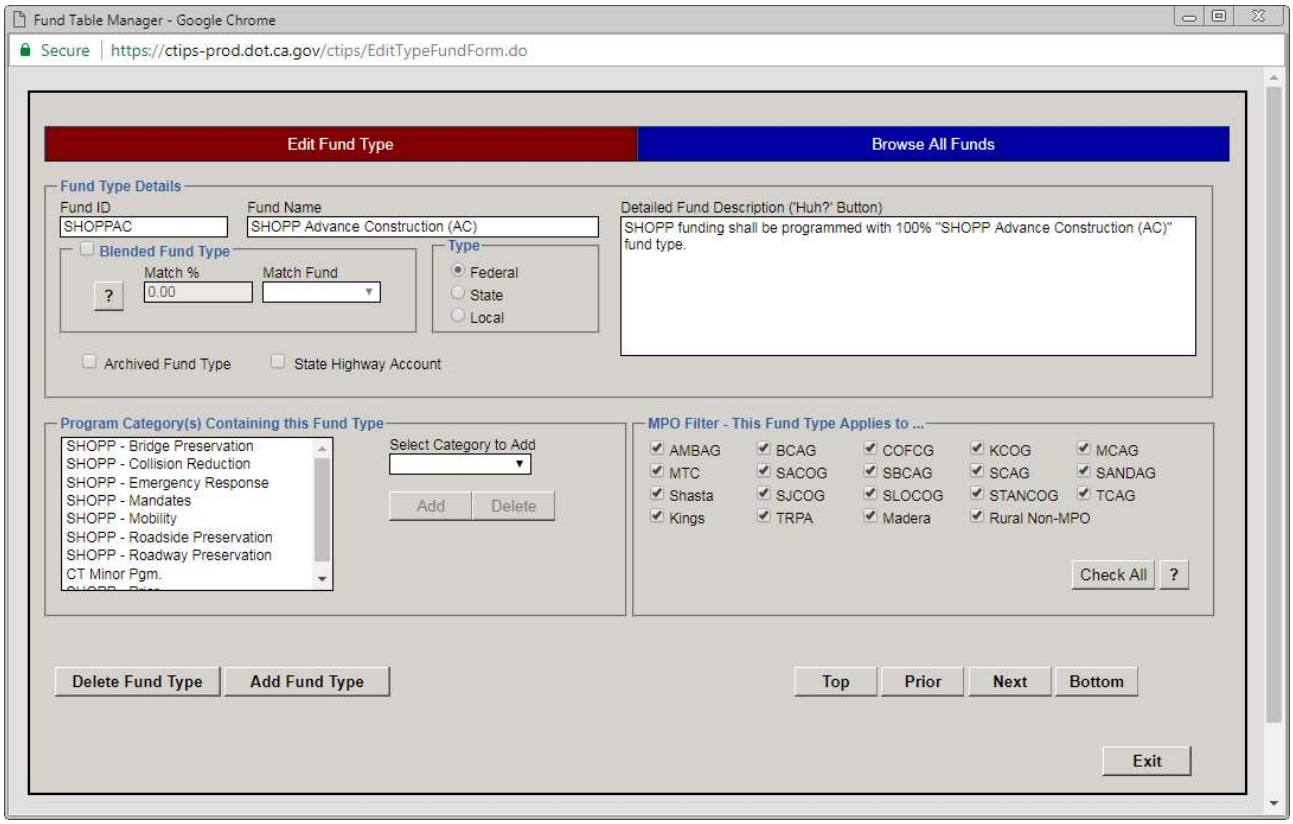
4. Ensure the total revenue is equal to the total programmed funding for SHOPP projects in your region.
5. **SHOPP Long Lead Projects**: These projects require more than four years to develop due to the complexity of the environmental and Preliminary Engineering (PE) work. Therefore, MPOs may program the PE phase.
6. **G-13 Contingency Projects**:
   1. Program these projects with the fund type "SHOPP-AC".

   2. For non-exempt projects, program all phases (PE, RW and CON) of the project in the Fiscal Year (FY) identified in the 2024 SHOPP.

   3. For exempt projects, program the PE and RW phases in the FY shown in the 2024 SHOPP. Program CON Capital and CON Support in a future year, outside of the 2023 (or 2025) FSTIP. Once the CON Capital and CON Support are approved in the SHOPP, Caltrans District FTIP Coordinators will request MPOs to program these phases in the current FSTIP.

7. **Asset Management Pilot Projects**: These projects are funded from the "SHOPP-MISC" Program Category, if there are any, and reported on Page 1 of the Grouped Project Listing Report for your region. The project scope

may include multiple work components, program these projects as line-item projects using the fund type below:



XIV. Various Caltrans Managed State and Federal Programs

Caltrans Federal Programming Office provides MPOs information on various Caltrans managed state and federal programs (Highway Bridge Program, Highway Safety Improvement Program, Highway Maintenance Program etc.) as the listings become available.

Action/ Task: The MPO must ensure that projects are programmed using the latest state managed program listings. Contact Caltrans Federal Programming Office for further assistance.

XV. Electronic FSTIP (E-FSTIP)

To streamline and expedite the submittal and approval of the FSTIP, Caltrans implemented the Electronic Submittal and approval of the FSTIP (E-FSTIP). The E-FSTIP enables MPOs, Caltrans, the FHWA and the FTA to electronically submit and approve the FSTIP, FTIPs, and FTIP amendments. The new E-FSTIP process eliminated the need for the MPOs and Caltrans to submit hard copies of these federal programming documents for review and approval. The FHWA and FTA will also approve all federal programming documents for the 2025 FSTIP through the E-FSTIP.

Action/ Task: MPOs must submit their 2025 FTIPs, FTIP amendments, administrative modifications, and air quality conformity determinations to Caltrans, by uploading these documents into the California Transportation Improvement Program System (CTIPS) database to obtain state and federal approvals.

Caltrans' approval of the federal programming documents in CTIPS will constitute the State's approval of the FTIPs and its amendments for inclusion into the FSTIP. FHWA's and FTA's entry of an approval date in CTIPS will constitute federal approval of the FSTIP, FTIP amendments, and associated air quality conformity determinations.

Use the "E-FSTIP Amendment Approval Procedures for MPOs" (Attachment B) for the instructions on how to upload your FTIP and FTIP amendments into CTIPS.

Attachments:

1. Attachment A: Programming Grouped project listings in air quality nonattainment or maintenance areas
2. Attachment B: E-FSTIP Amendment Approval Procedures for MPOs
3. Attachment C: Caltrans' Administration and Oversight of the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs
4. Attachment D: Caltrans Toll Credit Use Policy

Appendix J – 2022 TCAG Public Participation Plan

The 2022 TCAG Public Participation Plan can be accessed on the TCAG website at:

https://tularecog.org/tcag/planning/public-participation-plan/2022-public-participation-plan-final/

Appendix K – Weblinks to Project Selection Guidelines Documents

Weblinks to Project Selection Guidelines Documents

Program	Weblink
Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) Policy and Guidelines	https://tularecog.org/sites/tcag/assets/File/CMAQ-CRP-Policy-and-Guidelines2.pdf
2025 Active Transportation Program (ATP) Guidelines	https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2025-active-transportation-program-guidelines-final-adopted-a11y.pdf
Highway Safety Improvement Program (HSIP) Guidelines	https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g09.pdf
2024 State Transportation Improvement Program (STIP) Guidelines	https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2024-stip/adopted-2024-stip-guidelines-a11y.pdf
State Highway Operations Preservation Program (SHOPP) Guidelines	https://catc.ca.gov/-/media/ctc-media/documents/programs/shopp/guidelines/2022-shopp-guidelines-a11y.pdf
Tulare County Measure R Expenditure Plan	https://tularecog.org/tcag/programs-funding/measure- r/plans-and-publications/measure-r-expenditure-plan/
Surface Transportation Block Grant Program (STBGP) Competitive Project Selection Guidelines	https://tularecog.org/sites/tcag/assets/File/2021%20STBGP%20Call%20for%20Projects.pdf

Appendix L – Comments and Responses

Tulare County Association of Governments
2025 Federal Transportation Improvement Program

Response to Comments

Commenter: Peter Kang, PE FSTIP Coordinator Office of Federal Programming and Data Management Division of Financial Programming California Department of Transportation Comment Date: September 4, 2024		
Comment	**Project CTIPS ID No.**	**TCAG Response to Comment**
<u>Financial Summary:</u> SHOPP Funding. Update the revenue and programming per attached latest report **<u>Project Listings:</u>** 1. Update SHOPP programming per No. 1 under Financial Summary 2. SHOPP Grouped Projects: Update funding for SHOPP Grouped Listings per No. 1 under Financial Summary	215-0000-0501	This commenter is requesting that TCAG revise its FTIP programming for the SHOPP Roadway Preservation Group List (CTIPS ID 215-0000-0501) and make related changes in CTIPS and to the financial summary. The Final 2025 FTIP has been updated to include these revisions.