

**DRAFT
2021
Federal Transportation
Improvement Program**

Fiscal Years 2020/21 through 2023/24



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

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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 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 (466,195) 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 wide 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 generates over \$1.9 billion in annual output. The county is also a large producer of oranges, cattle, and grapes.

Employment

Between 2014 and 2018, the median household income in Tulare County was \$47,518. The per capita income during the same period was \$20,421 (U.S. Census Bureau Quick Facts, 2020). In February 2020, the unemployment rate in Tulare County was 11.5 percent. Due to the COVID-19 shelter in place requirements that began in March 2020, the unemployment rate in the region increased dramatically to 19.3 percent by April 2020. Since then there have been slight gains in the labor market. As of August 2020, the unemployment rate stands at 12.3 percent (State of California, Employment Development Department Labor Market Info). The largest employment gains projected in the region are government (+4,200 jobs), professional and business services (+2,900 jobs), education and healthcare (+2,900 jobs), and leisure and hospitality (+2,400 jobs). (+600 jobs), and manufacturing (+600 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 70% (334,371) of the total County population of 479,112 (Table 1-1) (DOF, March 2020).

Table 1-1 Population Estimates 2018 and 2019 with 2000 Benchmark			
County/City	4/1/2000	1/1/2018	1/1/2019
Dinuba	16,844	24,918	25,328
Exeter	9,168	10,984	11,002
Farmersville	8,737	11,341	11,358
Lindsay	10,297	13,062	13,358
Porterville	39,615	60,241	60,260
Tulare	43,994	65,503	66,967
Visalia	91,891	136,403	138,207
Woodlake	6,653	7,793	7,891
Tulare County	140,822	145,101	144,741
Incorporated	227,199	330,245	334,371
County Total	368,021	475,346	479,112
California	33,873,086	39,740,508	39,927,315
Source: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/			

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.

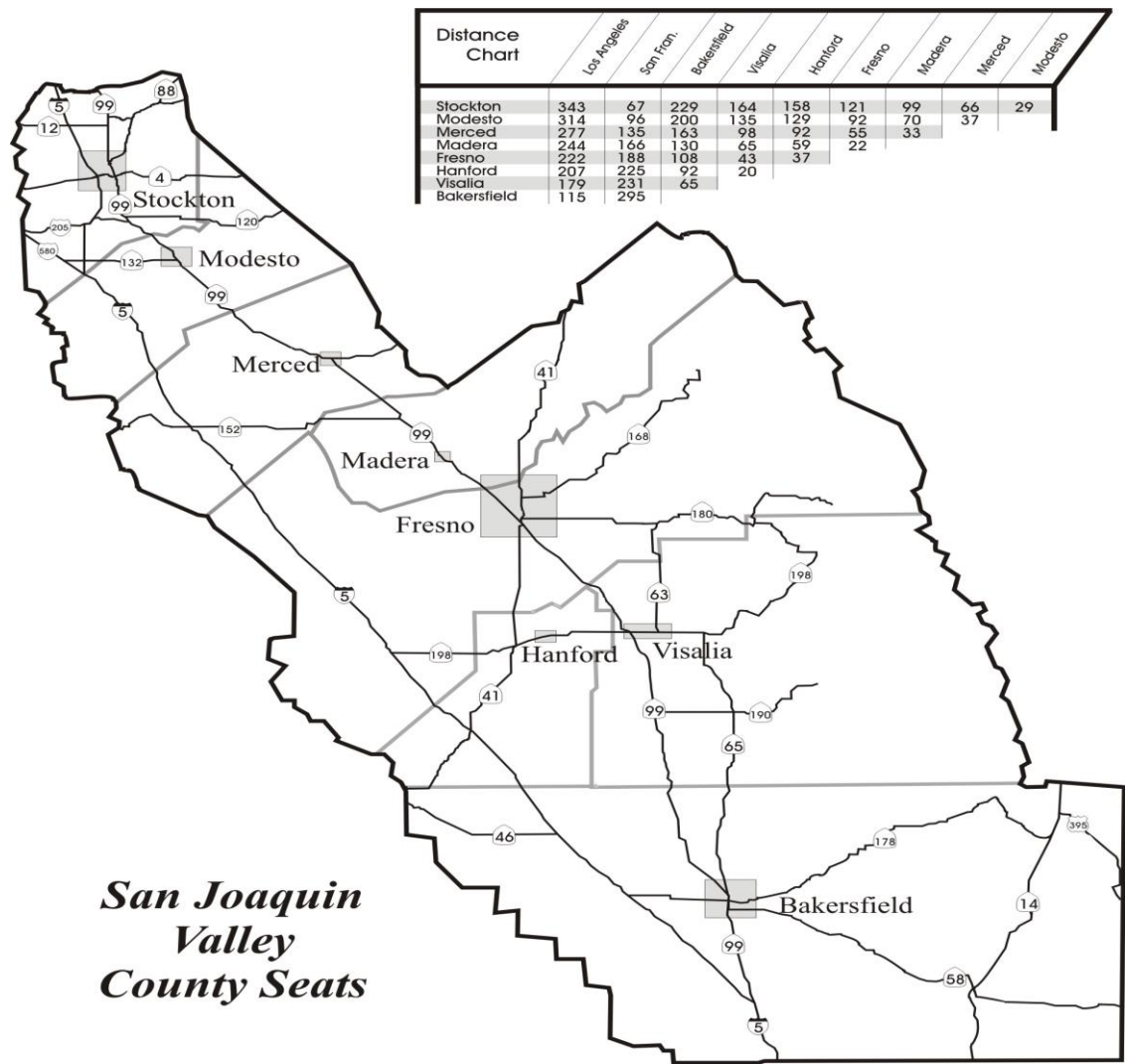
Tulare County contains approximately 3,050 miles of county roads (fourth largest in the State), 930 miles of city streets and 350 miles of State Highways. There is one commercial airport, two regional airports and four public general aviation airports. There are approximately 300 rail line miles in the 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 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 2021 Tulare County Federal Transportation Improvement Program (FTIP), are all examples of this activity.

Figure 1-1
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 2021 FTIP are carried over from the 2019 FTIP. To decide which projects to carry over, TCAG asked sponsors of projects in the 2019 FTIP to indicate which of their projects had been completed, were well underway, or were still in 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 2021 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 manner in which projects may be submitted for consideration.

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 2020 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 conducts speaking engagements with civic organizations throughout Tulare County. Finally, there are public notices and required public hearings prior to adoption of the FTIP and other TCAG documents.

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 2018 Regional Transportation Plan & Sustainable Communities Strategy (2018 RTP/SCS) as required by federal law. As part of the development of the 2018 RTP/SCS, TCAG engaged in a rigorous outreach process which

included over 60 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 in the Fall of 2017 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. One of the most successful outreach efforts occurred at the Tulare County Fair in September 2017. In all, over 2,000 surveys were submitted. The surveys were available in Spanish and on-site translators were made available for workshop participants needing translation into Spanish.

The results of these efforts have helped to ensure that the projects included in 2018 RTS/SCS and their incorporation into the 2021 FTIP provide equitable planning and programming for traditionally underrepresented communities.

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 2018 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. Due to the fact that their grants are on an annualized grant cycle, projects shown beyond 22/23 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

All projects programmed into the 2021 FTIP have a maintenance plan in place to keep the project operating at its designed purpose.

All transit projects are maintained by the local agencies transit operators, and agencies have an extensive maintenance and operations budget which repairs and keeps the transit vehicles operating. Each agency has a 5 year transit development plan which outlines their vehicle fleet and maintenance schedules.

All road projects have a maintenance plan in place by each of the responsible agencies. Each agency has a Public Works Department or Resource Management Agency which repairs and maintains all roads and streets in Tulare County. Maintenance funding comes from local generated fees, measures and gas taxes received by each entity to operate their agency and jurisdictions. These funds are a part of the agency's general fund.

Estimated expenditures and revenues for operation and maintenance is shown in Table 1-4 below:

Table 1-4 Estimated Operations & Maintenance Expenditures and Revenues 2020-2024 (in \$1,000s)				
	FFY 2020/21	FFY 2021/22	FFY 2022/23	FFY 2023/24
State Highways				
Expenditures	\$61,000	\$0	\$117,000	\$79,000
Revenues ¹	\$61,000	\$0	\$117,000	\$79,000
Local Streets & Roads				
Expenditures	\$40,000	\$41,000	\$42,000	\$43,000
Revenues ²	\$40,000	\$41,000	\$42,000	\$43,000
Transit				
Expenditures	\$16,000	\$17,000	\$17,000	\$18,000
Revenues ³	\$16,000	\$17,000	\$17,000	\$18,000
Other⁴				
Expenditures	\$400	\$400	\$450	\$450
Revenues ⁵	\$400	\$400	\$450	\$450
Total Revenues	\$117,400	\$58,400	\$176,450	\$140,450
Total Expenditures	\$117,400	\$58,400	\$176,450	\$140,450
Notes: ¹ Derived from local agency estimates (from 2018 RTP Table 3-16) and prior spending (including SHOPP) ² Measure R, STP, LTF and local sources ³ LTF, Local Contributions, FTA and Measure R ⁴ Includes off-street bicycle and pedestrian facilities ⁵ Measure R and local sources				

Conditions of streets and roads are typically graded using the Pavement Condition Index (PCI). The PCI was developed by the Construction Engineering Research Laboratory of the United States Army Corps of Engineers. The ratings are shown on Table 1-5 below:

Table 1-5 PCI Ratings	
Rating	Road Condition
71 to 100	Good/Excellent
51 to 70	Fair (at risk)
26 to 50	Poor
0 to 25	Failed

County of Tulare: Tulare County is responsible for the maintenance of 2,972 miles of roadway. To effectively manage this large system of roadways, the County utilizes the website-based Pavement Management System (PMS) software StreetSaver, developed by the Metropolitan Transportation Commission (MTC). This software is developed around ASTM standards for pavement assessment and deterioration. The program operates by analyzing user inputs from field observations, completed on a yearly basis, and is able to popular reports based on budget scenarios and additional user inputs. The current overall Pavement Condition Index (PCI) is 58. Based on the analysis conducted by the StreetSaver program, the County would need to allocate an additional \$494 million in roadway

rehabilitation projects over the next 5 years to improve the overall network PCI to a Good status (PCI>75).

City of Visalia: In 2013 the City of Visalia developed the Pavement Management Program (PMP) and has effectively used it to determine road maintenance needs, effectively manage maintenance budgets, and to prioritize road work. This has allowed staff to address the roads in need of rehabilitation or replacement with the most appropriate treatment and provides options to maximize the use of available funds on the City's single largest asset, roadway pavements. The initial pavement survey identified a needed budget of \$7.5M (construction cost only) to maintain a PCI level of 60, which was subsequently increased from a previous budget of \$2.5M/year.

To date, two pavement surveys of the City's street network have been conducted as part of the pavement management program. Results from the latest pavement survey have shown the overall PCI (pavement condition index) of the street system has improved from 60 to 62 from the initial survey. The 2 points in improvement has partially evolved from the increase in investment from \$2.5M to \$7.5M (construction cost only) to maintain a minimum PCI at level 60, and increase in inventory of new streets, but also due to the aggressive pavement preservation and pavement reconstruction efforts by staff maximizing the amount of money available. Thanks to the PMP, City staff have been more selective on the type of repair, strategically selecting roadways that have a heavier influence in increasing the overall PCI, and optimizing resources to stretch dollars further as evidenced by the completion of several aggressive CIP projects that have rehabilitated major arterial roadways within the City.

The current PMP indicates that the City will need approximately \$9.5M to maintain the current PCI at a level of 62. The City's current annual budget for street maintenance is \$8.3M, which currently includes Measure N, SB1, Gas Tax, and STPL (now STBGP Funds). In order to maintain a PCI of 62, the city will require an additional \$1.2M/year. City staff will continue to be aggressive with its pavement preservation efforts in hopes that the funding gap will not cause a decrease in the PCI. City staff will continue to monitor the PCI and provide updates if drastic changes to the PCI are noted.

City of Tulare: The City of Tulare uses the Street Saver Online Pavement Management Program to identify the pavement condition of City streets and to determine the most economical type of treatment strategy necessary to improve its street network. Priority for street improvements is based on factors including the Pavement Condition Index (PCI), functional classification and cost effectiveness. The City's overall PCI in October 2020 was 56. The City's pavement management goals include bringing the average PCI to an average rating of 70. The City estimates that there is roughly \$58 million in deferred maintenance with an ongoing annual expenditure of approximately \$6.4 million to maintain current PCI levels.

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 2021 TIP, TCAG has taken into consideration the transportation funding revenues expected to be available during the four years of the 2021 FTIP (Federal FY 20/21 through 23/24), and have determined the 2021 FTIP to be financially constrained. All funds identified in the 2021 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, being 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 2020 STIP Fund Estimate on August 14, 2019 and adopted the 2020 STIP on March 25, 2020.

Fund Sources Programmed in the FTIP

The 2021 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

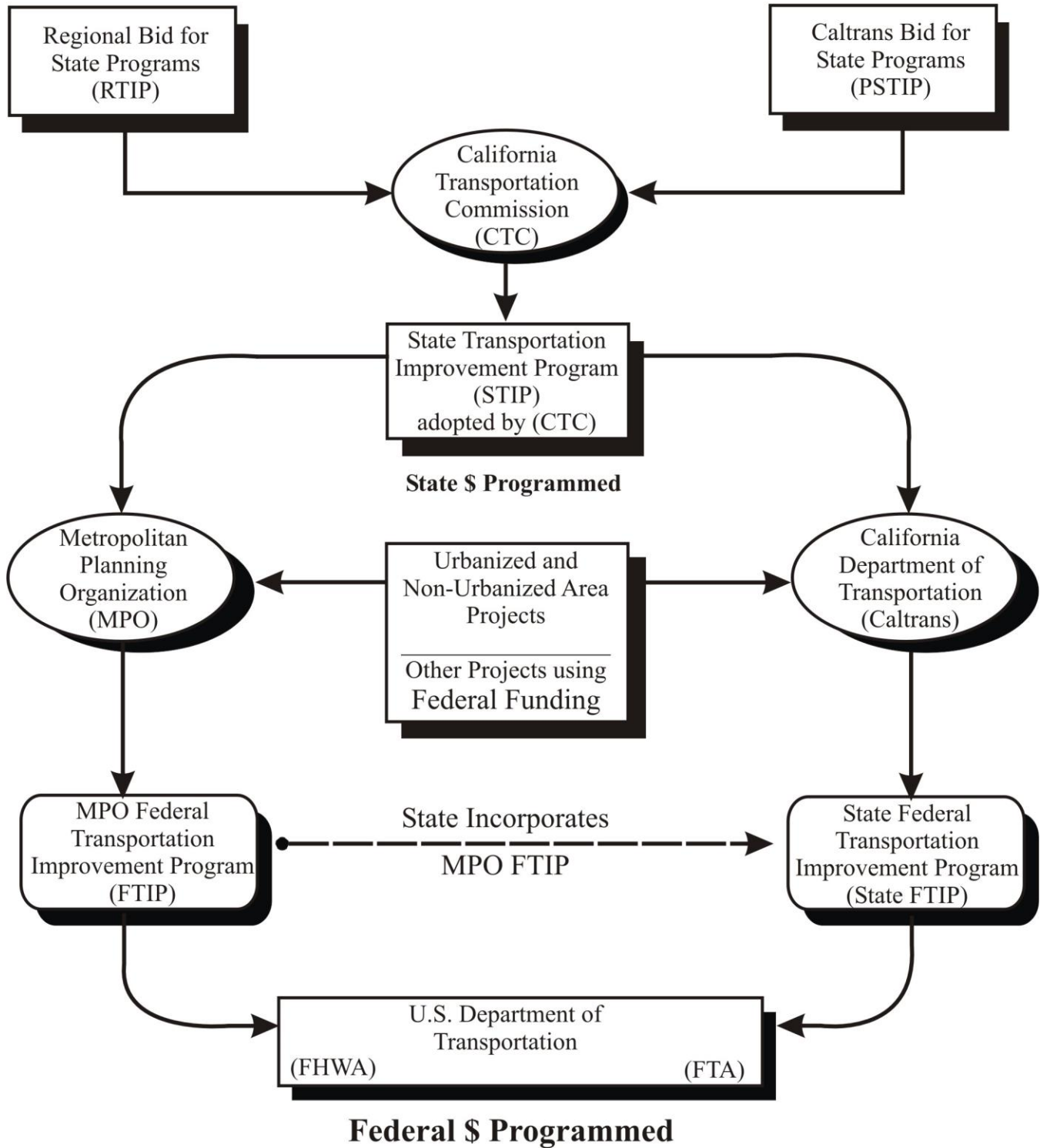
The 2021 FTIP is consistent with the following regional documents:

- The 2018 Tulare County Regional Transportation Plan and Sustainable Communities Strategy (2018 RTP/SCS);
- The 2020 Tulare County Regional Transportation Improvement Program (RTIP) adopted by TCAG on October 21, 2019;
- The 2020 State Transportation Improvement Program (STIP) adopted by the California Transportation Commission (CTC) on March 25, 2020; and
- The Tulare County Measure R Strategic Work Plan

The 2021 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**



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 (PM-2.5). 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 a Draft Air Quality Conformity Analysis for the 2021 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 draft Air Quality Conformity Document is attached as Appendix G.

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).

Currently, 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 2021 FTIP and Draft Air Quality Conformity Analysis for the 2021 FTIP was released for a 30-day public review period on December 7, 2020 and a public hearing is scheduled for December 14, 2020. The Final 2021 FTIP and Final Air Quality Conformity analysis are scheduled for adoption on February 22, 2021. The FTIP includes the programming of four years of projects for all appropriate fund types. The 2021 FTIP is compliant with the current federal transportation authorization law called the Fixing America's Surface Transportation Act (FAST Act) 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.

Project Priority

Project Priority

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

- 1) All projects (as a group) shown in the first year of the quadrennial element (2020/21) shall have first priority.
- 2) All projects (as a group) shown in the second year of the quadrennial element (2021/22) shall have second priority.
- 3) All projects (as a group) shown in the third year of the quadrennial element (2022/23) shall have third priority.
- 4) All projects (as a group) shown in the fourth year of the quadrennial element (2023/24) 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 local Active Transportation Projects (ATP) is based on the criteria outlined in the MPO component ATP Guidelines adopted by the TCAG Board. The selection of CMAQ projects is also 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)
- Active Transportation Program (MPO component)
- Highway Safety Improvement Program (HSIP)
- State Transportation Improvement Program (STIP)
- State Highway Operations Preservation Program (SHOPP)
- Measure R

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 Tulare County FTIP reflects those State assumptions for federal funds that are available from the FAST Act 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” Legislation

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

Federal Funding (FHWA and FTA Programs)

Federal Highway Administration (FHWA) Funds

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. The FAST Act replaces the previous transportation funding and authorization bill known as the Moving Ahead for Progress in the 21st Century Act or MAP-21. The FAST Act authorizes Federal highway, highway safety, transit, and rail programs for five years from Federal fiscal years (FY) 2016 through 2020. The FAST Act is the first long-term comprehensive surface transportation legislation since the Safe

Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005. The FAST Act authorizes \$305 billion from both the Highway Trust Fund and the General Fund (GF) of the United States Treasury. It provides \$225 billion in Highway Trust Fund (HTF) contract authority over five years for the Federal-aid Highway Program, increasing funding from \$41 billion in 2015 to \$47 billion in 2020. The bill places major emphasis on freight investments to be supported by the HTF by creating a new National Highway Freight Program (NHFP) funded at an average of \$1.2 billion per year and distributed to the States by formula. In addition, a new discretionary program entitled the Nationally Significant Freight and Highway Projects is established, funded at an average of \$900 million per year (AASHTO).

Surface Transportation Block Grant Program (STBGP): Under the FAST Act, the Surface Transportation Program (STP) was renamed the 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. Each year when STBGP are distributed by the State, federal STBGP funds are exchanged for state funds for the agencies located outside the Visalia Urbanized Area boundary (Dinuba, Lindsay, Porterville, and Woodlake, and portions of the County of Tulare). For agencies that are located within the Visalia Urbanized Area boundary (Visalia, Tulare, Farmersville, Exeter, and portions of the County of Tulare), the remaining STBGP funds are made available via a competitive project selection process.

Congestion Mitigation and Air Quality (CMAQ): Under the FAST Act, 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.

Better Utilizing Investments to Leverage Development (BUILD): The BUILD grant program provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.9 billion for eleven rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. TCAG was the recipient of a BUILD grant in 2020 for the Commercial Avenue Interchange Project which was awarded \$16 million in BUILD grant funds.

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 an 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. For example, connecting the urbanized areas between Visalia and Tulare to Sacramento and Los Angeles would be an "interregional improvement". 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 STIP Fund Estimate on August 14, 2019 and adopted the STIP on March 25, 2020.

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 (starting 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 with two funding competitions available for each funding cycle. The first is the statewide competition where each grant application competes against every other application submitted throughout the state. If not funded at the statewide level, the projects have a second opportunity to be funded at the large MPO regional competition which is administered by the respective MPO. Since 2013, agencies in the Tulare County region have received over \$13.5 million in ATP funds for projects totaling over \$16.7 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 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 \$14 million in locally generated tax revenues (not including Measure R) are proposed for projects in the 2021 FTIP.

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;
- Guaranteed Ride Home;
- Preferential Treatment for Ridesharing;
- Compressed Work Week; and
- Bicycle Facilities.

FAST Act Compliance

This section discusses the efforts TCAG has taken to be in compliance with the FAST Act requirements.

- ***Timing:*** Adoption of the 2021 FTIP is compliant with the federal requirements of the FAST Act. The 2021 FTIP is consistent with the 2018 RTP/SCS.
- ***TIP Update Frequency and Time Span:*** The 2021 FTIP will have four years of projects (2020/21 to 2023/24) and a prior year to meet SAFETEA-LU compliance.
- ***Participation Plan:*** TCAG adopted the Public Participation Plan (PPP) in November 2007 and amended it in 2009, 2011, 2015. The PPP contains the guidelines and procedures for public involvement in the Transportation Planning process. Public information is provided electronically upon request and online at www.tularecog.org. The plan is currently in the process of being updated. Prior to adoption of the final FTIP in February 2021, the final 2020 PPP will be included in the final 2021 FTIP submitted to Caltrans and FHWA for approval.

- **Visualization techniques and Electronic Publishing:** Documents are currently available online. Visualization techniques include simulated traffic models and real time alternatives for different land use scenarios.
- **Publication of Annual Listing of Obligated Projects:** The annual listing is posted in December each year on the web site and is available at TCAG offices. The annual publication also includes pedestrian and bicycle improvements.
- **System Preservation, Operation, and Maintenance Costs:** To the extent operations are funded through the current TIP, the revenues are shown. STBGP, SHOPP and other rehabilitation projects are shown.
- **Expanded Consultation requirements:** The expanded consultation includes giving reviewing agencies and the public time to comment on draft documents through Inter Agency Consultations (IAC). The 2021 FTIP mailing list will be updated as appropriate. TCAG already regularly consults with the tribal organization in Tulare County.

Appendices

Appendix A – Financial Summary Sheets

TABLE 1: REVENUE

TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Sales Tax		\$1,272	\$8,412	\$5,322	\$18,317	\$33,323
	City		\$767	\$8,223	\$5,322	\$18,064	\$32,376
	County		\$505	\$189		\$253	\$947
	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						
REGIONAL	Transit Fares						
	Other (See Appendix 1)		\$11,829	\$6,662	\$5,076	\$5,076	\$28,643
	Local Total		\$13,101	\$15,074	\$10,398	\$23,393	\$61,966
	Tolls						
	Bridge Corridor						
STATE	Regional Sales Tax		\$4,374	\$29,970	\$18,319	\$84,681	\$137,344
	Other (See Appendix 2)						
	Regional Total		\$4,374	\$29,970	\$18,319	\$84,681	\$137,344
	State Highway Operation and Protection Program (SHOPP)	1	\$78,201	\$16,997	\$119,907	\$19,460	\$234,565
	SHOPP		\$71,248	\$16,997	\$119,907	\$19,460	\$227,612
FEDERAL TRANSIT	SHOPP Prior						
	State Minor Program		\$6,953				\$6,953
	State Transportation Improvement Program (STIP)	1	\$81,650	\$11,700	\$4,600	\$8,500	\$106,450
	STIP		\$81,650	\$11,700	\$4,600	\$8,500	\$106,450
	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	\$1,263		\$1,025		\$2,288
	Highway Maintenance (HM) Program	1					
	Highway Bridge Program (HBP)	1	\$7,566	\$413	\$165	\$2,177	\$10,321
	Road Repair and Accountability Act of 2017 (SB1)		\$1,387	\$9,000	\$2,516		\$12,903
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Other (See Appendix 3)			\$2,070			\$2,070
	State Total		\$170,067	\$40,180	\$128,213	\$30,137	\$368,597
FEDERAL HIGHWAY	5307 - Urbanized Area Formula Grants		\$7,269	\$7,269	\$5,076	\$5,076	\$24,690
	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		\$797				\$797
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$1,279	\$880	\$503	\$503	\$3,165
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)		\$570				\$570
	Federal Transit Total		\$9,915	\$8,149	\$5,579	\$5,579	\$29,222
FEDERAL RAIL	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$5,470	\$6,199	\$6,197	\$6,195	\$24,061
	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)		\$1,155		\$2,101		\$3,256
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)		\$2,345	\$2,717			\$5,062
	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)		\$3,086	\$3,086	\$3,086	\$3,086	\$12,344
	Other (see Appendix 5)			\$16,000			\$16,000
	Federal Highway Total		\$12,056	\$28,002	\$11,384	\$9,281	\$60,723
INNOVATIVE FINANCE	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
Federal Total			\$21,971	\$36,151	\$16,963	\$14,860	\$89,945
REVENUE TOTAL	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
Innovative Financing Total							
REVENUE TOTAL			\$209,513	\$121,375	\$173,893	\$153,071	\$657,852

Financial Summary Notes:
¹ State Programs that include both state and federal funds.
² CMAQ revenue amount in FY 20/21 is less than the final apportionment amount due to CMAQ repayment to Madera CTC in the amount of \$693k

TABLE 1: REVENUE - APPENDICES

TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)

Appendix 1 - Local Other					
Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Local Transportation Funds (LTF)	\$10,648	\$6,411	\$5,076	\$5,076	\$27,211
Local Transportation Funds - Advance Construction (Local AC)	\$930				\$930
Transportation Development Act (TDA)	\$251	\$251			\$502
Local Other Total	\$11,829	\$6,662	\$5,076	\$5,076	\$28,643

Appendix 2 - Regional Other					
Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Regional Other Total					

Appendix 3 - State Other					
State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
State Route 99 Corridor Fund		\$2,070			\$2,070
State Other Total		\$2,070			\$2,070

Appendix 4 - Federal Transit Other					
Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Bus and Bus Facilities Discretionary Program (FTA 5339(b))	\$570				\$570
Federal Transit Other Total	\$570				\$570

Appendix 5 - Federal Highway Other					
Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
BUILD-TIGER Discretionary Program		\$16,000			\$16,000
Federal Highway Other Total		\$16,000			\$16,000

Appendix 6 - Federal Railroad Administration Other					
Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other					
Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Innovative Other Total					

TABLE 2: PROGRAMMED

TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total		\$13,101	\$15,074	\$10,398	\$23,393	\$61,966
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax		\$4,374	\$29,970	\$18,319	\$84,681	\$137,344
	Other (See Appendix A)						
	Regional Total		\$4,374	\$29,970	\$18,319	\$84,681	\$137,344
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$78,201	\$16,997	\$119,907	\$19,460	\$234,565
	SHOPP		\$71,248	\$16,997	\$119,907	\$19,460	\$227,612
	SHOPP Prior						
	State Minor Program		\$6,953				\$6,953
	State Transportation Improvement Program (STIP) ¹		\$81,650	\$11,700	\$4,600	\$8,500	\$106,450
	STIP		\$81,650	\$11,700	\$4,600	\$8,500	\$106,450
	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		\$1,263		\$1,025		\$2,288
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$7,566	\$413	\$165	\$2,177	\$10,321
	Road Repair and Accountability Act of 2017 (SB1)		\$1,387	\$9,000	\$2,516		\$12,903
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Other (See Appendix B)			\$2,070			\$2,070
	State Total		\$170,067	\$40,180	\$128,213	\$30,137	\$368,597
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$7,269	\$7,269	\$5,076	\$5,076	\$24,690
	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		\$797				\$797
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$1,279	\$880	\$503	\$503	\$3,165
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)		\$570				\$570
	Federal Transit Total		\$9,915	\$8,149	\$5,579	\$5,579	\$29,222
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$3,915	\$4,371	\$2,772		\$11,058
	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)		\$1,155		\$2,101		\$3,256
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)		\$2,345	\$2,717			\$5,062
	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)		\$1,834	\$1,775	\$3,000		\$6,609
	Other (see Appendix D)			\$16,000			\$16,000
	Federal Highway Total		\$9,249	\$24,863	\$7,873		\$41,985
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$19,164	\$33,012	\$13,452	\$5,579	\$71,207
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$206,706	\$118,236	\$170,382	\$143,790	\$639,114

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 2: PROGRAMMED - APPENDICES

TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)

Appendix A - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Regional Other Total					

Appendix B - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
State Route 99 Corridor Fund		\$2,070			\$2,070
State Other Total		\$2,070			\$2,070

Appendix C - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Bus and Bus Facilities Discretionary Program (FTA 5339(b))	\$570				\$570
Federal Transit Other Total	\$570				\$570

Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
BUILD-TIGER Discretionary Program		\$16,000			\$16,000
Federal Highway Other Total		\$16,000			\$16,000

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Federal Railroad Administration Other Total					

Appendix F - Innovative Finance Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Innovative Other Total					

TABLE 3: REVENUE-PROGRAMMED

TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2021	FY 2022	FY 2023	FY 2024	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)					
	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	\$1,555	\$1,828	\$3,425	\$6,195	\$13,003
	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)	\$1,252	\$1,311	\$86	\$3,086	\$5,735
	Other					
	Federal Highway Total	\$2,807	\$3,139	\$3,511	\$9,281	\$18,738
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$2,807	\$3,139	\$3,511	\$9,281	\$18,738
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$2,807	\$3,139	\$3,511	\$9,281	\$18,738

TCAG
2020 Metropolitan Transportation Improvement Program
By Fund Type

Tulare County

	Total	Prior	20/21	21/22	22/23	23/24	Future	PE	RW	CON
Active Transportation Program (ATP) F	\$1,288	\$0	\$263		\$1,025					\$1,288
Active Transportation Program - SB1 Fu	\$1,000	\$0	\$1,000							\$1,000
BUILD-TIGER Discretionary Grants Fu	\$16,000	\$0		\$16,000						\$16,000
Bus and Bus Facilities Discretionary Pr	\$570	\$0	\$570							\$570
Bus and Bus Facilities Program - FTA 5	\$3,165	\$0	\$1,279	\$880	\$503	\$503				\$3,165
City Funds Fund Total	\$32,439	\$63	\$767	\$8,223	\$5,322	\$18,064		\$1,910	\$5,094	\$25,435
Congestion Mitigation Fund Total	\$11,058	\$0	\$3,915	\$4,371	\$2,772			\$636	\$636	\$9,786
County Funds Fund Total	\$5,522	\$1,722	\$505	\$189		\$253	\$2,853	\$1,500		\$4,022
FTA 5311 - Non Urbanized Fund Total	\$797	\$0	\$797							\$797
FTA5307 - Urbanized Area Formula Pro	\$24,690	\$0	\$7,269	\$7,269	\$5,076	\$5,076				\$24,690
Future Funds Fund Total	\$134,000	\$0					\$134,000		\$12,600	\$121,400
Highway Bridge Program Fund Total	\$72,320	\$13,451	\$7,566	\$413	\$165	\$2,177	\$48,548	\$1,100	\$70	\$71,150
Highway Infrastructure Program (HIP) F	\$3,256	\$0	\$1,155		\$2,101					\$3,256
Highway Safety Improvement Program F	\$6,034	\$972	\$2,345	\$2,717						\$6,034
Local Transportation Funds Fund Total	\$27,211	\$0	\$10,648	\$6,411	\$5,076	\$5,076				\$27,211
Local Transportation Funds - Advance C	\$0	\$5,370	\$930				\$-6,300			
Private Funds Fund Total	\$1,500	\$1,500						\$1,500		
Regional Sales Tax Fund Total	\$166,422	\$6,047	\$4,374	\$29,970	\$18,319	\$84,681	\$23,031	\$10,386	\$14,402	\$141,634
Road Repair and Accountability Act of 2	\$12,903	\$0	\$1,387	\$9,000	\$2,516				\$1,387	\$11,516
SHOPP Advance Construction (AC) Fu	\$253,020	\$18,455	\$78,201	\$16,997	\$119,907	\$19,460		\$1,400	\$600	\$251,020
STIP Advance Construction Fund Total	\$130,063	\$23,613	\$81,650	\$11,700	\$4,600	\$8,500		\$26,900	\$16,763	\$86,400
STP Local Fund Total	\$6,609	\$0	\$1,834	\$1,775	\$3,000				\$3,000	\$3,609
State Route 99 Corridor Fund Total	\$2,070	\$0		\$2,070				\$2,070		
TDA Fund Total	\$502	\$0	\$251	\$251						\$502
Total Programmed for all Funds:	\$912,439	\$71,193	\$206,706	\$118,236	\$170,382	\$143,790	\$202,132	\$47,402	\$54,552	\$810,485

Appendix B – FTIP Project Listings

Tulare County Association of Governments 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Active Transportation Program (ATP)

Route Postmile PIN Dist-EA Fund AQ Lead	Description			Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description
	Total Escalated Cost		Prior Years	Four Year Element						Project Comments
	Status	Phase		20/21	21/22	22/23	23/24	24/25	25/26	Funding Summary (Current & Prior Years)
										Local State Federal
TUL16-500 ATP/REGSTX/LTF/ 3.02 Various Agencies	In Tulare County: Grouped Projects for Bicycle and Pedestrian Facilities funded with Active Transportation Program (ATP) funds. (2018 RTP, Table F-7, page C14)	PE								Carry Over
		RW								***** Version 1 - 10/06/20 *****
	\$ 2,435,000	Const		1,410,000		1,025,000				Project data transferred from 2018 FTIP.
										***** Version 8 - 04/27/2020 *****Amendment No. 18 (A-Mod). Amendment adds additional
	DFTIP Amend 0.00 21500000726	Total		1,410,000		1,025,000				Prior
										Current 147,000 1,000,000 1,288,000

Tulare County Association of Governments 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Congestion Mitigation and Air Quality Program (Non-transit)

Route Postmile PIN Dist- <u>EA</u> Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)			
	Status			Four Year Element					Local	State	Federal		
				20/21	21/22	22/23	23/24	24/25				25/26	
TUL20-003 CMAQ/SHOPPAC 5.01 Caltrans	In City of Porterville at intersection of State Route 190 and S. Plano Street; construct roundabout. (2018 RTP, Table F-6, page C-14) \$ 1,636,000 DFTIP Amend 0.00 21500000773	PE RW Const Total				1,018,000 618,000 1,636,000							
											***** Version 1 - 10/08/2020 *****New 2021 FTIP Project.		
											Prior Current 1,636,000		
TUL17-001 CMAQ/REGSTX 5.01 Dinuba, City of	In Dinuba: At intersection of Alta and Nebraska Avenues; construction of roundabout. (2018 RTP, Table F-6, page C-14) \$ 2,077,000 DFTIP Amend 0.00 21500000750	PE RW Const Total	141,000 286,000 427,000		1,650,000 1,650,000								
											Carry Over		
											***** Version 1 - 10/07/20 *****Carryover from 2018 FTIP. Project data transferred from 2018 FTIP. ***** Version 2 - 09/07/2018 *****Amendment No. 1. Decreases CMAQ CON funds in 21/22 by		
											Prior 427,000 Current 635,000 1,015,000		
TUL20-001 CMAQ/CITY 5.01 Dinuba, City of	In the City of Dinuba at the intersection of Alta Avenue and Kamm Avenue; construct new roundabout. (2018 RTP, Table F-6, page C-14) \$ 4,012,000 DFTIP Amend 0.00 21500000765	PE RW Const Total			4,012,000 4,012,000								
											Carry Over		
											***** Version 1 - 10/07/20 *****Carryover from 2019 FTIP. Project data transferred from 2018 FTIP. ***** Version 1 - 01/15/2020 *****Amendment		
											Prior Current 2,212,000 1,800,000		
TUL20-004 CMAQ/SHOPPAC 5.01 Porterville, City of	In City of Porterville at intersection of S. Plano Street and E. College Avenue; construct roundabout. (2018 RTP, Table F-6, page C-14) \$ 1,636,000 DFTIP Amend 0.00 21500000774	PE RW Const Total				1,018,000 618,000 1,636,000							
											***** Version 1 - 10/08/2020 *****New 2021 FTIP project.		
											Prior Current 1,636,000		
TUL16-001 REGSTX/CMAQ 3.02 Various Agencies	In Tulare County: Grouped Projects for Bicycle and Pedestrian Facilities funded with CMAQ funds. (Using Toll Credits) (2018 RTP, Table F-6, page C-14) \$ 1,695,000 DFTIP Amend 0.00 21500000728	PE RW Const Total				1,695,000 1,695,000							
											Carry Over		
											***** DFTIP Version 1 - 11/24/2020*****Carry over from 2019 FTIP. ***** Version 2 - 09/06/2018 *****Amendment No. 1. Project from Bike and Ped group listing moved		
											Prior Current 195,000 1,500,000		
TUL20-002 CMAQ/CITY 5.01 Woodlake, City of	In the City of Woodlake at the intersection of Sierra Avenue and Castle Rock Street; construct new roundabout. (2018 RTP, Table F-6, page C-14) \$ 2,488,000 DFTIP Amend 0.00 21500000766	PE RW Const Total		2,488,000 2,488,000									
											Carry Over		
											***** Version 1 - 10/07/20 *****Carryover from 2018 FTIP. Project data transferred from 2018 FTIP. ***** Version 1 - 01/15/2020 *****Amendment No. 14. Adds new roundabout project to CMAQ		
											Prior Current 518,000 1,970,000		

Tulare County Association of Governments 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Federal Transit Administration Section 5307 Program

<u>Route</u> <u>Postmile</u> <u>PIN</u> <u>Dist-FA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost											
	Status			Four Year Element								
				20/21	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>24/25</u>	<u>25/26</u>	Local	State	Federal
TUL16-206 5307/LTF 2.01 Porterville, City of	In Porterville: Porterville City Transit preventative maintenance activities using FTA 5307 funds. (2018 RTP, Table F-4, page C-11)	PE								Carry Over		
		RW								***** Version 1 - 10/19/20 *****Carryover from 2019 FTIP. Project data transferred from 2018 FTIP.		
	\$ 1,620,000	Const		810,000	810,000					***** Version 1 - 04/03/18 ***** Carryover from		
	DFTIP Amend 0.00									Prior		
	21500000742	Total		810,000	810,000					Current	810,000	810,000
TUL16-200 5307/TDA 2.01 Tulare, City of	In Tulare: Tulare City Transit preventative maintenance activities using FTA 5307 funds. (2018 RTP, Table F-4, page C-11)	PE								Carry Over		
		RW								***** Version 1 - 10/19/20 *****Carryover from 2019 FTIP. Project data transferred from 2018 FTIP.		
	\$ 2,144,000	Const		1,072,000	1,072,000					***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP.		
	DFTIP Amend 0.00									Prior		
	21500000722	Total		1,072,000	1,072,000					Current	428,000	1,716,000
TUL15-209 5307/LTF 2.01 Visalia, City of	In Visalia: Visalia City Transit preventative maintenance activities using FTA 5307 funds. (2018 RTP, Table F-4, page C-11)	PE								Carry Over		
		RW								***** Version 1 - 10/19/20 *****Carryover from 2019 FTIP. Project data transferred from 2018 FTIP.		
	\$ 3,720,000	Const		1,860,000	1,860,000					***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP.		
	DFTIP Amend 0.00									Prior		
	21500000701	Total		1,860,000	1,860,000					Current	1,860,000	1,860,000

Federal Transit Administration Section 5339

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost											
	Status			Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
TUL14-200 5339/TDA 2.04 Porterville, City of	In Porterville: Intelligent Transportation Systems (ITS) Improvements for Porterville City Transit (2018 RTP, Table F-14, page C-23).	PE								Carry Over		
		RW								***** DFTIP Version 1 -		
	\$ 368,000	Const		184,000	184,000					10/19/2020*****Carryover from 2019 FTIP.		
	DFTIP Amend 0.00	Total		184,000	184,000					***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP.		
										Prior		
										Current	74,000	294,000
TUL16-205 5339/CO/CITY/533 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. (2018 RTP, Table F-14, page C-23)	PE								Carry Over		
		RW								***** DFTIP Version 1 -		
	\$ 11,592,000	Const		3,078,000	7,052,000	731,000	731,000			10/19/2020*****Carryover from 2019 FTIP.		
	DFTIP Amend 0.00	Total		3,078,000	7,052,000	731,000	731,000			***** Version 11 - 05/26/2020 *****Amendment No. 19 (AMOD). Programs project awarded under		
										Prior		
										Current	4,651,000	6,941,000

Federal Transit Administration-Transit Operating Assistance

Tulare County Association of Governments 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Highway Bridge Replacement / Rehabilitation Program

<u>Route</u> <u>Postmile</u> <u>PIN</u> <u>Dist-FA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments			
	Total Escalated Cost									Funding Summary (Current & Prior Years)			
	Status			Four Year Element									
				20/21	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>24/25</u>	<u>25/26</u>	Local	State	Federal	
TUL12-130 HBRR-L 1.19 Tulare County	In Tulare County: Bridge No. 46C0300, Ave. 108, Over Lakeland Canal, 0.5 miles east of SR-43; Replace 1 Lane Bridge with 2 Lane Bridge. (Toll Credits programmed for PE, RW,& CON) (RTP 2018, Table	PE	500,000							Carry Over			
		RW			20,000						***** Version 1 - 11/10/20 *****Carry over from 2019 FTIP. Project data transferred from 2018 FTIP.//gg		
		Const						2,400,000			***** Version 11 - 01/28/2019 *****Amendment		
	\$ 2,920,000										Prior	500,000	
	DFTIP Amend 0.00 21500000595	Total	500,000		20,000			2,400,000			Current	2,420,000	
TUL13-125 HBRR-L/LF-AC 1.19 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) (2018 RTP, Table	PE	600,000							Carry Over			
		RW	20,000		30,000						***** Version 1 - 11/10/20 *****Carryover from 2019 FTIP. Project data transferred from 2018 FTIP.//gg		
		Const		2,800,000			220,000				***** Version 14 - 11/22/2019 ***** Amendment		
	\$ 3,670,000										Prior	620,000	
	DFTIP Amend 0.00 21500000619	Total	620,000	2,800,000	30,000		220,000			Current	2,800,000	250,000	
TUL11-120 HBRR-L/CO/LF-AC 1.10 Various Agencies	In Tulare County: Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program (Using Toll Credits). (2018 RTP, Table F-15, page C-26)	PE								Carry Over			
		RW									***** Version 1 - 11/10/20 *****Carryover from 2019 FTIP. Project data transferred from 2018 FTIP.//gg		
		Const	17,923,000	7,583,000	395,000	165,000	2,210,000				***** Version 27 - 04/22/2020 *****Amendment		
	\$ 28,276,000										Prior	5,592,000	12,331,000
	DFTIP Amend 0.00 21500000549	Total	17,923,000	7,583,000	395,000	165,000	2,210,000			Current	-1,568,000	10,051,000	

Tulare County Association of Governments 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Highway Safety Improvement Program (HSIP)

Route Postmile PIN Dist-EA Fund AQ Lead	Description			Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description		
	Total Escalated Cost	Phase	Prior Years	Four Year Element						Project Comments		
										Funding Summary (Current & Prior Years)		
Status				20/21	21/22	22/23	23/24	24/25	25/26	Local	State	Federal
TUL12-144 HSIP/CO/CITY 1.06 Various Agencies	Grouped Proejcts for Safety Improvements - HSIP Program. Throughout Tulare County. (2018 RTP, Table F-14, page C-23)	PE								Carry Over		
		RW								***** Version 1 - 10/06/20 *****Carry over from 2018 FTIP. Project data transferred from 2018 FTIP.		
		Const	1,035,000	2,635,000	3,127,000					***** Version 20 - 12/12/2019 ***** Amendment No. 13 (A-Mod). Adds STBGP funds in the amount of		
	\$ 6,797,000									Prior	63,000	972,000
	DFTIP Amend 0.00	21500000615	Total	1,035,000	2,635,000	3,127,000				Current	700,000	5,062,000

Tulare County Association of Governments 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Minors Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description			Program Schedule						Change Description			
	Total Escalated Cost			Phase	(Construction costs escalated per Caltrans percentage)						Project Comments		
					Prior Years	Four Year Element					Funding Summary (Current & Prior Years)		
						20/21	21/22	22/23	23/24	24/25	25/26	Local	State
Status													
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,	PE									Carry Over		
		RW									***** Version 1 - 10/06/20 *****		
		Const									Project data transferred from 2018 FTIP. ***** Version 10 - 07/15/2020 *****Amendment		
											No. 21 (A-Mod). Adds new 20/21 projects to the		
	\$ 6,953,000										Prior		
	DFTIP Amend 0.0021500000627	Total			6,953,000						Current		6,953,000

Tulare County Association of Governments 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Preliminary Engineering (PE) Only

<u>Route</u> <u>Postmile</u> <u>PIN</u> <u>Dist-EA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description			Program Schedule							Change Description		
				(Construction costs escalated per Caltrans percentage)							Project Comments		
				Prior Years	Four Year Element					Funding Summary (Current & Prior Years)			
					20/21	21/22	22/23	23/24	24/25	25/26	Local	State	Federal
Total Escalated Cost	Status	Phase											
TUL18-000 REGSTX/CMAQ 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	PE									Carry Over		
		RW									***** DFTIP Version 1 -		
		Const	400,000								10/21/2020*****Carryover from 2019 FTIP.		
	\$ 400,000										***** Version 4 - 05/28/2020 *****Amendment		
	DFTIP Amend 0.00	Total	400,000								No. 20 (Type 3 Formal). Add a new project to group		
											Prior		
											Current 399,000 1,000		

Tulare County Association of Governments 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

State Highway Operations and Protection Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)			
	Total Escalated Cost			Four Year Element						Local	State	Federal	
				Status	20/21	21/22	22/23	23/24	24/25				25/26
TUL12-170 SHOPPAC 1.06 Caltrans	In Tulare County: Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program (Using Toll Credits). (2018 RTP, Table F-2, page C-7)	PE								Carry Over			
		RW								***** Version 1 - 10/06/20 *****Carry over from 2018 FTIP. Project data transferred from 2018 FTIP.			
	\$ 44,745,000	Const	9,725,000	26,320,000	2,400,000		6,300,000			***** Version 20 - 04/22/2020 ***** Amendment No. 17 (A-Mod). Updates SHOPP Collision			
	DFTIP Amend 0.00 21500000381									Prior 9,725,000			
		Total	9,725,000	26,320,000	2,400,000		6,300,000			Current 35,020,000			
TUL12-172 SHOPPAC 1.06 Caltrans	In Tulare County: Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Bridge Preservation Program (Using Toll Credits). (2018 RTP Table F-2, page C-7).	PE								Carry Over			
		RW								***** Version 1 - 10/06/20 *****Carry over from 2018 FTIP. Project data transferred from 2018 FTIP.			
	\$ 33,158,000	Const	6,230,000	26,928,000						***** Version 14 - 07/15/2020 *****Amendment No. 21 (A-Mod). Adds new and modifies existing			
	DFTIP Amend 0.00 21500000383									Prior 6,230,000			
		Total	6,230,000	26,928,000						Current 26,928,000			
TUL12-175 SHOPPAC 1.10 Caltrans	In Tulare County: Grouped Projects for Pavement Resurfacing and/or Rehabilitation-SHOPP Roadway Preservation (Using Toll Credits). (2018 RTP, Table F-2, page C-7)	PE								Carry Over			
		RW								***** Version 1 - 10/06/20 *****Carry over from 2018 FTIP. Project data transferred from 2018 FTIP.			
	\$ 166,164,000	Const	2,500,000	18,000,000	14,597,000	117,907,000	13,160,000			***** Version 20 - 07/15/2020 *****Amendment No. 21 (A-Mod). Adds new and modifies existing			
	DFTIP Amend 0.00 21500000501									Prior 2,500,000			
		Total	2,500,000	18,000,000	14,597,000	117,907,000	13,160,000			Current 163,664,000			

Tulare County Association of Governments 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

STIP / Regional Choice

Route Postmile PIN Dist-FA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)			
										Local	State	Federal	
				Four Year Element									
Status				20/21	21/22	22/23	23/24	24/25	25/26				
190 TUL18-102 06-0Q4321 REGSTX 5.04 Caltrans	Near Porterville: at the intersection of State Route 190 and Westwood Avenue; construct a roundabout and intersection improvements (2018 RTP, Table A-16a, page B-83) \$ 8,960,000 DFTIP Amend 0.00 21500000759	PE	1,210,000							Carry Over			
		RW	1,500,000			6,250,000				***** DFTIP Version 1 - 10/20/2020*****Carryover from 2019 FTIP. ***** Version 5 - 10/12/2020 *****Amendment No. 22. Replaces Highway Infrastructure Program			
		Const								Prior	2,710,000		
		Total	2,710,000		6,250,000				Current	6,250,000			
198 10.5/12.0 TUL16-104 REGSTX 0.00 Caltrans	In Visalia: at intersection of State Route 198 and Lovers Lane; operational improvements. (2018 RTP, Table A-13, page B-73) \$ 20,595,000 DFTIP Amend 0.00 21500000745	PE		1,945,000						Carry Over			
		RW				1,750,000				***** DFTIP Version 1 - 11/12/2020*****Carryover from 2019 FTIP.//gg ***** Version 1 - 04/03/18 *****Carryover from 2017 FTIP.			
		Const					16,900,000			Prior			
		Total		1,945,000		1,750,000		16,900,000	Current	20,595,000			
65 29.7/30.3 TUL20-100 06-43081 STIP-AC/NO-FUNC 0.00 Caltrans	In Tulare County on Route 65 from 0.1 mile south of Mariposa Street to Cedar Avenue; construct roundabout. (2018 RTP, Table A-13, page B-73) \$ 19,500,000 DFTIP Amend 0.00 21500000772	PE					1,500,000		5,600,000	***** Version 1 - 10/05/2020 *****Project is part of Realignment and Operational Improvements Project PPNO (0104) carried over from 2018 STIP.//gg			
		RW							12,400,000				
		Const								18,000,000	Prior		
		Total						1,500,000			Current	18,000,000	1,500,000
99 25.4/30.5 06-48950 STPL/STIP-AC/BO 0.00 Caltrans	In and near the city of Tulare, from Avenue 200 to Prosperity Avenue. Relieve Traffic Congestion. (2018 RTP, Table A-13, page B-73) \$ 129,520,000 DFTIP Amend 0.00 11500000285	PE		4,150,000	6,370,000					Carry Over			
		RW				3,000,000			7,000,000	109,000,000	***** Version 1 - 10/05/20 ***** Project data transferred from 2020 STIP. ***** Version 5 - 05/12/2020 ***** 3/25/20 - R99-P-1920-01Program \$2,070k PS&E. -		
		Const									Prior		
		Total		4,150,000	6,370,000	3,000,000		7,000,000	109,000,000	Current	116,000,000	2,070,000	11,450,000
99 26.3/27.6 06-0U880 STIP-AC/REGSTX/ 0.00 Caltrans	In Tulare County near City of Tulare at Commercial Avenue and State Route 99 between 0.9 mile north of Avenue 200 OC and Paige Avenue OC; Construct new interchange and construct north and south bound \$ 66,800,000 DFTIP Amend 0.00 11500000309	PE	8,500,000							Carry Over			
		RW		5,500,000							***** Version 1 - 10/05/20 ***** Project data transferred from 2020 STIP. Project includes \$16 million in 2020 BUILD Grant funds awarded by FHWA on 9/15/2020 and \$9 million in		
		Const			52,800,000						Prior	2,500,000	6,000,000
		Total	8,500,000	5,500,000	52,800,000				Current	20,400,000	9,000,000	28,900,000	
99 30.6/35.2 06-36024 STIP-AC 0.00 Caltrans	Near the city of Tulare, from Prosperity Avenue to 1.2 mile south of Avenue 280. Widen from four to six lanes. (2018 RTP, Table A-13, page B-73). \$ 84,613,000 DFTIP Amend 0.00 11500000308	PE	5,950,000							Carry Over			
		RW	6,663,000								***** Version 1 - 10/05/20 ***** Project data transferred from 2020 STIP. ***** Version 3 - 08/20/2020 ***** CTC approved an allocation of \$7,337k Con RIP.		
		Const		72,000,000							Prior	12,613,000	
		Total	12,613,000	72,000,000					Current			72,000,000	

Tulare County Association of Governments 2021 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)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
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 \$ 31,167,000 DFTIP Amend 0.00 21500000776	PE			1,870,000							
		RW				4,986,000						
		Const					24,311,000					
		Total			1,870,000	4,986,000	24,311,000					
										Prior		
										Current	31,167,000	
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 \$ 24,501,000 DFTIP Amend 0.00 21500000777	PE					1,470,000					
		RW						3,920,000				
		Const							19,111,000			
		Total					1,470,000	3,920,000	19,111,000			
										Prior		
										Current	24,501,000	
99 36.1/36.8 06-48740 CO/STIP-AC/REGS 0.00 Tulare County Association of	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. (2018 RTP, Table A-13, \$ 54,600,000 DFTIP Amend 0.00 11500000310	PE	8,000,000									
		RW				4,600,000						
		Const					42,000,000					
		Total	8,000,000			4,600,000	42,000,000					
										Prior	3,000,000	5,000,000
										Current	35,000,000	11,600,000
TUL20-101 REGSTX/HIP/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 \$ 20,602,000 DFTIP Amend 0.00 21500000775	PE	410,000	545,000	295,000							
		RW		2,192,000	1,155,000							
		Const				16,005,000						
		Total	410,000	2,737,000	1,450,000	16,005,000						
										Prior	410,000	
										Current	14,188,000	3,903,000 2,101,000
TUL20-104 REGSTX/CITY 0.00 Visalia, City of	In the City of Visalia: on Riggan Avenue on various sections between Road 80 and State Route 63; widen from undivided two-lane road to a four-lane divided road with median, install sidewalks, curb and gutters, streets \$ 31,840,000 DFTIP Amend 0.00 21500000778	PE			1,910,000							
		RW				5,094,000						
		Const					24,836,000					
		Total			1,910,000	5,094,000	24,836,000					
										Prior		
										Current	31,840,000	

Tulare County Association of Governments 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Surface Transportation Block Grant Program (STBGP)

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost											
	Status			Four Year Element								
				20/21	21/22	22/23	23/24	24/25	25/26	Local	State	Federal
TUL13-700 CO/HIP/STPL 1.10 Various Agencies	In Tulare County Urbanized Area (UZA): Grouped Projects for Pavement Resurfacing and/or Rehabilitation - Surface Transportation Block Grant Program (STBGP) (Using Toll Credits). (2018 RTP, \$ 4,864,000 DFTIP Amend 0.00 21500000624	PE RW Const Total		2,989,000	1,875,000					Carry Over ***** Version 1 - 10/06/20 ***** Project data transferred from 2018 FTIP. ***** Version 19 - 05/26/2020 *****Amendment No. 19 (AMOD). Adds a new project in FFY 20/21 to Prior Current100,0004,764,000		

Appendix C – Grouped Project Lists

2018/19-2023/24 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.

11/6/2020, 8:43 AM

- 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>

2018/19-2023/24 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.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	425,000			190,000					615,000
R/W			20,000						20,000
CON								2,380,000	2,380,000
Total	425,000		20,000	190,000				2,380,000	3,015,000

Project #:
5946(138)

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	425,000			210,000				2,380,000	3,015,000
Local Match									
LSSRP Bond									
Local AC			20,000	-20,000					
Total	425,000		20,000	190,000				2,380,000	3,015,000

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	425,000			190,000					615,000
Local Match									
LSSRP Bond									
Local AC									
Total	425,000			190,000					615,000

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$				20,000					20,000
Local Match									
LSSRP Bond									
Local AC			20,000	-20,000					
Total			20,000						20,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								2,380,000	2,380,000
Local Match									
LSSRP Bond									
Local AC									
Total								2,380,000	2,380,000

2018/19-2023/24 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

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	Project #:
PE	470,000		30,000						500,000	5946(139)
R/W			20,000						20,000	
CON								1,100,000	1,100,000	
Total	470,000		50,000					1,100,000	1,620,000	
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$	416,091		44,265					973,830	1,434,186	
Local Match	53,909		5,735					126,170	185,814	
LSSRP Bond										
Local AC										
Total	470,000		50,000					1,100,000	1,620,000	
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$	416,091		26,559						442,650	
Local Match	53,909		3,441						57,350	
LSSRP Bond										
Local AC										
Total	470,000		30,000						500,000	
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	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	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$								973,830	973,830	
Local Match								126,170	126,170	
LSSRP Bond										
Local AC										
Total								1,100,000	1,100,000	

2018/19-2023/24 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,

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	Project #:
PE							2,210,000		2,210,000	5946(180)
R/W								500,000	500,000	
CON								15,617,000	15,617,000	
Total							2,210,000	16,117,000	18,327,000	
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$							1,956,513	14,268,380	16,224,893	
Local Match					0		253,487	1,848,620	2,102,107	
LSSRP Bond										
Local AC										
Total							2,210,000	16,117,000	18,327,000	
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$							1,956,513		1,956,513	
Local Match							253,487		253,487	
LSSRP Bond										
Local AC										
Total							2,210,000		2,210,000	
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$								442,650	442,650	
Local Match					0			57,350	57,350	
LSSRP Bond										
Local AC										
Total								500,000	500,000	
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$								13,825,730	13,825,730	
Local Match								1,791,270	1,791,270	
LSSRP Bond										
Local AC										
Total								15,617,000	15,617,000	

2018/19-2023/24 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 3598 BRIDGE NO. 46C0050, ROAD D39 OVER TRAVER CANAL, 0.05 MI S OF AVE 368. Replace 2 lane bridge with 2 lane bridge. No added lane capacity. Toll Credits programmed for PE, R/W & CON.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	423,000	53,100							476,100
R/W	20,000								20,000
CON	772,000	9,000							781,000
Total	1,215,000	62,100							1,277,100
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	1,215,000	62,100							1,277,100
Local Match									
LSSRP Bond									
Local AC									
Total	1,215,000	62,100							1,277,100
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	423,000	53,100							476,100
Local Match									
LSSRP Bond									
Local AC									
Total	423,000	53,100							476,100
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	20,000								20,000
Local Match									
LSSRP Bond									
Local AC									
Total	20,000								20,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	772,000	9,000							781,000
Local Match									
LSSRP Bond									
Local AC									
Total	772,000	9,000							781,000

Project #:
5946(113)
5946(158)
5946(178)

2018/19-2023/24 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

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	280,000			150,000	200,000				630,000
R/W					75,000				75,000
CON								3,000,000	3,000,000
Total	280,000			150,000	275,000			3,000,000	3,705,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	247,884			132,795	243,458			2,655,900	3,280,037
Local Match	32,116			17,205	31,543			344,100	424,964
LSSRP Bond									
Local AC									
Total	280,000			150,000	275,000			3,000,000	3,705,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	247,884			132,795	177,060				557,739
Local Match	32,116			17,205	22,940				72,261
LSSRP Bond									
Local AC									
Total	280,000			150,000	200,000				630,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	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	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								2,655,900	2,655,900
Local Match								344,100	344,100
LSSRP Bond									
Local AC									
Total								3,000,000	3,000,000

Project #:
5946(170)

2018/19-2023/24 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 3600 BRIDGE NO. 46C0162, BALCH PARK ROAD, OVER RANCHERIA CREEK, 3.41 MI E OF BALCH PARK. Replace 1 Lane Bridge with 2 lane bridge. No added lane capacity. Toll Credits programmed for PE, R/W & CON.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	550,000			78,000					628,000
R/W	99,000			300					99,300
CON	1,452,000	1,136,000							2,588,000
Total	2,101,000	1,136,000		78,300					3,315,300
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	649,000	2,588,000		78,300					3,315,300
Local Match									
LSSRP Bond									
Local AC	1,452,000	-1,452,000							
Total	2,101,000	1,136,000		78,300					3,315,300
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	550,000			78,000					628,000
Local Match									
LSSRP Bond									
Local AC									
Total	550,000			78,000					628,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	99,000			300					99,300
Local Match									
LSSRP Bond									
Local AC									
Total	99,000			300					99,300
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$		2,588,000							2,588,000
Local Match									
LSSRP Bond									
Local AC	1,452,000	-1,452,000							
Total	1,452,000	1,136,000							2,588,000

Project #:
5946(117)
5946(181)

2018/19-2023/24 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 3596 BRIDGE NO. 46C0195, M348, OVER S FK KAWEAH RIVER, 11.10 MI SE OF M347. Replace 1 lane bridge with 1 lane bridge. Not capacity increasing project. Toll Credits programmed for PE, R/W & CON.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	Project #:
PE	448,000	180,000							628,000	5946(114)
R/W	20,000								20,000	5946(189)
CON		2,750,000		1,620,000		165,000			4,535,000	
Total	468,000	2,930,000		1,620,000		165,000			5,183,000	
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$	468,000	180,000		4,370,000		165,000			5,183,000	
Local Match										
LSSRP Bond										
Local AC		2,750,000		-2,750,000						
Total	468,000	2,930,000		1,620,000		165,000			5,183,000	
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$	448,000	180,000							628,000	
Local Match										
LSSRP Bond										
Local AC										
Total	448,000	180,000							628,000	
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$	20,000								20,000	
Local Match										
LSSRP Bond										
Local AC										
Total	20,000								20,000	
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$				4,370,000		165,000			4,535,000	
Local Match										
LSSRP Bond										
Local AC		2,750,000		-2,750,000						
Total		2,750,000		1,620,000		165,000			4,535,000	

2018/19-2023/24 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. Rehabilitate 2 Lane Bridge as 2 Lane Bridge Toll Credits programmed for PE, R/W & CON.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	Project #:
PE	1,030,000	530,000							1,560,000	5946(106)
R/W		20,000							20,000	
CON								9,000,000	9,000,000	
Total	1,030,000	550,000						9,000,000	10,580,000	
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$	1,030,000	550,000						9,000,000	10,580,000	
Local Match										
LSSRP Bond										
Local AC										
Total	1,030,000	550,000						9,000,000	10,580,000	
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$	1,030,000	530,000							1,560,000	
Local Match										
LSSRP Bond										
Local AC										
Total	1,030,000	530,000							1,560,000	
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$		20,000							20,000	
Local Match										
LSSRP Bond										
Local AC										
Total		20,000							20,000	
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$								9,000,000	9,000,000	
Local Match										
LSSRP Bond										
Local AC										
Total								9,000,000	9,000,000	

2018/19-2023/24 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 3595 BRIDGE NO. 46C0219, AVE 424, OVER TRAVER CANAL, 0.25 MI EAST OF RD 64. Replace 2 lane bridge with 2 lane bridge. No added lane capacity 8/29/2010: Toll Credits programmed for PE, R/W & CON.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	454,000	150,000							604,000
R/W	20,000	80,000							100,000
CON				2,400,000					2,400,000
Total	474,000	230,000		2,400,000					3,104,000

Project #:
5946(112)

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	474,000	230,000						2,400,000	3,104,000
Local Match									
LSSRP Bond									
Local AC				2,400,000				-2,400,000	
Total	474,000	230,000		2,400,000					3,104,000

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	454,000	150,000							604,000
Local Match									
LSSRP Bond									
Local AC									
Total	454,000	150,000							604,000

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	20,000	80,000							100,000
Local Match									
LSSRP Bond									
Local AC									
Total	20,000	80,000							100,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								2,400,000	2,400,000
Local Match									
LSSRP Bond									
Local AC				2,400,000				-2,400,000	
Total				2,400,000					2,400,000

2018/19-2023/24 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.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	Project #:
PE	550,000			50,000					600,000	5946(140)
R/W				100,000					100,000	
CON								2,750,000	2,750,000	
Total	550,000			150,000				2,750,000	3,450,000	
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$	550,000			150,000				2,750,000	3,450,000	
Local Match										
LSSRP Bond										
Local AC										
Total	550,000			150,000				2,750,000	3,450,000	
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$	550,000			50,000					600,000	
Local Match										
LSSRP Bond										
Local AC										
Total	550,000			50,000					600,000	
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$				100,000					100,000	
Local Match										
LSSRP Bond										
Local AC										
Total				100,000					100,000	
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
Fed \$								2,750,000	2,750,000	
Local Match										
LSSRP Bond										
Local AC										
Total								2,750,000	2,750,000	

2018/19-2023/24 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.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	80,000	500,000		25,000					605,000
R/W					20,000				20,000
CON								2,400,000	2,400,000
Total	80,000	500,000		25,000	20,000			2,400,000	3,025,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	80,000	500,000		25,000	20,000			2,400,000	3,025,000
Local Match									
LSSRP Bond									
Local AC									
Total	80,000	500,000		25,000	20,000			2,400,000	3,025,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	80,000	500,000		25,000					605,000
Local Match									
LSSRP Bond									
Local AC									
Total	80,000	500,000		25,000					605,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$					20,000				20,000
Local Match									
LSSRP Bond									
Local AC									
Total					20,000				20,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								2,400,000	2,400,000
Local Match									
LSSRP Bond									
Local AC									
Total								2,400,000	2,400,000

Project #:
5946(142)

2018/19-2023/24 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 3592 BRIDGE NO. 46C0345, AVE 392 OVER SAND CREEK, 0.4 MI E OF ROAD 108. Replace 2 Lane Bridge with 2 Lane Bridge 8/29/2010: Toll Credits programmed for PE & CON. 4/22/2012: Toll credits used for R/W.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	445,000	50,000							495,000
R/W	20,000								20,000
CON			2,600,000						2,600,000
Total	465,000	50,000	2,600,000						3,115,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	465,000	50,000		2,600,000					3,115,000
Local Match									
LSSRP Bond									
Local AC			2,600,000	-2,600,000					
Total	465,000	50,000	2,600,000						3,115,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	445,000	50,000							495,000
Local Match									
LSSRP Bond									
Local AC									
Total	445,000	50,000							495,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	20,000								20,000
Local Match									
LSSRP Bond									
Local AC									
Total	20,000								20,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$				2,600,000					2,600,000
Local Match									
LSSRP Bond									
Local AC			2,600,000	-2,600,000					
Total			2,600,000						2,600,000

Project #:
5946(109)

2018/19-2023/24 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.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	80,000	420,000							500,000
R/W					100,000				100,000
CON								1,100,000	1,100,000
Total	80,000	420,000			100,000			1,100,000	1,700,000

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	80,000	420,000			100,000			1,100,000	1,700,000
Local Match									
LSSRP Bond									
Local AC									
Total	80,000	420,000			100,000			1,100,000	1,700,000

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	80,000	420,000							500,000
Local Match									
LSSRP Bond									
Local AC									
Total	80,000	420,000							500,000

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$					100,000				100,000
Local Match									
LSSRP Bond									
Local AC									
Total					100,000				100,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,100,000	1,100,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,100,000	1,100,000

Project #:
5946(143)

2018/19-2023/24 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.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	445,000	55,000							500,000
R/W		100,000							100,000
CON				1,100,000				200,000	1,300,000
Total	445,000	155,000		1,100,000				200,000	1,900,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	445,000	155,000						1,300,000	1,900,000
Local Match									
LSSRP Bond									
Local AC				1,100,000				-1,100,000	
Total	445,000	155,000		1,100,000				200,000	1,900,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	445,000	55,000							500,000
Local Match									
LSSRP Bond									
Local AC									
Total	445,000	55,000							500,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$		100,000							100,000
Local Match									
LSSRP Bond									
Local AC									
Total		100,000							100,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,300,000	1,300,000
Local Match									
LSSRP Bond									
Local AC				1,100,000				-1,100,000	
Total				1,100,000				200,000	1,300,000

Project #:
5946(115)

2018/19-2023/24 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.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE			238,200						238,200
R/W									
CON								985,800	985,800
Total			238,200					985,800	1,224,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			210,878					872,729	1,083,607
Local Match			27,322					113,071	140,393
LSSRP Bond									
Local AC									
Total			238,200					985,800	1,224,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	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	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								872,729	872,729
Local Match								113,071	113,071
LSSRP Bond									
Local AC									
Total								985,800	985,800

Project #:
5946(168)

2018/19-2023/24 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.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	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	18/19	19/20	20/21	21/22	22/23	23/24	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	18/19	19/20	20/21	21/22	22/23	23/24	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	18/19	19/20	20/21	21/22	22/23	23/24	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

Project #:
5946(169)

2018/19-2023/24 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: 16

Totals:

	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	6,544,975	4,735,100	1,050,763	7,566,095	363,458	165,000	1,956,513	43,348,385	65,730,288
Local Match	86,025		136,137	17,205	31,543		253,487	2,852,715	3,377,112
LSSRP Bond									
Local AC	1,452,000	1,298,000	2,620,000	-1,870,000				-3,500,000	
Total for all Phases	8,083,000	6,033,100	3,806,900	5,713,300	395,000	165,000	2,210,000	42,701,100	69,107,400

Tulare County Association of Governments (TCAG)
2021 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	20/21	\$1,250	\$26	\$1,804	\$3,080
6	Tulare	137	16.5/16.6	In Tulare County, in Tulare at Route 137/99 Separation ramp intersections. Install signals and widen northbound ramp.	0T350	201.310	20/21	\$350	\$200	\$2,768	\$3,318
6	Tulare	198	R9.23/R9.74	In Tulare County, in Visalia from S. Giddings Overcrossing to Watson West Overcrossing. Construct operational improvements. (Contributions from other sources: \$225,000.)	0W390	201.310	20/21	\$225	\$5	\$325	\$555
2021 FTIP Adoption											

Programming Amounts (in \$1,000s)				
Fund Type	20/21	21/22	22/23	23/24
SHOPP AC	\$6,953	\$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, 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)
2021 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
63		On Route 63 and 137, near Visalia and Exeter at various locations. Construct rumble strips.	0U040	6897	Prior	\$940	\$5	\$0	\$3,163
					20/21	\$0	\$5	\$2,213	
99	22.3	Near Tipton, at the Philip S. Raine Safety Roadside Rest Area (SRRA). Upgrade water, sewer and irrigation facilities.	0U770	6885	Prior	\$2,300	\$12	\$0	\$11,112
					20/21	\$0	\$50	\$8,750	
99	51.6/52.2	Near Kingsburg, from 0.2 mile south to 0.4 mile north of Avenue 384 Overcrossing at the C. H. Warlow Safety Roadside Rest Area (SRRA). Upgrade water and wastewater systems to comply with Federal and State statutes and regulatory requirements.	0V760	6882	Prior	\$2,535	\$36	\$0	\$11,741
					20/21	\$0	\$170	\$9,000	
65	0.00/R19.3	In and near Porterville, from Kern County line to 0.2 mile north of Olive Avenue; also on Route 190 at various locations. Install centerline and shoulder rumble strips.	OX040	6898	Prior	\$1,480	\$37	\$0	\$3,947
					20/21	\$0	\$0	\$2,430	
Var	Var	In various counties, on various routes at various locations. Replace or install new curve warning signs on highways, onramps, and offramp locations.	OY490	6986	Prior	\$980	\$0	\$0	\$4,682
					20/21	\$720	\$42	\$2,940	

Tulare County Association of Governments (TCAG)
2021 FTIP

Grouped Projects for Safety Improvements -
SHOPP Collision Reduction Program

(CTIPS ID: 215-0000-0381)

190	11.3/11.5	Near Porterville, from 0.1 mile west to 0.1 mile east of Rockford Road. Construct roundabout.	1A310	7033	Prior	\$1,400	\$0	\$0	\$10,100
					21/22	\$1,550	\$850	\$0	
					23/24	\$0	\$750	\$5,550	
2021 FTIP Adoption									

Programming Amounts (in \$1,000's)				
Fund Type	20/21	21/22	22/23	23/24
SHOPP AC	\$26,320	\$2,400	\$0	\$6,300

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)
2021 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
216	0.00/2.9	In and near Visalia, from Route 198 to east of Sol Road. Rehabilitate roadway by replacing distressed asphalt, provide non-motorized transportation facilities and bring Americans with Disabilities Act (ADA) facilities to current standards.	OW900	6696	Prior	\$2,500	\$0	\$0	\$25,800
					21/22	\$1,900	\$200	\$0	
					22/23	\$0	\$1,500	\$19,700	
245	0.0/33.0	Near Visalia, from Route 198 to Fresno County line at various locations. Rehabilitate drainage systems. (Long Lead Project)	OX070	6959	2021	\$2,405	\$0	\$0	\$18,978
					22/23	\$1,651	\$1,095	\$0	
					Future	\$0	\$186	\$13,641	
99	0.0/13.5	Near Earlimart, from County line Road Overcrossing to 0.7 mile north of Court Avenue Overcrossing. Rehabilitate roadway, construct median concrete barrier, replace signs, rehabilitate drainage systems, upgrade Transportation Management System (TMS) elements, and replace signs.	OW790	6963	20/21	\$3,360	\$0	\$0	\$74,335
					21/22	\$4,450	\$400	\$0	
					22/23	\$0	\$225	\$65,900	
99	27.6/30.6	In the city of Tulare, from Paige Avenue to Prosperity Avenue Overcrossing. Rehabilitate roadway, upgrade lighting and Transportation Management System (TMS) elements, replace signs, rehabilitate drainage systems, and enhance highway worker safety. (G13 Contingency)	OW910	6944	20/21	\$1,800	\$0	\$0	\$37,390
					21/22	\$2,500	\$90	\$0	
					23/24	\$0	\$500	\$32,500	

Tulare County Association of Governments (TCAG)
2021 FTIP

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

(CTIPS ID: 215-0000-0501)

99	20.2/R53.9	In and near the city of Tulare, from 0.7 mile north of Avenue 152 Overcrossing to Fresno County line (PM 20.2/R53.939) at various locations. Rehabilitate drainage systems.	0X250	6967	20/21	\$2,350	\$0	\$0	\$17,970
					22/23	\$2,350	\$610	\$0	
					23/24	\$0	\$150	\$12,510	
198	0.00/44.0	In Tulare County, from Kings County line to east of Sequoia National Park Boundary at various locations. Rehabilitate drainage systems.	0X260	7015	20/21	\$3,515	\$0	\$0	\$23,484
					21/22	\$3,298	\$1,759	\$0	
					22/23	\$0	\$337	\$14,575	
63	5.8/L8.0	In Visalia, from south of Caldwell Avenue to Route 198 (PM 5.8/L7.97). Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, replace signs, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	0X700	7008	20/21	\$3,570	\$1,000	\$0	\$17,280
					22/23	\$0	\$210	\$12,500	
2021 FTIP Adoption									

Note: Amounts shown in italics are for information purposes only

Programming Amounts (in \$1,000's)				
Fund Type	20/21	21/22	22/23	23/24
SHOPP AC	\$18,000	\$14,597	\$117,907	\$13,160

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
2021 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)

Agency	Project Title	Project Description	Fund Source	Amounts in \$1,000's					Total Project Cost
				Funds Programmed "Prior"	20/21	21/22	22/23	23/24	
Visalia	Visalia City Transit Bus Purchases	Purchase of four (4) new buses to replace existing Visalia City Transit buses	FTA 5339	\$0	\$379	\$379	\$379	\$379	\$2,474
			FTA 5339(b)	\$0	\$570	\$0	\$0	\$0	
			Local City Funds	\$0	\$97	\$97	\$97	\$97	
Tulare	Tulare City Transit Bus Purchases	Purchase of new buses to replace existing Tulare City Transit buses	FTA 5339	\$0	\$124	\$124	\$124	\$124	\$1,020
			Local City Funds	\$0	\$131	\$131	\$131	\$131	
Tulare County	TCAT Transit Bus Purchases	Purchase two (2) new CNG buses for Tulare County Area Transit	CMAQ	\$0	\$929	\$0	\$0	\$0	\$1,050
			Local County Funds	\$0	\$121	\$0	\$0	\$0	
Porterville	Porterville City Transit Bus Purchases	Purchase of three (3) new electric buses for Porterville City Transit	CMAQ	\$0	\$0	\$1,255	\$0	\$0	\$2,748
			Local City Funds	\$0	\$0	\$1,493	\$0	\$0	
Visalia	Visalia City Transit Bus Purchases (4 electric buses)	Purchase of 4 electric buses for Visalia City Transit	CMAQ	\$0	\$0	\$1,316	\$0	\$0	\$3,302
			Local City Funds	\$0	\$0	\$1,986	\$0	\$0	
Tulare County	TCAT Transit Bus Purchase	Purchase one (1) new CNG bus for Tulare County Area Transit	FTA 5339	\$0	\$510	\$0	\$0	\$0	\$587
			Local County Funds	\$0	\$77	\$0	\$0	\$0	

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
2021 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)

Agency	Project Title	Project Description	Fund Source	Funds Programmed "Prior"	20/21	21/22	22/23	23/24	Total Project Cost
Dinuba	Dinuba City Transit CNG Bus Replacements	Purchase two (2) CNG buses for Dinuba City Transit	FTA 5339	\$0	\$119	\$230	\$0	\$0	\$411
			Local City Funds	\$0	\$21	\$41	\$0	\$0	
2021 FTIP Adoption									

Programming Amounts (in \$1,000's)				
Fund Type	20/21	21/22	22/23	23/24
FTA 5339	\$1,132	\$733	\$503	\$503
FTA 5339(b)	\$570	\$0	\$0	\$0
CMAQ	\$929	\$2,571	\$0	\$0
Local County Funds	\$198	\$0	\$0	\$0
Local City Funds	\$249	\$3,748	\$228	\$228

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)
2021 FTIP

Grouped Projects for Operating Assistance
to Transit Agencies

(CTIPS ID: 215-0000-0727)

				Amounts in \$1,000's					
Agency	Project Title	Project Description	Fund Source	Funds Programmed "Prior"	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Total Project Cost
Tulare	Tulare City Transit Operations Assistance	Transit operating assistance for Tulare City Transit using FTA 5307 funds	FTA 5307	\$0	\$936	\$936	\$936	\$936	\$7,488
			LTF	\$0	\$936	\$936	\$936	\$936	
Porterville	Porterville City Transit Operations Assistance	Transit operating assistance for Porterville City Transit using FTA 5307 funds	FTA 5307	\$0	\$1,350	\$1,350	\$1,350	\$1,350	\$10,800
			LTF	\$0	\$1,350	\$1,350	\$1,350	\$1,350	
Visalia	Visalia City Transit Operations Assistance	Transit operating assistance for Visalia City Transit using FTA 5307 funds	FTA 5307	\$0	\$2,790	\$2,790	\$2,790	\$2,790	\$22,320
			LTF	\$0	\$2,790	\$2,790	\$2,790	\$2,790	
Dinuba	Dinuba City Transit Operations Assistance	Transit operating assistance for Dinuba City Transit using FTA 5311 funds	FTA 5311	\$0	\$246	\$0	\$0	\$0	\$1,000
			LTF	\$0	\$754	\$0	\$0	\$0	
Tulare County	Tulare County Transit Operations Assistance	Transit operating assistance for Tulare County using FTA 5311 funds	FTA 5311	\$0	\$451	\$0	\$0	\$0	\$3,742
			LTF	\$0	\$3,291	\$0	\$0	\$0	
Woodlake	Woodlake City Transit Operations Assistance	Transit operating assistance for Woodlake City Transit using FTA 5311 funds	FTA 5311	\$0	\$100	\$0	\$0	\$0	\$190
			LTF	\$0	\$90	\$0	\$0	\$0	
2021 FTIP Adoption									

Programming Amounts (in \$1,000's)				
Fund Type	20/21	21/22	22/23	23/24
FTA 5307	\$5,076	\$5,076	\$5,076	\$5,076
FTA 5311	\$797	\$0	\$0	\$0
LTF	\$9,211	\$5,076	\$5,076	\$5,076

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)
2021 FTIP

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

(CTIPS ID: 215-0000-0624)

FFY 2020/21							
Project Sponsor	Project	Project Description and Limits	STBGP Funds	Other Federal Funds	Local AC	Local/State Funds	Total Project Cost
City of Visalia	Tulare Avenue Rehabilitation	In the City of Visalia, on Tulare Avenue from Demaree Avenue to Cotta Street; rehabilitate roadway	\$1,834,000	\$1,155,000	\$0	\$0	\$2,989,000
FFY 2020/21 Total			\$1,834,000	\$1,155,000	\$0	\$0	\$2,989,000
FFY 2021/22							
Project Sponsor	Project	Project Description and Limits	STBGP Funds	Other Federal Funds	Local AC	Local/State Funds	Total Project Cost
County of Tulare	Avenue 152 Rehabilitation Project	Near community of Tipton, on Avenue 152 between the road alignment of Road 136 and Road 168; rehabilitate roadway	\$1,775,000	\$0	\$0	\$100,000	\$1,875,000
FFY 2021/22 Total			\$1,775,000	\$0	\$0	\$100,000	\$1,875,000
FFY 2022/23							
Project Sponsor	Project	Project Description and Limits	STBGP Funds	Other Federal Funds	Local AC	Local/State Funds	Total Project Cost
FFY 2022/23 Total			\$0	\$0	\$0	\$0	\$0
FFY 2023/24							
Project Sponsor	Project	Project Description and Limits	STBGP Funds	Other Federal Funds	Local AC	Local/State Funds	Total Project Cost
FFY 2023/24 Total			\$0	\$0	\$0	\$0	\$0
2021 FTIP Adoption							

Programming Amounts (in \$1,000's)				
Fund Type	20/21	21/22	22/23	23/24
STBGP	\$1,834	\$1,775	\$0	\$0
Highway Infrastructure Program	\$1,155	\$0	\$0	\$0
Local County Funds	\$0	\$100	\$0	\$0

Tulare County Association of Governments (TCAG)
2021 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"	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Total
City of Porterville	Butterfield Stage Multi-Modal Corridor Project	In City of Porterville and County of Tulare, from Tea Pot Dome Avenue to Avenue 196; construct multi-modal (bike and pedestrian path) on former railroad right of way.	Regional Measure	\$0	\$399	\$0	\$0	\$0	\$400
			CMAQ	\$0	\$1	\$0	\$0	\$0	
2021 FTIP Adoption									

Note: The amounts shown above consist of PA&ED and PS&E only.

Programming Amounts (in \$1,000's)				
Fund Type	20/21	21/22	22/23	23/24
Regional Measure	\$399	\$0	\$0	\$0
CMAQ	\$1	\$0	\$0	\$0

Tulare County Association of Governments (TCAG)
2021 FTIP

Grouped Projects for Safety Improvements - HSIP Program

(CTIPS ID: 215-0000-0615)

Unique Project ID	HR3 Eligibility*	Agency	Project Location	Description of Work	Fund Type	Amounts in \$1,000s							Approved Federal Funds
						Current Total Project Cost Estimate	Current Programmed Federal Funds	Prior	FFY 2020/21	FFY 2021/22	FFY 2022/23	FFY 2023/24	
H8-06-003	No	Dinuba	The intersection of Kamm Avenue at Greene Avenue and the northeast and southeast corners.	Reduce the length of the existing crosswalk and narrow the street width to induce slower vehicle speeds; construct other crossing improvements.	HSIP	\$618	\$555	\$585,000	\$0	\$0	\$0	\$0	\$555,000
					Local City Funds			\$62,731					
H9-06-005	No	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	\$1,912	\$401	\$0	\$0	\$401,018	\$0	\$0	\$1,604,070
					Local City Funds					\$308,230			
HSIP7-06-011	No	Porterville	Olive Avenue & Newcomb Street Intersection	Replace existing traffic signal. Add NB/SB protected LT phasing; Add mast arm mounted LT heads for EB/WB. Modify median noses, add ADA ramps at all corners, add crosswalks on south and west legs, add/modify signs, install APS signal.	HSIP	\$445	\$400	\$50,400	\$0	\$349,920	\$0	\$0	\$400,320
					Local City Funds					\$44,480			
H9-06-017	No	Tulare County	The intersection of Avenue 144 and Road 96 (Tipton).	Convert intersection to roundabout.	HSIP	\$2,973	\$743	\$0		\$743,200	\$0	\$0	\$2,972,800
H9-06-018	No	Tulare County	Two Intersections: Avenue 256 at Road 164 and Avenue 240 at Road 140.	Install overhead Red Flashing Beacons.	HSIP	\$285	\$251	\$0	\$0	\$250,800	\$0	\$0	\$250,800
					Local County Funds					\$34,200			
H9-06-019	No	Tulare County	John J. Doyle Elementary School at East Orange Avenue (Porterville)	Install pedestrian crossing enhancements.	HSIP	\$226	\$204	\$0	\$0	\$203,580	\$0	\$0	\$203,580
					Local County Funds					\$22,620			
H9-06-020	No	Tulare County	Piedra Drive (D179) between Avenue 376 and Road 184.	Upgrade Existing Guardrail System.	HSIP	\$421	\$421	\$0	\$0	\$421,200	\$0	\$0	\$421,200
HSIP7-06-012	No	Tulare County	Worth Drive (M 146) between Road 278 and Road Road 284, located on the east side of the County near Porterville	Install guardrails, and centerline rumble strips/stripes, improve signs and striping	HSIP	\$423	\$423	\$75,500	\$0	\$347,500	\$0	\$0	\$423,000

Tulare County Association of Governments (TCAG)
2021 FTIP

Grouped Projects for Safety Improvements - HSIP Program

(CTIPS ID: 215-0000-0615)

HSIP7-06-013	Yes	Tulare County	At three intersections on Avenue 328 between Road 108 and Road 156 (Ivanhoe).	Installation left turn pockets	HSIP	\$1,474	\$1,327	\$144,000	\$1,182,600	\$0	\$0	\$0	\$1,326,600
					Local County Funds			\$0	\$147,400	\$0	\$0	\$0	
HSIP7-06-014	Yes	Tulare County	On Avenue 232 from Road 36 to Road 76 (Palm St.)	Installation of three (3) left turn lanes in selected intersections; and install edge line rumble strips/stripes	HSIP	\$1,422	\$1,280	\$117,000	\$1,162,800	\$0	\$0	\$0	\$1,279,800
					Local County Funds			\$0	\$142,200	\$0	\$0	\$0	

2021 FTIP Adoption

Programming Amounts in \$1,000's				
Fund Type	20/21	21/22	22/23	23/24
HSIP	\$2,345	\$2,717	\$0	\$0
County Funds	\$290	\$57	\$0	\$0
City Funds	\$0	\$353	\$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)
2021 FTIP

Grouped Projects for Bridge Rehabilitation and
Reconstruction - SHOPP Bridge Preservation Program

(CTIPS ID: 215-0000-0383)

						(Amounts in \$1,000's)			
Route	Post Miles	Location/Description	EA	PPNO	FY	PE	RW	CON	Project Cost
245	1.2/1.6	Near Woodlake, at Yokohl Creek Bridge No. 46-0011 (PM 1.19/1.59); also at Kaweah River Bridge No. 46-0073 (PM 4.19/4.30). Replace bridges to upgrade to current standards, facilitate bike lane shoulders, and upgrade guardrailing.	0U280	6787	Prior	\$3,585	\$645	\$0	\$25,910
					20/21	\$0	\$280	\$21,400	
99		In and near Pixley, at Avenue 48 Overcrossing (OC) No. 46-0165 (PM 6.2), Davis Avenue OC No. 46-0172 (PM 12.6), and Avenue 100 OC No. 46-0173 (PM 12.8). Upgrade bridge railing to current standards and install approach railings.	0U270	6788	Prior	\$1,862	\$138	\$0	\$7,248
					20/21	\$0	\$0	\$5,248	
2021 FTIP Adoption									

Programming Amounts (in \$1,000's)				
Fund Type	20/21	21/22	22/23	23/24
SHOPP AC	\$26,928	\$0	\$0	\$0

Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Tulare County Association of Governments (TCAG)
2021 FTIP

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

(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 20/21	FFY 21/22	FFY 22/23	FFY 23/24	Funds Programmed in Beyond Years	Total Project Cost
Visalia	Visalia Greenway Belt Trail Connection	In City of Visalia; within So Cal Edision transmission corridor located 1/4 mile north of State Route 198; construct approximate 2/3 mile trail ot provide connections to three existing trails.	3/MPO	ATP (SB1)	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,140
				Regional Measure	\$95	\$45	\$0	\$0	\$0	\$0	
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 (Fed)	\$0	\$263	\$0	\$1,025	\$0	\$0	\$1,575
				LTF	\$185	\$102	\$0	\$0	\$0	\$0	
2021 FTIP Adoption											

Programming Amounts (in \$1,000's)				
Fund Type	20/21	21/22	22/23	23/24
ATP (SB1)	\$1,000	\$0	\$0	\$0
ATP (Fed)	\$263	\$0	\$1,025	\$0
Regional Measure	\$45	\$0	\$0	\$0
LTF	\$102	\$0	\$0	\$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)
2021 FTIP

Grouped Projects for Bicycle and Pedestrian Facilities
funded with Congestion Mitigation and Air Quality (CMAQ) funds
(Using Toll Credits)

(CTIPS ID: 215-0000-0728)

					Amounts in \$1,000's					
Agency	Project Title	Project Description	Fund Source	Phase	Funds Programmed "Prior"	20/21	21/22	22/23	23/24	Total Project Cost
Porterville	Veteran's Park Bike and Pedestrian Trail	In City of Porterville: in Veteran's Park located at southeast corner Henderson Avenue and Newcomb Street; construct new bike and pedestrian trail	CMAQ	PE						\$1,695
				ROW						
				CON			\$1,500			
			Regional Measure	PE						
				ROW						
				CON			\$195			
2021 FTIP Adoption										

Programming Amounts (in \$1,000's)				
Fund Type	20/21	21/22	22/23	23/24
CMAQ	\$0	\$0	\$1,500	\$0
Regional Measure	\$0	\$0	\$195	\$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)

Appendix D – How the FTIP Addresses Federal Requirements for Performance Measures

How the FTIP Addresses Federal Requirements for Performance Measures

MAP-21 and FAST ACT requires incorporation of Performance-Based Planning and Programming (PBPP) be used in development of the Long-Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIP). The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

The Tulare County Association of Governments will utilize its planning and programming of projects to contribute to the accomplishments of statewide performance targets. The approach at this time is to adopt and contribute toward the statewide targets for safety, pavement, bridge, reliability, and freight. This approach seems the most appropriate at this time as setting MPO level performance targets would be difficult and burdensome. It is unknown at this time how much time staff will be working on Performance-Based Planning and Programming. As our understanding of Performance-Based Planning becomes clearer, TCAG may decide at a later time to set its own targets. Thus far, TCAG has elected to support the performance management targets established by Caltrans for Safety (PM1), Pavement and Bridge Condition (PM2), Performance of the NHS, Freight, and CMAQ Measures (PM3). In addition, TCAG recently adopted Transit Asset Management targets. Transit safety targets will be addressed in the next TIP as they are not due for adoption until January 2021.

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 certain dates. The most recent federal transportation act, Fixing America's Surface Transportation Act of 2016 (FAST Act), carries forward the Performance Based Planning. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federal performance measures. In response, FHWA and FTA worked with state and regional agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting performance targets and periodic progress reports to federal agencies on an annual basis. MPOs are required to establish targets for the same performance measures on all public roads in the MPO planning area within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish numerical targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range targets into their planning and programming processes, including long-range plan and FTIP.

FHWA Performance Measures: The federal performance measures under the Federal Highway Administration (FHWA) are categorized into three performance management (PM) groups

PM 1: Safety

PM 2: Transportation Asset Management

PM 3: System Reliability, Freight, Congestion, and Air Quality

FTA Performance Measures: In addition to the three PM groups, the FTA has 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 assets to be monitored under this provision include:

1. Non-revenue support equipment and maintenance vehicles
2. Revenue vehicles (rolling stock)
3. Rail infrastructure including tracks, and signals, and guidance systems; and
4. Transit facilities including stations, parking structures, and administrative offices. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21's 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 target setting.

Public Transportation 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 is July 19, 2019, and the compliance date is 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 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 Metropolitan Transportation Plan (MTP). The first MTP 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.

The final rule specifically requires transit agencies employing 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: fatalities, 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 coordinate, to the maximum extent practicable, with the MPO in selecting regional safety targets.

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. The specific performance measures for each include:

Transportation System Safety (PM1)

- 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
- Number of non-motorized fatalities and serious injuries

National Highway System Pavement and Bridge Condition (PM2)

- 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
- Percentage of NHS bridges in 'good' condition

- Percentage of NHS bridges in 'poor' condition

National Highway System (NHS) Performance (PM3)

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

Freight Movement (PM3)

- Percent of interstate system mileage reporting reliable truck travel times

CMAQ Program (PM3)

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Non-Single Occupancy Vehicle mode share

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

Transit Safety

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

How TCAG Addresses Each Performance Management Group

Safety Performance Measures (PM 1)

The first set of TPM measures required are the Safety Performance Targets also known as Performance Management 1 (PM1), which are used to support and carryout the Highway Safety Improvement Program (HSIP) funds. PM1 targets are reported and revised annually.

Each measure is expressed as a 5-year rolling average. Datasets for fatalities and non-motorized fatalities are from the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS). Serious injuries and non-motorized serious injuries are from California Highway Patrol's (CHP) Statewide Integrated Traffic Record System (SWITRS). Both sources include data from all public roads. VMTs are from Caltrans' Public Road Data publication where Caltrans staff also includes local roads in the county totals from the Highway Performance Monitoring System (HPMS).

The State is required to establish targets for each of the five measures, and is required to report targets to FHWA by August 31 of each year. MPOs must establish their own targets within 180 days after the State targets have been submitted to FHWA by either: 1) Agreeing to support the State's targets; or 2) Setting separate targets for the MPO planning area.

The State is considered to have met or made significant progress toward its targets when at least four of the five targets are met or the outcome for the PM1 measures is better than the baseline performance. Baseline performance is the 5-year rolling average of the year prior to the year in which the targets were established. Each year that a State has not met or made significant progress toward meeting its targets, it will be required to use the HSIP apportionments only for safety projects including the development of a HSIP Implementation Plan. MPO performance targets will not be evaluated by FHWA and no explicit repercussions are outlined for MPOs not meeting targets.

Statewide 2021 PM 1 Targets and Methodology

Caltrans held a virtual workshop on July 20, 2020 to discuss the 2021 statewide PM 1 targets with MPOs and other stakeholders. Three possible scenarios for setting the targets were discussed at the workshop which included: 1) an aspirational trend such as reaching zero fatalities by 2050; 2) a target based on estimated impacts from completed activities and projects; and 3) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future.

During the workshop, it was decided that the third scenario would be used to set the statewide 2021 PM 1 targets. A trend line would be used to extrapolate the existing data in fatalities and serious injuries into the future and is a data-driven process.

Below is an overview of the 2021 methodologies for each of the five targets:

- Number of Fatalities: Uses FARS data through 2017 and an adjusted provisional number for 2018 as it was believed to be more accurate. Based on the trend from 2017 to 2018, a 2.9 percent decrease is applied annually from 2019 to 2021.
- Rate of Fatalities (per 100M VMT): Fatality rate is calculated by dividing the number of fatalities by 100M VMT for the corresponding year from HPMS, which is available up to 2018. 2019 VMT is projected with a 0.9 percent increase and then held flat through 2021 due to the uncertainties of the impacts of COVID-19.
- Number of Serious Injuries: Uses SWITRS data up to 2018 and the trend line is based on data from the first half of 2018 to the first half 2019 in SWITRS. A 1.3 percent annual reduction is used for serious injuries from 2019 through 2021.
- Rate of Serious Injuries (per 100M VMT): This measure is calculated by dividing the number of serious injuries by 100M VMT from HPMS. Uses the same assumption for 2019 and subsequent years used for rate of fatalities.
- Number of Non-Motorized Fatalities and Serious Injuries: This target is the sum of both fatalities and serious injuries of non-motorized (pedestrian and bicyclists) traffic. A 2.9 percent decrease is applied to fatalities and a 1.3 percent decrease is applied to serious injuries similar to the assumptions used on the other measures.

As mentioned above, targets are based on the 5-year rolling average. Caltrans' 2021 PM1 targets are provided on Table 1.

Table 1 Caltrans Statewide PM1 Targets (5-Year Rolling Average)				
PM1 Measures	Data Source	2020	2021	Percent Reduction for 2021
Number of Fatalities	FARS	3,518.0	3,624.8	2.9%
Rate of Fatalities	FARS & HPMS	1.023	1.044	

Number of Serious Injuries	SWITRS	13,740.4	15,419.4	1.3%
Rate of Serious Injuries	SWITRS & HMPS	3.994	4.423	
Number of Non-Motorized Fatalities and Serious Injuries	FARS & SWITRS	4,147.8	4,340.8	2.9% for Fatalities 1.3% for Serious Injuries

In April 2020, FHWA assessed California's 2018 PM 1 targets and has determined that the state has not met or made significant progress towards meeting targets. As mentioned above, there are no impacts on MPO's and local agencies, but will affect how California can use its federal HSIP funds.

MPOs can elect to support the statewide targets, adopt region-specific targets, or do a combination of the two options. MPOs are required to report and document with Caltrans annually, 180 days after statewide safety targets are officially adopted. The safety performance management targets (PM 1) are set annually. These targets must also be incorporated into their RTP and TIP development. In February 2020, consistent with other MPOs throughout the state, TCAG elected to support the 2020 Caltrans statewide safety performance targets (SPMTs) by planning and programming projects that contribute to these goals. As of December 2020, TCAG has not adopted 2021 PM 1 targets.

Many of the projects programmed in the FTIP improve safety. For some, safety is the primary aim, and for others, safety may be a component.

TCAG has three funding programs dedicated to improving safety.

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

ATP: The ATP funds bicycle and/or pedestrian projects. Since people are more vulnerable while walking or biking as compared to traveling in a vehicle, any project that helps them do so is likely to yield safety benefits. The ATP further emphasizes safety by allotting points for projects applications that promise to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP: The HSIP directly addresses 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 promise to reduce fatalities and injuries. The program is designed to focus local efforts on locations/corridors with the greatest safety needs and countermeasures with lower costs.

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

The Collision Reduction category is one of eight categories that make up the SHOPP, with the intention to reduce the number or severity of collisions; within this category are two programs:

1. 201.010 - Safety Improvements: reactive approach based on analysis of collision history
2. 201.015 - Collision Severity Reduction: proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

201.10 – Safety Improvements: This program is designed to reduce the number or severity of collisions on the State Highway System. Projects with a safety index above 200 qualify as safety improvement projects. Projects

may be individual locations where the collision history indicates a pattern potentially correctable by a 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 HQ Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as safety improvement projects.

This task also includes sites identified in monitoring programs to reduce collisions for motorists, such as for wrong-way collisions, multilane, cross-median collisions, two-and three-lane cross center-line collisions and run-off-the-road collisions. It also includes non-motorized modes, such as pedestrian and bicycle facilities.

It does not include 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 task does not include projects where the prime purpose is reducing congestion.

Improving a highway, generally on existing alignment, to improve standards of width, grade, alignment or other geometric consideration is new highway construction that is included in STIP programs.

201.015 – Collision Severity Reduction: This program seeks to upgrade existing highway safety features within the roadbed's clear recovery area, resulting in reduced collisions and/or severity. Projects will 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 program is designed to be proactive in enhancing safety on the State Highway System. As such, this program will not be subject to a safety index analysis but will define projected collision severity reduction numerically. Projects will be prioritized based on the projected collision severity reduction benefits.

2020 SHOPP Collision Reduction Numbers, Statewide: A total of 920 projects are included in the 2020 SHOPP that the CTC adopted in May 2020. The 2020 SHOPP is valued at \$17.4 billion, which includes reservation amounts for programs such as the Collision Reduction Program. The SHOPP Collision Reduction Program has 161 programmed safety projects totaling \$1,841,082,000. The SHOPP reserves \$3,120,000,000 for 201.010 safety improvements. The reserved amount will address future safety improvements as they are identified.

STBGP and Measure R: In addition to the funding programs described above, TCAG also utilizes its STBGP and regional measure funding (Measure R) to address safety. Beginning in fiscal year 22/23, TCAG will begin selecting projects for its STBGP on a competitive basis. The recently adopted STBGP competitive project selection guidelines includes safety as a criterion for selecting projects for STBGP funding. Under the Measure R Regional Transportation Program, funding is specifically authorized for use with projects that increase safety. Fifty percent of the Measure R program (or \$326.4 million) is earmarked for regional projects which promote safety. However, since implementation of Measure R in 2007, leveraging opportunities have enabled TCAG much more than this for projects that improve safety.

Table 2 Safety Programs and Projects¹				
Category	Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element	Number of Projects
Safety Projects	\$58,863,000	\$44,073,048	6.14%	19

¹ Included in this table are projects that are not primarily safety oriented, but have safety components. One example would be several projects on State Route 99 that are funded with STIP funds. State Route 99 is identified as one of the most dangerous highways in the United States.

Other Projects (Not Primarily for Safety)	\$527,425,000	\$353,641,520	49.30%	23
Total	\$586,288,000	\$397,714,568	55.45%	42

Safety Project Highlights: Some examples of projects in the 2021 FTIP which provide safety benefits include the following:

- The County of Tulare is delivering an HSIP project on Avenue 232 near the City of Tulare (HSIP7-06-014) which will install three left turn lanes at selected intersections and install edge line rumble strips/stripes. Total cost: \$1,422,000.
- Caltrans is delivering a SHOPP Collision Reduction project near the City of Porterville on State Route 190 and Rockford Avenue. Project will construct a roundabout. Total cost: \$10,100,000
- The City of Woodlake is delivering an ATP project on North Valencia Avenue between Sierra and Sequoia Avenues which will construct curb, gutter, sidewalk, and ADA compliant ramps, street lighting, crosswalks, and Class II bike lanes. Total cost: \$1,204,000

National Highway System Pavement and Bridge Condition (PM 2)

The National Highway System Pavement and Bridge Condition (PM2) Final Federal Rule established six performance measures related to the performance of the Interstate and non-Interstate National Highway System (NHS) for the purposes of carrying out the National Highway Performance Program (NHPP) to assess pavement and bridge condition. The specific performance measures are:

Pavement

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

Bridge:

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

Bullets one and two do not apply to TCAG as TCAG agencies do not own any Interstate assets (in fact there are no Interstate highways in Tulare County).

Federal regulations required Caltrans to set two and four-year pavement and bridge targets by May 20, 2018. These statewide targets were transmitted to all Metropolitan Planning Organizations on May 21, 2018. MPOs had two options to consider: Adopt the statewide pavement and bridge targets; or, establish regional pavement and bridge targets.

Five TCAG member agencies own pavement and bridge assets that are on the National Highway System which are depicted in the below table. These highway and bridge assets were added to the NHS upon adoption of MAP-21 when all roadways functionally classified as Other Principal Arterial or higher were identified as on the NHS.

Table 3 National Highway System Pavement		
Jurisdiction	Centerline Miles	Lane Miles
Tulare County	3.873	11.928
City of Dinuba	5.503	18.512
City of Porterville	2.874	11.496

City of Tulare	8.041	22.964
City of Visalia	15.007	50.712
Total	35.298	115.612
Table 4		
National Highway System Bridges		
Jurisdiction	Number	
City of Visalia	3	
Total	3	

As shown on Tables 3 and 4 above, there are 35.298 miles of public roadways (or 115.612 lane miles) and three bridges on the National Highway System in Tulare County.

Caltrans undertook a rigorous process to identify the status of the roadways and bridges in California that are on the NHS. Given the complexities of the assessment process, Caltrans also inspected the NHS assets owned by local (non-Caltrans) agencies.

Table 5				
2016 Pavement Status				
2017 Bridge Status				
	Statewide		Tulare County	
	Good	Poor	Good	Poor
2016 Pavement Status (only non-Interstate)	25.5%	7.1%	14.2%	2.0%
2017 Bridge Status (Includes all bridges)	66.5%	4.8%	100%	0.0%

TCAG staff contacted the member agencies that have roadways on the NHS to identify the projects that they currently have underway, or planned over the next four years, to identify what improvements, if any, that will occur to the pavement status. In addition, it was identified if lane miles would be added to the NHS network. Using this information TCAG staff modeled the Tulare County NHS network to identify the percentage change in good and poor roadway condition. This information was then forwarded to Caltrans for their statewide model. The information from all the state MPOs and RTPAs was used to calculate a quantity weighted two-year and four-year pavement and bridge maintenance targets.

On May 21, 2018, Caltrans adopted a statewide weighted aggregate of the NHS asset targets from Caltrans and all MPO/RTPAs in California that NHS pavement and bridges.

Table 6				
2019 Pavement Targets				
2019 Bridge Targets				
	Statewide		Tulare County	
	Good	Poor	Good	Poor
2019 Pavement Targets (only non-Interstate)	28.2 %	7.3%	23.1%	1.7%
2019 Bridge Targets (Includes all bridges)	69.1%	4.6%	100.0%	0.0%

Table 7				
2021 Pavement Targets				
2021 Bridge Targets				
	Statewide		Tulare County	
	Good	Poor	Good	Poor
2021 Pavement Targets (only non-Interstate)	29.9 %	7.2%	32.8%	4.0%
2021 Bridge Targets (Includes all bridges)	70.5%	4.4%	100%	0.0%

It is important to note that Tulare County NHS mileage is only 0.2 percent of the overall non-Interstate NHS mileage in the state. As such, a change in the status of Tulare County pavement condition has very little change in the overall outcome statewide.

TCAG PM 2 Planning and Programming: TCAG elected to support the statewide PM 2 targets by planning and programming projects that contribute towards the targets. The locally maintained NHS segments in Tulare County are located in Tulare County, Dinuba, Porterville, Tulare, and Visalia. These locally owned NHS assets are principal arterial roads that help facilitate the movement of large volumes of traffic between the many State highway routes located in the County. These routes are identified in the RTP as regional routes. There are also a number of projects listed in the RTP identified by the local agencies that are aimed to help maintain these locally owned NHS segments such as rehabilitation and overlays, though this doesn't include projects that local agencies may undertake on their own initiative using a mix of different funding resources.

Pavement and Bridge Condition Project Highlights: The 2021 FTIP includes funds from the State Highway Operations and Protection Program (SHOPP) which also assist in supporting the statewide PM 2 targets. Examples of these projects include:

- Caltrans is delivering a project near the community of Earlimart that will rehabilitate approximately 54 lane miles of State Route 99, construct a median concrete barrier, replace signs, rehabilitate drainage systems, and upgrade the TMS elements. Total cost: \$74,335,000.
- On State Route 198, from the Kings County line to east of Sequoia National Park, rehabilitation of drainage systems. Total cost: \$23,484,000
- On State Route 216, near the City of Visalia, rehabilitate roadway by replacing distressed asphalt, provide non-motorized transportation facilities and bring ADA facilities to current standards.
- On State Route 245, near City of Woodlake, replace Kaweah River Bridge (No. 46-0073) to upgrade to current standards, facilitate bike lane shoulders, and upgrade guard railing.

The following are funding sources and programs that help fund PM 2 projects.

Local Funds: Cities and counties spend billions each year to maintain local roads and bridges. They derive their funding 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 report to be spent on pavement. Local Funds tend to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP owe their funding to Local 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.

SB1: 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 that document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund 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 owe their funding to SB 1.

Federal 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 from existing local highway bridges to keep the traveling public safe. 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%.

SHOPP: The SHOPP is already described 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 “SHOPP Advance Construction” is a placeholder for what could be federal or state funds.

The 2020 SHOPP has 156 Bridge Preservation projects totaling \$2,371,000,000 and 265 Roadway Preservation projects totaling \$5,505,000,000.

Table 8 NHS Pavement and Bridge Projects			
Category	Number of Projects	Funding in the 4-Year Element	Total Project Cost
PM 2 Projects	14	\$402,683,520	\$581,770,000
Total	14	\$402,683,520	\$581,770,000

Performance of the NHS, Freight, and CMAQ Measures (PM 3)

The final set of measures is the System Performance Targets or Performance Management 3 (PM3), which is used to report the performance of the Interstate and Non-Interstate National Highway System including freight movement, traffic congestion and on-road mobile source emissions. These measures help to carry out the National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ).

For PM3, there are six performance measures²:

- *Percent of Reliable Person-Miles Traveled on the Interstate*
- *Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS*
- *Truck Travel Time Reliability (TTTR) Index*
- *Total Emission Reductions by Applicable Pollutants under the CMAQ Program*
- *Annual Hours of Peak-Hour Excessive Delay Per Capita (PHED)*
- *Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel*

² The items shown in italics do not apply to the Tulare County Association of Governments. Bullets one and three do not apply to TCAG as TCAG agencies do not own any Interstate assets (in fact there are no Interstate highways in Tulare County). Bullets five and six do not apply to TCAG as they only apply to urban areas with 1 million or more in population at this time (but they may apply to TCAG beginning January 1, 2022).

There was a seventh performance measure related to greenhouse gas reduction however, this performance measure has since been removed.

Caltrans undertook a rigorous process to establish performance measure targets in the six target areas. The targets established by Caltrans are identified in below. These targets were established on May 20, 2018. The Metropolitan Planning Organizations in the state had until November 16, 2018 to either take a position to support Caltrans in obtaining the targets they established or to establish their own targets. On October 15, 2018 the TCAG Board of Directors approved the adoption of the statewide system performance/freight/CMAQ targets and agrees to plan and program projects so they contribute toward meeting the targets.

Table 9 Performance Measure PM 3 Targets			
Performance Measure	2017 Baseline Data	2-year Target	4-year Target
Percent of Reliable Person-Miles Traveled on the Interstate ¹	64.6%	65.1% (+0.5%)	65.6% (+1%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS ¹	73.0%	N/A	74.0% (+1%)
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) ¹	1.69	1.68 (-0.01)	1.67 (-0.02)
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program ²			
VOC (kg/day)	951.83	961.35 (+1%)	970.87 (+2%)
CO (kg/day)	6,863.26	6,931.90 (+1%)	7,000.54 (+2%)
NOx (kg/day)	1,753.36	1,770.89 (+1%)	1,788.43 (+2%)
PM10 (kg/day)	2,431.21	2,455.52 (+1%)	2,479.83 (+2%)
PM2.5 (kg/day)	904.25	913.29 (+1%)	922.34 (+2%)
*Annual Hours of Peak-Hour Excessive Delay Per Capita ¹	State and MPO must coordinate on a single, unified 4- year target.		
Sacramento UA	14.9 Hours	N/A	14.7 (-1.0%)
San Francisco-Oakland UA	31.3 Hours	N/A	30.0 (-4.0%)
San Jose UA	27.5 Hours	N/A	26.4 (-4.0%)
Los Angeles-Long Beach-Anaheim UA	51.7 Hours	N/A	51.2 (-1.0%)
Riverside-San Bernardino UA	16.3 Hours	N/A	16.1 (-1.0%)
San Diego UA	18.4 Hours	N/A	18.0 (-2.0%)
*Percent of Non-Single Occupancy Vehicle (SOV) Travel ³	State and MPO must coordinate on a single, unified 2- year and 4-year target.		
Sacramento UA	22.8%	23.3% (+0.5%)	23.8% (+1%)
San Francisco-Oakland UA	44.3%	45.3% (+1%)	46.3% (+2%)
San Jose UA	24.5%	25.5% (+1%)	26.5% (+2%)
Los Angeles-Long Beach-Anaheim UA	25.6%	26.1% (+0.5%)	26.6% (+1%)
Riverside-San Bernardino UA	22.7%	23.2% (+0.5%)	23.7% (+1%)
San Diego UA	23.8%	24.8% (+1%)	25.2 (+1.4%)

¹ Source: NPMRDS Analytics Tool (<https://npmrds.ritis.org/analytics/>)

² Source: CMAQ Public Access System (https://fhwaapps.fhwa.dot.gov/cmaq_pub/)

³ Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

NHS, Freight, and CMAQ Measures Project Highlights: Examples of some of the projects in the 2021 FTIP which assist in supporting the statewide PM 3 targets include:

- In the City of Porterville, on State Route 190 and Westwood Avenue, Caltrans is delivering a roundabout and constructing other operational improvements. Total cost: \$8,960,000
- Near the City of Visalia, on State Route 99 from Prosperity Avenue to 1.2 miles south of Avenue 280, Caltrans will be widening this segment SR-99 from four to six lanes to relieve current and future traffic congestion. Total cost: \$84,613,000
- Purchase of 4 electric buses for Visalia City Transit using CMAQ funds. Total cost: \$3,302,000

The following are funding sources and programs that help fund PM 3 Projects:

SHOPP Mobility Program: The SHOPP Mobility category include following programs:

1. 201.310 – Operational Improvements
2. 201.315 – Transportation Management Systems
3. 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 (but not to accommodate traffic volumes that are significantly larger than 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 program element is to provide for 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 2020 SHOPP has 91 Mobility projects programmed totaling \$1,440,000,000. 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 have a high volume of freight movement. The Trade Corridor Enhancement Program will also support 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. 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
- Jointly nominated and/or jointly funded

Congestion Mitigation and Air Quality (CMAQ): The CMAQ program supports improving air quality and relieving 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).

Table 10 NHS, Freight, and CMAQ Projects (PM 3)			
Category	Number of Projects	Funding in the 4-Year Element	Total Project Cost
Non-Interstate	11	\$262,126,520	\$448,766,000
Interstate	NA	NA	NA
Truck Travel Time Projects	NA	NA	NA
CMAQ Projects	9	\$20,217,000	\$20,644,000

PM 3 Total	20	\$282,343,520	\$469,410,000
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Transit Asset Management

The TAM targets below were produced collaboratively with regional transit agencies based on their agency TAM plans and local targets. In developing the targets, TCAG reviewed and considered the transit operators' TAM plans (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process.

We will continue to work with the region's transit operators to seek ways to improve the methodology, data collection and analysis for future RTP updates, and to continue engaging in a regional discussion about transit state of good repair and the need for additional funding.

Local transit agencies adopted TAM plans in 2018, establishing targets through 2023. TAM plans are to be updated at least once every four (4) years, barring significant unexpected changes which would necessitate an expedited plan update. Therefore, the targets incorporated into the current plans are expected to remain in place until 2022.

TCAG staff has developed a set of region-wide TAM targets in line with those set by local transit agencies, considering the condition of assets as reported in each agency's TAM plan. The proposed region-wide TAM targets are set as 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 TAM targets.

This section presents the regional TAM performance measures and targets adopted by TCAG for the local transit providers.

Table 11 Transit Asset Management Targets							
Percentage of revenue vehicles (by type) and non-revenue service vehicles (by type) that exceed the Useful Life Benchmark (ULB)							
				Regional Target			
Vehicles by Type	Qty.	Exce ed ULB #	Exceed ULB %	2020	2021	2022	2023
Bus	92	13	14.1%	15%	15%	12.5%	10%
Cutaway Bus	79	30	37.8%	40%	30%	20%	10%
Minivan	9	7	77.8%	80%	60%	40%	15%
Rubber-tired Trolley	2	2	0	0%	0%	50%	15%
Non-Revenue Vehicles	6	5	83.3%	85%	65%	45%	15%

Percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale				
Regional Target				
Facilities by Group	2020	2021	2022	2023

Administration	5%	5%	5%	5%
Maintenance	5%	5%	5%	5%
Parking Structures	5%	5%	5%	5%
Passenger Facilities	5%	5%	5%	5%

The TAM Final Rule also requires that, in the future, the FTIP describe the anticipated effect toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)).

There are 17 projects in the 2021 FTIP with \$29,222,000 in FTA funds, \$7,100,000 in CMAQ funds, and \$32,262,000 in local funds that support the maintenance or replacement of transit assets.

Transit Asset Management Performance: The TIP includes funding from multiple funding sources for projects that support Transit Asset Management. Examples of these projects include rural and urban capital assistance programs; rolling stock acquisition, maintenance, bus fleet rehabilitation and replacement, and maintenance of transit facilities.

For the Tulare County region, a selection of projects that address Transit Asset Management are:

- Visalia City Transit is delivering its Transit Preventative Maintenance project using FTA 5307 funds. Total cost: \$3,720,000
- Tulare City Transit purchasing new buses to replace existing transit buses using FTA 5339 funds. Total cost: \$1,020,000
- Porterville City Transit purchasing three new electric buses to replace existing buses in its fleet using CMAQ funds. Total cost: \$2,748,000

Public Transportation Agency Safety Plan Performance Measures

The adoption of Public Transportation Agency Safety Plan performance measures and targets is due in January 2021. TCAG along with the transit agencies in the Tulare County region will address these measures and targets in the next FTIP.

Appendix E – 2021 FTIP Resolution

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

In the matter of:

ADOPTING THE TCAG 2021 FEDERAL)
TRANSPORTATION IMPROVEMENT)
PROGRAM AND CORRESPONDING)
AIR QUALITY CONFORMITY)
ANALYSIS)

RESOLUTION NO. 2021-XX

WHEREAS, the Tulare County Association of Governments (TCAG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; 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 2021 Federal Transportation Improvement Program (2021 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 2021 FTIP program listing is consistent with: 1) the 2018 Regional Transportation Plan; 2) the 2020 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2021 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2021 FTIP 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 2021 FTIP 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 2021 FTIP and 2018 RTP meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2021 FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2021 FTIP conforms 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 December 14, 2020 to hear and consider comments on the 2021 FTIP and corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that TCAG adopts the 2021 FTIP and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that TCAG finds that 2021 FTIP is 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 _____, seconded by Member _____ at a regular meeting held on the 22nd day of February, 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel
Chair, TCAG

Ted Smalley
Executive Director, TCAG

Appendix F – Public Notice

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)
NOTICE OF PUBLIC HEARING AND PUBLIC REVIEW AND COMMENT PERIOD
ON THE DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(FTIP) AND CORRESPONDING DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Tulare County Association of Governments (TCAG) will hold a public hearing on December 14, 2020 at 1:00 p.m. during the TCAG Board meeting for the purpose of receiving comments on the Draft 2021 Federal Transportation Improvement Program (FTIP) and corresponding Draft Conformity Analysis.

- The 2021 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal, state, and local funds for transportation projects in the Tulare County region during the next four years.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2021 FTIP meets the air quality conformity requirements for ozone and particulate matter.

The TCAG Board meeting will allow Board Members and the public to participate in the meeting via Teleconference, pursuant to the Governor's Executive Order N-29-20 (March 17, 2020), available at:

<https://www.gov.ca.gov/wp-content/uploads/2020/03/3.17.20-N-29-20-EO.pdf>

The following options are available to members of the public to listen to the Policy Board meeting and Public Hearing and provide comments to the TCAG Board during the meeting:

Option 1: By Teleconference: Zoom Meeting Direct Link: <https://bit.ly/2Zt4BQY>. Click the link above and following the prompts to join the meeting.

Option 2: By Telephone. The toll-free call-in number is **1(888) 475-4499**. After calling in you will be prompted to enter the following information:

Meeting ID: 744 710 0343

Passcode: 82243742

Spanish translation services will be available at the hearing and other language support or reasonable Americans with Disabilities Act accommodations may be requested 72 hours in advance of the hearing.

Public comments can also be submitted during a 30-day public review and comment period, which will commence on December 7, 2020 and conclude on January 8, 2021 at 5:00 p.m. Written comments can be submitted to the TCAG office via U.S. Mail at 210 N. Church Street, Suite B, Visalia, CA 93291, attention Gabriel Gutierrez, Senior Regional Planner or via email at ggutierrez@tularecog.org. Comments received by 5:00 p.m. on January 8, 2021 will be made a part of the record.

This public notice also satisfies the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307, and the Bus and Bus Facilities Program, Section 5339. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 and FTA 5339 dollars) will be the final program.

Further information or a hard copy of the document may be obtained by contacting the TCAG Office at (559) 623-0450 or by email at ggutierrez@tularecog.org. The draft document is available on the TCAG website at www.tularecog.org located under Programs/Funding section of the homepage.

After considering the comments, the document will be considered for adoption, by resolution, by the TCAG Board at a regularly scheduled meeting to be held on February 22, 2021. The document will then be submitted to state and federal agencies for approval.

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Appendix G – 2021 FTIP Comments Received and Responses to Comments

Appendix H – Air Quality Conformity Document and Transportation Control Measures

**DRAFT CONFORMITY ANALYSIS
FOR THE 2021 FEDERAL TRANSPORTATION IMPROVEMENT
AND THE 2018 REGIONAL TRANSPORTATION PLAN**

DECEMBER 7, 2020

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

This report was funded in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation. The views and opinions of the Tulare County Association of Governments expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2021 Federal Transportation Improvement Program (2021 FTIP) and 2018 Regional Transportation Plan (2018 RTP). Tulare County Association of Governments (TCAG) is the designated Metropolitan Planning Organization (MPO) in Tulare County, California, and is responsible for regional transportation planning.

On September 27, 2019, the United States Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (effective November 26, 2019). The Part One Rule revoked California’s authority to set its own greenhouse gas emissions standards, which were incorporated in EMFAC2014 emissions model. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB’s EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The conformity analysis for the 2021 FTIP incorporates these emissions modeling adjustments.

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. 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 released on July 22, 2020 therefore this conformity analysis incorporates new 2018 PM2.5 SIP budgets for the 2006 24-hour PM2.5 standards. The remaining components of the 2018 PM2.5 Plan addressing the 1997 and 2012 PM2.5 standards are currently undergoing EPA review. Should EPA act on these additional SIP elements, this conformity analysis includes an “upcoming budget test” in case the new transportation conformity budgets become available prior to federal approval of the 2021 FTIP conformity analysis.

This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2021 FTIP; a finding of conformity is therefore supported. The 2021 FTIP and the corresponding Conformity Analysis were approved by TCAG Policy Board on February 22, 2021. Federal approval is anticipated on or before April 30, 2021. FHWA/FTA last issued a finding of conformity for the 2019 FTIP and the 2018 RTP, as amended if applicable, on September 9, 2019.

The 2021 FTIP has 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 (PM_{2.5}); and has a maintenance plan for particulate matter under 10 microns in diameter (PM₁₀). 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 analysis 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 2020, 2021, 2023, 2024, 2026, 2029, 2031, 2037 and 2042 for each applicable pollutant. Additional analysis years 2022 and 2025 were also included in this conformity analysis to address upcoming 2018 PM2.5 Plan budgets for the 2012 PM2.5 standard. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of TCAG's Conformity Analysis for the 2021 FTIP are:

- For 2008 and 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2021 FTIP for 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 2021 FTIP 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)*. The conformity tests for PM-10 are therefore satisfied.
- For the 1997 annual and 24-hour and 2012 annual PM2.5 standards, the total regional on-road vehicle-related emissions associated with implementation of the 2021 FTIP 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 *2008 PM2.5 Plan (as revised in 2011)*. In addition, this conformity analysis includes an "upcoming budget test" demonstrating conformity to the 2018 PM2.5 Plan transportation conformity budgets for the 1997 and 2012 PM2.5 budgets, should EPA approve or find these adequate before federal approval of the 2021 FTIP conformity

analysis. The conformity tests for PM_{2.5} for the 1997 and 2012 standards are therefore satisfied.

- For the 2006 24-hour PM_{2.5} standard, the total regional on-road vehicle-related emissions associated with implementation of the 2021 FTIP 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 PM_{2.5} and NO_x trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards (2018 PM_{2.5} Plan)*. The conformity tests for PM_{2.5} for the 2006 standard are therefore satisfied.
- The 2021 FTIP 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 2021 FTIP, and the corresponding Conformity Analysis on December 14, 2020. 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 2021 FTIP 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 the Conformity Analysis.

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 2020/21 – 2023/24) programming document for the preservation, expansion, and management of the transportation system. The 2018 RTP has a 2042 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 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 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). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in September 2020 (see Chapter 2).

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. Therefore, EMFAC2014 continued to be used in this conformity analysis as documented in Chapter 3. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for use in conformity determinations. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB's EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The conformity analysis for the 2021 FTIP incorporates these adjustments.

- 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, 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. TCAG's adopted consultation process and policy for conformity analysis

includes a 30-day comment period with a hearing held during the period for public comments at the TCAG Policy Board meeting.

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 2021 FTIP 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 (PM_{2.5}) (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 PM_{2.5}:

- 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 2008 PM_{2.5} Plan (1997 Standard), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2018 PM_{2.5} 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 PM_{2.5} standard.

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 PM_{2.5} 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 PM_{2.5} 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 PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} standard.

EPA's nonattainment area designations for the new 2012 PM_{2.5} 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 PM_{2.5} standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} 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 (NO_x) 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 (NO_x) 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 2021 FTIP.

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

County	2020		2023		2026		2029		2031	
	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 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 below and will be used to compare emissions for each analysis year.

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	NO _x
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 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. 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 released on July 22, 2020 (effective as of publication), therefore this conformity analysis incorporates new 2018 PM2.5 SIP budgets for the 2006 24-hour PM2.5 standard.

Given that EPA may act on the remaining components of the 2018 PM2.5 Plan prior to federal approval of the 2021 FTIP conformity analysis, the new transportation conformity budgets addressing the 1997 and 2012 PM2.5 standards are also included in this conformity analysis (“upcoming budget test”).

1997 (24-hour and annual) and 2012 (annual) PM2.5 Standards

The 2008 PM2.5 Plan for the 1997 PM2.5 standard (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM2.5 and NO_x established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle

emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, 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 Table 5 of the November 9, 2011 Federal Register are provided in Table 1-3 below and will be used to compare emissions resulting from the 2021 FTIP.

In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM_{2.5} nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM_{2.5} standards, it must use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. The attainment year of 2021 will be modeled. For this Conformity Analysis, the SJV will conduct determinations for subarea emission budgets as established in the 2008 PM_{2.5} (1997 Standard) Plan.

In addition, the final PM_{2.5} Implementation Rule requires areas designated as nonattainment for the 1997 PM_{2.5} standards to continue demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

Table 1-3:
On-Road Motor Vehicle 1997 (24-hour and annual) and 2012 (annual) PM_{2.5} Standard Emissions Budgets
(tons per average annual day)

County	2012 ^(a)		2014	
	PM _{2.5}	NO _x	PM _{2.5}	NO _x
Fresno	1.5	35.7	1.1	31.4
Kern (SJV)	1.9	48.9	1.2	43.8
Kings	0.4	10.5	0.3	9.3
Madera	0.4	9.2	0.3	8.1
Merced	0.8	19.7	0.6	17.4
San Joaquin	1.1	24.5	0.9	21.6
Stanislaus	0.7	16.7	0.6	14.6
Tulare	0.7	15.7	0.5	13.8

^(a) 2012 budgets are not in the timeframe of this conformity analysis.

The 2008 PM_{2.5} SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM-2.5 precursor NO_x to the motor vehicle emissions budget for primary PM-2.5 using a 9 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NO_x, and use these adjusted motor vehicle emissions budgets for PM-2.5 and NO_x to demonstrate transportation conformity with the PM-2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2008 PM_{2.5} Plan (as revised in 2011) on November 9, 2011, which includes approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2014. 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-2.5 budget shall only be those remaining after the NOx budget has been met.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2012 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for both NAAQS at the same time, using the budget test.

“Upcoming Budget Test” to the 1997 and 2012 PM2.5 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 1-4 for the 1997 PM2.5 standard and Table 1-5 for the 2012 PM2.5 standard and will be used to compare emissions resulting from the 2021 FTIP.

Table 1-4:
On-Road Motor Vehicle 1997 (24-hour and annual) PM2.5 Standard Emissions Budgets
(tons per average annual day)

County	2017 ^(a)		2020	
	PM2.5	NOx	PM2.5	NOx
Fresno	0.9	28.5	0.8	15.1
Kern (SJV)	0.8	28.0	0.7	13.3
Kings	0.2	5.8	0.2	2.8
Madera	0.2	5.3	0.2	2.5
Merced	0.3	10.7	0.3	5.3
San Joaquin	0.7	14.9	0.6	7.6
Stanislaus	0.4	11.9	0.4	6.1
Tulare	0.4	10.8	0.4	5.2

^(a) 2017 budgets are not in the timeframe of this conformity analysis.

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

County	2019		2022		2025	
	PM2.5	NOx	PM2.5	NOx	PM2.5	NOx
Fresno	0.9	27.6	0.9	21.2	0.8	13.5
Kern (SJV)	0.8	25.1	0.8	19.4	0.8	11.9
Kings	0.2	5.1	0.2	4.1	0.2	2.5
Madera	0.2	4.6	0.2	3.5	0.2	2.0
Merced	0.3	9.4	0.3	7.6	0.3	4.5
San Joaquin	0.6	12.7	0.6	10.0	0.6	6.3
Stanislaus	0.4	10.5	0.4	8.1	0.4	5.2
Tulare	0.4	9.3	0.4	6.9	0.4	4.2

^(a) Note that 2019 PM2.5 budgets are not in the timeframe of this conformity analysis.

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.

The trading mechanism will be used only for conformity analyses for analysis years after 2020. 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.

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 2021 FTIP 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 1-4 below and will be used to compare emissions resulting from the 2021 FTIP.

Table 1-6
On-Road Motor Vehicle 2006 24-Hour PM_{2.5} Standard Emissions Budgets
(tons per average winter day)

County	2017		2020		2023		2024	
	PM _{2.5}	NO _x	PM _{2.5}	NO _x	PM _{2.5}	NO _x	PM _{2.5}	NO _x
Fresno	0.9	29.3	0.9	25.9	0.8	15.5	0.8	15.0
Kern (SJV)	0.8	28.7	0.8	23.8	0.7	13.6	0.7	13.4
Kings	0.2	5.9	0.2	4.9	0.2	2.9	0.2	2.8
Madera	0.2	5.5	0.2	4.4	0.2	2.6	0.2	2.5
Merced	0.3	11.0	0.3	9.1	0.3	5.5	0.3	5.3
San Joaquin	0.7	15.5	0.6	12.3	0.6	7.9	0.6	7.6
Stanislaus	0.4	12.3	0.4	9.8	0.4	6.2	0.4	6.0
Tulare	0.4	11.2	0.4	8.7	0.4	5.3	0.4	5.1

(a) Note that 2017 PM_{2.5} budgets are not in the timeframe of this conformity analysis.

The 2018 PM_{2.5} SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM-2.5 using an 2 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NO_x, and use these adjusted motor vehicle emissions budgets for PM_{2.5} and NO_x to demonstrate transportation conformity with the PM_{2.5} SIP for analysis years after 2020. As noted above, EPA approved the 2018 PM_{2.5} Plan budgets and the trading mechanism for 2006 24-hr PM_{2.5} standards on July 22, 2020 (effective as of publication).

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.

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 1-7 below provides a summary of conformity analysis years that apply to this conformity analysis. Table 1-8 summarizes conformity analysis years for the "upcoming budget test".

Table 1-7:
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 and 2015 Ozone	2011/2017/2020/2023/2026 /2029	2031/2037 ²	NA	2042
PM-10	NA	2020	2029/2037	2042
1997 and 2012 PM2.5	NA	2014/2021 ³	2029/2037	2042
2006 24-hour PM2.5	2017/2020/2023/2024/2026	2024	2029/2037	2042

¹Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2011, 2014, 2017), although they may be used to demonstrate conformity.

²2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.

³ 2014 is the attainment year for the 1997 PM2.5 standards. 2021 is the attainment year for the 2012 PM2.5 standards.

⁴2026 is a post-attainment budget year for the 2006 PM2.5 standard and is not required to be included in a conformity analysis.

**Table 1-8:
San Joaquin Valley Conformity Analysis Years for the Upcoming Budgets**

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
1997 annual and 24-hour PM2.5	2017/2020/2023 ²	2020	2029/2037	2042
2012 annual PM2.5	2019/2022/2025/2028 ³	2025	2031/2037	2042

¹Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2017), although they may be used to demonstrate conformity.

^{2,3} 2023 and 2028 are the post-attainment budget years for the 1997 PM2.5 standard and 2012 PM2.5 standard, respectively, and are not required to be included in a conformity analysis.

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. On February 9, 2016 EPA released its proposed *Approval and Disapproval of California Air Plan; San Joaquin Valley Serious Area Plan and Attainment Date Extension for the 1997 PM2.5 NAAQS*. No final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM2.5 Plan conformity budgets are the only budgets applicable at this time for the 1997 PM2.5 standard. The San Joaquin Valley 2018 PM2.5 Plan includes an attainment deadline extension request for the 1997 PM2.5 standards. Therefore, the attainment year 2020 must be modeled for the “upcoming budget test”, should EPA approve the bump up to Serious request and/or find the new 1997 PM2.5 budgets adequate.

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. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 standard attainment deadline extension, as well as conformity budgets and trading mechanism. The attainment year of 2024 must be modeled.

On April 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM2.5 Standards. In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM2.5 nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM2.5 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. When using the budget test, the attainment year must be analyzed (e.g. 2021). In addition, in areas that have approved or adequate budgets for the 1997 annual PM2.5 standards, consistency with those budgets must also be determined. The attainment year of 2021 must be modeled. The San Joaquin Valley 2018 PM2.5 Plan includes a reclassification request to Serious for the 2012 PM2.5 standards with an attainment deadline of 2025. Therefore, the attainment year 2025 must be modeled for the “upcoming budget test”, should EPA approve the request for a later attainment year and/or find the new 2012 PM2.5 budgets adequate.

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 modeling began in September 2020.

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 2017 for the 2015 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1

Table 2-1:
Summary of Latest Planning Assumptions for the TCAG 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 (2017) Approved by TCAG Governing Board in August 2018.	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 expected to be adopted by TCAG in 2022.
Employment	Base Year: Employment Development Department (2015), InfoUSA (2015), and Woods and Poole (2017) Projections: Employment Development Department (2015) and Woods and Poole (2017)	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 2022.
Traffic Counts	Approximately 150 traffic counts were collected annually.	CUBE/Voyager (VMIP2) was validated using these traffic counts.	Traffic counts are updated continuously, if funds are available.
Vehicle Miles of Travel	The 2017 transportation model validation for the 2015 base year was approved by the TCAG Board in August 2018.	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.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Speeds	<p>The 2017 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.</p> <p>Speed distributions were updated in EMFAC2014, using methodology approved by ARB and with information from the transportation model.</p>	<p>Cube/Voyager (VMIP2) includes a feedback loop that assures congested speeds are consistent with travel speeds.</p> <p>EMFAC2014</p>	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.

Supporting Documentation:

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

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 2042.

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.). Most of the Valley MPO regional traffic models consist of traditional four-step traffic forecasting models. Some are transitioning to activity-based models implemented on the CUBE platform. The four-step models 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 the TCAG 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:

Purpose	Total (All Modes)	
	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 2017 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 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. 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.

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 2021 FTIP and the 2018 RTP. 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 the TCAG transportation modeling area for each scenario in the Conformity Analysis 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
2020	488,293	181,560	10.7	4,192
2021	493,455	183,317	10.8	N/A
2022	498,617	185,073	10.9	N/A
2023	503,778	186,830	11.0	N/A
2024	509,022	188,587	11.1	N/A
2025	514,265	190,344	11.2	N/A
2026	519,509	192,101	11.3	N/A
2029	535,732	197,371	11.6	4,302
2031	546,549	200,885	11.8	N/A
2037	578,651	211,426	12.2	4,394
2042	603,775	220,210	12.7	4,461

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 EMFAC2014 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2014 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. While EPA issued final approval for EMFAC2017 use in conformity demonstrations on August 15, 2019, the Conformity Analysis for 2021 FTIP relies on EMFAC2014 in line with the grace period established in the Final Rule. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for conformity.

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 2008 ozone standard conformity demonstration as part of 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 the Carl Moyer, Reflash and Idling have been included in EMFAC2014.

PM2.5

Committed control measures in the 2008 PM2.5 Plan (as revised) and 2012 PM2.5 Plan (as revised in 2015) that reduce mobile source emissions are shown in Table 2-4 and 2-5, respectively. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-4:
2008 PM2.5 (1997 Standard) Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
Existing Local Reductions: District Rule 9310 (School Bus Fleets)	Annual PM2.5 Annual NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Annual PM2.5 Annual NOx
New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction)	Annual PM2.5 Annual NOx
New/Proposed State Reductions: Smog Check	Annual PM2.5 Annual NOx

NOTE: This table is consistent with the 2008 PM2.5 Plan (as revised in 2011) as approved by EPA on November 9, 2011 (effective January 9, 2012). State reductions from the Carl Moyer, AB1493, and Smog Check have been included in EMFAC2014.

**Table 2-5:
2012 PM2.5 (2006 Standard) Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
Existing Local Reductions: District Rule 9310 (School Bus Fleets)	Annual PM2.5 Annual NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Annual PM2.5 Annual NOx
New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction)	Annual PM2.5 Annual NOx
New/Proposed State Reductions: Smog Check	Annual PM2.5 Annual NOx

NOTE: This table is consistent with the 2012 PM2.5 Plan (as revised in 2015) approved by EPA on August 16, 2016 (effective September 30, 2016). State reductions from the Carl Moyer, AB1493 and Smog Check have been included in EMFAC2014.

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2014. 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 2008 PM2.5 Plan (1997 Standards), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- 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.

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 1-7 and Table 1-8 for the “upcoming budget test”.

A. EMFAC2014

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.

EMFAC 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.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. On December 30, 2014, ARB released EMFAC2014, which is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. Nearly a year later, on December 14, 2015, EPA announced the availability of this latest version of the California EMFAC model for use in SIP development in California. EMFAC2014 was required for conformity analysis on or after December 14, 2017.

On March 1, 2018 ARB released the latest update to the EMFAC model – EMFAC2017v1.0.2. The model was submitted for EPA review in the fall of 2018 and EPA published final approval of EMFAC for conformity use on August 15, 2019. The announcement set a grace period of 2 years before EMFAC2017 is required for use in new regional emissions analyses, therefore this analysis still relies on EMFAC2014 for all conformity tests.

On September 27, 2019, the United States Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (effective November 26, 2019). The Part One Rule revoked California’s authority to set its own greenhouse gas emissions standards, which were incorporated in EMFAC2014 emissions model. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB’s EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The conformity analysis for the 2021 FTIP incorporates these emissions modeling adjustments.¹

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2014. The template includes allocating VMT by speed bin by hour of the day. EMFAC2014 was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. Note that the statewide SIP measures documented in Chapter 2 are already incorporated in the EMFAC2014 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

¹ https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf.

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 NO_x 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 the conformity determination includes analyses to all PM2.5 standards.

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

EMFAC2014 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 all 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 EMFAC2014 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 EMFAC2014. 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 Standard – If EPA does not approve or find adequate the 1997 PM2.5 budgets in the 2018 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used. The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012) and contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The annual inventory methodology contained in the 2008 PM2.5 Plan (as revised in 2011) and 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. However, if the 2018 PM2.5 Plan conformity budgets are approved or found adequate, the “upcoming budget test” addresses conformity to these budgets.

2006 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. 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 PM2.5 standards.

2012 Standard – EPA’s nonattainment area designations for the 2012 PM2.5 standard became effective on April 15, 2015. Conformity applies one year after the effective date (April 15, 2016). In accordance with Section 93.109(i)(3) of the federal transportation conformity rule, if a 2012 PM2.5 area has adequate or approved SIP budgets that address the annual 1997 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. It is important to note that the 2012 annual PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 and 2006 PM2.5 standards. If EPA does not take action on the new 2012 PM2.5 budgets in the 2018 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will continue to be used in this conformity analysis. However, if the new conformity budgets are approved or found adequate, the “upcoming budget test” addresses conformity to these budgets.

1997 and 2012 PM2.5 TRADING MECHANISM

Consistent with the PM2.5 implementation rule, the 2008 PM2.5 Plan budgets and trading mechanism will continue to be used in this conformity analysis. The 2008 PM2.5 SIP (as revised in 2011) 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 9 to 1 ratio. This trading mechanism will be used for the 1997 annual and 24-hour hour and 2012 PM2.5 standard conformity analyses for analysis years after 2014.

For the “upcoming budget test”, the 2018 PM2.5 Plan budgets and trading mechanism will also be used in this conformity analysis. The 2018 PM2.5 Plan 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. This trading mechanism will be used for the 1997 annual and 24-hour hour and 2012 PM2.5 standard conformity analyses for analysis years after 2020.

2006 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 an 2 to 1 ratio. This trading mechanism will be used for the 2006 24-hour PM2.5 standard conformity analysis for analysis years after 2020.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2014. These instructions were originally provided for interagency consultation in May 2016 and updated in September 2020. EPA, FHWA, and ARB concurred.

Documentation of the conformity analysis for the 2021 FTIP is provided in Appendix C, including:

- 2021 FTIP Conformity EMFAC Spreadsheet
- 2021 FTIP Conformity Paved Road Spreadsheet
- 2021 FTIP Conformity Unpaved Road Dust Spreadsheet
- 2021 FTIP Conformity Construction Spreadsheet
- 2021 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

Portions of the 2018 PM2.5 Plan pertaining to 2006 24-hour PM2.5 standards were approved by EPA on July 22, 2020 (effective as of publication). The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the 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. 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 2018 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 2018 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 2012. New PM-10 plans that have been reviewed include:

- A. West Pinal County, AZ Moderate PM-10 Nonattainment Area SIP, submitted December 21, 2015 (EPA approval effective May 31, 2017). Contingency measures include paving or chemically stabilizing unpaved roads.
- B. 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.
- C. Mammoth Lake, CA PM-10 Redesignation Request and Maintenance Plan, submitted October 21, 2014 (EPA approval effective November 4, 2015). The Mammoth Lake general plan places a cap on the growth of VMT. Contingency measures include improved street sweeping procedures and reduced use of volcanic cinders on roadways.
- D. Las Vegas, NV Serious PM-10 Redesignation Request and Maintenance Plan, submitted September 7, 2012 (EPA approval effective November 5, 2014). Most stringent measures were introduced in 2001. Stabilization of unpaved roads including paving roads with volumes over 150 vehicles per day. Paved road sweeping and mitigation measures.

- E. Payson, AZ PM-10 Limited Maintenance Plan submitted January 23, 2012 (EPA approval effective May 19, 2014). Contingency measures include paving or chemically stabilizing unpaved roads.
- F. South Coast, CA PM-10 Redesignation Request and Maintenance Plan submitted April 28, 2010 (EPA approval effective July 26, 2013). No PM-10 specific dust control measures cited for mobile sources.
- G. Juneau's Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted February 20, 2009 (EPA approval effective July 8, 2013). The attainment 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.
- H. Eugene-Springfield, OR PM-10 Redesignation Request and Limited Maintenance Plan submitted January 13, 2012 (EPA approval effective June 10, 2013). Motor vehicles were not identified as a significant source and no control measures were included for onroad mobile sources.
- I. Sandpoint, ID PM-10 Limited Maintenance Plan submitted December 12, 2011 (EPA approval effective May 23, 2013). Ordinances require the application of certain types of sand in the winter along with increased street sweeping.

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 2018 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

Congestion Mitigation and Air Quality (CMAQ) funding has been utilized by TCAG to fund numerous projects for implementation of Measures 1 through 3 above. 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 October 14, 2020. Comments received have been addressed and incorporated into this version of the analysis.

The Conformity Analysis for the 2021 FTIP was developed in consultation with TCAG local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The Conformity Analysis for the 2021 FTIP and 2018 RTP was released on December 7, 2020 for a 30-day public comment period, followed by adoption on February 22, 2021. Federal approval is anticipated on or before April 30, 2021.

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 30-day public notice and comment period with a hearing held during the period for public comments at the TCAG Policy Board meeting. The 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/NO_x), PM-10 (PM-10/NO_x), and PM2.5 (PM2.5/NO_x) 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 NO_x 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 NO_x 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 NO_x. This Plan revisions including conformity budgets was approved by EPA on July 8, 2016 (effective September 30, 2016). 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. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 PM2.5 Standards:

If EPA does not take action on the 2018 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). 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. However, if the 2018 PM2.5 Plan conformity budgets are approved or found adequate, the “upcoming budget test” demonstrates conformity to the new 1997 PM2.5 budgets. 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:

In accordance with Section 93.109(c)(2), areas designated nonattainment for the 2012 PM2.5 standards are required to use existing adequate or approved SIP motor vehicle emissions budgets for a prior annual PM2.5 standard until budgets for the 2012 PM2.5 standards are either found adequate or approved. If EPA does not take action on the 2018 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will continue to be used in this conformity analysis. For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using the 2008 PM2.5 Plan (1997 standard) budgets. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011, effective January 9, 2012. 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. However, if the 2018 PM2.5 Plan conformity budgets are approved or found adequate, the “upcoming budget test” demonstrates conformity to the new 2012 PM2.5 budgets. 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 Conformity Analysis for the 2021 FTIP 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	2020 Budget	3.0	7.6		
	2020	3.0	7.6	YES	YES
	2023 Budget	2.4	4.6		
	2023	2.4	4.6	YES	YES
	2026 Budget	2.1	4.0		
	2026	2.1	4.0	YES	YES
	2029 Budget	1.8	3.7		
	2029	1.8	3.5	YES	YES
	2031 Budget	1.7	3.5		
	2031	1.7	3.3	YES	YES
	2037	1.4	2.9	YES	YES
	2042	1.2	2.8	YES	YES
Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	Adjusted 2020 Budget	3.5	8.3		
	2020	3.5	7.9	YES	YES
	Adjusted 2020 Budget	3.6	8.1		
	2029	3.6	3.6	YES	YES
	Adjusted 2020 Budget	3.7	8.0		
	2037	3.7	3.0	YES	YES
	Adjusted 2020 Budget	3.8	7.8		
	2042	3.8	2.9	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
2020	0.703	7.946	1.796		0.757		0.205		3.5	7.9
2029	0.702	3.649	1.932		0.757		0.183		3.6	3.6
2037	0.724	3.005	2.038		0.757		0.172		3.7	3.0
2042	0.746	2.892	2.108		0.757		0.200		3.8	2.9

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards					
	2020 Budget	0.4	8.5		
	2020	0.3	7.9	YES	YES
	2020 Budget	0.4	8.5		
	2029	0.3	3.6	YES	YES
	2020 Budget	0.4	8.5		
	2037	0.3	3.0	YES	YES
	2020 Budget	0.4	8.5		
	2042	0.3	2.9	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					
	2020 Budget	0.4	8.7		
	2020	0.4	8.2	YES	YES
	2023 Budget	0.4	5.3		
	2023	0.3	5.0	YES	YES
	2024 Budget	0.4	5.1		
	2024	0.3	4.7	YES	YES
	2024 Budget	0.4	5.1		
	2031	0.3	3.6	YES	YES
	2024 Budget	0.4	5.1		
	2037	0.3	3.1	YES	YES
	2024 Budget	0.4	5.1		
	2042	0.4	3.0	YES	YES

UPCOMING BUDGET TEST

(Note: EPA Action is Pending as of This Analysis; The 1997 and 2012 PM2.5 Budget Test Above Will be Used if EPA Doesn't Determine Adequacy or Approval of the New Budgets before Federal Approval of the 2021 FTIP Conformity Analysis)

1997 24-Hour and Annual PM2.5 Standards		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2020 Budget	0.4	8.5		
	2020	0.4	8.0	YES	YES
	2020 Budget	0.4	8.5		
	2029	0.3	3.7	YES	YES
	2020 Budget	0.4	8.5		
	2037	0.3	3.1	YES	YES
2012 Annual PM2.5 Standards					
	2019 Budget	0.4	9.3		
	2020	0.4	8.0	YES	YES
	2022 Budget	0.4	6.9		
	2022	0.4	6.5	YES	YES
	2025 Budget	0.4	4.7		
	2025	0.3	4.4	YES	YES
	2025 Budget	0.4	4.7		
	2031	0.3	3.5	YES	YES
	2025 Budget	0.4	4.7		
	2037	0.3	3.1	YES	YES
	2025 Budget	0.4	4.7		
	2042	0.4	2.9	YES	YES

REFERENCES

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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. 6-9	
§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. 11-12	
§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)	Chapter 1, pgs. 11-12	
§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, pg. 14	
§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.	Executive Summary, pg. 1; 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, pg. 17	

40 CFR	Criteria	Page	Comments
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	Executive Summary, pg. 1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Executive Summary, pgs 3-4	
§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. 11-20	
§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	
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	Chapter 1, pg. 16	
§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. 21-32	
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. 21-32	
§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, pgs. 21-32	
§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, pgs. 33-34	
§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	Chapter 5, pgs. 46-47	

40 CFR	Criteria	Page	Comments
	§93.105 and 23 CFR 450. Include documentation of 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. 39-45; 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).	Executive Summary pg. 1	
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. 11-20	
§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	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Chapter 1, pg. 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 6, pgs. 48-52	
For Areas without Applicable SIP Budgets:			
§93.119	<u>Document whether the area must meet just one or both interim emissions tests. If both, document that</u>	Chapter 6, pgs. 48-52	

40 CFR	Criteria	Page	Comments
	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)).		
§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.	Chapter 6, pgs. 48-52	
§93.119 (e)	Document the appropriate baseline year.	Chapter 6, pgs. 48-52	
§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.	Chapter 1, pgs. 5-20	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Chapter 3, pgs. 32-38	
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	Chapter 2, pgs. 21-31	
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. 21-31	
§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 2, pgs. 21-31	
§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).	Chapter 6, pgs. 48-49	

40 CFR	Criteria	Page	Comments
	Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5). 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. 21-32	
§93.122 (b)(1)(ii) ⁱⁱ	Document the land use, population, employment, and other network-based travel model assumptions.	Chapter 2, pgs. 21-32	
§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. 21-32	
§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, pgs. 21-32	
§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, pgs. 21-32	
§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. 21-32	
§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, pgs. 21-32	
§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, pgs. 21-32	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of	Chapter 2, pgs. 21-32	

40 CFR	Criteria	Page	Comments
	appropriate alternative techniques to estimate vehicle miles traveled		
§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 2, pgs 21-32	
§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:	Chapter 2, pgs 21-32	
	(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	Chapter 2, pgs 21-32	
	(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;	Chapter 2, pgs 21-32	
	(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;	Chapter 3, pgs. 32-38	
	(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	

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
TRANSPORTATION PROJECT LISTING

Regionally Significant Projects Listing

RTP Project ID	Jurisdiction/ Agency	Facility Name/Rte	Project Limits	Type of Improvement	Open to Traffic	Year(s) Modeled												Estimated Cost (\$1,000's)
						2019	2020	2021	2022	2023	2024	2025	2026	2029	2031	2037	2042	
TUL12-111	Caltrans	SR 99	30.6/35.2 Tulare/Tagus - Prosperity Ave to 1.2m S of Ave 280	Widen from 4 to 6 lanes	2022				X	X	X	X	X	X	X	X	X	\$95,863
CT-RTP07-004	Caltrans	SR 99	25.5/30.6 Tulare - Avenue 200 to Prosperity Ave	Widen from 4 to 6 lanes	2029									X	X	X	X	\$263,420
CT-RTP07-005	Caltrans	SR 99	16.0/25.5 South of Tipton to Avenue 200	Widen from 4 to 6 lanes	2038												X	\$192,623
TUL12-122	Caltrans	SR 65	10.9/15.6 Terra Bella - Ave 88 to Ave 124	Widen from 2 to 4 lanes	2029									X	X	X	X	\$52,318
TUL12-123	Caltrans	SR 65	6.1/11.4 Ducor - Orris UP to Ave 92	Widen from 2 to 4 lanes	2034											X	X	\$75,680
TUL12-124	Caltrans	SR 65	0.0/.6.6 County Line to Ave 56	Widen from 2 to 4 lanes	2040												X	\$108,309
CT-RTP11-001	Caltrans	SR 65	29.5/32.3 Near Lindsay-from Hermosa Rd to Ave 244	Realignment and widen from 2 to 4 lanes	2030										X	X	X	\$39,978
CT-RTP07-008	Caltrans	SR 190	8.5/15.0 Poplar/Porterville - Rte 65 to Road 184	Widen from 2 to 4 lanes	2042												X	\$133,532

Regionally Significant Projects Listing

RTP Project ID	Jurisdiction/ Agency	Facility Name/Rte	Project Limits	Type of Improvement	Open to Traffic	Year(s) Modeled												Estimated Cost (\$1,000's)
						2019	2020	2021	2022	2023	2024	2025	2026	2029	2031	2037	2042	
CT-RTP11-002	Caltrans	SR 216 (Houston)	Rd 144 to Rd 148; 0.5 mi.	Widen from 2 to 4 lanes	2030										X	X	X	\$7,103
CT-RTP11-003	Caltrans	SR 216 (Houston)	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes	2035											X	X	\$8,234
CT-RTP07-011	Caltrans	SR 99	SR-99 at Caldwell Avenue	Widen on/off ramps and bridge structure	2026								X	X	X	X	X	\$56,721
CT-RTP07-013	Caltrans	SR 99	SR-99 at AgriCenter (Commercial)	Construct new Interchange	2025							X	X	X	X	X	X	\$64,903
CT-RTP07-014	Caltrans	SR 99	SR-99 at Paige Ave.	Widen on/off ramps and bridge structure	2030										X	X	X	\$83,360
CT-RTP07-021	Caltrans	SR 198	SR-198 at Road 148	Construct new interchange	2032											X	X	\$75,439
CT-RTP07-022	Caltrans	SR 190	SR-190 at Main Street	Widen bridge structure, new ramps	2040												X	\$80,056
DI-RTP07-015	Dinuba	Alta Avenue	Sequoia to Avenue 432	Widen from 2 to 4 lanes	2031										X	X	X	\$8,416

Regionally Significant Projects Listing

RTP Project ID	Jurisdiction/ Agency	Facility Name/Rte	Project Limits	Type of Improvement	Open to Traffic	Year(s) Modeled												Estimated Cost (\$1,000's)
						2019	2020	2021	2022	2023	2024	2025	2026	2029	2031	2037	2042	
TUL00-106	Dinuba	Ave 416 (El Monte)	Road 80 to Road 92	Widen from 2 to 4 lanes	2042												X	\$30,114
FA-RTP07-001	Farmersville	Farmersville Blvd.	Walnut Ave to Noble Ave. - 1 mi	Widen from 2 to 4 lanes	2022				X	X	X	X	X	X	X	X	X	\$22,195
PO-RTP14-001	Porterville	Westwood St	South of Orange Ave to South of Tule River	Widen from 2 to 4 lanes	2040												X	\$11,220
PO-RTP18-002	Porterville	Newcomb St	North of Tule River to south of Poplar Ditch	New 4 lane overcrossing	2035											X	X	\$68,982
VI-RTP07-029	Visalia	Riggin Avenue	Road 80 to SR-63 (various sections)	Widen from 2 to 4 lanes	2024						X	X	X	X	X	X	X	\$31,840
TUL00-010a	Tulare Co.	Avenue 280	Santa Fe (Visalia) to Lovers Ln (Visalia)	Widen from 2 to 4 lanes	2022				X	X	X	X	X	X	X	X	X	\$26,304
TUL00-010b	Tulare Co.	Avenue 280	Lovers Ln (Visalia) to Virginia (Farmersville)	Widen from 2 to 4 lanes	2024						X	X	X	X	X	X	X	\$31,167
TUL00-010c	Tulare Co.	Avenue 280	Brundage (Farmersville) to Elberta (Exeter)	Widen from 2 to 4 lanes	2024						X	X	X	X	X	X	X	\$24,501

Regionally Significant Projects Listing

RTP Project ID	Jurisdiction/ Agency	Facility Name/Rte	Project Limits	Type of Improvement	Open to Traffic	Year(s) Modeled												Estimated Cost (\$1,000's)
						2019	2020	2021	2022	2023	2024	2025	2026	2029	2031	2037	2042	
CT-RTP-07-018	Visalia	SR 198	SR-198 at Akers Street	Minor widening & Safety Improvements	2020		X	X	X	X	X	X	X	X	X	X	X	\$5,240
LI-RTP18-001	Lindsay	SR 65	SR-65 at Tulare Avenue	Roundabout and local street improvements	2024						X	X	X	X	X	X	X	\$38,750

Federally-Funded Non-Regionally Significant Projects

None

Exempt Projects

Agency	MPO ID	CTIPS ID	Project Title	Project Description	Total Project Cost (in \$1,000s)	Exemption Code
Caltrans	TUL12-170	21500000381	Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program	In Tulare County: Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program (Using Toll Credits).	\$44,745	1.06
Caltrans	TUL12-172	21500000383	Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Bridge Preservation Program	In Tulare County: Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Bridge Preservation Program	\$33,158	1.06
Caltrans	TUL12-175	21500000501	Grouped Projects for Pavement Resurfacing and/or Rehabilitation-SHOPP Roadway Preservation	In Tulare County: Grouped Projects for Pavement Resurfacing and/or Rehabilitation-SHOPP Roadway Preservation	\$166,164	1.10
Caltrans	TUL13-150	21500000627	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and /or rehabilitation - Minor Program	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and /or rehabilitation - Minor Program. Throughout Tulare County.	\$13,060	1.10
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 and intersection improvements	\$8,960	5.04

Caltrans	TUL20-003	21500000773	State Route 190 and Plano Street Roundabout	In City of Porterville at intersection of State Route 190 and S. Plano Street; construct roundabout.	\$1,636	5.01
Dinuba	TUL17-001	21500000750	City of Dinuba Alta and Nebraska Roundabout	In Dinuba: At intersection of Alta and Nebraska Avenues; construction of roundabout.	\$2,077	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	5.01
Porterville	TUL14-200	21500000671	Porterville City Transit ITS Improvements	In Porterville: Intelligent Transportation Systems (ITS) Improvements for Porterville City Transit	\$368	2.04
Porterville	TUL16-206	21500000742	Porterville City Transit Preventative Maintenance	In Porterville: Porterville City Transit preventative maintenance activities using FTA 5307 funds.	\$1,620	2.01
Porterville	TUL20-004	21500000774	City of Porterville Plano and College Roundabout	In City of Porterville at intersection of S. Plano Street and E. College Avenue; construct roundabout.	\$1,636	5.01
Tulare County	TUL12-130	21500000595	County of Tulare. Bridge No. 46C0300-Ave 108	In Tulare County: Bridge No. 46C0300, Ave. 108, Over Lakeland Canal, 0.5 miles east of SR-43; Replace 1 Lane Bridge with 2 Lane Bridge. (Toll Credits programmed for PE, RW,& CON)	\$2,920	1.19

Tulare County	TUL13-125	21500000619	Caltrans. Bridge No. 46C0208, Ave 364 Over Cottonwood Creek	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)	\$6,470	1.19
Tulare	TUL16-200	21500000722	Tulare City Transit Preventative Maintenance	In Tulare: Tulare City Transit preventative maintenance activities using FTA 5307 funds.	\$2,144	2.01
Various Agencies	TUL11-120	21500000549	Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program	In Tulare County: Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program (Using Toll Credits).	\$74,477	1.10
Various Agencies	TUL12-144	21500000615	Grouped Projects for Safety Improvements - HSIP Program	Grouped Projects for Safety Improvements - HSIP Program. Throughout Tulare County	\$6,797	1.06
Various Agencies	TUL13-700	21500000624	Grouped Projects for Pavement Resurfacing and/or Rehabilitation (STBGP)	In Tulare County Urbanized Area (UZA): Grouped Projects for Pavement Resurfacing and/or Rehabilitation - Surface Transportation Block Grant Program (STBGP) (Using Toll Credits).	\$4,864	1.10
Various Agencies	TUL16-204	21500000727	Grouped Projects for Operating Assistance to Transit Agencies (Using Toll Credits)	In Tulare County: Grouped Projects for Operating Assistance to Transit Agencies.	\$45,540	2.01

Various Agencies	TUL16-205	21500000741	Grouped Projects for Purchase of New Buses and Rail Cars to Replace Existing Vehicles or for Minor Expansions to the Fleet	In Tulare County: Grouped Projects for Purchase of New Buses and Rail Cars to Replace Existing Vehicle or for Minor Expansions of the Fleet.	\$11,963	2.10
Various Agencies	TUL16-500	21500000726	Grouped Projects for Bicycle and Pedestrian Facilities funded with ATP	In Tulare County: Grouped Projects for Bicycle and Pedestrian Facilities funded with Active Transportation Program (ATP) funds	\$12,181	3.02
Various Agencies	TUL18-000	21500000753	Grouped Projects for Engineering	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.	\$700	4.05
Visalia	TUL15-209	21500000701	Visalia City Transit Preventative Maintenance	In Visalia: Visalia City Transit preventative maintenance activities using FTA 5307 funds.	\$3,720	2.01
Woodlake	TUL20-002	21500000766	City of Woodlake Sierra and Castle Rock Roundabout	In the City of Woodlake at the intersection of Sierra Avenue and Castle Rock Street; construct new roundabout.	\$2,488	5.01

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

EMFAC Emissions (tons/day)

Tulare

Pollutant	Source	Description							
2008 and 2015 Ozone			2020	2023	2026	2029	2031	2037	2042
Ozone	EMFAC 2014 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2.91	2.32	2.01	1.79	1.64	1.30	1.17
		Conformity Total	3.00	2.40	2.10	1.80	1.70	1.40	1.20
Ozone	EMFAC 2014 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	7.57	4.56	3.93	3.50	3.28	2.89	2.78
		Conformity Total	7.60	4.60	4.00	3.50	3.30	2.90	2.80
PM-10	EMFAC 2014 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	0.70		0.70		0.72	0.75	
		Conformity Total	0.70		0.70		0.72	0.75	
PM-10	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	7.95		3.65		3.00	2.89	
		Conformity Total	7.95		3.65		3.00	2.89	
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.31		0.29		0.30	0.30	
		Conformity Total	0.30		0.30		0.30	0.30	
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	7.95		3.65		3.00	2.89	
		Conformity Total	7.90		3.60		3.00	2.90	
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.31	0.29	0.29		0.29	0.30	0.30
		Conformity Total	0.40	0.30	0.30		0.30	0.30	0.40
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	8.19	4.94	4.68		3.50	3.07	2.95
		Conformity Total	8.20	5.00	4.70		3.60	3.10	3.00
UPCOMING BUDGET TEST (Note: EPA Action is Pending as of This Analysis; The 1997 and 2012 PM2.5 Budget Test Above Will be Used if EPA Doesn't Determine Adequacy or Approval of the New Budgets before Federal Approval of the 2021 FTIP Conformity Analysis)									
PM2.5 Annual (1997 standard)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.31		0.29		0.30	0.30	
		Conformity Total	0.40		0.30		0.30	0.40	
PM2.5 Annual (1997 standard)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	7.95		3.65		3.00	2.89	
		Conformity Total	8.00		3.70		3.10	2.90	
PM2.5 Annual (2012 standard)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.31	0.30	0.29		0.29	0.30	0.30
		Conformity Total	0.40	0.40	0.30		0.30	0.30	0.40
PM2.5 Annual (2012 standard)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	7.95	6.48	4.30		3.42	3.00	2.89
		Conformity Total	8.00	6.50	4.40		3.50	3.10	2.90

2021 FTIP Conformity Analysis Results Summary -- Tulare

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone					
	2020 Budget	3.0	7.6		
	2020	3.0	7.6	YES	YES
	2023 Budget	2.4	4.6		
	2023	2.4	4.6	YES	YES
	2026 Budget	2.1	4.0		
	2026	2.1	4.0	YES	YES
	2029 Budget	1.8	3.7		
	2029	1.8	3.5	YES	YES
	2031 Budget	1.7	3.5		
	2031	1.7	3.3	YES	YES
	2037	1.4	2.9	YES	YES
	2042	1.2	2.8	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10					
	Adjusted 2020 Budget	3.5	8.3		
	2020	3.5	7.9	YES	YES
	Adjusted 2020 Budget	3.6	8.1		
	2029	3.6	3.6	YES	YES
	Adjusted 2020 Budget	3.7	8.0		
	2037	3.7	3.0	YES	YES
	Adjusted 2020 Budget	3.8	7.8		
	2042	3.8	2.9	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
2020	0.703	7.946	1.796		0.757		0.205		3.5	7.9
2029	0.702	3.649	1.932		0.757		0.183		3.6	3.6
2037	0.724	3.005	2.038		0.757		0.172		3.7	3.0
2042	0.746	2.892	2.108		0.757		0.200		3.8	2.9

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards					
	2020 Budget	0.4	8.5		
	2020	0.3	7.9	YES	YES
	2020 Budget	0.4	8.5		
	2029	0.3	3.6	YES	YES
	2020 Budget	0.4	8.5		
	2037	0.3	3.0	YES	YES
	2020 Budget	0.4	8.5		
	2042	0.3	2.9	YES	YES

Tulare County Association of Governments
DRAFT Conformity Analysis for 2021 FTIP and 2018 RTP

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					
	2020 Budget	0.4	8.7		
	2020	0.4	8.2	YES	YES
	2023 Budget	0.4	5.3		
	2023	0.3	5.0	YES	YES
	2024 Budget	0.4	5.1		
	2024	0.3	4.7	YES	YES
	2024 Budget	0.4	5.1		
	2031	0.3	3.6	YES	YES
	2024 Budget	0.4	5.1		
	2037	0.3	3.1	YES	YES
	2024 Budget	0.4	5.1		
	2042	0.4	3.0	YES	YES

UPCOMING BUDGET TEST

(Note: EPA Action is Pending as of This Analysis; The 1997 and 2012 PM2.5 Budget Test Above Will be Used if EPA Doesn't Determine Adequacy or Approval of the New Budgets before Federal Approval of the 2021 FTIP Conformity Analysis)

1997 24-Hour and Annual PM2.5 Standards		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2020 Budget	0.4	8.5		
	2020	0.4	8.0	YES	YES
	2020 Budget	0.4	8.5		
	2029	0.3	3.7	YES	YES
	2020 Budget	0.4	8.5		
	2037	0.3	3.1	YES	YES
	2020 Budget	0.4	8.5		
	2042	0.4	2.9	YES	YES

2012 Annual PM2.5 Standards		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2019 Budget	0.4	9.3		
	2020	0.4	8.0	YES	YES
	2022 Budget	0.4	6.9		
	2022	0.4	6.5	YES	YES
	2025 Budget	0.4	4.7		
	2025	0.3	4.4	YES	YES
	2025 Budget	0.4	4.7		
	2031	0.3	3.5	YES	YES
	2025 Budget	0.4	4.7		
	2037	0.3	3.1	YES	YES
	2025 Budget	0.4	4.7		
	2042	0.4	2.9	YES	YES

Tulare County Association of Governments
DRAFT Conformity Analysis for 2021 FTIP and 2018 RTP

Paved Road Dust Emissions (tons/day)

TULARE 2020

		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	3,253,968	1,188	90.751	88.076	0.241	0.075	0.223
Enter Arterial VMT ==>	Arterial	6,263,530	2,286	290.685	282.116	0.773	0.282	0.555
Enter Collector VMT ==>	Collector	517,806	189	24.031	23.323	0.064	0.407	0.038
	Urban	497,181	181	172.863	167.768	0.460	0.324	0.311
Enter Total of Urban and Rural Local VMT Here ==>	Rural	183,889	67	276.571	268.418	0.735	0.090	0.669
	Totals	10,716,374	3,911	854.900	829.701	2.273		1.796

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	3,519,054	1,284	98.144	95.251	0.261	0.075	0.241
Enter Arterial VMT ==>	Arterial	6,744,688	2,462	313.015	303.788	0.832	0.282	0.598
Enter Collector VMT ==>	Collector	591,256	216	27.440	26.631	0.073	0.407	0.043
	Urban	532,734	194	185.224	179.764	0.493	0.324	0.333
Enter Total of Urban and Rural Local VMT Here ==>	Rural	197,038	72	296.347	287.612	0.788	0.090	0.717
	Totals	11,584,771	4,228	920.170	893.047	2.447		1.932

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	3,689,275	1,347	102.891	99.859	0.274	0.075	0.253
Enter Arterial VMT ==>	Arterial	7,112,354	2,596	330.078	320.348	0.878	0.282	0.630
Enter Collector VMT ==>	Collector	664,480	243	30.838	29.929	0.082	0.407	0.049
	Urban	561,356	205	195.176	189.423	0.519	0.324	0.351
Enter Total of Urban and Rural Local VMT Here ==>	Rural	207,625	76	312.269	303.065	0.830	0.090	0.756
	Totals	12,235,089	4,466	971.252	942.623	2.583		2.038

TULARE 2042

		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	3,850,632	1,405	107.392	104.226	0.286	0.075	0.264
Enter Arterial VMT ==>	Arterial	7,363,655	2,688	341.740	331.667	0.909	0.282	0.652
Enter Collector VMT ==>	Collector	692,103	253	32.120	31.173	0.085	0.407	0.051
	Urban	578,915	211	201.281	195.348	0.535	0.324	0.362
Enter Total of Urban and Rural Local VMT Here ==>	Rural	214,119	78	322.037	312.545	0.856	0.090	0.779
	Totals	12,699,425	4,635	1004.570	974.959	2.671		2.108

Tulare County Association of Governments
DRAFT Conformity Analysis for 2021 FTIP and 2018 RTP

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 (ID 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

Tulare County Association of Governments
DRAFT Conformity Analysis for 2021 FTIP and 2018 RTP

Unpaved Road Dust Emissions (tons/day)

TULARE 2020

	Miles	Vehicle Passes per Day	VMТ (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	VMТ (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	VMТ (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 2042

	Miles	Vehicle Passes per Day	VMТ (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

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

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	0.74	0.74	0.78	0.87	0.94	0.99	1.00	1.00	0.97	0.94	0.84	0.78	0.88

Road Construction Dust

TULARE

Description								
	2020		2029		2037		2042	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	3986	2020	4192	2029	4302	2037	4394
Horizon	2020	4,192	2029	4,302	2037	4,394	2042	4,461
Difference	15	206	9	110	8	92	5	67
Lane Miles per Year		14		12		12		13
Acres Disturbed		53		47		45		52
Acre-Months		959		853		803		936
Emissions (tons/year)		105.472		93.867		88.320		102.912
Annual Average Day Emissions (tons)		0.289		0.257		0.242		0.282
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.205		0.183		0.172		0.200

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 (as of July 2019)	Conformity Analysis for the 2021 FTIP and 2018 RTP (as of November 2020)
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.	The Belmont Avenue Class I Trail has commenced construction and is anticipated to be completed in September 2019.	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.

Tulare County Association of Governments
RACM Timely Implementation Documentation

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of July 2019)	Conformity Analysis for the 2021 FTIP and 2018 RTP (as of November 2020)
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 roundabouts at Noble Ave & Farmersville Boulevard and Noble Ave & SR 198 are complete and open to traffic. The traffic signal proposed at Road 168 and Avenue 288 (Walnut) is proposed once a junior high is constructed. The existing traffic signal at Farmersville Boulevard and Avenue 288 (Walnut) is still to be modified. The project is currently in design. The design consultant has updated the project schedule and has indicated the project should be ready to bid (design and right of way completed) in January 2020.	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.

Tulare County Association of Governments
RACM Timely Implementation Documentation

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of July 2019)	Conformity Analysis for the 2021 FTIP and 2018 RTP (as of November 2020)
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.
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/Pedestrian 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.

Tulare County Association of Governments
RACM Timely Implementation Documentation

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of July 2019)	Conformity Analysis for the 2021 FTIP and 2018 RTP (as of November 2020)
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.	Porterville COLT continues to provide this service.
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 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.
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.

Tulare County Association of Governments
RACM Timely Implementation Documentation

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of July 2019)	Conformity Analysis for the 2021 FTIP and 2018 RTP (as of November 2020)
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.	The Tulare InterModal Express (TIME) fixed route service continues to provide connections to Visalia Transit and TCaT.
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).	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).

Tulare County Association of Governments
RACM Timely Implementation Documentation

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of July 2019)	Conformity Analysis for the 2021 FTIP and 2018 RTP (as of November 2020)
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 County Association of Governments
RACM Timely Implementation Documentation**

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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 Expos.	The City continues to implement reversible parking on arterial streets during the annual World Ag Expos.
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**

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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.	<p>The Traffic Management Center (TMC) is under construction that will allow for the implementation of the traffic management program. The traffic signal interconnect project along Center Avenue, Giddings Street, and Murray Avenue is under construction with an anticipated completion in the Fall of 2019. The City of Visalia completed the installation of traffic signal interconnect conduits on Houston Avenue between Demaree Street and Dinuba Highway. All interconnects will allow for future connections of traffic signals to the new TMC and once connected will enable real-time traffic monitoring. The City of Visalia project for the installation to install battery backup systems on twelve existing signalized intersections is under construction and is anticipated completion in the Fall of 2019. The City of Visalia project for the installation of emergency vehicle preemption equipment on twelve existing signalize intersections is currently under construction with an anticipated completion in the Fall of 2019.</p>	<p>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.</p>
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Tulare County Association of Governments
RACM Timely Implementation Documentation

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of July 2019)	Conformity Analysis for the 2021 FTIP and 2018 RTP (as of November 2020)
Visalia	TU5.3	Reduce Traffic Congestion at Major Intersections	Continue to make use of turn lanes, signalization, and median dividers for traffic control.	<p>The City of Visalia continues to evaluate and prioritize high volume intersections to determine the appropriate traffic control measures to be implemented:</p> <ol style="list-style-type: none"> 1. The improvements to the intersection of Demaree Street and Goshen Avenue has been completed. 2. The construction of the traffic signal at County Center Street and Houston Avenue has been completed and the construction of the traffic signal at Mooney Boulevard and Riggin Avenue is nearing completion. 3. The City has begun the design of two traffic signals at the following intersections; County Center Street at Riggin Avenue, and Giddings Street at Riggin Avenue. Each signalized intersection will be providing protected left turn movements in addition to the thru lanes and thru/right turn lanes. 	<p>The City of Visalia continues to evaluate and prioritize intersections to determine the appropriate traffic control measure to be implemented.</p> <ol style="list-style-type: none"> 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.

Visalia	TU5.4	Site-Specific Transportation Control Measures	Implement geometric traffic control procedures	<p>The City of Visalia continues to implement various geometric traffic control measures based on the City's evaluations of the intersections and roadway segments with in the City of Visalia:</p> <ol style="list-style-type: none"> 1. The City is currently in the right-of-way acquisition phase as part of the design to install the median along Caldwell Avenue between Akers Street to Shady. Construction is expected to begin in 2020 2. The construction of the traffic signal at County Center Street and Houston Avenue has been completed and the construction of the traffic signal at Mooney Boulevard and Riggin Avenue is nearing completion. Each signalized intersection will be providing protected left turn movements in addition to the thru lanes and thru/right turn lanes or they 	<p>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:</p> <ol style="list-style-type: none"> 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.
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				<p>will be constructed to allow for future dedicated left turn lanes with minor modifications.</p> <p>3. The City has begun the design of two traffic signals at the following intersections; County Center Street at Riggin Avenue, and Giddings Street at Riggin Avenue.</p> <p>4. SR 198 / Akers Street Interchange Improvement Project: The project will make operational improvements to the interchange by adding dual left hand turn lanes on Akers Street in the northbound and southbound directions. This will reduce delays and improve the level of service of the interchange intersections.</p> <p>5. The City began design of a new traffic roundabout at the intersection of Tulare and Santa Fe Streets. The roundabout will</p>	<p>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.</p>
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**Tulare County Association of Governments
RACM Timely Implementation Documentation**

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of July 2019)	Conformity Analysis for the 2021 FTIP and 2018 RTP (as of November 2020)
				introduce operational efficiencies, improve congestion management, and correct the existing offset geometric configuration.	

**Tulare County Association of Governments
RACM Timely Implementation Documentation**

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of July 2019)	Conformity Analysis for the 2021 FTIP and 2018 RTP (as of November 2020)
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 preservation activities which also includes restriping existing bike lanes. 1.2 miles of new Class I trails were added as of June 2019.	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.

Tulare County Association of Governments
RACM Timely Implementation Documentation

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of July 2019)	Conformity Analysis for the 2021 FTIP and 2018 RTP (as of November 2020)
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 Capitol Improvement Program	This measure has been implemented through the City's Circulation Element.	This measure has been 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.	Implementation continues as warranted.
Visalia	TCM4	Bicycle Programs	Continue to seek funding for, and implement bicycle improvements and programs.	The City continues to seek funding for and evaluate bike plan implementation. Implementation is ongoing.	The City continues to seek funding for and evaluate bike plan implementation. Implementation is ongoing.
Woodlake	TU1.5	Expansion of Public Transportation Systems	Expansion and enhancement of existing public transit through at least 2007.	Commitment Complete. Implementation continues.	Commitment Complete. Implementation continues.
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 continues.	Commitment Complete. Implementation continues.

Tulare County Association of Governments
RACM Timely Implementation Documentation

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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 continues.	Commitment Complete. Implementation continues.
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.
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/Development Alternatives	Promote high-density residential and commercial development in downtown area through at least 2007.	See Measure 7.13	See Measure 7.13

**Tulare County Association of Governments
RACM Timely Implementation Documentation**

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of July 2019)	Conformity Analysis for the 2021 FTIP and 2018 RTP (as of November 2020)
Woodlake	TU14.5	Evaluation of the Air Quality Impacts of New development and Mitigation of Adverse Impacts	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

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

<<This appendix will be finalized after the close of public comment period>>

Appendix I – 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), Highway Safety Improvement Program (HSIP), Highway-Railroad Grade Separation Program, Highway Bridge Program (HBP), Highway Maintenance Program (HM), Minor Program, Highway Safety Improvement Program (HSIP), 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, NHS, and projects funded under the following programs: HBP, IM, HMP, HSOP, HSIP, ATP, Local Section 130 Grade Crossings, 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 J – 2021 FTIP Checklist and Development Guidance

2021 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* 2021 FTIP at the start of the FTIP public review period but not later than **February 1, 2021**.
- ✓ Three copies of the *Final* 2021 FTIP, along with any amendments and administrative modifications to the 2021 FTIP by **March 1, 2021**.
- ✓ Web-link to the Final 2021 FTIP and amendments by **March 1, 2021**.

II. **FTIP Package Submittal:**

Verify the 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)
- ☐ Signed board resolution that addresses the following:
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations 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)
- ☐ Project listings included in the Final 2021 FTIP are available in the California Transportation Improvement Program System
- ☐ Financial Summary
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically using template dated June 2, 2020
- ☐ Description of the anticipated effort of FTIP towards achieving the performance targets identified in the RTP
- ☐ Air quality conformity analysis and determination
- ☐ PPP/Interagency Consultation
- ☐ Expedited Project Selection Procedures (EPSP) documentation
- ☐ Web link to the CMAQ project selection process
- ☐ Three copies of the Final 2021 FTIP mailed to:

**California Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001
Attention: Muhaned Aljabiry**

2021 Federal Transportation Improvement Program (FTIP) Development Guidance

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 Part 450.

I. Timeline

Submit two copies of the draft 2021 FTIP to Caltrans at the start of the public review period, but not later than February 1, 2021. Except for the signed board resolution, all items listed in the 2021 FTIP Checklist must be included.

Submit the final 2021 FTIP and any amendments and administrative modifications to Caltrans by March 1, 2021. Only FTIPs received by the deadline will be included in the final 2021 FSTIP submittal to FHWA and FTA. Once approved by FHWA and FTA, the 2021 FSTIP will supersede the 2019 FSTIP and no projects can be obligated from an FTIP that has not been included in the 2021 FSTIP.

II. Amendments and/or Administrative Modifications

Any amendment and/or administrative modification to the board-adopted 2021 FTIP received by March 1, 2021, will be included as part of the final 2021 FSTIP submittal to FHWA and FTA. During this time, MPOs with delegated authority from Caltrans cannot approve administrative modifications to their board approved 2021 FTIPs until the 2021 FSTIP is approved by FHWA and FTA.

Amendments and/or administrative modifications not received by March 1, 2021, will be processed by Caltrans, FHWA and FTA after the 2021 FSTIP is approved.

III. Maintenance and Operations Costs

Include in the FTIP's financial plan an analysis of revenues dedicated for maintaining and operating the federal-aid system, including the basis for calculation. Address any anticipated shortfall in available revenues and describe plans to deal with the gap.

IV. Performance-Based Planning and Programming Requirements for RTP and FTIP

Federal regulations require States and MPOs take a performance-based approach to planning and programming, and requires States, MPOs and transit operators to 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 MPO adopted performance targets and describe efforts toward achieving the targets.

v. Satisfying Public Participation Requirement for the Development of the Program of Projects (POP) for FTA 5307 Program through FTIP Development

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. In such case, the transit recipient shall coordinate with the MPO, and ensure the public knows that it is using the public participation plan associated with the FTIP to satisfy the public involvement requirements for the POP. 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 of the FTA 5307 Program.

vi. Financial Constraint/Financial Summaries

- a) Program CMAQ and STBGP funded projects to the annual apportionment level for your region.
- b) Program projects from various Caltrans managed state consistent with the project listings from Caltrans.
- c) Include FTIP Financial Summary Table in the draft FTIP when released for public review. Notate any borrowing/loaning of apportionments in the financial summary table per agreements executed by Caltrans Local Assistance.
- d) Provide the financial summary using Caltrans adoption template dated June 2, 2020 when submitting final FTIP to Caltrans.

vii. Programming of Individually listed Projects

- 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 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 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 (for the first year, this includes the proposed category of federal funds and source(s) of non-federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of federal funds and source(s) of non-federal funds).
- 4) Required non-federal matching funds.
- 5) Implementing agency.
- 6) 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.

Highway Projects (State Highways/Local Roads) Description Format

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	<p>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."</p> <ul style="list-style-type: none"> • <i>In Bakersfield:</i> • <i>South of Bakersfield</i>
Limits:	<p>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.</p> <ul style="list-style-type: none"> • <i>Between 1st Street and Pine Boulevard;</i> • <i>North of Avenal Creed to South of Route 33;</i> • <i>At Rock Creek Bridge;</i>
Improvement:	<p>Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity).</p> <ul style="list-style-type: none"> • <i>Widen roadway from existing 2 lanes to 4 lanes.</i> • <i>Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.</i> • <i>Construct left turn lane.</i>
Example: In Bakersfield: Between 1 st Street and Pine Boulevard; widen roadway from existing 2 lanes to 4 lanes.	

Transit Project Description Format

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	<p>For work at spot locations for large (statewide) transit agencies:</p> <p>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.”</p> <ul style="list-style-type: none">• <i>In Bakersfield:</i>• <i>North of Bakersfield:</i> <p>Otherwise: Skip this step.</p>
Limits:	For work at spot locations (all agencies):

	<p>Name of the station, description of facility, name the rail corridor for the project etc.</p> <ul style="list-style-type: none"> • <i>Lafayette BART Station;</i> • <i>The Daly City Yard, adjacent to the Coloma Station;</i> • <i>San Joaquin Corridor;</i> <p>Otherwise: Skip this step.</p>
Improvement:	<p>Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity.</p> <ul style="list-style-type: none"> • <i>Construct a station.</i> • <i>Track and signal improvements.</i> <p>Projects that apply to entire transit agency jurisdiction – describe activity</p> <ul style="list-style-type: none"> • <i>Purchase of 59 buses -- 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement).</i> • <i>Para-transit van leasing.</i> • <i>Operating assistance for Sacramento Regional Transit.</i>
Example:	<p>North of Bakersfield: San Joaquin Corridor – Track and signal improvements.</p> <p>Operating assistance for Sacramento Regional Transit.</p>

viii. Programming of Grouped Projects

- a) Use the attached guidelines titled “Programming of Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas” for programming grouped projects in air quality non-attainment or maintenance areas.
- b) Refer to 23CFR771.117 (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.

ix. 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 allowing 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 to supplement project funding using TCs for the programs listed below.

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 RSTP	Projects may be programmed with TCs at MPO's discretion	CMAQ, STBGP

FTA – Funded Projects	<p>Projects funded from the formula programs are eligible to receive TCs. Below are the eligible programs</p> <ul style="list-style-type: none"> • 5307 including CMAQ and RSTP FTA transfer projects • 5309 • 5310 • 5311 including CMAQ and RSTP FTA transfer projects • 5337 • 5339 	Various
-----------------------	--	---------

* Notate in the FTIP the “Use of TCs” in the project description for CMAQ and RSTP-funded projects.

TCs shall not be used if the non-federal matching requirement has already been met with other non-federal funds

x. 2020 State Transportation Improvement Program (STIP)

The 2021 FTIPs should be consistent with the 2020 STIP adopted by the California Transportation Commission on March 25, 2020. The total project cost and all funding, including non-STIP funding, should be shown in the FTIP. (If a phase is programmed outside of the 2021 FSTIP period, then the total project cost can be shown in the MPO comment section or in the project description field in CTIPS).

2020 STIP projects are now available in CTIPS. When a STIP project is transferred from the STIP into the FTIP in CTIPS through the "CTIPS Transfer Mechanism," right of way support and construction support costs are added to the corresponding capital costs.

Ensure STIP project funding is programmed using the appropriate "STIP Advance Construction - RIP/IIP" fund type.

State bond funds (e.g. Road Repair and Accountability Act Funding, Proposition 1B), if any, should be programmed consistent with the STIP funding details in CTIPS.

The screenshot displays the 'Fund Table Manager' web application in a Google Chrome browser. The address bar shows the URL: <https://ctips-prod.dot.ca.gov/ctips/EditTypeFundForm.do>. The page has a red header bar with 'Edit Fund Type' and a blue header bar with 'Browse All Funds'. The main content area is divided into several sections:

- Fund Type Details:** Includes fields for 'Fund ID' (STIP-AC) and 'Fund Name' (STIP Advance Construction). There is a 'Blended Fund Type' section with a 'Match %' field (0.00) and a 'Match Fund' dropdown. A 'Type' section has radio buttons for 'Federal' (selected), 'State', and 'Local'. There are checkboxes for 'Archived Fund Type' and 'State Highway Account'.
- Detailed Fund Description ('Huh?' Button):** A text area with the placeholder text 'Fund type to be used for programming STIP funding.'
- Program Category(s) Containing this Fund Type:** A list box containing categories like IIP, RIP, IIP Prior, RIP Prior, GF IIP, GF IIP Prior, GF RIP, and GF RIP Prior. Next to it is a 'Select Category to Add' dropdown and 'Add' and 'Delete' buttons.
- MPO Filter - This Fund Type Applies to ...:** A grid of checkboxes for various MPOs, all of which are checked: AMBAG, BCAG, COFCG, KCOG, MCAG, MTC, SACOG, SBCAG, SCAG, SANDAG, Shasta, SJCOG, SLOCOG, STANCOG, TCAG, Kings, TRPA, Madera, and Rural Non-MPO. There is a 'Check All' button and a '?' button.

At the bottom of the form, there are buttons for 'Delete Fund Type', 'Add Fund Type', 'Top', 'Prior', 'Next', 'Bottom', and 'Exit'.

xi. 2020 State Highway Operation and Protection Program (SHOPP)

CTC adopted the 2020 SHOPP on May 13, 2020.

Timeline:

June 9, 2020 – The 2020 SHOPP will be available in CTIPS.

After June 9, 2020 – Caltrans Federal Programming Office will provide the SHOPP Grouped Project Reports.

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.

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 2020 SHOPP, District FTIP Coordinators will notify MPOs to program these phases in the 2021 FTIP.

Verify in the FTIP financial summary table that the total revenue is equal to the total programmed.

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 such determination.

Fund Table Manager - Google Chrome
Secure | https://ctips-prod.dot.ca.gov/ctips/EditTypeFundForm.do

Edit Fund Type
Browse All Funds

Fund Type Details

Fund ID
SHOPPAC
Fund Name
SHOPP Advance Construction (AC)

☐ Blended Fund Type

?
Match %
0.00
Match Fund

☐ Archived Fund Type
☐ State Highway Account

Type

☒ Federal
☐ State
☐ Local

Detailed Fund Description ('Huh?' Button)
SHOPP funding shall be programmed with 100% "SHOPP Advance Construction (AC)" fund type.

Program Category(s) Containing this Fund Type

Select Category to Add

Add
Delete

MPO Filter - This Fund Type Applies to ...

Delete Fund Type
Add Fund Type

Top
Prior
Next
Bottom

Exit

Page 11 of 12

xii. Various Caltrans Managed State and Federal Programs

Programming information for various federal-aid programs: Caltrans Federal Programming Office provides MPOs with information on various Caltrans managed state and federal programs (Highway Bridge Program, Highway Safety Improvement Program, Highway Maintenance Program etc.) as listings become available. Ensure projects are programmed using the latest listings. Contact Caltrans Federal Programming Office for further assistance.

Attachments:

Programming Grouped project listings in air quality nonattainment or maintenance areas

2021 FTIP/FSTIP Development Schedule

Date	Action	By	Comments
At MPO's discretion	Start FTIP Development	MPOs	May take up to 8 months for MPOs to submit the draft FTIPs to Caltrans.
2/1/2021	Deadline Draft FTIPs to Caltrans	MPOs	MPOs submit draft FTIPs to Caltrans, including Financial Summaries in Excel using Caltrans 2021 adoption template, at the start of the FTIPs public review period.
3/1/2021	Deadline Final FTIPs to Caltrans	MPOs	Also, the deadline to submit amendments to the board approved 2021 FTIPs for inclusion in the FSTIP submittal to FHWA/FTA.
3/8/2021	Start of FSTIP Public Participation	Caltrans	14 days FSTIP Public Participation (Draft FSTIP will also be provided to FHWA & FTA).
3/22/2021	End of FSTIP Public Participation	Caltrans	
4/1/2021	FSTIP submittal to FHWA/FTA	Caltrans	
4/16/2021	FSTIP Federal approval	FHWA/FTA	Upon Federal approval, the 2021 FSTIP supersedes the 2019 FSTIP.

Appendix K – TCAG Public Participation Plan



2022

PUBLIC

Participation PLAN

Tulare County Association of Governments

Tulare County Association of Governments
210 N. Church St. Suite B
Visalia, CA 93291
Phone: (559) 623-0450
TULARECOG.ORG
tcaginfo@tularecog.org



2022 PUBLIC PARTICIPATION PLAN

May 1, 2020

Prepared by:

Brideget Moore- Staff Services Analyst III

Michele Boling- Accountant III

Tulare County Association of Governments

210 N. Church St., Suite B

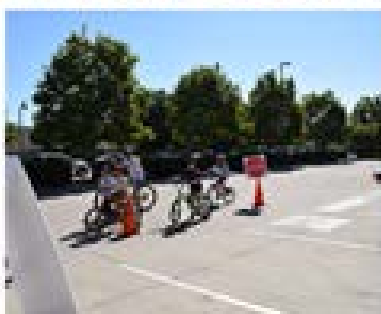
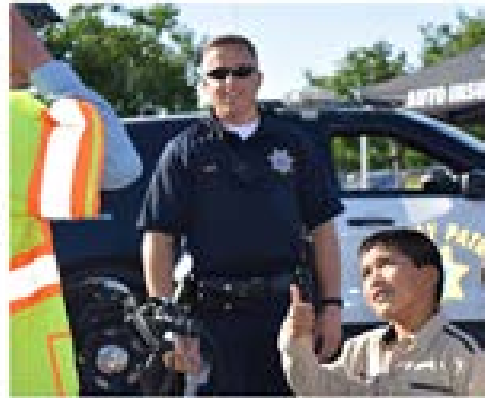
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2022 PUBLIC PARTICIPATION PLAN

Tulare County Association of Governments Metropolitan Planning Organization

This plan is a detailed look at TCAG's continued effort to gather public input in addition to our commitment to safety education, transparency and excellence in outreach initiatives. State and federal regulations (23 CRF 450.316) have a set of defined requirements that must be followed regarding public participation, however TCAG elects to go above and beyond mandates; endeavoring to consult and collaborate in creative and meaningful ways with Tulare County communities in navigating transportation planning and funding strategies.

In accordance with Title VI of the Civil Rights Act of 1964, the Metropolitan Planning Organization (MPO) does not discriminate based on race, color, national origin, sex, religion and disability in the execution of this Public Participation Plan.

Please direct any questions, comments, requests for special accommodation or translation regarding this plan to Benjamin A. Kimball at the address, phone or fax number listed above or by e-mail to BKimball@tularecog.org.

Preparation of this document was financed by the Federal Highway Administration, Federal Transit Administration, the California Department of Transportation and the Metropolitan Planning Organization.

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I. Introduction

Tulare County Association of Governments

Location

Tulare County Association of Governments (TCAG) is located within the County of Tulare, which is comprised of 4,824 square miles. It is in the southern portion of the San Joaquin Valley. The Valley is between the Coastal Range on the west and the Sierra Nevada Range on the east. The Valley extends from Sacramento on the north, to the Tehachapi Range on the south. The San Joaquin Valley is one of the richest farmlands in the world producing a wide variety of agricultural products. Tulare County has approximately one third (1/3) of the area in the Valley. The remaining portion is in the Sierra Nevada Range. This offers an abundance of scenic and recreational opportunities for residents and visitors. The land in the Valley produces a wide variety of agricultural products. Tulare County ranks third in the nation in total agricultural income. The population of Tulare County is concentrated in the Valley. There are eight incorporated cities accounting for 70 percent of the county's total approximate population of 479,977.

Demographics

Insert table of current Tulare County demographic info.

Organization Structure

The TCAG Board of Governors directs Tulare County Association of Governments (TCAG). This Board is composed of one representative from each of the eight city councils, a transit representative, the five members of the County Board of Supervisors, and three members-at-large. These seventeen members act as the Council of Governments (COG), the Regional Transportation Planning Agency (RTPA), and the Metropolitan Planning Organization (MPO). These members, plus the District 6 Director of Caltrans, sit as the Policy Advisory Committee. Additionally, there is the Tulare County Transportation Authority which is governed by the elected members of the TCAG Board of Governors to act on Measure R (the Tulare County ½ percent sales tax) issues.



**TULARE COUNTY ASSOCIATION OF GOVERNMENTS
BOARD OF GOVERNORS**

Supervisor Pete VanderPoel III, TCAG Chair
County of Tulare – District 2

Councilwoman Martha Flores, TCAG Vice Chair
City of Porterville

Supervisor Kuyler Crocker County of Tulare – District 1	Councilwoman Pam Kimball City of Lindsay
Supervisor Pete VanderPoel County of Tulare – District 2	Mayor Rudy Mendoza City of Woodlake
Supervisor Amy Shuklian County of Tulare- District 3	Frankie Alves City of Exeter
Supervisor Eddie Valero County of Tulare – District 4	Paul Boyer City of Farmersville
Supervisor Dennis Townsend County of Tulare – District 5	Councilwoman Martha A. Flores City of Porterville
Councilman Bob Link City of Visalia	Councilwoman Terry Sayer City of Tulare
Councilwoman Maribel Reynosa City of Dinuba	Tyrone Holscher Member-at-Large
Walter Stammer, Jr. Member-at-Large	Wanda Ishida Member-at-Large
Greg Gomez Public Transit Provider	

Tulare County Association of Governments Board & Committees

The Board of Governors directs TCAG. This Board is composed of one representative from each of the eight city councils, transit representative, the five members of the County Board of Supervisors, and three members-at-large. These seventeen members act as the Council of Governments (COG), the Regional Transportation Planning Agency (RTPA), and the Metropolitan Planning Organization (MPO). These members,

plus the District 6 Director of Caltrans, sit as the Policy Advisory Committee. This body offers advice on issues that will be presented to the Board of Governors. Additionally, the Tulare County Transportation Authority is governed by the elected members of the TCAG Board of Governors. The Authority is designated to act on Measure R (the Tulare County ½ percent sales tax) issues.

The Technical Advisory Committee (TAC) makes recommendations to the Board of Governors. This committee is comprised of representatives from each of the eight cities, the Tulare County Resource Management Agency, Caltrans, the Tule River Tribal Council and TCAG Staff. This committee meets once a month prior to TCAG Board meetings to review upcoming Board agenda items and to discuss outstanding issues of regional significance.

The Social Service Transportation Advisory Council (SSTAC), responsible for the annual review of the Unmet Transit Needs in the County, is another permanent committee of TCAG that meets quarterly. This review results in a recommendation of findings to the TCAG Board of Governors, who then considers the recommendation and makes the final Unmet Needs Determination. This council meets quarterly and represents the following agencies and groups of people: disabled transit users, youth transit user, transit users over 60 years of age, social service providers for Seniors, social service providers for the disabled, social service providers for persons of limited means, consolidated transportation service agency for non-urbanized areas, consolidated transportation service agency for urbanized areas and the Center for Independent Living.

The Measure R Citizens Oversight Committee (COC) meets quarterly and additionally as needed and is responsible for providing input on implementation of the Measure R Expenditure Plan and to advise the TCAG Board if and when the Plan needs to be augmented and to ensure that the funds are being spent in accordance with the Plan. This committee is comprised of non-elected citizens from the following groups: the County of Tulare, the eight incorporated cities, a major private sector employer (nominated by the Tulare County Economic Development Corporation), the building industry (nominated by the Tulare County Building Association), the agriculture industry (nominated by the Tulare County Farm Bureau), the Hispanic community (nominated by the Tulare-Kings Hispanic Chamber of Commerce), an advocacy group representing bicyclists, pedestrians and/or transit (selected through application), a professional in the field of audit, finance and/or budgeting (selected through application) and an environmental advocacy group (selected through application).

There are also non-Board appointed committees that provide the public and other agencies and organizations the opportunity to participate in planning processes:

Active Transportation Advisory Committee (ATAC) meets monthly or as needed and is responsible for advising the TCAG Board regarding the development and maintenance of active transportation interests within Tulare County. This committee is comprised of members from the following groups: Planning and Public Works Staff from the County

and eight incorporated cities, bicycle facility users, local service clubs, law enforcement officials, Tulare County Public Health, local citizens and TCAG staff.

Transit Forum

The transit operators in Tulare County are represented on the TCAG Board of Governors and the Technical Advisory Committee by an elected official of the operator's decision-making body and by a technical staff person respectively. In addition, the Transit Forum is composed of representatives from each of the agencies that provide transit operations and TCAG Staff. The Forum meets every two months to exchange information and discuss transit related issues.

Public Outreach Mission

TCAG's mission is to be proactive, creative, and innovative in public outreach; developing plans, guidelines and public input opportunities that will appropriately address the needs of Tulare County communities with cultural competence at the forefront of outreach endeavors.

TCAG staff actively engages with the public for feedback through various methods and are proud of the continually growing list of partnering organizations that serve Tulare County residents. During public engagement, TCAG takes federal and state laws into consideration as well as best practices and community needs.



Bike raffle winners at Porterville Parenting Network after a Bike Safety Class for Parents held in collaboration with Porterville Police Department.

Public Outreach Initiatives

Tulare County Association of Governments (TCAG) has a robust outreach program designed to connect with Tulare County communities and work alongside respective area non-profits, to consider transportation needs in a collaborative way. With the great

diversity of Tulare County residents, TCAG has a unique ability to partner with many different organizations to provide plans, services and solutions that enrich the lives of many. Some of the common issues expressed in local rural communities which make it difficult for residents to walk, bike, and utilize public transportation include safety concerns, inadequate lighting, lack of safety equipment resources and inadequate infrastructure. Many of the outreach events have been created in response to these requests and concerns which are often unique and specific to Tulare County. TCAG is very proud to recognize the various groups that partner in hosting or participating in community outreach events. These include the following:

Air Quality Art Contests: TCAG has collaborated with the Tulare County Office of Education, local school districts, libraries, Imagine U Children's Museum, Tulare County Arts Consortium, and various other agencies to engage TK-12th grade students in considering and drawing how they can improve air quality through active transportation. This art contest is hosted by TCAG annually and in 2019, seven bikes, helmets and safety lights were earned by student winners selected by the ATAC. Their bikes and safety equipment were funded by community partners, local bicycle clubs and consultants.

Partnership/membership with Create Tulare County Coalition (Create TC): Create TC is the local part of a statewide initiative called Create California. The collaboration with Create TC provides the opportunity to engage with many different types of agencies that are involved with the coalition; addressing issues facing youth in Tulare County with regard to access to educational experiences and the arts. With a tremendous amount of rural communities, transportation can be a barrier to educational access for students. Some of the projects of Create TC include creating an arts mobile unit, County wide art contests and youth pathways programs.

Bike Safety Classes for Parents: Great collaboration efforts have proven successful with Parenting Network and Porterville Police Department. Two safety classes have been held thus far in English and Spanish. These events were designed to address specific needs in the city of Porterville as a result of a growing trend of young bicyclist injuries and unsafe riding practices on fixed gear bikes. The events educate parents how to properly fit helmets, provide families that are unable to afford the proper safety equipment for bikes with needed supplies, and allow the opportunity for the Porterville Police Department to speak with parents about safety and local laws; bridging the gaps between the two groups to collaborate and educating the public in biking, starting first with parent education.

Adult Bike Safety Classes: In total, forty-two people signed up to participate in the Adult Bike Safety Class which was created to reach unsheltered and low income residents. During Active Transportation Advisory Committee (ATAC) monthly meetings to discuss bike and pedestrian related issues, public health provides an update regarding bike and pedestrian fatalities within Tulare County. The committee proposed that an outreach event be created to target those most at risk for bike and pedestrian related injuries and fatalities which were older adults of limited means. TCAG partnered

with Visalia Rescue Mission (VRM) and hosted the event there along with various other community partners. Many who participate in the programs associated with VRM use bikes as a primary means of transportation. Other participating agencies included Tulare County Health & Human Services, Tulare County Public Health, Visalia Transit and California Highway Patrol. At this event, generous consultant and community partner donations helped pay for:

- ✓ Front and rear dual setting LED bike lights
- ✓ High quality “U style” bike locks
- ✓ Event refreshments
- ✓ 9 Raffle prizes which included three transit passes, various snack baskets and baked goods
- ✓ Certificates of Achievement for completing the bike safety course

Several community partners collaborated and pooled resources to make the event successful:

- ✓ Volunteers from VRM Bike Crew gathered to help with minor bike repairs, provided safety vests and to fit helmets for attendees.
- ✓ TCAG provided bike helmets, reflective stripe safety backpacks, clip on red LED bike lights, tire pressure gauges and other informational materials.
- ✓ Visalia Transit came with a transit route bus to help attendees learn how to load their bikes on the bus rack and learn more about transit.
- ✓ Tulare County Health and Human Services provided information regarding MediCal, CalFresh and related services.
- ✓ Tulare County Public Health provided timely health and safety information and give away items for participants.
- ✓ Jim Barnes of VRM Bike Crew facilitated the bike safety course, teaching participants about hand signals, riding on the right and obeying traffic signs. Additionally, Jim led the group on a practice route to demonstrate their learnings.
- ✓ TCAG facilitated the graduation ceremony and refreshments where attendees were given their lights, locks and certificates.
- ✓ Remaining bike safety supplies went to the Whitman Community Village Center Bike Program for kids.

The Bike Safety Class inspired helpful dialogue around safety issues and great feedback was received. The VRM coordinator expressed desire for the Bike Safety Class to become an annual event in the future. Additionally, one participant, upon receiving his certificate of completion, said "I have never earned anything before, until today." Many others expressed their gratitude for the refreshments, coffee and tea during that cold fall morning. An overwhelming amount of thanks were expressed for the bike lights and locks, as theft is a common problem and safety equipment can be costly and difficult to obtain.

One of the most notable outcomes was that participants were able to retain and later recite back the information that they learned with regard to hand signals, obeying traffic rules and riding on the right side of the road.

Tule River Bike Rodeos: Since the 2015 Public Participation Plan, one of the greatest TCAG successes has been the partnership with the Tule River Tribe for bike rodeos. For these events, TCAG mapped out bicycle courses complete with markings and signage to practice with live traffic on the main reservation roadway. Children ages 2 through 15 learned how to ride using hand signals, obeying traffic signs and practical bike safety habits in an area with limited active transportation infrastructure. The event was held in collaboration with Tule River Tribe Recreation Center staff, Tule River Police and Fire Department. All agencies set up stations to teach about safety and to encourage safe active transportation. Bike helmets and bike safety equipment were provided at the events by TCAG and generous community partner donations. Additionally, these bike rodeos led to TCAG participation in other Tule River reservation events.



Ivanhoe Community Pedestrian & Bicycle Safety Workshop at Ivanhoe Elementary in collaboration with Berkeley SafeTREC, California Walks, County of Tulare, Highway Patrol and California office of Traffic Safety.

Bike Rodeos in Disadvantaged Communities: TCAG has partnered with various communities to hold bike rodeos or bike safety education programs for children. Some of these partnerships include Visalia Whitman Village Bike Rodeo with Jim Barnes of former Jeff Barnes Brain Injury Foundation, Poplar Bike Rodeo with Southern Sierra

Cyclist bicycle club and Woodlake Bike Rodeo in partnership with the local Kiwanis. These events provided an opportunity to distribute much needed safety equipment and to teach bike safety to children and their parents. These activities have taken place in collaboration with local non-profits, bicycle clubs, California Highway Patrol, Tulare County Sheriff and other local law enforcement.

Transit and Unmet Needs Outreach: Outreach to the communities of Tulare County take place yearly to give the opportunity for TCAG to address needs including the needs of those that are a part of disadvantaged communities. For example, TCAG forged a partnership with a College of the Sequoias to remove transportation barriers for Tulare County residents to attend classes there. Many students rely on transit and would not have had the ability to attend college without transportation.

Additionally, TCAG staff works with other public agencies and organizations which represent Limited English Proficient (LEP) persons, elderly, disabled and minorities to maintain a two-way dialogue regarding transportation processes and issues that are important to them. Transit agencies include, Visalia Transit, Tulare Transit, TCAT, Porterville Transit, Dinuba Transit, and Woodlake Dial-A-Ride. TCAG staff work with local non-profit organizations, advocacy groups, and public agencies that provide assistance to minority, low-income, and LEP persons to educate and inform them regarding transportation processes.

Public meetings are held in locations that are accessible to transit riders and people with disabilities, and are scheduled at times that are convenient for members of the public to attend.

TCAG issues news releases regarding important transportation processes regularly on their website, which is available in Spanish using Google translate.

Also TCAG advertises public meetings at additional venues (libraries, senior centers, schools, etc.), through TCAG's Facebook page, Instagram, Twitter and e-mail. TCAG staff regularly uses social media to reach the public. Twitter followers increased by 144% since January 2015, and 64% since June 2015. The TCAG Facebook page had an increase in the number of people who liked it 136% from January 2015, and 61% since June 2015. In July 2015, TCAG launched its redesigned website, which featured mobile-friendly, interactive, streamlined and simplified content. In 2019, TCAG began an additional update to the website for additional security measures and to improve the user experience.

TCAG staff uses the Social Service Transportation Advisory Council (SSTAC) as a forum to address transit needs for traditionally under-served persons.

TCAG staff use exhibits and printed material to highlight and inform the public of the Regional Transportation Plan (RTP), Unmet Transit Needs hearing, and other transportation planning processes.

Also provided to the public are non-English language translation services at meetings or for written documents when necessary or upon request. In line with these accommodations, TCAG's monthly agenda provides a notice that if someone needs special assistance to participate in the meeting, including auxiliary aids, translation requests, or other accommodations, or to access the agenda and documents in the agenda packet, they can contact our office at least 3 days prior to the meeting.

TCAG staff uses the Technical Advisory Committee (TAC), through the Tule River Tribe's representative, as a forum to keep the Tribe informed of transportation issues both significant to the Tribe and to the County as a whole.

Unmet Transit Needs posters are placed on all the transit buses in the county and on some of the bus shelters. These notices are also sent to the list of community partners show in Appendix E, Table 1.

There are notices placed in Visalia or Porterville newspapers to advertise the Unmet Transit Needs public hearing. Two hearings for the public to submit unmet transit needs comments are held in Visalia and Porterville. Comments can also be submitted via the TCAG website, U.S. mail, social media by telephone and at the public hearings.

There are comment cards on the posters that are self-addressed and stamped already for the public to just complete and send in. All information is in English and Spanish.

Electric Vehicle Implementation Study (EVIS): The EVIS study provided an analysis of recommended locations and cost of EV charger implementation; a barriers and opportunity section, with best practices for EV charger implementation; and a funding matrix for EV charging stations. The case studies highlighted twelve sites to be considered for EV charger implementation throughout Tulare County.

Willdan, the EVIS consultant, reached out to various key stakeholders in Tulare County and developed a list of potential sites to be visited and evaluated. Interviews were held with stakeholders from Self Help Enterprises (Senior Community Development Specialist, Director of Asset Management and Senior Asset Management Specialist), City (i.e. city managers, General Service Agency directors, city engineers, transit managers) and County representatives (Resource Management Agency Director, Assistant Director of Planning, General Services Director).

Rocky Hill Study: The Rocky Hill Study developed two design concepts that determined the most feasible and effective improvements for the section of Rocky Hill Drive between Spruce Road and Yokohl Drive. The study provided information on the existing conditions of Rocky Hill Drive and identified methods to increase safety for all road users. The study identified possible funding opportunities, constraints, and project costs to promote implementation of the design concepts.

Extensive community outreach efforts were made to foster dialogue and gain perspective on community users, stakeholders, and agency concerns related to mobility and transportation on Rocky Hill Drive. All community outreach efforts were intended to maximize public involvement. In summary, the following public outreach efforts were made as part of this feasibility study:

- Hell of a Half Marathon Public Workshop - August 18, 2018
- TCAG Active Transportation Advisory Committee (ATAC) Meeting - August 23, 2018
- Stakeholder Meeting - August 29, 2018
- Public Survey - October 2018.
- Tribal Consultation
- Final Open House - January 16, 2019

Regional Active Transportation Plan (RATP) Public Outreach: Public outreach for development of the Regional ATP focused on three phases: 1) as the project was kicking off; 2) during the needs assessment process; 3) during the review and comment period for the public draft version of the plan.

Project kick-off:

This phase consisted of the development project fact sheet which was made available in English and Spanish and online form made available to members of the public. Members of the public were encouraged to contact TCAG staff with any questions or suggestions.

Needs assessment process:

TCAG compiled lists of priority bike and pedestrian projects from each of the TCAG member agencies for inclusion in the plan. TCAG also conducted a public needs assessment process for the plan which consisted of gathering input from the public on the barriers, obstacles and challenges to walking and biking; the needs and concerns of pedestrians and cyclists; and ideas and suggestions for improving conditions.

Public draft plan:

The public draft plan was made available for a month-long comment period. The plan was presented to the public at six different community meetings held at various locations throughout the County. During this time, the document was also presented to the TCAG Board for comments. Comments received on the draft plan were incorporated as appropriate into the final version of the plan.



Porterville Community Bike Rodeo with Porterville Police Department, CASA of Tulare County and Tulare County Sheriff department and many more.

Federal Requirements

- Transportation and Conformity Regulations of Title 40 CFR Part 93.105. This law governs interagency consultation for determinations in development of implementation plans. With this process, collaborative effort must be had between MPOs, State Department of Transportation, State and local air quality agencies and EPA.
- Title 23 CFR Part 450.316. This requires MPOs to not only develop but to follow through with the documented participation plan. This plan should describe the established guidelines and process in the following areas: providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
- Title 23 CFR Part 450.322(g)(1) and (2) This law regulates the methods of monitoring and evaluating the performance of multimodal transportation systems, to determine recurring and non-recurring congestion and to provide solutions if needed, and an evaluation of whether the plan was successful. In addition, support for the effective performance measures must be determined to assess the extent of congestion and what methods of congestion reduction and mobility enhancement strategies for movement of people and goods. These measures must be specific to the needs of the area, established by the State and local officials.
- Title 23 CFR Part 450.216(a)(1). This law establishes the need for long-range statewide transportation plans, with a minimum 20-year forecast period at the time of adoption, which provides for the development and implementation of the multimodal transportation system for the State. The long-range statewide transportation plans shall consider and include, as applicable, elements and connections between public transportation, non-motorized modes, rail, commercial motor vehicle, waterway, and aviation facilities, particularly with respect to intercity travel.
- Title 23 USC Part 134(g)(4). This governs MPOs working together in the coordination of plans and TIPs if an area is designated at a nonattainment area for ozone or carbon monoxide compliance with the Clean Air Act (42 U.S.C. 7401 et seq.).
- Title 23 USC Section 135(e). These guidelines to work with local agencies regarding transportation through regional transportation needs (if applicable), taking into consideration Indian tribal governments, Federal land management

agencies, while considering the coordination of transportation plans, the transportation improvement program, and planning activities with related planning activities being carried outside of metropolitan planning areas and between states.

- Title VI of the Federal Civil Rights Act of 1964. Under this law, no person in the United States shall, on the basis of race, color, national origin, religion, sex, age or disability be excluded from participation in, be denied the benefit of, or be subject to discrimination under any program, actively receive federal financial assistance. TCAG provides translation for those that speak limited English. Tulare County has a high percentage of low-income and minority groups. TCAG actively participates in community events and educational classes to engage those that are that fall within this target group. Other laws included in this area that TCAG complies is Title 49 CFR part 21.5, Title 42 USC Chapter 21 Section 2000(d).
- Executive Order 12898 regarding Environmental Justice (1994). This law guides agencies to develop strategies for implementing environmental justice for minority populations and low-income populations in order to address disproportionately high adverse human health or environmental effects.
- Executive Order 13166 regarding Improving Access to Services for Persons with limited English Proficiency. The Executive Order requires Federal agencies to examine the services they provide, and ensure that limited English proficiency (LEP) individuals receive the fundamental mission/services of the agency. Any needs must be identified and development and implementation of services must be provided.
- Executive Order 13175 regarding Consultation and Coordination with Indian Tribes. This policy was to create collaborative relationship between the agencies. Indian tribes are recognized as self-governments that are to be respected and included in policy-making decisions.



Tule River Tribe Reservation Center Bike Rodeo-October 2019.

- US DOT Order 5610.2 (1997) The Department of Transportation (the Department or U.S. DOT) is issuing an update to Departmental Order 5610.2(a) (Actions to Address Environmental Justice in Minority Populations and Low-Income Populations). This Order updates the Department's original Environmental Justice Order, which was published April 15, 1997. The Order continues to be a key component of the Department's strategy to promote the principles of environmental justice in all Departmental programs, policies, and activities.
- US DOT Order 6640.23 (1998) The Department of Transportation (the Department or U.S. DOT) is issuing an update to Departmental Order 5610.2(a) (Actions to Address Environmental Justice in Minority Populations and Low-Income Populations). This Order updates the Department's original Environmental Justice Order, which was published April 15, 1997. The Order continues to be a key component of the Department's strategy to promote the principles of environmental justice in all Departmental programs, policies, and activities.
- 1990 Americans with Disabilities Act prohibits discrimination based upon disabilities. Reasonable accommodations are provided to individuals with disabilities to attend, participate, and communicate in meetings. All locations meet ADA compliance.
- 1990 Clean Air Act Amendments. The 1990 amendments to the Clean Air Act were designed to curb four major threats to both the environment and the health of millions of Americans: acid rain, urban smog, toxic air pollution and the hole in the Earth's ozone layer. 30 years later, great progress has been made on all four fronts.

- 2005 Safe, Accessible, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This act reauthorizes federal surface transportation programs through the end of FY2009/10/2005--Public Law. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users or SAFETEA-LU - Title I: Federal-Aid Highways - Subtitle A: Authorization of Programs - (Sec. 1101) Authorizes appropriations through FY2009 for highway programs out of the Highway Trust Fund (HTF), including: (1) the Interstate maintenance program; (2) the National Highway System (NHS); (3) the bridge program; (4) the surface transportation program; (5) the congestion mitigation and air quality improvement program; (6) the highway safety improvement program; (7) the Appalachian development highway system program; (8) the recreational trails program; (9) the federal lands highways program; (10) the national corridor infrastructure improvement program; (11) the coordinated border infrastructure program; (12) the national scenic byways program; (13) construction of ferry boats and ferry terminal facilities; (14) the Puerto Rico highway program; (15) the projects of national and regional significance program; (16) the high priority projects program; (17) the safe routes to school program; (18) the deployment of magnetic levitation transportation projects; (19) the national corridor planning and development and coordinated border infrastructure programs (FY2005 only); (20) highways for life; and (21) highway use tax evasion projects.
- Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.



Winners of 2019 K-12 Walk & Roll Air Quality Art Contest.

State Requirements

These requirements outline the ways in which MPOs engage the public; ensuring fair and equal access to participation in the planning process.

- Government Code Section 11135. No person in the State of California shall, on the basis of sex, race, color, religion, ancestry, national origin, ethnic group identification, age, mental disability, physical disability, medical condition, genetic information, marital status, or sexual orientation, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state.
- Government Code Section 65080. Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

Consultation and Coordination

The Tulare County Association of Governments needs to consult with groups responsible for other types of planning activities that are affected by transportation in the area (i.e. state and local planned growth, economic development, environmental protection, land use management, conservation and historic preservation, airport operations and freight interests) and other agencies such as Indian Tribal governments, federal land management agencies and project sponsors. These provisions address both the MPO's preparation of the RTP/SCS and the FTIP.

Crucial decisions whether or not to support or fund a transportation program or project in the region are made in the development of the RTP/SCS. In contrast, the FTIP defines project budgets, schedules and phasing for those programs and projects that are already part of the RTP/SCS. The FTIP does not provide any additional information regarding environmental impacts beyond those found in the program level environmental analysis prepared for the RTP/SCS. Further environmental review occurs at the project delivery agency or jurisdiction with project specific environmental impacts report.

Starting at the RTP/SCS development stage, TCAG staff concurrently consults with appropriate agencies regarding the FTIP. TCAG consults with many agencies in the preparation of the RTP/SCS. For the FTIP, this consultation includes:

- Communication of the schedule of upcoming amendments and FTIP adoptions;
- Special Workshops;
- Coordination with agencies for review of preliminary draft documents to agencies before releasing draft documents for public review;
- Presentations on the Draft Formal Amendments to the standing committees and the TCAG Board.

Title 23 CFR part 450.216(a), (b) and (c) require MPO's to involve the federally recognized Native American Tribal Government in the development of the RTP and FTIP. RTPA's shall comply as well. The title requires that the participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies and desired outcomes. The requirement of including interested parties in the development of the participation plan and the RTP would include federally recognized (and other) tribes. TCAG is fully committed to working with tribes as required.

Title 23 CFR part 450.322(g)(1) & (2) requires that the MPO consult, as appropriate, with agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation when developing policies and guidelines concerning the RTP/SCS. The consultation shall involve, as appropriate: (1) comparison of transportation plans with state conservation plans or maps, if available; or (2) comparison of transportation plans to inventories of natural or historic resources, if available. In addition, the discussion of required mitigation measures shall be developed in consultation with federal, state, and tribal land management, wildlife and regulatory agencies.

The California Environmental Quality Act (CEQA) requires consultation with agencies, governments and individuals that could possibly be impacted by projects in the RTP/SCS. TCAG is fully committed to working with federal, state, local, and tribal agencies as required.

Title 23 CFR Part 450.316(a) states the following concerning participation and consultation: "The Metropolitan Planning Organization (MPO) shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process." TCAG is fully committed to working with all affected groups as required.

- The Brown Act Government Code Section 54950-54962. Under the Ralph M. Brown Act, Agendas are posted at-least 72 hours before meetings. Closed Sessions are listed on the Agenda. All meetings are held at non-discriminatory

and ADA compliant locations. Agendas mention the location and time of scheduled meetings and the topics that will be discussed. This provides the ability for any parties interested in attending being given advance notice, in order to attend. Time is provided for public comment and for actions or decisions to be made by the governing board, or committee.

- Title 23 CFR Part 450.316(a) states the following concerning participation and consultation: “The Metropolitan Planning Organization (MPO) shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.”

Participation Goals, Strategies and Procedures

There are many ways that TCAG’s vigorous public information process not only serves to meet federal requirements, but also allows for a fruitful exchange of ideas with various agencies and individuals that result in the development of innovative programs or projects that directly benefit Tulare County residents. TCAG recognizes that the involvement of the public and agencies, organizations and various groups, of whom represent the public is pivotal to the creation of successful strategies, programs or plans that will assist Tulare County in addressing public transportation. TCAG actively participates in public outreach and navigates unconstrained by collaboration through meetings or in-person contact. Since there is no one size fits all approach, TCAG has many types of outreach methods and continues to seek out new and additional ways to reach the public.

Listed below are goals, strategies and procedures of TCAG’s public participation planning processes:

Goal: Raise the public’s level of understanding of transportation planning processes in the County. Allow for feedback and collaboration from various agencies and private citizens.

Strategy: Use a variety of presentation methods and modes of communication to disseminate information to the public.

Procedures:

- TCAG utilizes Social Media accounts on Facebook, Instagram, and Twitter to highlight important transportation issues and announcements.
- Announcements in both English and Spanish, are made through various radio, theater, and newspaper ads.
- News stories and important public documents are posted on the TCAG website (<https://www.tularecog.org/>) for the RTP, FTIP, OWP and

Special Planning Studies to keep the public and other organizations informed and to provide access to the reports.

- TCAG has found great success in partnering with various agencies and organizations to educate and inform the public regarding transportation processes.
- TCAG takes great consideration in responding to the public's requests or questions in a timely and professional manner.
- Use of maps, charts and other visualization techniques to convey transportation related information.
- Utilizing various established community events such as the Tulare County fair and the Tulare County Health fair, where large amounts of residents gather that enable diverse feedback and data collection from the community. All information is provided in Spanish and English.
- Public Notices are posted at the TCAG office as well as meeting locations.
- The TCAG Board serves as a venue for informing the public on a variety of issues, projects and programs.
- The TCAG Technical Advisory Committee serves as a venue for informing the public on a variety of issues, projects and programs.
- The TCAG Regional Transportation Plan Roundtable serves as a venue for informing the public on a variety of issues, projects and programs.
- The TCAG Active Transportation Advisory Committee serves as a venue for informing the public on a variety of issues, projects and programs.
- The TCAG Rural Communities Committee focuses on issues surrounding environmental justice and disadvantaged communities and serves as a venue for informing the public on a variety of issues, projects and programs.
- The TCAG Congestion Management Process Committee serves as a venue for informing the public on a variety of issues, projects and programs.
- The Measure R Citizen's Oversight Committee serves as a venue for informing the public on a variety of issues, projects and programs.
- The TCAG Modeling Committee serves as a venue for informing the public on a variety of issues, projects and programs.
- The TCAG Social Services Transportation Advisory Council serves as a venue for informing the public on a variety of issues, projects and programs.
- The Sustainable Corridor Committee serves as a venue for informing the public on a variety of issues, projects and programs.
- The Tulare County Regional Transit Agency serves as a venue for informing the public on a variety of issues, projects and programs.

Goal: Increase opportunities for public involvement in transportation planning processes.

Strategy: Provide varied opportunities for public review and input and be responsive to that input.

Procedures:

- Provide timely public notice of meetings.
- Conduct or attend project/process focused meetings outside the usual monthly TCAG Board meeting to gather public input.
- Work with other public agencies and organizations to gather public input regarding transportation processes and issues.
- Post information on social media accounts to encourage public involvement for comments and questions.
- Respond to public input in a professional, timely and accurate manner.

Goal: Involve traditionally under-served persons such as low-income and minority households, the elderly, those addressed by the Americans with Disabilities Act (ADA) and Native American tribal governments and communities in transportation planning processes.

Strategy: Provide forums and seek alternative methods to reach out and address the transportation related needs of traditionally under-served persons.

Procedures:

- Use SSTAC as a forum to address transit needs for traditionally under-served persons.
- Provide non-English language translation at meetings or for written documents when necessary or upon request.
- Provide non-English translation for individuals to come into the TCAG office and for those that call on the phone.
- TCAG meeting locations should be reasonably accessible to those addressed by the ADA.
- Use TAC, through the Tule River Tribe's representative, as a forum to keep the Tribe informed of transportation issues both significant to the Tribe and to the County as a whole.
- Conduct formal consultation with the Tule River Tribe Council at least once a year to determine if Tribal transportation issues are being adequately addressed.
- Work with other public agencies and organizations which represent traditionally under-served persons to maintain a two-way dialogue regarding transportation processes and issues that are important to them.

Goal: Involve, collaborate with, and provide the opportunity for feedback/comments from other public agencies, organizations and other groups which represent various segments of the public in transportation planning processes.

Strategy: Provide forums and seek alternative methods to seek input and involvement from other public agencies, organizations and groups.

Procedures:

- Provide opportunities for member public agencies to be kept informed and involved in transportation planning processes through TAC and other TCAG committees.
- Provide opportunities for resource agencies to be kept informed and involved in transportation planning process through various TCAG committees.
- Attend meetings and give presentations to other public agencies, organizations and other groups regarding transportation processes and issues.

SECTION 2

II. Public Participation Plan

Tulare County Association of Governments

As a Metropolitan Planning Organization, TCAG is responsible for coordinating with agencies and the public in developing policies, adopting plans and programs that benefit Tulare County in its entirety. TCAG is committed to gathering input from the public, member agencies, state & federal agencies, as well as with local organizations. This enables the various needs of Tulare County to be determined so that adequate and effective transportation planning can be made.

Tulare County Association of Governments participates in various outreach initiatives throughout the county in order to glean feedback from various agencies as well as the general public. TCAG has made a conscious effort to diversify the means by which Tulare County communities can participate. Outreach methods still include public meetings, but have branched out to avenues of outreach that make it easier for the public to engage regarding transportation needs.

Public participation assists TCAG in decision-making that empowers individuals of varied economic status and cultural backgrounds. In seeking public participation within the county, TCAG has been able to develop various transportation programs that benefit those in the greatest need of assistance. Not only do these programs meet state and federal requirements but have created a positive impact in the communities reached and requests for additional or annual collaboration have systematically followed. In addition, the long-lasting partnerships that have been created through communication and collaboration with these respective communities helps TCAG to address the transportation needs of the county.

The 2022 Public Participation Plan is not intended to be a static document. It will need to be periodically reviewed to evaluate its effectiveness in promoting public participation in TCAG's transportation planning processes. The Plan will be comprehensively reviewed every four years (at a minimum) as part of the adoption of an RTP update. The next currently scheduled RTP update is in 2026. This will ensure that the next Public Participation Plan will be reviewed and revised as necessary preceding the public outreach efforts for the development of each successive RTP update. In addition, the 2022 Public Participation Plan may be subject to additional updates due to changes in state and federal law and to address any needed changes as a result of input from the public, other public agencies, organizations and other stakeholders which represent various segments of the public in transportation planning processes.

In Attachment A, Public Outreach Chart, TCAG defines a public participation program for each document it produces. Final documents will reflect the needs and desires of affected communities within the region. This includes establishing procedures and responsibilities for:

- A. Informing, involving, and incorporating public opinion into the planning process;
- B. Consultative involvement of designated agencies on technical data and modeling used in developing regional plans and determining transportation improvement program and regional transportation improvement program conformity;
- C. Clearly designating a lead staff person who is knowledgeable about the entire planning process to be responsible for the public involvement program; and
- D. Providing adequate funds and schedule expenditures to implement the public participation program.



TCAG at the 2019 Tulare County Fair collecting public input on survey, sharing Census information, promoting bike and pedestrian safety practices and the Walk & Roll Student Art Contest.

Level I Procedures

Level I procedures address routine documents that serve as a subset of or facilitate more significant plans or determinations. These documents are implementing long-range direction provided by plans and documents that went through a more intensive public review procedure (Level II or III). The following documents are subject to the minimum levels of public outreach under these policies. These procedures become effective once an initial draft document has been produced.

All Documents and Formal Meetings

These include the following:

- A. Regional Transportation Plan amendments

- B. Federal Transportation Improvement Program amendments (excluding technical or administrative modifications)
- C. State Transportation Improvement Program amendments
- D. Regional Transportation Improvement Program
- E. Air quality conformity determinations
- F. Miscellaneous studies
- G. Transit plans & studies
- H. Environmental Documents, as defined by the California environmental Quality Act and/or the National Environmental Policy Act 1
- I. Congestion Management Program amendments
- J. Active Transportation Plan (ATP)

The following methods describe how TCAG conducts outreach at Level 1.

1. No person shall be denied participation.
2. A legal notice or display ad will be placed in the advertising sections of at least one newspaper of general circulation within the affected community, including a Spanish-language publication, if possible.
3. Display ads will be placed as deemed necessary and targeted specifically to affected communities to encourage involvement and address key decision-making points.
4. Non-traditional approaches, such postal and electronic mailings to non-profit organizations, churches and chambers of commerce will be used to encourage involvement of the underserved and transit dependent in project development and public workshops. Spanish-language advertising will be included in these non-traditional approaches.
5. Public meetings are defined as those regular TCAG meetings normally held monthly.
6. Public workshops are defined as forums established specifically for the public to gain information and provide input on TCAG documents and processes. This definition does not include technical workshops for member

agency staff or elected officials even though they are technically open to the public.

7. Announcements dealing with documents and/or meetings and workshops shall be posted on the TCAG web site and social media sites.
8. A mailing list of individuals who have expressed interest shall be maintained.
9. Meeting notices shall be mailed or e-mailed to individuals who have expressed interest.
10. TCAG shall provide appropriate assistance, auxiliary aids and/or services when necessary to afford disabled individuals an equal opportunity. Individuals with disabilities will be provided an opportunity to request auxiliary aids.
11. TCAG shall provide audio/visual presentations along with its maps, charts and graphics whenever practical to help the public better understand the plans, programs, projects or determinations it adopts.
12. TCAG shall provide an interpreter, when requested, at any and all public hearings and workshops, and shall maintain its subscription to a language line for day-to-day public inquiries.
13. TCAG's web site shall maintain a link to a translation service for information contained on the agency site.
14. Projects must be evaluated for their potential for public interest. Projects likely to have considerable public interest must also include Level III requirements.
15. A copy of draft transportation plan amendments and draft transportation improvement program amendments, environmental documents, and the Congestion Management Program amendments will be made available for review at Tulare County Association of Governments. Individual copies of all documents will also be distributed to any interested parties for a fee to offset printing charges.

Level II Procedures

Additional Public Involvement Requirements

Level II procedures address core agency plans, programs and declarations. These documents are subject to a higher level of public outreach than Level I documents

under these policies. These procedures become effective before an initial draft document has been produced. The following documents must also meet the public involvement requirements listed in Level I:

- A. Congestion Management Program
- B. State Transportation Improvement Program
- C. Federal Transportation Improvement Program
- D. Corridor Studies
- E. Transit Studies
- F. Cross Valley Corridor
- G. Regional Housing Needs Assessment
- H. Public involvement procedure amendments

The following describe how TCAG conducts outreach at Level II.

1. Public review by various funding agencies submitting projects for the transportation improvement program will be accepted up to the final determination.
2. A copy of draft transportation plans and draft transportation improvement programs, environmental documents, and the Congestion Management Program will be made available for review at the Tulare County Association of Governments. Individual copies of all documents will also be distributed to any interested parties for a fee to offset printing charges.
3. Public comments and responses, and the disposition of any comments, will be made part of final transportation plans, transportation improvement programs, and environmental documents.
 - a. **Prepare written summary/verbal presentation** – Staff will review all comments, synthesize them and prepare a narrative summary highlighting key points.
 - b. **List all comments** – Using a summary chart format, staff will review and summarize all comments, categorizing them by topic and type of comments (e.g. question, fact, desire, opinion).

- c. **Respond to comments** – Staff will respond, in writing within 30 days, to significant comments. Those responses will be made part of the final document.
 - d. **Provide the full record** – The decision-making body will be given copies of the meeting notes, the transcript (for public hearings) or recorded transcripts.
4. Transportation improvement programs and environmental documents will be made available for public review for no less than a 30-day public review period.
 5. Programs, projects, or plans routed through the State Clearinghouse shall adhere to the public information requirements of the Clearinghouse and also be made available for no less than 30 days.
 6. If regionally significant changes are made to the transportation plan, transportation improvement programs, and environmental documents during the review and comment period, the plan(s) will be made available for 30-day public review and comment prior to final adoption.
 7. Minor amendments to the transportation improvement programs will have a 14-day public review period and may be approved by the executive director.
 8. Regionally significant changes to the transportation plan, transportation improvement programs, and environmental documents during the review and comment period shall also be advertised via press release to all media outlets, through electronic notice to TCAG's address database and on the TCAG web site as deemed necessary prior to final adoption.
 9. The executive director or his/her designee will coordinate with the State to improve public awareness of the State Transportation Plan and/or the State Transportation Improvement Plan.
 10. Records relating to the transportation plans, transportation improvement programs, and environmental impact reports will be made available for public review upon request.
 11. Technical and policy information relating to the transportation plans, transportation improvement programs, and environmental impact reports will be made available for public review upon request.
 12. Staff will hold formal public workshops on the Regional Transportation Plan in convenient locations throughout the region. These public meetings/workshops will be announced in a variety of formats, including

public notices, display ads, press releases and direct mail and/or electronic mail notices in the affected communities.

13. All project plan amendments not considered administrative in scope shall be advertised via public notice and held for a 30-day review period.
14. Refer to the California Transportation Commission's Regional Transportation Plan Guidelines regarding addendums, supplemental and subsequent environmental documents to the Regional Transportation Plan.



TCAG Staff at Tulare County Fair Booth- sharing transit, Calvans rideshare, Amtrak, bike and pedestrian safety, and Air Quality Art Contest information. Feedback was received regarding barriers to active transportation.

Level III Procedures

Anticipated High-Profile Projects

The following must also meet the criteria listed in levels I and II. Level III procedures address plans that provide long-range direction for the organization or that TCAG staff determines to be potentially controversial based on their environmental impacts, project

scope or other determining factors. These documents are subject to the highest levels of public outreach under these policies. These procedures become effective before an initial draft document has been produced. TCAG staff:

1. Develop a Regional Transportation Plan/Sustainable Communities Strategy.
2. Help form a citizens' advisory committee.
3. Develop a calendar of public workshops.
4. Identify the appropriate media contact to respond to media inquiries.
5. Develop regular email blasts specific to the plan or project and send them at regular intervals.
6. Coordinate a news conference and/or press release highlighting the plan/program and coordination between TCAG and public participation. Press releases will be sent to the appropriate radio stations, television channels, and newspapers.

Metropolitan transportation planning requires that where a metropolitan planning area includes Federal public lands and/or Indian Tribal lands, the affected Federal agencies and Indian Tribal governments shall be involved appropriately in the development of transportation plans and programs. Discussion on environmental mitigation activities of the long-range transportation plan shall be developed in consultation with tribes.

Senate Bill 375 increased the minimum level of public participation required in the regional transportation planning process, including collaboration between partners in the region during the development of a Sustainable Communities Strategy (SCS) and/or an Alternative Planning Strategy (APS). Public participation pursuant to SB 375 shall include the following:

1. Outreach efforts encouraging the active participation of a broad range of stakeholders in the planning process, consistent with the agency's adopted Federal Public Participation Plan. This includes, but is not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, healthy and active lifestyle advocates and homeowner associations.
2. Consultation with other regional congestion management agencies, transportation agencies, and transportation commissions.
3. Regional public workshops will be held with information and tools providing a clear understanding of policy choices and issues. To the extent practicable, each

workshop shall include urban simulation computer modeling to create visual representations of the SCS and APS.

4. Preparation and circulation of a draft SCS (and APS, if one is required) not less than 55 days before adoption of a final RTP.
5. A process enabling the public to provide a single request to receive notices, information and updates.
6. During the development of the SCS (and APS, if applicable), at least two informational meetings will be held for members of the Board of Supervisors and City Councils. Only one informational meeting is needed if it is attended by representatives of the Tulare County Board of Supervisors and City Councils that represent a majority of the cities representing a majority of the population in the incorporated areas of the county.
 - a. The purpose of the meeting (or meetings) will be to discuss the SCS (and APS, if applicable), including key land use and planning assumptions, with the members of the Board of Supervisors and City Councils and to solicit and consider their input and recommendations.
 - b. Notices of these meetings are to be sent to the Clerk of the Board of Supervisors and City Clerks.
7. In preparing an SCS, TCAG will consider spheres of influence that have been adopted by the Local Agency Formation Commission (LAFCO). TCAG will also consult with LAFCO regarding special districts within the region that provide property-related services such as water or wastewater services, and will consult with these regional special districts, as appropriate, during development of a SCS (and APS if applicable).

SECTION 3

III. Process for Receiving Public Comments

The following public involvement techniques may be used to inform and educate the public and/or gather information.

A. Formal Public Meetings/Workshops

Formal public meetings and/or workshops may be held during the process. The format for the workshops will be at the discretion of TCAG. All TCAG meetings and public workshops will be held in buildings accessible to persons with disabilities. The format options include:

- 'Theater' style with a presentation followed by audience response.
- 'Open-house' style with individual comments provided directly to a recorder, typed in by the participant, or via written comment sheets; or
- A mixed format with an 'open house' style meeting followed by a 'theater' style comment period.
- Combining the workshop with a regular or special meeting put on by a local agency, such as a City Council or Planning Commission regular meeting, or other similar group meetings.

In each case, TCAG shall provide audio/visual presentations along with maps, charts and graphics, whenever practical, to help the public better understand the plans, programs, or projects it adopts.

B. Small Group Sessions

A meeting of selected citizens, businesses, advocates (which could include healthy and active lifestyle advocates) and/or neighborhood residents may be invited to participate in small group sessions to discuss options and give opinions on specific transportation topics. Sessions could be held in local community facilities including schools, rural clinics or civic facilities. Participants may be presented with materials and asked to respond. The following are types of small groups that might be involved in the process:

Plan/Program Advisory Committee (PAC) - An advisory committee established for the development of a plan or program may consist of a broadly representative group of citizens who understand other citizens' concerns, needs and wants, technical and administrative staff from various organizations, and officials from appropriate local and state entities.

A PAC with citizen participation can be a valuable asset. Generally, PACs provide and consider citizen input and advice regarding regional goals and objectives, problems and needs, and to discuss potential options and solutions regarding the activity and to be responsive to the citizen input.

PAC members may be expected to attend several public and neighborhood meetings. They may also be asked to assist, provide support and be responsible for the dissemination of information, and give testimony to the benefits and importance of the activity to the community, actively seek informed responses from the community regarding transportation problems and priorities, and elicit potential solutions.

TCAG will specifically consider the need for a PAC with regard to major transportation plans, studies, programs and projects. If the Board elects to form a PAC, the PAC shall be organized with a special effort to appoint persons who are or will represent the needs of the persons traditionally underserved such as low income, minorities, elderly and disabled. The ways and means of determining PAC membership, committee structure, and specific roles and responsibilities for an activity shall be presented to the TTAC and Board for their approval. Membership will not be permanent, thus PAC members will serve for the length of the development and completion of a plan or program.

Stakeholders - Interview or meet with individuals or groups who have a vested interest in the outcome of a TCAG-developed plan or program. Interviews and meetings would be conducted to identify issues and concerns. Such groups may include business, neighborhood, environmental, and others.

PAC and stakeholder meetings may include the use of various public involvement techniques to keep the group informed, obtain information, identify preferences and resolve conflicts.

Focus Groups - TCAG may use this approach to uncover information that is difficult to access. This includes uncovering attitudes, opinions, and emotions on specific issues or

topics from a group of 'screened' participants. This method may also be used to clarify issues so as to develop surveys.

C. Internet

Social media and the various platforms on the internet are some of the most powerful methods of communication. TCAG utilizes the latest technology to keep the public advised of events or opportunities to be involved. This has been a successful method of feedback for programs or comments. Many organizations utilize this method as well, so TCAG is able to reach a great portion of Tulare County and beyond using the internet. TCAG provides access to plans and programs through the Internet. When applicable, e-mail addresses are provided to enable public access to communicate with the appropriate agency or individual to submit comments or questions. Some of the various methods for gathering or requesting comments are:

1. TCAG website
2. Twitter
3. Facebook
4. Instagram

D. Fairs and Festivals

TCAG has found great success interacting at public venues. In-person contact with the community at fairs and festivals has enabled TCAG to express the importance of the public's involvement in the process of various areas: transportation planning, programming and projects as set forth in the RTP, as well as the FTIP. Participants are encouraged to view exhibits, ask questions, consider the information and give comments. Fairs create interest and dramatize a plan, program or TIP project through visualized graphics, audiovisuals, and interaction with TCAG staff.



At the Tule River Breast Cancer Color Run, TCAG promoted pedestrian safety and the Air Quality Art Contest for kids. (Reservation Road, Tule River Reservation.

E. Public Opinion Surveys

TCAG actively engages the public to gather Surveys reports in order to gauge public opinion and knowledge of plans, programs or any elements that being developed will be positively accepted or whether changes may need to be considered. An appropriate sized random sample is drawn from the targeted population and surveyed to develop a sense of general public attitudes. Surveys are completed in various ways: formal methods: such as a direct mailing to citizens, businesses, and community organizations are conducted. Informal methods: such as a self-administered questionnaire attached within a draft document, surveys conducted through various internet platforms as well.

F. Public Notices

Public notices are circulated through the various newspaper organizations.

G. Phone/In-person Comments

A period of time may be provided to allow citizens to telephone or walk in their comments. TCAG's phone number and address will be provided to the media and may

be included on documents related to the plan or program. TCAG will summarize verbal comments.

H. Telephone

TCAG has a phone line specific to providing language translation for the public. Over 240 language translations are available either in-person for individuals that come into our office or for those that call the TCAG office mail line.

SECTION 4

IV. Public Involvement Policy Evaluation

- A. Significant changes to TCAG's Public Involvement Procedures shall be published and available for a 45-day public review and comment period before final adoption.
- B. TCAG staff and the public will review the public review process every four years.

Evaluation Methodology

In order to regularly evaluate the Public Involvement Procedures, five performance measures are proscribed:

1. The accessibility of the outreach process to serve diverse geographic, language and ability needs.
2. The extent or reach of the process in involving and informing as many members of the public as possible.
3. The diversity of participants in the outreach process and its ability to reflect the broad range of ethnicities, incomes and abilities of residents in the Tulare County region.
4. The impact of public outreach and involvement on the plan/program and on policy board actions.
5. The satisfaction with the outreach process expressed by participants. For each of these five performance measures, a set of quantifiable indicators has been established. They will be applied as appropriate to each plan/program's level requirements.

A. Accessibility Indicators:

- ☐ Meetings are held throughout the county.
- ☐ 100 percent of meetings are reasonably accessible by transit.
- ☐ All meetings are accessible under Americans with Disability Act requirements.
- ☐ Meetings are linguistically accessible to 100 percent of participants with three working days' advance request for translation. (*Meeting announcements will offer translation services with advance notice to participants speaking any language with available professional translation services.*)

B. Reach Indicators

- ☐ Number of comments logged into comment tracking and response system.
- ☐ Number of individuals actively participating in outreach program.
- ☐ Number of visits to the specific section of the TCAG website.
- ☐ Number of newspaper articles mentioning the plan/program.
- ☐ Number of radio/television interviews or mentions on the plan/program.

C. Diversity indicators

- ☐ Demographic of targeted workshop/charette/meeting roughly mirror the demographics of the Tulare County region.
- ☐ Percentage of targeted organizations and groups participating in at least one workshop/charette/meeting.
- ☐ Participants represent a cross-section of people of various interests, places of residence and primary modes of travel.

D. Impact Indicators

- ☐ 100 percent of written comments received are logged into a comment tracking system, analyzed, summarized and communicated in time for consideration by staff and the policy board.
- ☐ 100 percent of significant written comments are acknowledged so that the person making them knows whether his or her comment is reflected in the outcome of a policy board action, or, conversely, why the policy board acted differently.

E. Participant Satisfaction

(This information would be obtained via an online and written survey available on the TCAG web site, and at each workshop/charette/public meeting involving the plan or program in question.)

- ☐ Accessibility to meeting locations.
- ☐ Materials presented in appropriate languages for targeted audiences.
- ☐ Adequate notice of the meetings provided.

- ☐ Sufficient opportunity to comment.
- ☐ Educational value of presentations and materials.
- ☐ Understanding of other perspectives and priorities.
- ☐ Clear information at an appropriate level of detail.
- ☐ Clear understanding of items that are established policy versus those that are open to public influence.
- ☐ Quality of the discussion.
- ☐ Responsiveness to comments received.

SECTION 5

V. Legal and Display Ad Minimum Requirements

Legal Notice

- Date, time, and place of public hearing or meeting;
- Identity of the hearing body or officer;
- General explanation of the matter to be considered;
- General description, in text or by diagram, of the location of the real property, if any, that is the subject of the hearing or meeting;
- The following statement when appropriate – “Individuals with disabilities may call to request auxiliary aids necessary to participate in the public meeting/hearing.”

Tulare County Association of Governments
Attention: Benjamin A. Kimball – Deputy Executive Director
210 North Church Street, Suite B
Visalia, CA 93291
(559) 623-0450
Web site: www.tularecog.org
E-mail: bkimball@tularecog.org

Notice of Intent to Adopt

- Period during which comments will be received;
- Date, time, and place of any public meetings or hearings on the proposed project;
- Brief description of the proposed project and its location;

- Address where copies of the proposed negative declaration are available for review;
- The following statement when appropriate – “Individuals with disabilities may call TCAG to request auxiliary aids necessary to participate in the public meeting/hearing.”

Tulare County Association of Governments
 Attention: Benjamin A. Kimball – Deputy Executive Director
 210 North Church Street, Suite B
 Visalia, CA 93291
 (559) 623-0450
 Web site: www.tularecog.org
 E-mail: bkimball@tularecog.org

Notice of Determination

Filed with Tulare County Clerk's Office and State Clearinghouse

- Information identifying the project, including common name and location;
- Brief description of the project;
- Date on which TCAG determines the project will not cause any significant adverse environmental effects;
- Address where copy of the negative declaration may be examined;
- The following statement – "TCAG has complied with the California Environmental Quality Act in the preparation of this negative declaration;"
- The following statement when appropriate – “Individuals with disabilities may call TCAG to request auxiliary aids necessary to participate in the public review process.”

Tulare County Association of Governments
 Attention: Benjamin A. Kimball – Deputy Executive Director
 210 North Church Street, Suite B
 Visalia, CA 93291
 (559) 623-0450
 Web site: www.tularecog.org
 E-mail: bkimball@tularecog.org

Notice of Preparation filed with the State Clearinghouse

- Description of project;
- Project location on a map;
- Discussion of probable environmental effects of project;
- The following statement when appropriate - "Individuals with disabilities may call TCAG to request auxiliary aids necessary to participate in the public review process."

Tulare County Association of Governments
Attention: Benjamin A. Kimball – Deputy Executive Director
210 North Church Street, Suite B
Visalia, CA 93291
(559) 623-0450
Web site: www.tularecog.org
E-mail: bkimball@tularecog.org

Notice of Completion filed with the State Clearinghouse

- Description of project;
- Project location;
- Date, time, and place of any public meetings or hearings on the proposed project;
- Address where copies of the Draft EIR are available for review;
- Period during which comments will be received;
- The following statement when appropriate - "Individuals with disabilities may call TCAG to request auxiliary aids necessary to participate in the public review process."

Tulare County Association of Governments
Attention: Benjamin A. Kimball – Deputy Executive Director
210 North Church Street, Suite B
Visalia, CA 93291
(559) 623-0450
Web site: www.tularecog.org
E-mail: bkimball@tularecog.org

Sample Notice

Notice of Public Hearing
Date

Before the Tulare County Association of Governments (TCAG) in the matter of STATE PURPOSE OF PUBLIC HEARING:

A. WHEREAS, TCAG, in its capacity as the INSERT DESIGNATION will hold a public hearing to receive public comments regarding the INSERT PLAN, PROJECT, PROGRAM and

B. WHEREAS, NAME DOCUMENT AND PURPOSE

NOTICE IS HEREBY GIVEN THAT:

- A. A PUBLIC HEARING will be held in the STATE LOCATION, STATE ADDRESS at STATE TIME, on STATE DATE, for the purpose of receiving public comments and testimony regarding INSERT PLAN, PROJECT, OR PROGRAM. This hearing will be a part of a regularly scheduled meeting of the Tulare County Association of Governments.
- B. The INSERT PLAN, PROJECT, OR PROGRAM will be considered for INSERT ACTION by the Tulare County Association of Governments following the public hearing.
- C. Any person wishing to present testimony related to INSERT PLAN, PROJECT, OR PROGRAM may be heard, or may submit written comments to TCAG for inclusion in the official record of the hearing. Individuals with disabilities may call TCAG to request auxiliary aids necessary to participate in the public review process.

Tulare County Association of Governments
Attention: Benjamin A. Kimball – Deputy Executive Director
210 North Church Street, Suite B
Visalia, CA 93291
(559) 623-0450
Web site: www.tularecog.org
E-mail: bkimball@tularecog.org

DATE OF PUBLICATION

Display Ads

Newspaper display ads, which may be inserted anywhere in the paper and are not confined to the classified section, will be used for the following documents: Regional Transportation Plan; Regional Transportation Improvement Program; Federal Transportation Improvement Program; all corridor studies; transit studies, including the unmet transit needs process; and all special studies. These advertisements should run at the beginning, middle, and toward the end of the document development process. They will announce either a public input period, draft review availability or a final review period. Display ads should be no smaller than 2 columns in width by no less than 4 inches deep. If financial constraints allow, display ads should run 2 columns wide by 7 inches deep or larger. Given the larger canvas with which to work, display ads should contain at least one art element by which to draw the eye. This should include, but not necessarily be limited to the TCAG logo. The number of different fonts used should be limited to two.

Sign -In Sheets

Have a sign-in sheet available and make sure information is legible. This will become part of TCAGs official record and this information will become a part of the mailing list. At a minimum, include: name, address (street, city, zip), daytime contact telephone number and e-mail address. The information needed from the sign-in sheet may vary from meeting to meeting. If quite a bit of information is needed, consider developing an information card that attendees can complete at their seat.

Have TCAG materials available

Several items will help the public to understand the purpose of the agency, the project and TCAGs role. Many questions as can be answered prior to the meeting, which will save time during the meeting.

- Comment Sheets
- Project Information Guide
- TCAG Information Guide
- Presentation-specific support materials

Visual Aids

- PowerPoint presentation
- Slides
- Enlarged diagrams and graphs
- Enlarged maps
- Videos
- Handouts

Anticipate Questions

Anticipated questions should be developed and answered when the Project Information Guide is created. However, it is likely the audience will have many more. The process of transportation planning is not an easy one to grasp. Many members of the audience will have wishes and desires that simply cannot be fulfilled. How staff responds to questions or statements of desire will make a difference with their opinion of Tulare COGs efforts to involve the public. TCAG staff should create ways of telling the audience the planning process instead of telling the audience “No, we can’t.” There are creative ways to help the audience understand that transportation planning is a dynamic give-and-take process.

Tulare County Association of Governments
Public Outreach

SECTION 6

Appendix A – Outreach Chart

TCAG PUBLIC OUTREACH CHART 2020										
	OWP (Budget)	RTP/SCS	RTP/SCS Amend.	RTP/SC S EIR	RTIP	FTIP	TIP Amend.	Special Studies	RHNA	AQ Conform.
Document and Process Inception										
Display Ads		★				★		★	★	
Direct Mail		★				★		★		
Email		★						★	★	
Press Release		★						★		
Public Meeting	★									
Public Workshop		★				★		★		
Draft Document Process										
Display Ads		★						★	★	
Direct Mail		★						★		
Email		★				★		★	★	
Press Release		★			★	★		★	★	
Public Meeting	★	★			★			★		★
Public Workshop		★			★	★		★		
Final Document Process										
Display Ads		★						★	★	★
Direct Mail	★	★						★		★
Email		★			★	★		★	★	★
Press Release		★			★	★		★		★
Public Meeting	★	★			★	★		★		★
Review Periods										
14- Day Review Period			★				★			
30-Day Review Period	★	★	★		★	★	★	★	★	★
45-Day Review Period				★						
55- Day Review Period		★								
Legal Notice		★	★	★			★			★
Public Hearing		★	★	★			★			★

Appendix B – Federal Transportation Improvement Program - Development and Circulation

Expedited Project Selection Procedures (EPSP):

EPSP allows eligible projects to be moved between FTIP fiscal years within the four year FTIP as long as the project cost and scope do not change. TCAG staff is federally authorized to utilize EPSP without additional State or federal approval action.

Amendment Type 1 – Administrative Modification:

Administrative modifications are defined in the current agreement between Caltrans and FHWA/FTA (original agreement November 17, 2008) on Administrative Modifications, and include such changes as minor changes in project cost, scope, schedule or funding sources. They require action and approval by TCAG (delegated to the Executive Director or TCAG Chair). As delegated by Caltrans, TCAG has agreed to the following procedures:

- I. Prior to the MPO (TCAG) approval of FTIP/FSTIP administrative modifications, TCAG may consult with Caltrans on proposed changes.
- II. Caltrans may provide cursory review of the administrative modification prior to the MPO's approval.
- III. TCAG shall send copies of the approved administrative modifications to Caltrans, FHWA, FTA, and other stakeholders. Caltrans will post the approved administrative modification on the Division Transportation Programming Website.
- IV. Caltrans will regularly review the MPO's (TCAG's) approved administrative modifications and will reject changes that do not comply with the attached procedures. In such cases the MPO (TCAG) must correct all noncompliance.
- V. Caltrans will withdraw its delegation from the MPO (TCAG) if it is found to be consistently noncompliant with the modification

Federal agencies are notified but do not take approval action. Public notification of the administrative modification is posted on TCAG's website (<https://www.tularecog.org/>) at the time of the action and subsequently posted on the Caltrans website (<https://dot.ca.gov/programs/transportation-programming/ftip-fstip-amendment-approvals/tcag>) after TCAG approval.

Amendment Type 2 – Amendment (Funding Changes):

Type 2 amendments include project cost changes that are greater than what is allowed in an Administrative Modification. Public notice of the amendment is posted at least 14 days prior to action (delegated to the Executive Director or TCAG Chair) on the TCAG website. The amendment is distributed to local agencies through the TAC and reaffirmed by the Board at the next available meeting following approval by the Executive Director or TCAG Chair (any

amendments to the Measure R Expenditure Plan are still subject to direct action by the Tulare County Transportation Authority). TCAG Board approval is required for amendments over \$25 million. The TCAG Chair may approve an amendment over \$25 million if loss of funding may occur. These amendments require approval by TCAG, Caltrans and FHWA. The approved amendment is forwarded to Caltrans and FHWA for approval both in hard copy and electronic format.

Amendment Type 3 – Amendment (Exempt Projects):

Type 3 amendments include adding or deleting projects that are exempt from regional air quality emissions analysis. These amendments typically include transit or safety projects. Public notice of the amendment is posted at least 14 days prior to action (delegated to the Executive Director or TCAG Chair) on the TCAG website. The amendment is distributed to local agencies through the TAC and reaffirmed by the Board at the next available meeting following approval by the Executive Director or TCAG Chair (any amendments to the Measure R Expenditure Plan are still subject to direct action by the Tulare County Transportation Authority). These amendments require approval by TCAG, Caltrans and FHWA. The approved amendment is forwarded to Caltrans and FHWA for approval both in hard copy and electronic format.

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

Type 4 amendments include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the RTP. Federal approving agencies can use a previous analysis of the project's impact on air quality for approval purposes. These amendments may be accompanied by an RTP amendment to maintain consistency. The legally noticed public comment period is 30 days. The legal notice of the public hearing is posted in a newspaper of general circulation and posted on the TCAG website. These notices may be combined as long as they are compliant with state and federal noticing provisions. The amendment is distributed to local agencies through the TAC. These amendments require approval by TCAG, Caltrans and FHWA. The approving TCAG resolution and amendment is forwarded to Caltrans and FHWA for approval both in hard copy and electronic format.

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

Type 5 amendments are the highest level amendment and involve adding or deleting new projects that result in new modeling for air quality impacts or significantly changing the design concept, scope or schedule of an existing project. These are accompanied by a new Air Quality Conformity document that demonstrates conformity with applicable air quality requirements. If applicable, these amendments may be accompanied by an RTP amendment to maintain consistency. The legally noticed public comment period is 30 days. The legal notice of the public hearing is posted in a newspaper of general circulation and

posted on the TCAG website. These notices may be combined as long as they are compliant with state and federal noticing provisions. The amendment is distributed to local agencies through the TAC. These amendments require approval by TCAG, Caltrans and FHWA and are distributed to the California Air Resources Board (CARB) and the San Joaquin Valley Air Pollution Control District. The approving TCAG resolution and amendment is forwarded to Caltrans and FHWA for approval both in hard copy and electronic format. 'Local agencies' include the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia and Woodlake, Tulare County and the Tule River Indian Tribe. FTIP updates follow the same process as Type 5 amendments. Copies of all amendments and updates are posted on the TCAG website (<https://www.tularecog.org/>) and hardcopies are provided to other agencies, organizations or individuals upon request.

Appendix C – Development and Update of the Public Participation Plan

Pursuant to Map-21, an MPO's Public Participation Plan must be developed in consultation with 'all interested parties'. Listed below is the step by step process to be used to update the Plan:

- On May 1, 2020, notice of the 45-day public review period and the public hearing was posted in the Porterville Sun Gazette. The Draft 2022 Public Participation Plan was mailed and/or e-mailed to all identified Resource Agencies, the Tule River Tribe and other interested agencies, organizations or individuals. In addition, a letter was sent to all remaining agencies, organizations and individuals on TCAG mailing lists notifying them that the Draft Plan was available for review and is posted on the TCAG website (<https://www.tularecog.org/>).
- June 15, 2020, Public Hearing held at the Tulare County Board of Supervisors 2800 W Burrel Ave. Visalia, CA 93291. All comments are addressed with the comments and responses included in Appendix B of the final 2022 Public Participation Plan, and anticipated adoption of the updated plan.

Appendix D – Responses to Comments

Agency Comments

INSERT AGENCY COMMENTS AND RESPONSES

Caltrans Comments

INSERT COMMENTS FOR 2020 AND UPDATED RESPONSES

Letter from Caltrans

INSERT CALTRANS LETTER

APPENDIX E- Outreach Community Partners

Table 1

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> • Create Tulare County • Census 2020 partners • Visalia CHP • Tule River Tribe • Visalia Transit • Tulare County Health & Human Services • Tulare County Public Health • Caltrans • Whitman Village • Visalia Rescue Mission | <ul style="list-style-type: none"> • Parenting Network • Porterville Police Department • College of the Sequoias • SSC • Visalia Public Library • Army Corp of Engineers • Tulare County Office of Education • Tulare County OES | <ul style="list-style-type: none"> • Arts Consortium • Jim Barnes Brain Injury Foundation • Tulare County Sheriff Dept.- PAL Program • Child Welfare Services of Tulare County • Amtrak • CalVans |
|---|--|---|



Table 2
TRANSIT OUTREACH PARTNERS

Business Name & Contact	Address	City	State	Zip
Visalia Chamber of Commerce	222 N. Garden Street, #300	Visalia	CA	93291
Tulare County Library	200 W. Oak Avenue	Visalia	CA	93291
Anthony Community Center	345 N. Jacob Street	Visalia	CA	93291
Visalia Emergency Aid Council	217 NE 3rd Avenue; P.O. Box 651	Visalia	CA	93279
Visalia City Hall - West	707 W. Acequia Avenue	Visalia	CA	93291
Central Valley Regional Center	5441 W. Cypress Avenue	Visalia	CA	93277
College of the Sequoias - Bookstore	915 S. Mooney Boulevard	Visalia	CA	93277
Visalia Medical Clinic	5400 W. Hillsdale Drive	Visalia	CA	93291
Tulare County Board of Supervisors	2800 W. Burrel Avenue	Visalia	CA	93291
Tulare County Office of Education	6200 S Mooney Boulevard; P.O. Box 5091	Visalia	CA	93277
Visalia Convention Center	303 E. Acequia Avenue	Visalia	CA	93291
Boys and Girls Club	215 W. Tulare Avenue	Visalia	CA	93277
Fresno Pacific University Visalia Campus	245 Plaza Drive	Visalia	CA	93291
Visalia Youth Services	711 N. Court Street., Suite B	Visalia	CA	93291
Resources for Independence Central Valley	425 E. Oak Ave, Suite 202	Visalia	CA	93291
R-N Market	737 S. Lovers Lane	Visalia	CA	93292
Able Industries	8929 W. Goshen Avenue	Visalia	CA	93291
Vallarta Supermarket	3112 N. Dinuba Boulevard	Visalia	CA	93291

Self Help Enterprises	8445 W. Elowin Court	Visalia	CA	93291
Tulare Works	1845 N. Dinuba Boulevard	Visalia	CA	93291
Visalia Rescue Mission	741 N. Santa Fe Street	Visalia	CA	93292
R&R Library	7000 W. Doe Avenue, Suite C	Visalia	CA	93291
Family Healthcare Network - Oak St.	400 E. Oak Avenue	Visalia	CA	93291
Parenting Network	330 N. Johnson Street	Visalia	CA	93291
TCOE-SEE Visalia Youth	626 N. Akers Street	Visalia	CA	93291
Visalia Senior Center	345 N. Jacob Street	Visalia	CA	93291
Visalia Learning Center	630 S. Atwood Drive	Visalia	CA	93277
Proteus - Visalia	224 NW 3rd Avenue	Visalia	CA	93291
CSET-Visalia	312 NW 3rd Avenue	Visalia	CA	93291
Family Healthcare Network - Bridge St.	501 N. Bridge Street	Visalia	CA	93291
Family Services	815 W. Oak Avenue	Visalia	CA	93291
Employment Connection	4025 W. Noble Avenue, Suite B	Visalia	CA	93277
Visalia Adult School	3110 E. Houston Avenue	Visalia	CA	93292
San Joaquin Valley College	8344 West Mineral King Avenue	Visalia	CA	93291
Social Security Administration	1901 E. Noble Avenue	Visalia	CA	93292
Save Mart Supermarkets	3615 W. Noble Avenue	Visalia	CA	93292
The Creative Center	606 N. Bridge Street	Visalia	CA	93291
Tulare County Personnel Department	2900 W. Burrell Avenue	Visalia	CA	93291
Tulare County Probation Office	100 E. Center Avenue	Visalia	CA	93291
Visalia KTAAA	4031 W. Noble Avenue	Visalia	CA	93277
Visalia WIC	1819 N. Dinuba Boulevard	Visalia	CA	93211

Kaweah Delta Mental Health	1100 S. Akers Street	Visalia	CA	93277
Hispanic Chamber of Commerce	119 S. Church Street	Visalia	CA	93291
CASA	1146 N. Chinowth Street	Visalia	CA	93291
Visalia Gleaning Seniors	28600 Road 156	Visalia	CA	93292
Pro-Youth Heart	P.O. Box 387	Visalia	CA	93291
Pro-Youth Heart	505 N. Church Street	Visalia	CA	93291
Independent Study	1821 W. Meadow Lane	Visalia	CA	93277
Alpaugh KTA AAA C/O Visalia KTA AAA	4031 W. Noble Avenue	Visalia	CA	93277
Visalia Adult Integrated Clinic (Mental Health)	520 E. Tulare Avenue	Visalia	CA	93292
CSET - Earlimart	P.O. Box 1350	Visalia	CA	93279
Earlimart Library	312 NW 3rd Avenue	Visalia	CA	93291
Goshen Elementary School	6505 Avenue 308	Visalia	CA	93291
Turning Point of Central California	201 N. Court Street	Visalia	CA	93291
Family Healthcare Network	401 E. School Avenue	Visalia	CA	93291
Tulare County Superior Court	11200 Avenue 368	Visalia	CA	93291
Tulare County Superior Court	221 S. Mooney Boulevard	Visalia	CA	93291
Tulare County Superior Court	3400 W. Mineral King, Suite C	Visalia	CA	93291
Tulare County HHSA, Public Health Branch	5957 South Mooney Blvd.	Visalia	CA	93277
Manuel Hernandez Community Center	247 W. Ferguson Avenue	Visalia	CA	93291
Whitendale Community Center	345 N. Jacob Street	Visalia	CA	93291
Visalia Transit Center	425 E. Oak Ave.	Visalia	CA	93291
Tulare Chamber of Commerce	220 E. Tulare Street	Tulare	CA	93274
Tulare Public Library	475 N. M Street	Tulare	CA	93274
City of Tulare Senior Community Center	201 N. F Street	Tulare	CA	93274
Tulare Adult School	575 W Maple Avenue	Tulare	CA	93274

Family Resource Center	304 E Tulare Avenue	Tulare	CA	93274
Employment Connection	304 E Tulare Avenue	Tulare	CA	93274
Tulare WIC/TulareWorks	458 E. O'Neal Avenue	Tulare	CA	93274
United Way	1601 E. Prosperity Avenue	Tulare	CA	93274
Tulare Regional Medical Center	869 N. Cherry Street	Tulare	CA	93274
Kings View Substance Abuse	559 E. Bardsley Avenue; PO Box 688	Tulare	CA	93274
Tulare Hillman Health	1062 S. K Street	Tulare	CA	93274
Tulare Youth Services Bureau	327 S. K Street	Tulare	CA	93274
Tulare City Hall	411 E. Kern Avenue	Tulare	CA	93274
Waukena Joint Elementary School	19113 Road 28	Tulare	CA	93274
Tulare Community Health Clinic	1101 N. Cherry Street	Tulare	CA	93274
Turning Point of Central California	113 S. M Street	Tulare	CA	93274
Boys and Girls Club	948 N. H Street	Tulare	CA	93274
R-N Market	1043 E. Bardsley Avenue	Tulare	CA	93274
Vallarta Supermarket	1111 N. Cherry Street	Tulare	CA	93274
Tulare Transit Center				
Tulare See	3442 E. Bardsley Avenue	Tulare	CA	93274
Tulare City Hall	411 E. Kern Avenue	Tulare	CA	93274
Tulare County WIC	115 E. Tulare Avenue	Tulare	CA	93274
Porterville Public Library	41 W. Thurman Avenue	Porterville	CA	93257
Porterville Chamber of Commerce	93 N. Main Street Suite A	Porterville	CA	93257
Porterville College	100 E. College Avenue	Porterville	CA	93257
CSET-Porterville	1061 W. Henderson Avenue	Porterville	CA	93257

Tulare County Employment Connection	1063 W. Henderson Avenue	Porterville	CA	93257
Proteus INC	54 N. Main Street Suite 10	Porterville	CA	93257
Porterville Senior Center	280 N. Fourth Street	Porterville	CA	93257
Porterville Adult Day Services	227 E. Oak Avenue	Porterville	CA	93257
Sierra View Medical Center	465 W. Putnam Avenue	Porterville	CA	93257
Family Health Care Network	1107 W. Poplar Avenue	Porterville	CA	93257
Boys and Girls Club-Porterville	344 E. Morton Avenue	Porterville	CA	93257
Porterville Sheltered Workshop	194 W. Poplar Avenue	Porterville	CA	93257
Porterville Development Center	26501 Avenue 140	Porterville	CA	93257
Valley Care Center	661 W. Poplar Avenue	Porterville	CA	93257
Porterville WIC	1055 West Henderson Avenue Suite 5	Porterville	CA	93257
Employment Connection One Stop Center	1063 W. Henderson Avenue	Porterville	CA	93257
TulareWorks	1055 W. Henderson Avenue Suite 3	Porterville	CA	93257
TCOE-SEE Porterville	1414 W. Olive Avenue	Porterville	CA	93257
Porterville Transit Center	61 W. Oak Avenue	Porterville	CA	93257
Porterville City Hall	291 N. Main Street	Porterville	CA	93257
Vallarta Supermarket	305 E. Olive Avenue	Porterville	CA	93257
Kings View One Stop Tulare	409 N. Main Street	Porterville	CA	93257
Tulare County Superior Court	300 E. Olive Avenue	Porterville	CA	93257
Tule River Tribe Reservation	340 N. Reservation Road	Porterville	CA	93257
Tule River Recreation Center	308 Reservation Road	Porterville	CA	93257
Tule River Tribal Council Office	340 N. Reservation Road	Porterville	CA	93257

Tule River Indian Health Center	380 Reservation Road	Porterville	CA	93257
City of Dinuba-Recreational Center	1390 E. Elizabeth Way	Dinuba	CA	93618
Tulare County Library-Dinuba Branch	150 S. I Street	Dinuba	CA	93618
Dinuba Vocational Center	199 N. L Street	Dinuba	CA	93618
Dinuba Chamber of Commerce	210 N. L Street	Dinuba	CA	93618
Dinuba Senior Center	437 N. Eaton Avenue	Dinuba	CA	93618
Ruiz Foods	501 S. Alta Avenue	Dinuba	CA	93618
Dinuba Rural Health Medical Center	420 E. El Monte Way	Dinuba	CA	93618
Dinuba WIC	1433 E. El Monte Way	Dinuba	CA	93618
Dinuba City Hall	405 E. El Monte Way	Dinuba	CA	93618
Dinuba Adult School	1327 E. Avenue 416	Dinuba	CA	93618
Dinuba Health Care Center	1451 E. El Monte Way	Dinuba	CA	93618
Dinuba Courthouse	640 S. Alta Avenue	Dinuba	CA	93291
City of Dinuba-Public Works	1088 E. Kamm Ave	Dinuba	CA	93618
Dinuba Transit Center	180 E. Merced Street	Dinuba	CA	93618
Tulare Works	1066 N. Alta Avenue	Dinuba	CA	93618
Proteus Youth Services	400 W. Tulare Street	Dinuba	CA	93618
Tulare County Superior Court	640 S. Alta Avenue	Dinuba	CA	93618
Exeter City Hall	137 N. F Street	Exeter	CA	93221
Tulare County Public Library-Exeter Branch	230 E. Chestnut Avenue	Exeter	CA	93221
Exeter Chamber of Commerce	101 W. Pine Street	Exeter	CA	93221
Exeter Health Clinic	1014 San Juan Avenue	Exeter	CA	93221
Boys & Girls Club of the Sequoias	1003 San Juan Avenue	Exeter	CA	93221
Farmersville City Hall	909 W. Visalia Road	Farmersville	CA	93223

Farmersville Health Care Center	660 E. Visalia Road	Farmersville	CA	93223
Farmersville Senior Center	444 N. Gene Avenue	Farmersville	CA	93223
Farmersville WIC	138 E. Front Street	Farmersville	CA	93223
Family Health Care Network	730 N. Farmersville Boulevard	Farmersville	CA	93223
Lindsay City Hall	251 E. Honolulu Street	Lindsay	CA	93247
Lindsay Chamber of Commerce	133 W. Honolulu Street	Lindsay	CA	93247
Lindsay Public Library	157 N. Mirage Avenue	Lindsay	CA	93247
Lindsay Health Care Center	839 N. Sequoia Avenue	Lindsay	CA	93247
Lindsay Senior Center	911 Parkside Avenue	Lindsay	CA	93247
Tulare Works	900 Sequoia Avenue	Lindsay	CA	93247
Lindsay WIC	248 N. Highway 65	Lindsay	CA	93247
McDermont Field House	365 N. Sweetbriar Avenue	Lindsay	CA	93247
El Quinto Sol de America	115 N Elmwood Ave.	Lindsay	CA	93247
Orosi Library	12646 Avenue 416	Orosi	CA	93647
Cutler/Orosi CSET	12691 Avenue 408	Cutler	CA	93615
Family Health Care Network	12586 Avenue 408	Orosi	CA	93647
Cutler/Orosi Senior Center	12691 Avenue 408	Cutler	CA	93615
R-N Market	12760 Avenue 416	Orosi	CA	93647
Family Education Center School	40802 Road 128	Orosi	CA	93615
Earlimart Senior Center	712 E. Washington Avenue	Earlimart	CA	93219
Earlimart Library	P.O. Box 12153	Earlimart	CA	93219
Family Health Care Network	33025 Road 159	Ivanhoe	CA	93235
Ivanhoe Library	15964 Heather Avenue	Ivanhoe	CA	93235

Boys and Girls Club	15892 Azalea Avenue	Ivanhoe	CA	93235
Family Health Care Network	41651 Sierra Drive	Three Rivers	CA	93271
Three Rivers Library	42052 Eggers Road	Three Rivers	CA	93271
Pixley Library	300 N. School Street	Pixley	CA	93274
Strathmore Branch Library	19646 Rd 230	Strathmore	CA	93267
Springville Chamber of Commerce	35627 California 190	Springville	CA	93265
Springville Library	35800 California 190, P.O. Box 459	Springville	CA	93265
Traver Joint School District	36736 Canal Drive, P.O. Box 69	Traver	CA	93673
Alpaugh Library	P.O. Box 69	Alpaugh	CA	93201
Kings River Union School District	3961 Avenue 400	Kingsburg	CA	93631
Family Health Care Network	31180 Road 72	Visalia	CA	93291
Terra Bella Library	23825 Avenue 92	Terra Bella	CA	93270
Family Health Care Network	9416 Road 238	Terra Bella	CA	93270
Tipton Library	301 E. Woods Avenue	Tipton	CA	93272
Woodlake Library	400 W. Whitney Avenue	Woodlake	CA	93286
Woodlake Senior Center	179 N. Magnolia Street	Woodlake	CA	93286
Woodlake Chamber of Commerce	264 N. Valencia Boulevard	Woodlake	CA	93286
Woodlake Family Resource Center	168 N. Valencia Boulevard	Woodlake	CA	93286
Woodlake City Hall	350 N. Valencia Boulevard	Woodlake	CA	93286
Family Health Care Network-Woodlake	201 E. Lakeview Avenue	Woodlake	CA	93286

Table 3
Census Outreach Community Events Listing

Date	Event / Meeting	Type of Participation
10/2/19	Tulare County HHSA, Aging Services Division	Provided 500 Census pencils and "Know Your Rights About the 2020 Census" (KYR) cards for outreach at Resource Fairs, the Loss Conference, & delivery to Homebound Clients
10/2/19	Tule River Tribe Veterans Stand Down event	Porterville Salvation Army distributed KYR cards and Census pencils to 30 veterans, speaking with them about the Census
10/3/19	City of Porterville CCC	Provided "Know Your Rights About the 2020 Census" cards for the following organizations to use in outreach: EDD (600), Employment Connection (100), PUSD (400), Hot Springs Capineros Senior & Community Center (100), Proteus (200 cards/150 pencils), FHCN (200 cards/120 pencils), and Porterville College (500 cards/500 pencils)
10/4/19	Ivanhoe Health Fair (Harvest Carnival), Ivanhoe	Provided "Census To Go" box (includes KYR cards & Census Hand Tracing project supplies) to Woodlake Family Resource Center for Census outreach booth at event
Date	Event / Meeting	Type of Participation
10/4/19	Cuadrilla de la Semana, Lindsay Vineyard	Attended a Crew of the Week event hosted by La Ley Radio; distributed KYR cards; Radio host talked with people about the Census; live radio coverage
10/5/19	Farmersville Fall Festival, Farmersville	Talked with people about Census at booth; used Census hand tracing project; Census pencils; distributed KYR cards
10/5/19	Reencuentro Purepecha 2019, Farmersville	Provided "Census To Go" box (includes KYR cards & Census Hand Tracing project supplies) to Salvation Army for Census outreach booth at event
10/10/19	Cutler-Orosi Joint Unified School District CONNECT meeting	Made presentation at meeting of community teamwork partners about the importance of the 2020 Census and opportunities to partner

10/11/19	Cuadrilla de la Semana, Poplar Vineyard	CCC member attended a Crew of the Week event hosted by La Ley Radio; distributed "Know Your Rights About the 2020 Census" cards; talked with people about the Census; live radio coverage
10/12/19	Allensworth Historic Park Rededication, Allensworth	Provided CRPE with 250 "Know Your Rights About the 2020 Census" cards to use at outreach table at event
10/14/19	COS Undocumented Student Action Week event, Visalia	Provided 1,000 KYR cards for Sequoias Adult Education Consortium to use during Census outreach at event
10/16/19	FHCN Health Fair (Dia de la Familia), Terra Bella	Provided 500 KYR cards for FHCN to distribute at event
10/17/19	Sierra View Medical Center, Porterville	Provided Census informational videos to play on hospital lobby and cafeteria video screens
10/18/19	Cuadrilla de la Semana, Earlimart Vineyard	Attended a Crew of the Week event hosted by La Ley Radio; distributed KYR cards; CCC member talked with people about the Census; live radio coverage
10/19/19	Lindsay Health Fair, Lindsay	Provided 500 KYR cards for Sierra View Medical Center to distribute at booth
10/20/19	Festival del Trabajador Agricola "Farmworker Festival", Tulare	Talked with approx. 350 people about Census at booth #1; used Census hand tracing project; distributed KYR cards; USCB Staff provided Census Jobs / recruitment materials at booth #2; several Census announcements made from stage during course of event to estimated 5,000 audience
10/24/19	Annual Red Ribbon / Trunk O Treat event, London	KYR cards distributed by Proteus to people at event
Date	Event / Meeting	Type of Participation
10/25/19	San Joaquin Valley Regional Census Table meeting, Fresno	Participated on panel at regional Census meeting discussing outreach collaboration with local Education Sector partners
10/29/19	Stone Corral Carnival, Seville	Provided "Census To Go" box (includes KYR cards & Census Hand Tracing project supplies) to Woodlake Family Resource Center for Census outreach booth at event

10/30/19	Trunk Or Treat, Porterville	Provided 1,200 KYR cards and Census pencils for Porterville Nazarene to distribute at Halloween outreach event
10/31/19	Trunk Or Treat, Tule River Reservation	Tule River Tribe included KYR cards in Census themed Halloween treat bags along with Census themed shoe reflectors and slap bracelets purchased by Tule River Tribe with "Let's Get This Tribe Counted!" slogan
11/1/19	2019 Farmworker Women's Conference, Visalia Convention Center	Provided KYR cards and Census tote bags to SAEC and Woodlake FRC to use at outreach table at event. Census message delivered to attendees by Lupita Lomeli, Univision, at lunch
11/1/19	Dia De Los Muertos, Visalia	Talked with people about Census at booth; used Census hand tracing project; distributed KYR cards
11/1/19 to 11/13/19	Alpaugh Unified School District (Fall Festival 11/1; Food Distribution 11/13; Thanksgiving Dinner)	Provided additional KYR cards, Census tote bags and pencils for school to use at various events and local food distributions
11/5/19	First 5 Tulare County Network of Providers Meeting, Visalia	Made presentation at meeting of First 5 network providers about the importance of the 2020 Census and opportunities to partner. Provided KYR cards and USCB materials regarding the undercount of children and how to make sure they are counted correctly in 2020
11/7/19	City of Porterville CCC Meeting, Porterville	Provided Census materials to the following partners for outreach: Tule River Tribe (300 KYR cards/25 bags/250 pencils for Veterans Day Lunch and Thanksgiving Dinner events); Family Crisis Center (50 bags for homeless outreach Pizza Party 12/21); Hot Springs Community & Senior Center (50 bags/100 cards/100 pencils for Save Dollar Saturday event); Family HealthCare Network (100 cards/150 pencils for Vroom Harvest Festival in Tipton 11/17 and Jamaica (pronounced ha-MY-ka) fiesta event);
Date	Event / Meeting	Type of Participation
11/7/19	City of Porterville CCC Meeting, Porterville (continued)	PUSD Student Services (100 cards/100 pencils for Spirit Release event 11/9);

		PACC (50 bags for homeless outreach 12/7)
11/8/19	Cuadrilla de la Semana, Earlimart Vineyard	CCC member attended a Crew of the Week event hosted by La Ley Radio; distributed "Know Your Rights About the 2020 Census" cards; talked with people about the Census; live radio coverage
11/8/19	2019 Regional Conference on Immigrant Integration, Fresno	Participated on Census panel at regional conference hosted by the Central Valley Immigrant Integration Collaborative (CVIIC), made connections with potential outreach partners
11/9/19	Porterville Kiwanis Funnel Cake Event / Car Show	Porterville Kiwanis distributed KYR cards at their events and displayed Census poster
11/11/19	Veterans Breakfast, Woodlake	Provided Woodlake Family Resource Center with 50 KYR cards and 200 pencils for outreach at event
11/11/19	Veterans Day Run, Porterville	Provided Sierra View Medical Center with 400 KYR cards to include in runner bags
11/15/19	FoodLink Tulare County, countywide	Provided 5,100 Census grocery tote bags to use in food distributions throughout the county
Date	Event / Meeting	Type of Participation
Ongoing	FoodLink Tulare County, countywide	Provided FoodLink with Census grocery tote bags on to hand out during food distributions throughout the county
Ongoing	Sierra View Medical Center, Porterville	Including a "Sierra View Medical Center supports the Census" sticker with Census logo and message on front cover of Patient Guide
11/21/19	Dolores Huerta Foundation, Tulare	Held Census 2020 Town Hall event in Tulare with Univision media coverage and interview segment with Lupita Lomeli. Distributed Census information/KYR cards
11/24/19	Proteus, London	Incorporated Census focus into Thanksgiving event in London. Distributed Census tote bags, pencils & KYR cards
12/4/19	The Leadership Conference on Civil and Human Rights, Washington D. C.	Contacted by Beth Lynk, Census Counts Campaign Director, to ask permission to use the KYR card format for their Census outreach

Date	Event / Meeting	Type of Participation
12/7/19	Proteus, London	Incorporated Census focus into Christmas event in London. Distributed Census tote bags, pencils & KYR cards
12/10/19	Alpaugh Unified School District, Alpaugh	Provided 100 Census tote bags and 150 pencils to distribute to families in monthly food give away
12/10/19	City of Visalia, Visalia	City of Visalia CCC member announced that they will be putting Census information into the Recreation Guide for early Spring
12/10/19	Self-Help Enterprises	Self-Help Enterprises CCC member reported that they will be partnering with Migrant Education to distribute Census "Know Your Rights" (KYR) to clients
12/10/19	Tulare County Office of Education, countywide	CCC member reported that TCOE has been awarded additional State Census funds and plans to provide additional Questionnaire Assistance Centers at school sites. They also are working to expand use of Census curriculum through the Pulse, Pro Youth and Heart programs. They have launched a Census art contest, with winning art to be put on Visalia buses
12/11/19	HHSA Aging Services	Provided 200 Census totes for Senior Stockings
12/11/19	Woodlake Family Resource Center, Woodlake	Provided Census totes for Dolores Huerta Posada
12/12/19	HHSA Public Health, Terra Bella	Provided Census totes for distribution at La Virgen de Guadalupe Celebration event
12/14/19	Cutler-Orosi Joint Unified School District, Orosi	Provided 300 Census totes, pencils and KYR cards for Mother/Daughter Conference
12/14/19	Woodlake Family Resource Center, Woodlake	Provided KYR cards, 150 Census tote bags and 200 pencils for distribution at Toys for Joy event in Woodlake
12/18/19	Porterville Kiwanis, Woodville	Provided Census pencils for distribution at Woodville mini parade
12/19/19	Woodlake Family Resource Center, Woodlake	Provided 200 Census tote bags, 200 pencils and 300 KYR cards for upcoming events through Woodlake FRC

1/9/20	City of Porterville CCC	Provided KYR cards, Census totes and pencils for the following organizations to use in outreach: Porterville College (200 cards/100 pencils); Family Crisis Center (100 pencils /50 bags); Sierra View Medical Center (100 cards/100 pencils); EDD Vet Program (100 cards, 100 pencils, 50 bags)
Date	Event / Meeting	Type of Participation
1/9/20	Porterville Area Coordinating Council	Provided 200 Census totes for distribution at Project Homeless Connect on 1/24/20
1/9/20	Tule River Tribe	CCC member announced they are including Census information in their election booklet for 1/18/20 Election Day
1/10/20	City of Tulare, Tulare	Provided 200 Census tote bags, 200 pencils and 400 KYR cards for upcoming Census outreach. City of Tulare will be handing out KYR cards at their utility billing window
Ongoing	FoodLink Tulare County, countywide	Provided FoodLink with Census grocery tote bags to hand out during food distributions throughout the county
Ongoing	Sierra View Medical Center, Porterville	Including a "Sierra View Medical Center supports the Census" sticker with Census logo and message on front cover of Patient Guide
Ongoing	City of Tulare, Tulare	City of Tulare will be handing out Know Your Rights About the 2020 Census (KYR) cards at their utility billing window
Ongoing	League of Women Voters, countywide	Handing out KYR cards and providing Census information at various High School outreach presentations
Date	Event / Meeting	Type of Participation
Ongoing	Sequoias Adult Education Consortium, countywide	Providing KYR cards and Census information as part of Navigator team outreach, including at food distribution sites, ESL programs, adult education classes and parent meetings
Ongoing	First 5 Tulare County, countywide	Providing KYR cards and Census information as part of client visits. Working through First 5's 18 funded

		programs to conduct Census outreach throughout Tulare County
Ongoing	Proteus, Dinuba, London and Porterville area	Providing KYR cards and Census information as part of client visits and through Proteus educational classrooms
Ongoing	Woodlake Family Resource Center, Woodlake area	Providing KYR cards and Census information as part of client office visits and home visits. Will send KYR cards home with every student in January (est. 2,135 students)
Ongoing	Cutler-Orosi Joint Unified School District, Cutler-Orosi area	Providing KYR cards and Census materials as part of home visits, through school events and through the Family Education Center
1/14/20	Dolores Huerta Foundation, Lindsay	Provided KYR cards and Census information at town hall meeting in Lindsay
1/15/20	Porterville Kiwanis, Porterville	Provided 300 Census tote bags for bread giveaways and upcoming outreach efforts
1/18/20	Tule River Indian Tribe of California	Included Census information in their election booklet for 1/18/20 Election Day
January - February	League of Women Voters	Handing out KYR cards at the Farmers Market in Visalia for 4 weeks
1/21/20	League of Women Voters, Exeter	Handed out KYR cards and provided Census information at candidate forum in Exeter
1/21/20	Dolores Huerta Foundation, Woodlake	Provided KYR cards and Census information at town hall meeting in Woodlake
1/24/20	Porterville Area Coordinating Council	Provided KYR cards and 200 Census totes for Census outreach at Project Homeless Connect
1/25/20	Central California Environmental Justice Network (CCEJN), Visalia	Provided 300 KYR cards and 200 Census tote bags for Census outreach at the Roots of Resistance Conference held at COS
1/27/20	Leadership Counsel for Justice and Accountability	Provided 500 KYR cards and 50 Census tote bags for 1/27 meeting in Pixley and for use in upcoming Census outreach
Date	Event / Meeting	Type of Participation

1/30/20	Parenting Network, Porterville area	Provided 500 KYR cards and 300 Census tote bags to conduct Census outreach in conjunction with monthly house visits to approximately 300 families
1/30/20 – 2/27/20	Porterville College	Providing Census information and including Census job recruitment at booths in campus quad area and Student Center
1/30/20	League of Women Voters	Handed out KYR cards and provided Census information at candidate forum at COS
1/31/20	Sierra Health Foundation (SHF), countywide	Provided 9,600 KYR cards for use by organizations partnering with SHF to conduct door-to-door Census outreach in Tulare County communities
1/31/20	Porterville Area Coordinating Council	Provided 200 Census tote bags for church outreach for At-Risk Youth
2/5/20	Proteus, Linnell Camp	Provided KYR cards and Census tote bags for Census outreach at Farmworker Appreciation Day at Linnell Camp
2/10/20 – 2/13/20	Porterville Family Crisis Center	Providing Census information and Census pencils as part of Teen Dating/Violence Awareness month at schools in Porterville, Strathmore and Terra Bella
2/11/20 – 2/13/20	Sequoias Adult Education Consortium, Tulare	Providing Census information and KYR cards at booth at 2020 World Ag Expo
2/11/20 – 2/13/20	Porterville College	Providing Census information and materials at Rock the Vote & Census Awareness booth at college quad area
2/14/20	Proteus, Porterville	Provided KYR cards and Census tote bags for Census outreach at Farmworker Resource Fair at Santa Fe Elementary School
Ongoing	FoodLink Tulare County, countywide	Provided FoodLink with Census grocery tote bags on to hand out during food distributions throughout the county
Ongoing	Sierra View Medical Center, Porterville	Including a “Sierra View Medical Center supports the Census” sticker with Census logo and message on front cover of Patient Guide

Ongoing	City of Tulare, Tulare	City of Tulare will be handing out Know Your Rights About the 2020 Census (KYR) cards at their utility billing window
Ongoing (through February)	League of Women Voters, countywide	Handing out KYR cards at Visalia Farmers Market & providing Census information at various High School outreach activities
Date	Event / Meeting	Type of Participation
Ongoing	Sequoias Adult Education Consortium, countywide	Providing KYR cards and Census information as part of Navigator team outreach, including at food distribution sites, ESL programs, adult education classes and parent meetings
Ongoing	First 5 Tulare County, countywide	Providing KYR cards and Census information as part of client visits. Working through First 5's 18 funded programs to conduct Census outreach throughout Tulare County
Ongoing	Proteus, Dinuba, London and Porterville area	Providing KYR cards and Census information as part of client visits and through Proteus educational classrooms
Ongoing	Woodlake Family Resource Center, Woodlake area	Providing KYR cards and Census information as part of client office visits and home visits.
Ongoing	Cutler-Orosi Joint Unified School District, Cutler-Orosi area	Providing KYR cards and Census materials as part of home visits, through school events and through the Family Education Center
2/10/20 – 2/13/20	Porterville Family Crisis Center	Providing Census information and Census pencils as part of Teen Dating/Violence Awareness month at schools in Porterville, Strathmore and Terra Bella
2/11/20 – 2/13/20	Sequoias Adult Education Consortium, Tulare	Providing Census information and KYR cards at booth at 2020 World Ag Expo
2/11/20 – 2/13/20	Porterville College	Providing Census information and materials at Rock the Vote & Census Awareness booth at college quad area
2/11/20	Dolores Huerta Foundation	Provided 1200 CA Census fliers and 1000 KYR cards for door-to-door outreach throughout county
2/14/20	Proteus, Porterville	Provided KYR cards and Census tote bags for outreach at Farmworker

		Resource Fair at Santa Fe Elementary School
2/18/20 – 2/26/20	Tulare Public Library, Tulare	Held QAC training series for those who will be staffing QACs. Training dates: 2/18, 2/20, 2/25, 2/26 and 2/29
2/19/20	County of Tulare HHSA, countywide	Provided 500 CA Census fliers for use in outreach by Tulare Works division
2/19/20	Sierra View Medical Center, Porterville	Provided 600 KYR cards and 2 We Count! children's Census books for use in hospital waiting areas. Hospital staff is working on playing Census video on lobby screens.
2/21/20	Tulare Kings Hispanic Chamber of Commerce, Tulare	Provided KYR cards, Census pencils and CA Census fliers for outreach at the 10 th Annual Black History Month Celebration hosted by Southern California Edison
Date	Event / Meeting	Type of Participation
2/21/20	Cutler-Orosi Joint Unified School District	Provided 20 We Count! children's Census books for use in school district libraries and 200 CA Census fliers for use in outreach.
2/22/20	Tulare County Parks, Pixley	Handed out 100 KYR cards at Pixley Middle School Community Service event at Pixley Park
2/26/20	The Source LGBT+ Center, Visalia	Included Census materials and "I Will Be Counted" buttons at the I Love Arts Bro event at the Cellar Door.
2/26/20	Dolores Huerta Foundation, Dinuba, Orosi and Visalia	Provided 1600 KYR cards and 500 CA Census fliers for use at upcoming Town Hall Meetings in Visalia (3/12), Dinuba (3/17) and Orosi (3/31)
2/26/20	Tulare County Office of Education	Held QAC training for those who will be staffing QACs. Training date: 2/26
2/27/20	Tulare Public Library, Tulare	Provided 2 We Count! children's Census books for use in library story times, plus 200 KYR cards and 80 Census pencils for use in outreach
2/27/20	Tulare County Library, countywide	Provided 36 We Count! children's Census books for distribution to 18 branch libraries for use in library story times
2/28/20	Tulare County Office of Education	Provided 10 We Count! children's Census books for use in TCOE library and distribution to interested school libraries.

3/2/20	LULAC / Roox Agency, Tulare	Provided 500 KYR cards for use at upcoming Viva Tulare Street Fair (3/20)
3/2/20	Cutler-Orosi Joint Unified School District	Provided 4090 CA Census fliers for distribution to all students in the district
Date	Event / Meeting	Type of Participation
Ongoing	FoodLink Tulare County, countywide	Provided FoodLink with Census grocery tote bags on to hand out during food distributions throughout the county
Ongoing	Sierra View Medical Center, Porterville	Including a "Sierra View Medical Center supports the Census" sticker with Census logo and message on front cover of Patient Guide
Date	Event / Meeting	Type of Participation
March	City of Tulare, Tulare	City of Tulare included a Census informational piece in their utility bill mailing
March	City of Lindsay, Lindsay	City of Lindsay designed and installed 7 Census banners at high visibility locations throughout city
3/3/20	Goshen Elementary School, Goshen	Provided 2 We Count! children's books (1 English/1 Spanish) for use in school library. Provided 100 Census fliers for distribution to families
3/3/20 – 3/12/20	Sequoias Adult Education Consortium	Providing Know Your Rights About the 2020 Census (KYR) cards, tote bags and Census information as part of Navigator team outreach, including: Lindsay Wellness Center Fair (3/6), CTE Academy – Be College Ready at COS Tulare (3/6), STEM – Tulare (3/10), Alpaugh Food Distribution (3/11), Dental Mobile Unit – Allensworth (3/11), FHCN Mobile Unit – Farmersville (3/12), Sequoia High School Fair (3/12), Preschool Community Resource Fair – Crestwood Elementary, Visalia (3/12), ACDC Class Presentation – Men's Unit (3/13)
3/4/20	Woodlake Family Resource Center, Woodlake	Provided 20 We Count! children's books (10 English/10 Spanish) for Dr. Seuss Birthday Celebration to

		read aloud at event and give to families
3/5/20	Porterville Unified School District, Porterville area	Provided 54 We Count! children's books (27 English/27 Spanish) to PUSD for distribution to 27 elementary school libraries in the following districts: PUSD, Strathmore, Sunnyside, Woodville, Burton, Alta Vista, Pleasant View, Rockford, Saucelito, Hope, Terra Bella, Ducor, Springville and Hot Springs
3/5/20	Richgrove Elementary School	Provided 2 We Count! children's books (1 English/1 Spanish) for use in school library.
3/5/20	Terra Bella Elementary School	Provided 2 We Count! children's books (1 English/1 Spanish) for use in school library.
3/9/20	The Sun-Gazette Newspaper, coverage area includes Exeter, Farmersville, Ivanhoe, Lemon Cove, Lindsay, Plainview, Strathmore, Three Rivers, Visalia & Woodlake	Provided Census information for Census article published on 3/11 (article in Spanish may possibly run in Ivanhoe Sol at end of April)
Date	Event / Meeting	Type of Participation
3/10/20	Tulare County CCC meeting	Provided Census tote bags to organizations to support Census outreach: CSET, Proteus, Family HealthCare Network, Tulare County Library, HHSA, City of Visalia, Sequoias Adult Education Consortium, Cutler-Orosi JUSD, First 5 Tulare County, and Woodlake FRC
3/12/20	Alpaugh Elementary School, Alpaugh	Provided 2 We Count! children's books (1 English/1 Spanish) for use in school library. Provided 300 Census tote bags and 200 fliers for distribution to families
3/12/20	Tulare County Office of Education – Educational Resource Services	Provided 28 We Count! children's books (14 English/14 Spanish)
3/12/20	Dolores Huerta Foundation, Visalia	Provided Know Your Rights About the 2020 Census (KYR) cards and

		Census fliers for Census Town Hall in Visalia
3/12/20	First 5 Tulare County	Provided 300 Census tote bags for distribution to families. First 5 is working through their 18 funded programs to conduct Census outreach throughout Tulare County and is conducting Census social media campaign via Facebook
3/13/20	Cuadrilla de la Semana, Earlimart area	Attended a Crew of the Week event hosted by La Ley Radio; distributed "Know Your Rights About the 2020 Census" cards and tote bags; Radio host talked with people about the Census; live radio coverage
3/19/20 (ongoing)	Woodlake Family Resource Center, Woodlake	Providing Census grocery tote bags and Census coloring books & crayon packs to give away via grab-n-go student lunch distributions
3/20/20	Porterville Unified School District, Porterville	Provided 800 Census grocery tote bags for PUSD schools to give away via grab-n-go student lunch distributions
3/23/20	Proteus, London area	Provided 500 Census grocery tote bags and 2790 Census coloring books (1395 English / 1395 Spanish) to give away via grab-n-go student lunch distributions
3/26/20	Neighborhood Church, Visalia	Provided 500 Census grocery tote bags, Census coloring books and crayon packs via First 5 Tulare County for distribution to area families as part of Family Fun Packs
3/27/20	Goshen Elementary School, Goshen	Provided Census grocery tote bags, Census coloring books & crayon packs to give away via grab-n-go student lunch distributions (approx. 96 on 3/27 plus additional materials for following week)
Date	Event / Meeting	Type of Participation
3/30/20	Washington Elementary School, Visalia	Provided Census grocery tote bags, Census coloring books & crayon packs to give away via grab-n-go student lunch distributions (approx. 272 on 3/30 plus additional 200 bags for following week)

3/31/20	J.E. Hester Elementary School, Farmersville	Provided 100 Census grocery tote bags via Woodlake FRC to give away with student homework packets
3/31/20	Lulu Blair Kress Preschool, Woodlake	Provided 88 Census grocery tote bags, Census coloring books & crayon packs via Woodlake FRC for distribution with student packets
3/31/20	La Ley / La Poderosa Radio Station	Provided 300 Census grocery tote bags, 500 KYR cards and 400 fliers for delivery at upcoming Cuadrillas de la Semana to be held on Fridays beginning 4/10
4/1/20	First 5 Tulare County	Provided 300 Census tote bags and approx. 220 Census coloring books for distribution to families. Provided 2 We Count! children's Census books (1 English / 1 Spanish) for use in online story reading activity
4/1/20	Houston Elementary School, Visalia	Provided Census grocery tote bags, Census coloring books & crayon packs to give away via grab-n-go student lunch distributions (approx. 475 on 4/1)

APPENDIX F- Tribal Outreach

TRIBE OUTREACH LISTING

Date	From	To	Tribe	Type	Notes
05/08/2017	Leslie Davis	Priscilla Quintero	Tule River	Telephone call	Left message
05/09/2017	Priscilla Quintero	Leslie Davis	Tule River	Telephone call	Directed Leslie to Chad McMullen
05/16/2017	Leslie Davis	Chad McMullen	Tule River	Telephone call	Left message
05/16/2017	Leslie Davis	Lalo Franco	Santa Rosa Tachi Yokut	Telephone call	Requested schedule of meeting dates and shared Hector Franco's email
05/17/2017	Leslie Davis	Hector Franco	Santa Rosa	Email	Schedule of RTP Roundtable meetings

			Tachi Yokut		
06/14/2017	Benjamin Kimball	Hector Franco	Santa Rosa Tachi Yokut	Mail	Invitation to participate in the Roundtable discussion, Application, and Schedule of meetings
06/14/2017	Benjamin Kimball	Noah Ignacio	Santa Rosa Tachi Yokut	Mail	Invitation to participate in the Roundtable discussion, Application, and Schedule of meetings
06/14/2017	Benjamin Kimball	Chad McMullen	Tule River	Mail	Invitation to participate in the Roundtable discussion, Application, and Schedule of meetings
06/14/2017	Benjamin Kimball	William Garfield	Tule River Econ. Dev.	Mail	Invitation to participate in the Roundtable discussion, Application, and Schedule of meetings
09/12/2017	Benjamin Kimball	Hector Franco	Santa Rosa Tachi Yokut	Mail	Invitation to participate in the Roundtable discussion
09/12/2017	Benjamin Kimball	Wendy Correa	Tule River	Mail	Invitation to participate in the Roundtable discussion
09/12/2017	Wendy Gutierrez	Wendy Correa	Tule River	Email	Meeting schedule
10/02/2017	Benjamin Kimball	Chad McMullen	Tule River	Mail	Letter requesting to present RTP/SCS Scenarios
10/02/2017	Benjamin Kimball	Wendy Correa	Tule River	Mail	Letter requesting to present RTP/SCS Scenarios

10/02/2017	Benjamin Kimball	William Garfield	Tule River Econ. Dev.	Mail	Letter requesting to present RTP/SCS Scenarios
10/02/2017	Benjamin Kimball	Noah Ignacio	Santa Rosa Tachi Yokut	Mail	Letter requesting to present RTP/SCS Scenarios
10/02/2017	Benjamin Kimball	Hector Franco	Santa Rosa Tachi Yokut	Mail	Letter requesting to present RTP/SCS Scenarios
10/12/2017	Wendy Gutierrez	Andrea Salinas	Santa Rosa Tachi Yokut	Telephone call	F/U to letter mailed requesting to present at council meeting & meeting information (left message)
10/12/2017	Wendy Gutierrez	Wendy Correa	Santa Rosa Tachi Yokut	Telephone call	F/U to letter mailed requesting to present at council meeting & meeting information (left message)
10/12/2017	Wendy Gutierrez	Andrea Salinas	Santa Rosa Tachi Yokut	Email	F/U to telephone call
10/17/2017	Theodore Smalley, Benjamin Kimball, Wendy Gutierrez	Amanda Peyron	Tule River	Telephone Call	F/U to letter mailed requesting to present at council meeting
10/17/2017	Wendy Gutierrez	Amanda Peyron	Tule River	Email	F/U to telephone call & submittal of formal presentation form
11/14/2017	Pamela Kimball, Benjamin Kimball, Wendy Gutierrez	Tule River Tribal Council		Presentation	RTP Scenario presentation at the council meeting

11/20/2017	Wendy Gutierrez	Wendy Correa	Tule River	Email	TAC and Roundtable invitation
11/20/2017	Wendy Gutierrez	Charles Dabney	Tule River	Email	TAC and Roundtable invitation
11/28/2017	Wendy Gutierrez	Charles Dabney	Tule River	Telephone Call	F/U Call regarding Roundtable and TAC participation
11/30/2017	Wendy Gutierrez	Charles Dabney	Tule River	Telephone Call	F/U Call regarding Roundtable and TAC participation
03/21/2018	Wendy Gutierrez	Pricilla Quintero	Tule River	Email	Requesting Tule River Transportation/Circulation Element Draft to include in TCAG RTP
03/23/2018	Wendy Gutierrez	Pricilla Quintero	Tule River	Telephone Call	Pricilla Quintero provided with contact re: draft request and also forwarded original email to Tanisha
04/24/2018	Wendy Gutierrez	Tashina Pearson	Tule River	Email	F/U on Draft request
05/21/2018	Wendy Gutierrez	Chairman Peyron	Tule River	Presentati on	TCAG Board Meeting
05/29/2018	Wendy Gutierrez	Larry DeSoto	Tule River	Phone Call	Regarding Bike Safety Outreach
09/10/2018	Wendy Gutierrez	Larry DeSoto	Tule River	Phone Call	Set up meeting regarding Bike Safety
09/19/2018	Wendy Gutierrez	Tule River Consultant	Tule River	Email	Regarding Letter of Support
10/3/2018	Wendy Gutierrez	Tule River Consultant	Tule River	Email	Regarding Letter of Support
10/9/2018	Brideget Moore Leslie Davis	Tule River-Mult. Agencies	Tule River	Meeting	Bike Rodeo at the Reservation Recreation Center
10/9/2018	Brideget Moore	Robert Gonzalez-Tule River Fire Dept.	Tule River	Email	Bike Rodeo Planning
10/10/2018	Brideget Moore	Stevee Moya-	Tule River	Email	Bike Rodeo Flyer

		Recreation Center Coordinator			
10/20/2018	Brideget Moore Maria Garcia Garza Michele Boling	Tule River Recreation Center Staff	Tule River	Email	Bike Rodeo – Bike/Pedestrian Safety Event
10/26/2018	Brideget Moore	Stevee Moya-Recreation Center Coordinator	Tule River	Email	Breast Cancer Color Run Air Quality Art Contest/Bike Safety promotion-Outreach Event Planning
10/27/2018	Brideget Moore Maria Garcia Garza	Tule River Recreation Center Staff	Tule River	Event	Breast Cancer Color Run Air Quality Art Contest/Bike Safety promotion-Outreach Event
10/30/2018	Brideget Moore	Stevee Moya-Recreation Center Coordinator	Tule River	Email	Post event follow up- photo sharing
03/5/2019	Brideget Moore	Rondii Nieto-Tribal Council Public Relations	Tule River	Email	Transit Unmet Needs Outreach
03/11/2019	Brideget Moore Servando Quintanilla	Tribal Council	Tule River	Visit	Transit Unmet Needs Poster Drop off
03/11/2019	Brideget Moore Servando Quintanilla	Tule River Recreation Center	Tule River	Visit	Transit Unmet Needs Poster Drop off

03/11/2019	Brideget Moore Servando Quintanilla	Tule River Indian Health Center	Tule River	Visit	Transit Unmet Needs Poster Drop off
04/26/2019	Brideget Moore	Rondii Nieto	Tule River	Email	Census 2020
05/14/2019	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020
06/4/2019	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020
06/4/2019	Giancarlo Bruno	Leah Rowton-TMAA Coordinator	Tule River	Email	Human Services Coordinated Plan Outreach
06/6/2019	Giancarlo Bruno	Leah Rowton-TMAA Coordinator	Tule River	Email	Human Services Coordinated Plan Outreach
06/6/2019	Giancarlo Bruno	Leah Rowton-TMAA Coordinator	Tule River	Workshop	Human Services Coordinated Plan
06/7/2019	Giancarlo Bruno	Leah Rowton-TMAA Coordinator	Tule River	Email	Human Services Coordinated Plan Outreach
06/18/2019	Giancarlo Bruno	Leah Rowton-TMAA Coordinator	Tule River	Email	Human Services Coordinated Plan Outreach
06/18/2019	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020
06/19/2019	Jenna Whitney	Stevee Moya	Tule River	Email	Outreach Opportunities
07/2/2019	Giancarlo Bruno	Leah Rowton-TMAA Coordinator	Tule River	Email	Human Services Coordinated Plan Outreach
07/11/2019	Giancarlo Bruno	Leah Rowton-TMAA Coordinator	Tule River	Email	Human Services Coordinated Plan Outreach

07/15/2019	Giancarlo Bruno	Leah Rowton-TMAA Coordinator	Tule River	Email	Human Services Coordinated Plan Outreach
07/18/2019	Giancarlo Bruno	Leah Rowton-TMAA Coordinator	Tule River	Email	Human Services Coordinated Plan Outreach
07/23/2019	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020
08/19/2019	Jenna Whitney	Stevee Moya	Tule River	Email	Outreach Coordination
08/22/2019	Brideget Moore	Stevee Moya	Tule River	Email	Outreach Planning & Coordination
08/26/2019	Brideget Moore	Stevee Moya & Juanita Perez	Tule River	Email	Outreach Planning & Coordination
07/23/2019	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020
08/27/2019	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020
08/29/2019	Brideget Moore	Stevee Moya & Juanita Perez	Tule River	Email	Outreach Planning & Coordination
09/3/2019	Brideget Moore	Stevee Moya & Juanita Perez	Tule River	Email	Outreach Planning & Coordination
09/5/2019	Brideget Moore	Stevee Moya & Juanita Perez	Tule River	Email	Outreach Planning & Coordination
09/7/2019	Brideget Moore Gabriel Gutierrez Maria Garcia Garza Amie Kane Michele Boling	Tule River Recreation Center Staff	Tule River	Event	Bike Rodeo- Safety Outreach Event

10/1/2019	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020
10/22/2019	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020
11/12/2019	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020
12/10/2019	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020
1/14/2020	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020
2/11/2020	Barbara Pilegard	Rondii Nieto Anna Maldonado	Tule River	Meeting	Census 2020

Appendix L - Project Selection Guidelines

Project Selection Guidelines

Program	Link to document
CMAQ Program Policies	https://tularecog.org/tcag/programs-funding/congestion-mitigation-and-air-quality-cmaq/cmaq-program-policies-12-2018/
2021 ATP Statewide and Small Urban and Rural Project Selection Guidelines	https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/guidelines/2020429-final-amended-adopted-2021-atp-guidelines-a11y.pdf
2021 ATP MPO Project Selection Guidelines	https://tularecog.org/tcag/programs-funding/active-transportation-program-atp/2021-atp-mpo-project-selection-guidelines/
Highway Safety Improvement Program Guidelines (HSIP)	https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g09.pdf
State Transportation Improvement Program Guidelines (STIP)	https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2019/2019_08/20-4-4-a11y.pdf
State Highway Operations Preservation Program Guidelines (SHOPP)	https://catc.ca.gov/-/media/ctc-media/documents/programs/shopp/guidelines/23-4-4-a11y.pdf
Tulare County Measure R Expenditure Plan (Measure R)	https://tularecog.org/tcag/programs-funding/measure-r/plans-and-publications/measure-r-expenditure-plan/
Surface Transportation Block Grant Program Competitive Project Selection Guidelines (STBGP)	Attached Below

Tulare County Association of Governments
Surface Transportation Block Grant Program
Competitive Project Selection Guidelines

Purpose of the Surface Transportation Block Grant Program (STBGP)

The STBGP provides flexible funding that localities may use for projects to preserve and improve 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. The STBGP promotes flexibility in local transportation decisions and provides flexible funding to best address regional and local transportation needs.

Eligible costs for funds under this program include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity.

Eligible Recipients

STBGP funding is available to local agencies in the TCAG region whose projects are fully or partially¹ located within the Visalia Urbanized Area Boundary (Visalia UZA). Per the attached Visalia UZA map, this includes the following jurisdictions: Visalia, Tulare, Farmersville, Exeter, and portions of the County of Tulare located within the Visalia UZA. Caltrans is also an eligible agency for projects located within the Visalia UZA.

Project Selection

TCAG will evaluate STBGP applications received via a call for projects and award projects in accordance with the following scoring criteria. The maximum points available for each criteria is shown in parentheses.

1. Project addresses operations and maintenance (45 points)
2. Project improves safety (10 points)
3. Project relieves congestion (15 points)
4. Project is construction-ready (5 points)
5. Leveraging Funds (25 points)

Projects are awarded in the order of the scores received (highest to lowest) until all funding is exhausted. Those projects not selected will be placed on a contingency list and will remain eligible for funding should awarded projects fail to

¹ "Partially" located refers to projects located adjacent to the Visalia UZA and demonstrate direct benefits to the urbanized area.

obligate funds in a timely manner. Projects on the contingency list will remain eligible for funding until the next STBGP call for projects.

The minimum match requirement for the STBGP program is 11.47 percent. If available, toll credits may be used to cover the match requirement. Projects requesting toll credits will not be eligible to receive leveraging points.

Cost Increases

Cost increases on projects from original applications will be borne by the implementing agency. In circumstances where an agency feels the cost increase is warranted from STBGP funds, the agency and TCAG staff can present that request to the TCAG Board for case-by-case approval.

Eligible Projects

Please see Attachment 2 for a listing of eligible projects.

Screening Criteria

Proposed STBGP projects must meet all of the following screening requirements, where applicable.

- Project must be included in a local agency-adopted resolution supporting the project.
- Project is eligible for RSTP funding as set forth in 23 USC 133, as amended (see Attachment 2).
- Project applicant is an eligible recipient as described above.
- The project must comply with the Americans with Disabilities Act (ADA) requirements.
- The project must be consistent with the currently approved Regional Transportation Plan.
- The applicant must have financial capacity to complete, operate, and maintain the project.
- Funds required from other sources must be reasonably expected to be available within the time frame needed to carry out the project.

2010 CENSUS - URBANIZED AREA REFERENCE MAP: Visalia, CA 95796

This map displays the urbanized area reference for Visalia, California, based on the 2010 Census data. The urbanized area is outlined in green, encompassing several census tracts and blocks. The map includes major transportation routes, water bodies, and other geographical features.

Legend:

- Census Tract: Labeled with numbers (e.g., 1800, 1801, 1802).
- County Line: Indicated by a dashed line.
- Water Body: Shaded in light blue.
- Road: Shown in orange/brown.
- Other Features: Various symbols for parks, schools, etc.

Scale: 0 to 1 mile.

Contact Information: City of Visalia, Planning Department, 1000 N. Main Street, Visalia, CA 95796. Phone: (559) 735-1000.

Attachment 2

ELIGIBLE STBGP PROJECTS (Title 23 USC Section 133)

1. Eligible Projects and Activities:

- Location of Projects (23 U.S.C. 133(c)): STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-
 - (1) For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
 - (2) For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under "Eligible Activities" (b)(4) through (11);
 - (3) For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h) and in separate TA Set-Aside guidance.); and (4) As approved by the Secretary.
- Eligible Activities (23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph (a), the following eligible activities are listed in 23 U.S.C. 133(b):
 - (1) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:
 - i. Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;
 - ii. Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);
 - iii. transit capital projects eligible under chapter 53 of title 49, United States Code;
 - iv. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - v. Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note); and
 - vi. Border infrastructure projects eligible under Section 1303 of SAFETEA- LU (23 U.S.C. 101 note).
 - (2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).
 - (3) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
 - (4) Highway and transit safety infrastructure improvements and programs, including railwayhighway grade crossings.

- (5) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).
- (6) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- (7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- (8) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.
- (9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- (10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.
- (11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- (12) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
- (13) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.
- (14) The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
- (15) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:
 - i. Replacement of bridges with fill material;
 - ii. Training of bridge and tunnel inspectors;
 - iii. Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and

deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;

iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;

v. Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;

vi. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;

vii. Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;

viii. Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;

ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;

x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);

xi. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);

xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;

xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;

xiv. Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;

xv. Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of

Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and

xvi. Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c)

Tulare County Association of Governments
Surface Transportation Block Grant Program
Competitive Project Selection
Application

An electronic copy of the application may be emailed to [ggutierrez@tularecog.org](mailto:gutierrez@tularecog.org).

General Application Questions

Implementing Agency's Name: _____

Address: _____

Contact Person: _____


Phone Number: _____

Email Address: _____

General Project Information

Project Name: _____

Summary of Project Scope Summary of existing conditions, project scope, location, what the project is intended to do and the expected benefits:



Project Delivery Schedule

Phase	22/23	23/24	24/25	25/26	Total
	STBGP Funds				
PE					
ROW					
CON					
Subtotal					
	Local Funds _____				
PE					
ROW					
CON					
Subtotal					
	Other Funds _____				
PE					
ROW					
CON					
Subtotal					
	Total				
PE					
ROW					
CON					
Grand Total					

Leveraging Funds: Points for leveraging funds will be awarded based on the amount of non-STBGP funding pledged to the project. A maximum of 25 points are available as follows:

Points	Amount Leveraged
5 Points	11.47% to less than 15% of total project cost
10 Points	More than 15% to less than 20% of total project cost
15 Points	More than 20% to less than 30% of total project cost
20 Points	More than 30% to less than 40% of total project cost
25 Points	More than 40% of total project cost

*Agencies may continue to request toll credits (if available) to meet the required federal match requirement of 11.47%. However, if toll credits are used to meet the required match, no leveraging points will be awarded to the project.

Narrative Questions

Project addresses operations and maintenance: Explain how the project addresses the operation and/or maintenance of existing infrastructure. Describe current condition of roads and/or assets and how the project will improve current condition, including estimated lifespan and pavement condition index information, if applicable. (45 points)

Project improves safety: Explain how the project addresses safety and/or security issues and demonstrate how the project improvements will remedy potential safety hazards. Include data to clearly demonstrate these issues. (10 points)

Project relieves congestion: Explain how the project relieves congestion and/or expands the current infrastructure system without negatively affecting conformity requirements. (15 points)

Project is construction-ready: Points will be awarded to project applications which: 1) show an adequate level of planning and coordination conducted for the project and that the project is clear of apparent controversy; and 2) describe the project's current level of readiness to proceed; and 3) describes the agency's ability and commitment to deliver the project on time and within budget. (5 points)