



TULARE COUNTY ASSOCIATION OF
GOVERNMENTS

DRAFT

2021/2022 Overall Work Plan

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INTRODUCTION

Tulare County Association of Governments Designations

The Tulare County Association of Governments (TCAG) has prepared a federally funded Overall Work Program each year since FHWA designation as a Metropolitan Planning Organization (MPO) following the 1980 census. Additionally, the Visalia Urban Area's designation as a Large UZA as a result of the 2010 Census caused TCAG to be designated as a Transportation Management Area (TMA). Therefore, TCAG has a new level of planning requirements including the development of a Congestion Management Process and Program. This work program will continue the comprehensive transportation planning required of each MPO in the United States.

Description of Region

Tulare County, comprised of 4,824 square miles, is located in the southern portion of the San Joaquin Valley. The Valley is between the Coast 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.

Tulare County has approximately one third of its land 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 first 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 total county's approximate population of 479,112.

Tulare County contains approximately 4,900 miles of maintained roadway as follows:

- 3,035 miles county roads (fifth largest in the state);
- 972 miles of city streets;
- 352 miles of State Highways;
- 4 miles of State Parks and recreation;
- 23 miles of U.S. Bureau of Indian Affairs;
- 31 miles of State Forestry Service;
- 29 miles maintained by the Army Corps of Engineers;
- 355 miles U.S. Forest Service; and
- 93 miles National Park Service.

There are seven (7) general aviation airports and 301 miles of rail lines in the county.

The entire San Joaquin Valley continues to undergo significant changes from its rural past. The previous decade saw considerable population increases in the south Valley. The Tulare County region is predicted to be one of the fastest growing regions in California in future years and integrated planning processes are vital to its success.

State Highways play an important role in Tulare County's transportation system. Highway traffic in Tulare County is generally composed of goods movement, farm-to-market, commuter, business, and recreational trips. With urbanization continuing to take place in the county, an increasing percentage of commuter and business trips are developing. The need for an integrated multi-mode system is

critical for Tulare County. The existing State Highway System in Tulare County was originally completed in the 1950s and 60s. Over the past ten years, TCAG has continued to work with Caltrans to improve the State Highway System. Improvements have occurred or are planned for SR-198, SR-63, SR-99, SR-65, SR-245, SR-137 and SR-190. Improvements are, or will be, funded with local, regional, and interregional funds. Caltrans prepares Transportation Concept Reports (TCR) and Congestion System Management Plans (CSMP) for highways on the state highway system. TCAG will continue to work with Caltrans to provide timely improvements to the Regional Road system of Tulare County. Caltrans and TCAG also partner on corridor planning studies to ensure project selection and priority selection make the best use of transportation funding regardless of source.

Necessary funding for Tulare County projects is also aided by the 2006 ½-cent transportation sales tax measure (Measure R) that passed on November 7, 2006 by the residents of Tulare County. The sales tax is expected to generate over \$652 million in transportation funds over its life span. Measure R funds are expended on Regional Projects, Local Programs, Transit/Bike/Environmental Projects and Administration/Planning. Measure R serves as a boost to all the regional transportation needs throughout the County.

TCAG continues to work with the California Transportation Commission, the California Department of Transportation, Federal Highway Administration, and Federal Transit Administration to develop multi-modal planning that includes the development of Tulare County's Congestion Management Program (CMP). TCAG participates in the systems planning and State Transportation Improvement Program (STIP) preparation process. This activity will continue in Work Elements 604.01 Transportation Improvement Program (RTIP & FTIP), 602.01 Regional Transportation Plan (RTP), 650.01 Public Information and Participation, and 620.01 Valleywide Coordination. The evaluation of unmet transit needs and collaboration with the Social Services Transportation Advisory Council (SSTAC) continue to be conducted under Work Element 602.04 Transit Planning and Coordination. The development of the CMP has a dedicated Work Element (605.01).

Organization of TCAG

The Tulare County Association of Governments (TCAG) was formed by a joint powers agreement in 1971. The eight incorporated cities and the County of Tulare executed the agreement. The purpose of this formation was to:

- 1) Assist local jurisdictions in obtaining federal assistance by providing advice, counsel, and professional direction.
- 2) Review and coordinate applications for programs utilizing federal funding; and
- 3) Provide a clearinghouse for the coordination and review of all state funded projects.

In 1982, TCAG was designated the Metropolitan Planning Organization for Tulare County. The designation gives TCAG the responsibility for the "continuous, cooperative and comprehensive (3-Cs) planning process" in the Visalia Urbanized Area. This, along with responsibilities as Tulare County's Council of Governments, Transportation Authority, and the Regional Transportation Planning Agency, provides TCAG with a unique opportunity to represent the region in many different forums. Member agencies of TCAG include the cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, Woodlake, and Tulare County.

The Board of Governors directs TCAG. This group is composed of one representative from each of the eight cities, five members of the Tulare County Board of Supervisors, three members-at-large, and one representative of transit within Tulare County. These seventeen members act as the Council of Governments, the Regional Transportation Planning Agency, and the Metropolitan Planning Organization. These members, plus the District Director of Caltrans, sit as the Policy Advisory Committee. This body offers advice on issues that will be presented to the Board of Governors. The TCAG Board, less the at-large TCAG Board members, transit provider representative, and Caltrans representative, also directs the Tulare County Transportation Authority and Abandoned Vehicle Abatement (AVA) Authority.

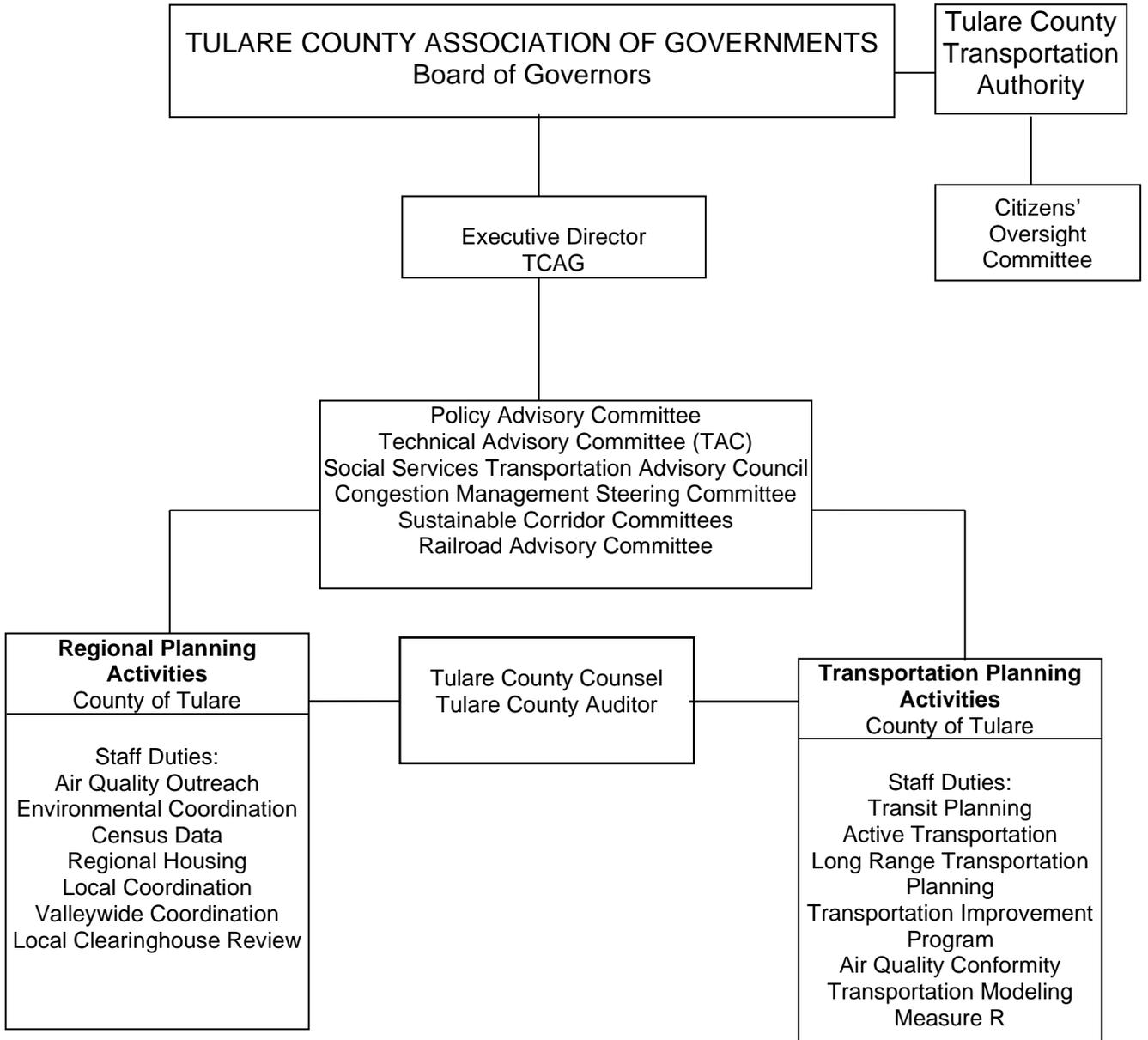
TCAG's Technical Advisory Committee is comprised of each City's City Manager, the County Administrative Officer (or their designees) and a representative from the Tule River Tribal Council.

TCAG has two primary functions:

- (1) The Regional Planning function is responsible for general regional planning at the county and San Joaquin Valley levels, environmental review, air quality outreach activities, preparation of the Regional Housings Needs Assessment (RHNA) and other regional activities. Many of these activities are not reimbursable with federal planning funds. Project and programmatic advocacy is included.
- (2) The Transportation Planning function is responsible for the comprehensive transportation planning process in the region. This function includes the Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), transit and active transportation planning, Congestion Management Program (CMP), transportation demand modeling, Intelligent Transportation Systems (ITS) planning, Air Quality Conformity Findings, and more.

The County of Tulare provides TCAG staff. TCAG also receives support services from other County Departments, such as the Auditor, County Counsel, Information Technology (IT), and Human Resources and Development. These departments provide support on an as-needed basis.

TCAG Organizational Chart



Board of Governors

Maribel Reynosa	City of Dinuba
Jeremy Petty	City of Exeter
Paul Boyer	City of Farmersville
Pamela Kimball	City of Lindsay
Martha A Flores	City of Porterville
Terry Sayre	City of Tulare
Bob Link, Vice Chair	City of Visalia
Rudy Mendoza	City of Woodlake
Greg Gomez	Public Transit Provider Representative
Tyrone Holscher	Member-at-large
Walter Stammer, Jr	Member-at-large
Wanda Ishida	Member-at-large
Kuyler Crocker, Chair	Supervisor, District 1
Pete Vander Poel	Supervisor, District 2
Amy Shuklian	Supervisor, District 3
Eddie Valero	Supervisor, District 4
Dennis Townsend	Supervisor, District 5
Sharri Bender-Ehlert	Caltrans (ex-officio)

Committees

Transportation Policy Advisory Committee

Board of Governors
Caltrans Director, District 6

Tulare County Transportation Authority and Abandoned Vehicle Abatement (AVA) Authority

Elected Officials of the TCAG Policy Advisory Committee

At-large members, the transit representative, and the Caltrans representative are not members of the Tulare County Transportation Authority or Abandoned Vehicle Abatement (AVA) Authority.

Technical Advisory Committee

The Technical Advisory Committee 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 meetings to review upcoming agenda items and to discuss outstanding issues of regional significance.

Ted Smalley	Executive Director, TCAG
Jason Britt	County of Tulare
Luis Patlan	City of Dinuba
Adam Ennis	City of Exeter
Jennifer Gomez	City of Farmersville
Joe Tanner	City of Lindsay
John Lollis	City of Porterville
Rob Hunt	City of Tulare
Randy Groom	City of Visalia
Ramon Lara	City of Woodlake
Michael Navarro	Caltrans, District 6
Don Walton	Tule River Tribal Council

Social Service Transportation Advisory Council

The Social Service Transportation Advisory Council is another committee of TCAG responsible for the annual review of the Unmet Transit Needs in the county. This review results in a recommendation of findings to the TCAG Board of Governors, who considers the recommendation and make the final annual Unmet Needs Determination.

Dan Fox	Potential Transit User Over 60 Years of Age
Rebecca Donabed	Potential Transit User, disabled
John Mauro	Social Service Provider for seniors
Vacant	Social Service Provider for seniors
Norma Verduzco	Social Service Provider for disabled
Mark Michaelian	Social Service Provider for disabled
Albert Cendejas	Social Service Provider for Persons of Limited Means
Teresa Ortega	Transit Operator
Angelina Soper	Transit Operator
J. Carlos Garza	Potential Transit User from Local Youth

Transportation Forecasting Model Technical Advisory Committee (TFMTAC)

In order to increase input on, and understanding of, the evolving capabilities of the regional transportation model by our member agencies and other interested parties, establishment of a transportation forecasting model technical advisory committee was approved by the TCAG Board in December of 2014.

The initial statement of purpose and function of the Transportation Forecasting Model Technical Advisory Committee is *to review, consider, investigate, advise and report on highly technical matters in the development and use of the transportation forecasting model, recognizing that technical and policy matters are not always distinct and separable.* While the TFMTAC will provide comments and input on issues brought to it by TCAG staff and other parties, the final approval of major modeling changes will continue to be the responsibility of the TCAG Board of Governors.

Staff circulated draft policies and procedures for the TFMTAC to the nine TCAG member agencies and Caltrans District 6 for initial comment and buy-in. Each of these agencies were invited to name a member to the TFMTAC. The policies provide for membership to expand, or contract, as the committee evolves.

Vacant	City of Dinuba
Mike Miller	City of Tulare
Lisa Wallis-Dutra	City of Farmersville
Nick Mascia	City of Visalia
Vacant	City of Porterville
David Berggren	Caltrans, District 6

Rail Advisory Committee

The purpose of the Rail Advisory Committee is to provide a forum to identify, discuss, and make recommendations regarding commercial rail in Tulare County. This includes rail abandonments, rail goods movement, rail consolidation and other pertinent issues related to commercial rail in the county. The committee meets on an as-needed basis.

Vacant	Tulare County Association of Governments (TCAG)
Vacant	Tulare County Association of Governments (TCAG)
Mike Knopf	Measure R Citizens' Oversight Committee
Vacant	City of Exeter, TCAG
Pam Kimball, Chair	City of Lindsay, TCAG
Bob Link	City of Visalia
Vacant	City of Porterville, TCAG
Vacant	City of Dinuba
Bob Bloomer	Shipper Stakeholder Member
Richard Best	Shipper Stakeholder Member
Vacant	Non-Incorporated Member
Staff Support:	
Paul Saldana	Tulare County Economic Development Corporation
Gabriel Gutierrez	TCAG
Ted Smalley	TCAG
Michael Washam	Tulare County Staff
Randy Groom	City of Visalia

Measure R Citizens' Oversight Committee

The Measure R Citizens' Oversight Committee meets quarterly and is responsible for providing input on implementation of the Measure R Expenditure Plan, advising the TCAG Board if and when the plan needs to be augmented, and ensuring that the funds are being spent in accordance with the expenditure plan.

This committee is comprised of non-elected citizen representatives from the following categories: the County of Tulare, one representative each the eight incorporated cities, a major private sector employer (nominated by the Tulare County Economic Development Corporation), a building industry representative (nominated by the Home Builders Association of Tulare and Kings Counties), an agriculture industry representative (nominated by the Tulare County Farm Bureau), a representative of the Tulare-Kings Hispanic Chamber of Commerce, an advocate 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 representative (selected through application).

Active Transportation Advisory Committee

The Active Transportation Advisory Committee (ATAC), formerly the Bicycle Advisory Committee (BAC), is an advisory committee established by TCAG to advise on non-motorized transportation issues. One of the ATAC's main focuses is to help identify and prioritize bicycle/pedestrian projects and provide comments and input on issues related to development of the Regional Active Transportation Plan (RATP). Final decisions on the RATP will be the responsibility of the TCAG Board of Governors.

Steve Beal	California Highway Patrol
<i>vacant</i>	City of Dinuba
Lisa Wallis-Dutra	City of Farmersville (QK)
Monique Mello	City of Woodlake (QK)
Michael Camarena, Vice-Chair	City of Lindsay
Richard Tree	City of Porterville
<i>vacant</i> County of Tulare	
Mark Wall/Grant Barnes	City of Visalia Waterways & Trails Committee
Russ Dahler	Citizens Oversight Committee
<i>vacant</i> City of Exeter	
Jan Bowen	City of Tulare
Frank Senteno or Rebecca Keenan	City of Visalia
Jose Ruiz-Salas/Sharon Minnick	Tulare County Public Health
Michael Winton	Tulare County Resource Management Agency (RMA)
Gracie Johnson	Tulare County Sheriff
Pedro Ramirez	Caltrans District 6
Mark Wall	Southern Sierra Cyclists

Congestion Management Process Steering Committee

The Congestion Management Process Steering Committee's (CMPSC's) primary responsibilities are to evaluate the significance and extent of congestion in Tulare County, both from a rural and urban perspective, establish the CMP network of regional roads and intersections to be monitored for congestion, develop objectives for congestion management which draw on the regional vision and goals articulated in TCAG's RTP, establish performance measures that identify, assess, and communicate performance of the system to local decision makers for project selection, and to prepare and evaluate strategies on which to mitigate potential system breakdowns before they become a significant problem.

Additional responsibilities of the committee include obtaining signoff on the CMP from the various TCAG committees and Board of Governors and making the necessary adjustments to the TCAG planning process.

Vacant	City of Dinuba
Mike Camarena	City of Lindsay
Javier Sanchez	City of Porterville
Tony Treveno	City of Tulare
Leslie Blair	City of Visalia (Chair)
Mike Winton	County of Tulare
Mike Navarro	Caltrans District 6
Ted Smalley	TCAG
Kasia Poleszczuk	TCAG (Vice Chair)

Sustainable Corridor Committees

The TCAG Board authorized the establishment of four ***Sustainable Corridor Committees (SCC)*** at its December 2018 meeting. The ***purpose of the SCCs*** is as follows, although the committees themselves will have the latitude to decide the membership, over-all direction, focus, and emphasis of the committee:

The SCC is a body of agency and public stakeholders created to support and connect planning and funding opportunities for the highway corridor and to advise the TCAG Governing Board in all matters pertaining to the enhanced sustainability and beautification of the corridor. The corridor is broadly defined to include the communities and natural and working lands along it, including any project area of potential effect, as determined by Caltrans.

The TCAG Board has approved initiation of the four SCCs following:

State Route 65 Sustainable Corridor Committee

r		
Dennis Townsend, Elected Official		Member
Martha Flores, Elected Official		Member
vacant/Michael Navarro, Caltrans		Member
Aaron Bock/Johnson Vang, County of Tulare		Member
Eddie Wendt/Daymon Qualls, City of Exeter		Member
Jeff Cowart/Michael Camarena, City of Lindsay		Member
Jenni Byers, City of Porterville		Member
Karl Schoettler, Planner		Member
Kasia Poleszczuk, TCAG	Staff	
Brad Cole, Caltrans		Staff

State Route 99 Sustainable Corridor Committee

Eddie Valero, Elected Official	Member
Pete Vander Poel, Elected Official	Member
<i>vacant</i> Michael Navarro, Caltrans	Member
Michael Washam, County of Tulare	Member
Jan Bowen, City of Tulare	Member
Karl Schoettler, Planner	Member
Derek Winning, TCAG	Staff
Brad Cole, Caltrans	Staff

State Route 190 Sustainable Corridor Committee

Dennis Townsend, Elected Official	Member
Martha Flores, Elected Official	Member
<i>vacant</i> Michael Navarro, Caltrans	Member
Aaron Bock/Michael Winton, County of Tulare	Member
Jenni Byers, City of Porterville	Member
<i>vacant</i> Member	
Karl Schoettler, Planner	Member
Mark Hays, TCAG	Staff
Brad Cole, Caltrans	Staff

State Route 198 Sustainable Corridor Committee

Amy Shuklian, Elected Official	Member
Paul Boyer, Elected Official	Member
<i>vacant</i> Michael Navarro, Caltrans	Member
Dave Bryant/Johnson Vang, County of Tulare	Member
Frank Senteno, City of Visalia	Member
Karl Schoettler, Planner	Member
Kasia Poleszczuk, TCAG	Staff
Brad Cole, Caltrans	Staff

Certification Procedure and Criteria

Federal regulations require the State and TCAG to certify that the planning process is being carried out in conformance with all applicable federal laws and regulations. Current applicable laws and regulations consist of the following:

* 23 U.S.C. 135, and 49 U.S.C. 5323(k), 23 CFR 450 and Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d)).

Certification Factor	Documentation
MPO Boundary Map	Copy of approved map
MPO designation {23 U.S.C. 135, 49 U.S.C. 5323(k)}	Copy of designation letter
Overall Work Program {23 U.S.C. 135, 49 U.S.C. 5323(k)}	Copy of documentation and MPO endorsement
Agreement between San Joaquin Valley RTPAs	MOU
Agreement between San Joaquin Valley RTPAs and SJVUAPCD	MOU
Regional Transportation Plan {23 U.S.C. 135, 49 U.S.C. 5323(k)}	Available on the TCAG Website
Regional Transportation Improvement Program {23 U.S.C. 135, 49 U.S.C. 5323(k)}	Available on the TCAG Website
Conformity/Consistency Report (Sec. 174 and 176(c) and (d) of the CAA)	Available on the TCAG Website

Any additional documents requested by Caltrans, the Federal Highway Administration (FHWA), and/or the Federal Transit Administration (FTA) will be provided as necessary.

TCAG Funding Priorities

There are a number of key priorities for TCAG over the next year. TCAG priorities overlap with both planning factors of MAP-21 (integrating the newly adopted FAST Act guidelines) and Planning Emphasis

Areas. The following is a summary:

1. Federal Transportation Improvement Program (FTIP). All projects with federal funding are included in the FTIP. The 2019 FTIP will address performance measures as required by MAP-21 and the FAST Act.
2. Congestion Management Process (CMP) Implementation – The first TCAG CMP was completed in fiscal year 15/16. Implementation of the CMP will include integration to project selection. The monitoring program will be revised to look at key corridors. (605.01)

As Fast ACT guidelines or rule making occurs, the San Joaquin Valley will continue to work together to implement new planning regulations as well as MAP-21 requirements still in process. The Valley has a long history of planning together as well as partnering with Caltrans District 6. TCAG is confident that the strong partnerships will lead to a quality planning.

The first **Congestion Management Program (CMP)** was adopted in fiscal year 2015/16. In fiscal year 2013/14 TCAG staff prepared a preliminary program. After consultation with the FHWA, TCAG initiated a comprehensive effort to evaluate and prepare a CMP. In fiscal year 2013/14, a CMP committee was established that included participation from member agencies, Caltrans, and FHWA. The CMP network and definition of congestions have been defined, multi-modal performance measures have been defined, and a range of mitigating strategies have been developed to address Tulare County's growing congestion problem. Since adoption the strategies are being programmed and implemented as well as evaluated.

TCAG adopted a focused ITS Strategic Deployment Plan (SDP) for the urbanized areas of Visalia, Tulare, and Porterville within Tulare County in June, 2018. The study addresses the expanded realm of ITS and responds to specific recommendations and requirements needed to bring the MPO into compliance (23 CFR 940) with current ITS program standards set by the Federal Highway Administration (FHWA) for Development of Architecture and strategic plans as well as the Federal Transit Administration's National ITS Architecture Policy on Transit Projects. Furthermore, the SDP provides a vision for ITS, outlines a program of low, medium, and high priority projects, identifies an funding strategy, and establishes a plan for managing, integrating, operating, and maintaining the ITS elements in the region that are being implemented over a 20 year horizon.

Environmental Justice/Title VI/Disadvantage Communities collaboration is a priority for the Tulare County Association of Governments. TCAG has a published and approved Title VI Program, provides staff training on Title VI, and also offers translation services in dozens of languages. Additionally, the County of Tulare is conducting Complete Streets studies for disadvantaged communities, primarily funded by TCAG sources. The studies will include prioritization of projects and development of funding and implementation strategies.

Public participation/information and valley-wide coordination remain high priority planning areas. TCAG continues to use social media for dissemination of information as well as frequent updates to the www.tularecog.org website. TCAG staff regularly conduct public presentations for communities, civic groups, municipalities, and any interested party. While technology use continues to grow, a significant number of residents in Tulare County do not use or have access to all

technological platforms or forms of social media. Public outreach through radio, newspaper, and postings at locations all over the county are also highly employed outreach tools utilized by TCAG.

State and Federal Funding Priorities

TCAG staff has considered each of the funding priorities issued by Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Specific Planning Emphasis Areas (PEAs) are discussed below. Goals such as vehicle travel reduction or financial planning, for example, can be found in multiple work elements. The RTP, TIP, CMP, and/or Air Quality Planning work elements are broad and overlapping and address multiple goals. Work Elements in this OWP that are related to the state and federal funding priorities are shown on the following pages.

The Overall Work Program (OWP) also supports the ten planning factors of Map-21 and the FAST Act planning factors. The following are a *few* examples:

1. Economic vitality – The many studies prepared often include coordination with economic development agencies and the private sector as well as public agencies. Collective partnerships allow for investments that lead to job creation. For example, the improvement of the Betty Drive corridor in the City of Visalia has led to job creation in the Visalia industrial park.
2. Safety – Monitoring and partnerships with local agencies Caltrans have led to investments related to safety. The key is having flexible funding such as Measure R.
3. Increase accessibility and mobility of people and freight.
4. Security – Security is part of transit planning as well bike planning. As an example, for a major bike/pedestrian corridor between Visalia and Tulare a MOU was required between agencies to identify policing of the corridor.
5. Quality of Life – Investments in ATP projects demonstrate the desire to improve quality of life.
6. Multimodal integration - The major regional studies being prepared above are the key to ensure integration and proper placement of bike paths as well transit stops.
7. System management - TCAG has financially supported agencies to update and modernize their road maintenance plans (non-federal funds) as well as require as part of transit development plans.
8. Preservation – perhaps the most challenging for valley counties. Tulare County alone has over 3,000 miles of county roads. One project that demonstrates our efforts to ensure the best investment is to work with the Farm Bureau on area priorities for rehabilitation investment. Many of interchanges require replacement due to age. This is costly and requires significant effort to evaluate.
9. Resiliency and Reliability – Improving the resiliency and reliability of the transportation system and reducing or mitigating storm water impacts on the surface is a major priority.
10. Travel and Tourism – Enhancing the opportunities for travel and tourism is a major priority.

WORK ELEMENTS

SUB CATEGORY	601 ADMINISTRATION
WORK ELEMENT:	601.01 Transit Administration & Project Implementation
PURPOSE:	<p>Manage the Local Transportation Fund, State Transit Assistance Fund and State of Good Repair Programs as prescribed by the Transportation Development Act and Senate Bill 1.</p> <p>Conduct an independent, objective evaluation of the efficiency and effectiveness of public transit services in Tulare County, and provide transit management and decision makers with constructive and practical recommendations for improvement.</p> <p>Manage preparation of fiscal and performance audits.</p> <p>Prepare, program, and process applications and projects for FTA Programs such as 5311, 5307, 5339, and 5310.</p> <p>Implement the Tulare County Coordinated Transportation Plan.</p> <p>Allocate and coordinate funds under the California transit Cap and Trade program: Low Carbon Transit Operations Program (LCTOP).</p> <p>Coordinate regional programs, including the T-Pass, COS student pass and route planning.</p> <p>Convene and coordinate SSTAC meetings.</p> <p>Manage Annual Unmet Needs Process.</p> <p>Prepare annual Unmet Needs Analysis Report.</p> <p>Assist with, prepare, and review transit provider plans, Paratransit Plans, Transit Asset Management Plans, Safety Plans, and more.</p> <p>Assist in the continued development of the TCRTA. Ensure the TCRTA meets requirements as a new agency.</p> <p>Assist agencies in coordinating transit systems and services.</p>
PRODUCTS:	<ol style="list-style-type: none">1. LTF and STA transit claims for the cities and county for 2021/222. LTF and STA apportionments for 2021/223. COS transit pass funding allocations and ridership totals4. FTA project programming5. LCTOP allocations6. Triennial Performance Audits7. Fiscal Audits8. Project List for 2021/22 SGR Program9. Annual Unmet Needs Findings and Report
DISCUSSION:	<p>Every year, the Tulare County Association of Governments (TCAG) allocates Local Transportation Funds (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) funds to member agencies as set forth in the Transportation Development Act. SGR funds require the assemblage of and approval of project lists from TCAG, and expenditure reporting by TCAG and transit agencies. There are a number of requirements for agencies to complete before submitting claims to TCAG for TDA funds. Examples include: fulfillment of Unmet Needs requests found Reasonable to Meet (if claiming funds for streets and roads),</p>

proof of performance audit compliance, California Highway Patrol inspections, efficiency calculations, budget submittals, etc. TCAG staff processes and verifies the claims prior to presentation to the Board and upon approval and submits to the Tulare County Auditor's Office for fund disbursement. TCAG has prepared a TDA claims manual which assists agencies in applying for funds and understanding the rules and regulations under the TDA and updates it as needed. TCAG will continue to monitor TDA rules and new exemptions that have been passed as a result of COVID-19.

As required by TDA law, every three years TCAG procures an independent firm to prepare a performance audit of TCAG and all Tulare County agencies that receive TDA funds in order to ensure compliance with the law. The most recent Triennial Performance Audit was completed in 2019, covering fiscal years 15/16-17/18. Audits for 18/19-20/21 will be completed this fiscal year. Annually, a fiscal audit is performed for each agency in Tulare County, and for TCAG, specifically looking at TDA funding. TCAG procures a firm to conduct these audits.

TCAG serves as the coordination/administration agency for regional transit passes in Tulare County. TCAG coordinates among transit agencies in Tulare County for the College of Sequoias Student Transit Pass Program and the regional T-Pass. TCAG also manages the agreement for route planning software.

The Social Services Transportation Advisory Council (SSTAC) meets quarterly to discuss current transit issues in Tulare County. One meeting a year is specifically held for the discussion of Unmet Transit Needs.

Various FTA funds flow directly through TCAG or are programmed by TCAG after an outside project selection process. Section 5310, 5307, 5339, and 5311 are examples of the funding types that TCAG programs into the FTIP. Section 5310 requires TCAG to complete a call for projects and to score candidate projects to submit to Caltrans; this can be seen as implementation of the Coordinated Transportation Plan prepared by TCAG staff. FTA 5311 and 5307 funds are allocated to the applicable transit operators according to needs; 5311 requires TCAG to prepare a Program of Projects (POP).

In March of each year, TCAG holds two hearings inviting the public to comment on any unmet transit needs in Tulare County as required by the TDA. There is extensive outreach conducted to advertise the Unmet Transit Needs process and public input is received a number of ways. Outreach includes newspaper postings, social media postings and advertisements, online surveys, CCTV videos, posters with comment cards distributed throughout the county, and more. The self-addressed comment cards have continued to be a staple for collecting comments in various communities and locations, such as senior centers, and are a key component to ensuring that those who may not use social media can easily provide comments. Collecting comments through social media has been very successful, particularly in collecting comments in Spanish. TCAG continues to enjoy increased public participation from the non-English speaking, disadvantaged communities, and transit users across the county. Public notices are published in English and fully translated into Spanish. Notes and contact information are included on posters in Tagalog.

Unmet needs requests are provided to the applicable transit providers for response and then presented to the SSTAC for recommendations prior to final approval by the TCAG Board. The TCAG Board makes findings of Unmet Needs that are reasonable to meet and staff submits all documentation of the process to Caltrans each year. An Unmet Transit Needs Assessment is

prepared annually to review and evaluate the unmet needs process, and to compile all information into a report per the TDA.

TCAG manages funding allocations for a transit program from state Cap and Trade: the Low Carbon Transit Operations Program (LCTOP). TCAG allocates the funding in the same manner as STA funds; certain funds are directly allocated by the state on a revenue-based formula and others are allocated based on population.

TCAG staff is working with member agencies to further coordinate their services, such as uniform fare collection equipment and software.

Task Description	Work Perform By	% of Work	Work Schedule	Proposed Funding
Prepare LTF and STA apportionments	TCAG Staff	3%	Aug 21 – Jun 22	TDA Funding
Review and process LTF and STA claims	TCAG Staff	10%	Dec 21 – June 22	TDA Funding
Coordinate State of Good Repair Project Lists	TCAG Staff	3%	Jul 21 – Nov 21	TDA Funding
Update TDA Manual as needed	TCAG Staff	3%	Jul 21 – Jun 22	TDA Funding
Monitor Triennial Performance Audit recommendation implementation	TCAG Staff	3%	Jul 21 – Jun 22	TDA Funding
Manage FTA funding programs	TCAG Staff	9%	Jul 21 – Jun 22	TDA Funding
Manage and Convene the SSTAC	TCAG Staff	10%	Aug 21, Nov 21, Feb 22, May 22	TDA Funding
Coordinate and disperse funds for the COS Student Transit Pass Program	TCAG Staff	3%	Jul 21 – Jun 22	TDA Funding
Prepare LCTOP allocations	TCAG Staff	3%	Jan 22 – Apr 22	TDA Funding
Assist agencies in plan and program development, and regional coordination implementation	Consultant and TCAG Staff	25%	Jul 21 – Jun 22	TDA Funding
Conduct Annual Unmet Needs process and findings	TCAG Staff	15%	Jan 22 - Jul 22	TDA Funding

Prepare 2022 Triennial Performance Audits	Consultant and TCAG Staff		Nov 21 – Jun 22	TDA Funding
Prepare Annual Unmet Needs Analysis Report	TCAG Staff	10%	Jul 21 – Dec 21	TDA Funding
Assist in implementation of Tulare County Regional Transit Agency	Consultant and TCAG Staff		Jul 21 – Jun 22	TDA Funding
Coordinate Annual Fiscal Audits	Consultant	3%	Jul 21 – Apr 22	TDA Funding

PREVIOUS WORK:

- LTF and STA transit claims
- Triennial Performance Audits
- Fiscal Audits
- Programming of FTA funds
- SGR Project List
- LCTOP allocations
- TDA Claims Manual
- COS transit pass allocations and disbursements
- Completion of Dinuba, Visalia, Tulare, Woodlake, and Exeter and TCAG Title VI Programs

W.E 601.01 Transit Administration & Project Implementation

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
TDA	195,688	TCAG Staff	93,660
TCAG Reserves	39,312	Consultant	141,340
Total Revenues	235,000	Total Expenditures	235,000

SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: 601.02 TCAG Administration

PURPOSE: Develop and manage the transportation planning effort in Tulare County and the urbanized Areas of Visalia and Porterville. Coordinate work with the California Transportation Commission, Tule River Indian Tribal Government, and Caltrans. Serve as the Area-wide Clearinghouse for Agencies and projects seeking grant funds.

PRODUCTS:

1. Agenda and Meeting Minutes of monthly and/or quarterly TAC, TCAG, and other board and committee meetings
2. Administrative and Accounting Policies and Procedures (semi-annually)
3. Annual Local Motion Event Luncheon
4. TCAG Annual Financial Audit and document preparation for outside auditors.
5. Submission of quarterly OWP billing and reports to Caltrans/FHWA

DISCUSSION:

TCAG administration provides direction and management of the numerous routine and special projects that comprise the TCAG Work Program.

Maintain and Produce TCAG files and records:

Requires TCAG to be the keeper of record to various boards. Agendas and minutes are prepared and processed for distribution and then final resolutions are prepared and submitted for authorized signature once the board has approved. In addition, TCAG oversees administration of board member appointments, Form 700- California Fair Political Practices Commission for all board members, Coordinates Special TCAG functions, and updates and maintains databases.

Administrative and Accounting Procedures Manual:

The Administrative Procedures Manual update will be an ongoing process and will be updated semi-annually with policies and workflow components are identified. The Administrative Procedures Manual is comprised of written policies, procedures, techniques, and concepts under which TCAG operates. This information will be set forth in such a manner and style as to be easily referenced and fully understood. The Administrative Procedures Manual would entail how to coordinate workflow, ensure consistent performance of routines, establish a "tickler" system, and provide detailed instruction on how to set up files, manage contracts, set up board meetings, and take meeting minutes, and these manuals would contain instructions, procedures, and information, which are technical in nature to simplify office management

TCAG Annual Local Motion Event Luncheon:

TCAG hosts the Annual Local Motion Event Luncheon annually. This event gives Tulare County the opportunity to honor the projects, citizens, public officials, and plans that have contributed to transportation planning in Tulare County. The event includes venue and catering arrangements and setup, graphic design of programs, poster boards, and invitations, labor hours for public outreach, obtaining sponsors, registration organization, working with the selection committee for the selection of winners, and trophy design.

Local Clearinghouse Review:

TCAG coordinates the review of local clearinghouse applications for federal grants, loans and financial assistance. This process requires application review, composing agenda items for TCAG Board review and drafting letters to the applicant, State clearinghouse and those who may be locally affected by the requests.

Finance Tasks and OWP Billing and Review:

The annual Work Program is created and adopted yearly before the Fiscal Year (FY) begins. The Work Program quarterly financial reports and reimbursements are created and submitted to Caltrans, FHWA, and FTA as part of administration. These reports and reimbursements allow for the funding of TCAG to continue. Budget adjustments, narrative changes, and transfers are prepared periodically to maintain a working budget.

TCAG accounting staff participates in the prior year audit by the outside Auditing firm, pulling requested source documents for outside auditor review, preparing and sending audit confirmations, preparing accruals and adjusting entries for year end and preparing and providing supplemental statements as requested by auditor.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Produce and distribute agenda and minutes for TCAG meetings	TCAG Staff	10	Jul 21 – Jun 22	Local Contribution
Maintain all TCAG records, agreements, and governing documents	TCAG Staff	15	Jul 21 – Jun 22	Local Contribution
Take meeting minutes and attend monthly and/or quarterly TAC, TCAG and other board and committee meetings	TCAG Staff	20	Jul 21 – Jun 22	Local Contribution
Provide general administrative support	TCAG Staff	5	Jul 21 – Jun 22	Local Contribution
Produce and Maintain Procedures Manual for Administration	TCAG Staff	5	Jul 21 – Jun 22	Local Contribution
Coordinate venue location, sponsorship coordination efforts, public outreach for	TCAG Staff	10	Jul 21 – Jun 22	Local Contribution

registration of Local Motion Awards, work with selection committee, order trophies, and design and create flyers, poster boards, other media, and decorations as needed				
Annual TCAG Audit	TCAG Staff and Consultant	10	Nov 21 – Mar 22	Local Contribution
Area-wide Clearinghouse Review	TCAG Staff	2	Jul 21 – Jun 22	Local Contribution
Schedule training and travel at request	TCAG Staff	2	Jul 21 – Jun 22	Local Contribution
Schedule and coordinate the Local Motion Program	TCAG Staff	4	Jul 21 – Jun 22	Local Contribution
Coordinate government to government consultation and collaboration efforts with the Tule River Indian Tribal Council	TCAG Staff	2	Jul 21 – Jun 22	Local Contribution
OWP budget review, invoicing and reconciliations	TCAG Staff	15	Jul 21 – Jun 22	Local Contributions

PREVIOUS WORK: The is an ongoing work element. Work completed includes monthly and quarterly meeting preparation, minutes. Semi-annual update of all policies and procedures. Annual Local Motion event held January 2020. Local Clearing House reviews as applicable. Fiscal year end 19/20 financial audit, and state controllers report completed. OWP invoicing for FY 18/19-19/20 concluded.

W. E. 601.02 TCAG Administration

	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	217,430	TCAG Staff	125,000
		Memberships	1,230
		Consultant	33,000
		Training	3,600
		Transportation and Travel	4,600
		County Counsel	15,000
		Auditor	1,000
		Special Dept Exp	34,000
Total Revenues	217,430	Total Expenditures	217,430

SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: 601.04 Office Expenses and Fixed Assets

PURPOSE: Procure and manage the assets and annual office expenses of the Tulare County Association of Governments.

PRODUCTS: Maintain financial records for the purchase of all operational expense for TCAG and LAFCO that includes office supplies, insurance, membership dues, printing costs, dues/subscriptions, utilities, rent and office equipment/fixed assets as outlined. Maintain contact with County of Tulare to provide staffing, IT, custodial, payroll administration, interoffice mail, copying, and telecom services as well as legal, financial, and Human Resource assistance.

DISCUSSION:

TCAG maintains an Office Expense/Fixed Asset account in the general ledger to procure office equipment and supplies necessary to essential agency business. TCAG budgeted for the additional office computers, and office software updates as well as office furniture for the additional office space this fiscal year.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Procurement of routine office supplies and equipment	N/A	45	Jul 21 – Jun 22	Local Contributions
Maintenance of existing equipment	N/A	10	Jul 21 – Jun 22	Local Contributions
Purchase of computer hardware and software upgrades and office furniture	N/A	25	Jul 21 – Jun 22	Local Contributions
Procurement of County of Tulare Services, dues, subscriptions, licenses	N/A	20	Jul 21 – Jun 22	Local Contributions

PREVIOUS WORK: Purchased personal computers, printers and associated equipment for the new office space and employees. Maintain supplies used and purchased for TCAG and LAFCO

W.E. 601.04 Office Expenses/Fixed Assets

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	453,280	County of Tulare	270,254
TCAG Reserves	20,000	Insurance	5,500
Other Grants	20,000	Office Expense	20,000
		Rent	165,708
		Special Dept Expense	10,818
		Dues/Subscriptions/Licenses	2,000
		Utilities	16,000
		Office Equipment	3,000
Total Revenues	493,280	Total Expenditures	493,280

SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: 601.06 Overall Work Program and Budget

PURPOSE: Develop, prepare, review and submit for approval the annual work program OWP. Maintain an ongoing transportation planning process; involve local technical staff, administrative officers, Caltrans, Tribal Government, and elected officials in the transportation planning process.

PRODUCTS: Annual Overall Work Program (OWP) and supporting documents

DISCUSSION:

Development of the next fiscal year's annual overall work plan (OWP) is started late December and continues on through March. A draft budget is developed to meet the deadline requirement and prevent budgetary lapses.

The TCAG management team reviews a number of critical items as part of the annual Overall Work Program (OWP) process. First, the initial draft budget is reviewed for core planning functions. The team reviews the draft OWP to ensure critical planning efforts are adequately budgeted prior to adding other planning efforts.

Second, the Regional Transportation Plan (RTP) tasks are reviewed. The RTP takes approximately two and half years to complete. This results in some RTP related activities in every year. For example, significant modeling is required the year prior to developing scenarios. Funding for the RTP is a top priority.

Third, the management team discusses current and projected consultant projects. Request for Proposals (RFP) schedules are discussed as needed to ensure adequate time for the procurement process. Existing schedules are reviewed to determine if contract extensions are required as well.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Development of the next fiscal year's budget	TCAG Staff	50	Dec 21 – Feb 22	PL Funding
Printed and electronic draft is sent to Caltrans, FTA, & FHWA	TCAG Staff	5	Mar22	PL Funding
Draft OWP is presented at Board Meeting for review	TCAG Staff	5	Mar 22, Apr 22	PL Funding
Review and incorporation of Caltrans, FTA & FHWA comments	TCAG Staff	30	Mar, Apr 22	PL Funding
Final Preparation and approval of OWP by Board, Caltrans, FTA & FHWA	TCAG Staff	10	May 22	PL Funding

PREVIOUS WORK:

This is an ongoing work element. Work completed includes development, preparation, review, approval and submittal of 2020/2021 OWP.

601.06 Overall Work Program and Budget

	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	20,000	TCAG Staff	65,000
FHWA PL	46,010	Print Services	1,010
Total Revenues	66,010	Total Expenditures	66,010
Toll Credits(PL&Carryover) (Not Revenues)	7,571		

SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: 601.08 Advocacy

PURPOSE: Travel to various local, regional, statewide, Tribal Council, and national meetings as necessary. Staff participation in CALCOG, NARC, CTC, Self Help Counties, the state, the San Joaquin Valley Policy Council, and RTPA meetings are a large part of government relations outreach. Allows training for staff in the general area of transportation planning and its relationship to air quality, land use and socio-economic activity.

PRODUCTS: Delegation to Washington DC and Sacramento
Participation in CALCOG, NARC, CTC, Self Help Counties, SJVPC, the state, and RTPA meetings

DISCUSSION:

Work Element 601.08 Advocacy allows staff to attend local, regional, and statewide meetings to further transportation planning and funding knowledge that staff requires. All meetings attended under this W.E. are considered unallowable for PL and TDA reimbursement. Membership dues and local contributions fund these meetings.

Major trips taken by staff and local leaders are the, "One Voice Trips" to Washington D.C. These trips allow Tulare County leaders to travel to D.C. and advocate for Tulare County transportation issues. One Voice trips are a success in helping support the future funding of transportation projects throughout the county, both for specific projects and for national policy that benefits Tulare County. TCAG leaders travel to Sacramento with a Tulare County delegation as needed, and to Washington D.C. and Sacramento as part of a valley-wide effort.

Non-reimbursable staff and member agency trainings and seminars are regularly attended. TCAG coordinates with other regional Councils of Governments (COGs), as well as various state, Tribal, and federal agencies involved in transportation, air quality and area-wide planning matters, regarding grant funding opportunities and other advocacy issues.

Through the California Association of Councils of Government (CalCOG), and direct research by TCAG staff, the TCAG Board receives reports on state legislation that may affect its members. This includes legislation on transportation, housing, the state budget, government restructuring, infrastructure banks, environmental issues, etc. TCAG is involved in similar tracking of federal legislation with assistance from the National Association of Regional Councils (NARC), California Association of Councils of Governments (CALCOG), and Self Help Counties Coalition.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
TCAG/Valley Voice Delegates to Washington D.C. and Sacramento	Consultant	40	Feb 22 – Jun 22	Local Contributions First, Member Dues Second
Legislative Tracking and Reporting	Consultant	25	Jul 21 – Jun 22	Local Contributions First, Member Dues Second
Participate in CALCOG, NARC, CTS, SJVAPCD and State, Valley COG and RTPA meetings	TCAG Staff	25	Jul 21 – Jun 22	Local Contributions First, Member Dues Second
Conduct monthly board meetings/workshops to review status of transportation issues and impacts to Tulare County	TCAG Staff	10	Jul 21 – Jun 22	Local Contributions First, Member Dues Second

PREVIOUS WORK: TCAG Delegates to Washington D.C.
TCAG Delegates to Sacramento.
CalCOG, Self Help, APA Meetings and other statewide efforts and events.

W.E. 601.08 Advocacy

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Member Dues	140,500	TCAG Staff	69,000
Local Contribution	74,590	Memberships	10,100
TCAG Reserves	1,010	Consultant	105,000
		Transportation and Travel	31,000
		Print Services	1,000
Total Revenues	216,100	Total Expenditures	216,100

SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: 601.09 Performance Measures

PURPOSE: Comply with MAP 21 requirement for Transportation Performance Management and work with federal/state agencies, local governments and stakeholders to establish appropriate targets for the region.

PRODUCTS : 2020 Safety Performance Management (PM1) Target adoption
Pavement and Bridge Condition (PM2) Target adoption
Transit Asset Management (TAM) Target Adoption
Public Transit Safety Performance Target Adoption
Performance of NHS, Freight, and CMAQ Measures (PM3) Target Adoption

DISCUSSION:

Beginning with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing under the Fixing America's Surface Transportation Act (FAST Act), state departments of transportation are required to set and report on progress toward achieving performance measures targets related to safety, air pollution emissions, infrastructure condition, freight movement, congestion, and reliability. Following the state target setting process, Metropolitan Planning Organizations (MPOs) have 180 days to set their own targets or elect to support the state's targets. Following the establishment of both state and regional targets, MPOs must report annually to the state on progress toward meeting those targets.

The TCAG Board approved supporting the performance targets approved by Caltrans for Safety Performance Management (PM1), National Highway System Pavement & Bridge Performance Management (PM2), and System Performance/Freight/CMAQ Targets Performance Management (PM3). In supporting the performance targets approved by Caltrans for PM1, PM2, and PM3, TCAG also agreed to assist member agencies to plan and program projects that contribute to the goals. Such assistance includes coordination with member agencies, Caltrans, and key transportation planning stakeholders to identify and find solutions for critical transportation issues related to each of the performance measures.

Transit Asset Management Targets were approved by TCAG with input from TAMs from each transit provider. This fiscal year TCAG will gather information from transit providers to set Public Transit Safety Performance Targets.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Public Transit Safety Performance Target Adoption	TCAG Staff	25	Jan 22	PL Funding
Participate in training, workshops, meetings and related performance measures activities	TCAG Staff	25	Jul 21 – Jun 22	PL Funding
Assist member agencies to plan and program projects that contribute to the achievement of performance targets	TCAG Staff	25	Jul 21 – Jun 22	PL Funding
Coordinate with member agencies, Caltrans and key transportation planning stakeholders to identify and find solutions for critical transportation issues related to each of the performance measures	TCAG Staff	25	Jul 21 – Jun 22	PL Funding

PREVIOUS AND CONTINUING WORK:

Support of Caltrans PM1 performance measures approved by TCAG Board in February 2018, February 2019, February 2020
 Support of Caltrans PM2 and PM3 performance measures approved by TCAG Board in October 2018.
 Adoption of Transit Asset Management Targets
 Continue to work with Caltrans and member agencies to plan and program projects that contribute to performance goals

W. E. 601.09 Performance Measures

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	12,000	TCAG Staff	12,000
Total Revenues	12,000	Total Expenditures	12,000
Toll Credits(PL&Carryover) (Not Revenues)	1,376		

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.01 Regional Transportation Plan

PURPOSE: Prepare Regional Transportation Plans (RTP) and review plans and projects for consistency with the RTP.

PRODUCTS: Formation of the RTP Roundtable
Formation of the Rural Communities Committee
Hiring an Environmental Consultant
Initial Steps of a CEQA Analysis
Initial Steps of the Modeling Efforts
Initial Steps of the RHNA Determination
Initial Steps of Air Quality Conformity
Initial Steps of a Policy Element
Initial Steps of a Financial Element
Initial Steps of an Action Element
Initial Public Outreach including the Tribe
Note: Regional Transportation Plan (RTP) final report completion expected in 2022

DISCUSSION:

The Regional Transportation Plan (RTP) is a 20-year, long-range transportation planning document for the Tulare County region. The plan is required by the State of California through California Government Code Sections 14522 and 65080: *"...each transportation planning agency shall adopt and submit, [at least] every four years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation.....When applicable, the plan shall be consistent with Federal planning and programming requirements and shall conform to the regional transportation plan guidelines adopted by the CTC."* TCAG prepared its first RTP in 2015.

The 2018 RTP integrated multiple planning processes. A Sustainable Communities Strategy (SCS), a requirement of Senate Bill 375, was included as part of the 2018 RTP. This involved the study of a range of land use and transportation scenarios to show that the Tulare County region can reduce greenhouse gas emissions per capita at a rate set by the California Air Resources Board. Another major planning process that was integrated into the 2018 RTP was the inclusion of new performance measures. The 2018 RTP and associated documents were adopted in August 2018.

The next RTP update has already begun and will include a large portion of the work to update the regional travel model, and early stages of planning and public outreach in the 2020/2021 fiscal year. Policies will be reviewed for updating and new additions, including Complete Streets Policies. Preliminary efforts to develop the Action and Financial Elements will take place. Environmental Review will be initiated with the help of a consultant. Programming of projects will commence. Regional and valley-wide efforts will be made to develop air quality conformity will take place. Public outreach will continue.

The TCAG board authorized the creation of a subcommittee from the RTP Roundtable. The purpose of the subcommittee is to focus on disadvantaged and rural communities. The committee will work in a collaborative manner to identify and develop solutions to issues. The solutions will become part of the next RTP update.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Maintain Fast Act compliance	TCAG Staff	1	Jul 21 – Jun 22	PL Funding
Consultant Selection for EIR (in WE 602.07)	TCAG Staff	3	Jul 21 Oct 21	TDA Funding
EIR Kickoff Meeting (in WE 602.07)	Consultant	2	Sept 21 – Nov 21	TDA Funding
Notice of Preparation (in WE 602.07)	Consultant	2	Sept 21 – Feb 22	TDA Funding
Public Scoping Meeting (in WE 602.07)	Consultant	2	Sept 21 – Mar 22	TDA Funding
Demographic Forecast (in WE 602.07)	TCAG Staff	5	Jul 21 – Jun 22	TDA Funding
Draft Scenarios (in WE 602.07)	TCAG Staff	5	Jul 21 – Jun 22	TDA Funding
Policy Outline to TCAG Board	TCAG Staff	2	Apr 22 – Sep 22	PL Funding
Policy Element	TCAG Staff	5	Jul 21 – Jun 22	PL Funding
Action Element Outreach	TCAG Staff	3	Jul 21 – Jun 22	PL Funding
Action Element	TCAG Staff	4	Jul 21 – Jun 22	PL Funding
Financial Element	TCAG Staff	4	Jul 21 – Jun 22	PL Funding
Enter Projects into Model	TCAG Staff	5	Jul 21 – Jun 22	PL Funding
Review of Existing Project Programming Updates	TCAG Staff	3	Jul 21 – Jun 22	PL Funding
Formation of the RTP Roundtable	TCAG Staff	5	Jul 21– Nov 21	PL Funding
Report to Board on Transportation Needs	TCAG Staff	1	Jul 21 – Jun 22	PL Funding
Preparation for SCS Workshops (in WE 602.07)	TCAG Staff	5	Jul 21 – Jun 22	TDA Funding
CMAQ/STBG call for projects	TCAG Staff	5	Jul 21 – Jun 22	PL Funding

CMAQ/STBG lifeline application	TCAG Staff	4	Jul 21 – Jun 22	PL Funding
Formation of RHNA Subcommittee (in WE 670.10)	TCAG Staff	5	Jul 21 – Jun 22	State Funding
RHNA Survey of Agencies (in WE 670.10)	TCAG Staff	5	Jul 21 – Jun 22	State Funding
Publish Survey Report (in WE 6710.10)	TCAG Staff	2	Feb 22 – Jun 22	State Funding
FHNA Determination(in WE 670.10)	TCAG Staff	5	Feb 22 – Jun 22	State Funding
RHNA Methodology(in WE 670.10)	TCAG Staff	3	H=Jul 21 – Jun 22	State Funding
Meet with other San Joaquin Valley TPAs to coordinate Valleywide RTP effort by	TCAG Staff	2	Jul 21 – Jun 22	PL Funding
Process RTP Amendments	TCAG Staff	2	Jul 21 – Jun 22	PL Funding
Conduct Rural Communities Committee Meetings	TCAG Staff	3	Jul 21 – Jun 22	PL Funding
Coordinate, consult, and collaborate with Tule River Indian Tribal Council Evaluate National Planning Emphasis Areas for implementation in 2018 RTP	TCAG Staff	2	Jul 21 – Jun 22	PL Funding

PREVIOUS WORK: Adopted 2018 RTP, EIR, and SCS (Air Quality Conformity under Work Element 610.01.)

W.E. 602.01 Regional Transportation Plan

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	68,084	TCAG Staff	125,000
FHWA PL	71,916	County Counsel	15,000
Total Revenues	140,000	Total Expenditures	140,000
Toll Credits(PL&Carryover) (Not Revenues)	16,058		

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.02 Traffic Forecasting / Model Development

PURPOSE: To maintain and improve the existing travel demand forecasting model (TDM). The model is primarily used to meet state and federal forecasting requirements for transportation funding and air quality conformity. The model is also used to develop the RTP/SCS and run scenarios for other related transportation and land use planning activities.

PRODUCTS:

1. Model Forecast Data for Air quality studies and FTIP amendment as necessary (approximately quarterly)
2. Updated road and transit network and model documentation
3. Calibration and validation reports
4. TDM socioeconomic data input files based on the growth forecast.
5. Horizon Year regional growth forecast for the 2022 RTP/SCS.

DISCUSSION:

With the adoption of the 2018 RTP/SCS in August 2018, TCAG had a new official traffic model representing the completion of the second part of a major upgrade as part of the San Joaquin Valley Model Improvement Program (SJMIP). The SJMIP was a joint venture with the seven other valley MPOs funded by a grant from the California Strategic Growth Council under Proposition 84. One purpose of the SJMIP was to bring each MPO's model up to the standards needed to meet the requirements of SB 375. (See discussion under Work Element 602.01.) Regional travel forecasting in the 2021/22 fiscal year will focus on completing the development of updated road and transit network, socioeconomic data, and growth forecasts, along with recalibration and revalidation for the the 2022 RTP/SCS update, which is targeted for completion by June, 2022.

TCAG continues to consult with local agencies for updates on current and future land use, and traffic network development. The use of current data will assist with federal and state requirements to use the "latest planning assumptions" for conducting regional travel forecasts. Additional coordination is provided by the Transportation Forecasting Model Technical Advisory Committee (TFMTAC) established in December 2014. The purpose of the TFMTAC is to review, consider, investigate, advise and report on highly technical matters in the development and use of the transportation forecasting model, recognizing that technical and policy matters are not always distinct and separable. While the TFMTAC will provide comments and input on issues brought to it by TCAG staff and other parties, the final approval of major modeling changes will continue to be the responsibility of the TCAG Board of Governors. The TFMTAC is not involved in project funding decisions.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Travel demand model upgrading and testing including recalibration and revalidation of the TCAG regional model.	TCAG Staff and Consultant	40	Jul 21 – Jun 22	PL Funding
Scenario development and model runs for RTP update, TIP amendments and updates and air quality conformity.	TCAG Staff and Consultant	20	Jul 21 – Jun 22	PL Funding
Coordinate with Valley-wide and State-wide modeling forums.	TCAG Staff and Consultant	5	Jul 21 – Jun 22	PL Funding
Modeling for air quality and congestions management planning.	TCAG Staff and Consultant	20	Jul 21 – Jun 22	PL Funding
Training to maintain and improve staff modeling knowledge and skills.	TCAG Staff and Consultant	10	Jul 21 – Jun 22	PL Funding
Provide Staff support to the Travel Forecasting Model Technical Advisory Committee (TFMTAC)	TCAG Staff	5	Jul 21 – Jun 22	PL Funding

PREVIOUS WORK:

Master network updates and preliminary testing for validation.
 Modeling for the testing of new SIP emissions budgets and SAFE Vehicle Rule off-model adjustment testing.

W.E. 602.02 Traffic Forecasting / Model Development

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	287,400	TCAG Staff	236,000
		Consultant	35,000
		Training	5,400
		Transportation and Travel	1,500
		Dues/Subscriptions/Licenses	4,500
		Office Equipment	5,000
Total Revenues	287,400	Total Expenditures	287,400
Toll Credits(PL&Carryover) (Not Revenues)	32,965		

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.03 Active Transportation Planning

PURPOSE: Manage regional level bicycle and pedestrian planning in Tulare County.

PRODUCTS:

1. Active Transportation Outreach and Regional Coordination (quarterly)
2. Local ATP policies and project selection and programming (February)
3. ATAC Meetings (monthly) (see pg. 8)
4. Update to the RATP, October 2020 (See also Work Element 602.10)

DISCUSSION:

With state legislation passed in 2013 (SB 99), BTA funding has been combined with Safe Routes to School and Transportation Alternative Program funding into a new State-administered Active Transportation Program (ATP). The ATP was created to encourage the increased use of active modes of transportation such as biking and walking. The program funding is competitive and is split between a State and MPO project selection process. TCAG will encourage member agencies to apply for ATP funding at the state level and will select projects at the local level if they are not selected at the statewide competition level. TCAG will continue coordination and consultation with the Tule River Indian Tribe as well as disadvantaged communities to assure inclusion in the competitive ATP funding. (See also Work Element 604.01).

A focus area of this work element in Fiscal Year 2015/16 was to address the new statutory requirements through the development of a Regional Active Transportation Plan (RATP) for the Tulare County region. The RATP planning effort, also known as "Walk N' Bike Tulare County" was adopted in 2016 and made part of the Regional Transportation Plan and Sustainable Communities Strategy update in 2018. The goal of the plan is to help prepare the TCAG member agencies, the Tule River Tribal Government, and other local government entities to apply for the various types of funding included as part of the Active Transportation Program. The plan meets the requirements set forth by the California Transportation Commission in the ATP Guidelines. More generally, the plan influences and guides policies, programs, and development standards to make walking and bicycling more safe, comfortable, convenient, and enjoyable for the residents of Tulare County. The California State Bicycle and Pedestrian Plan (CSBPP), a state-wide plan spearheaded by Caltrans, is a "visionary and comprehensive policy plan to promote a multi-modal transportation system that supports active modes of transportation and creates a framework to increase safe bicycling and walking." TCAG has reviewed and updated the RATP as necessary to address the new visions and goals of the CSBPP.

The Active Transportation Advisory Committee (ATAC), formerly the Bicycle Advisory Committee (BAC), is an advisory committee established by TCAG to advise on non-motorized transportation issues. One of the ATAC's main focuses is to help identify and prioritize bicycle/pedestrian projects and provide comments and input on issues related to development of the Regional Active Transportation Plan (RATP). Final decisions on the RATP will be the responsibility of the TCAG Board of Governors.

TCAG continues to encourage all member agencies to apply for funds that fund bikeways and bicycle amenities that can be used to complete, connect or complement their existing bicycle network. TCAG will continue to work with member agencies to encourage bicycle planning and construction of bicycle facilities. See also 602.10 (Multi-modal data collection). TCAG will also continue to assist local agencies in implementing the Complete Streets Act (AB 1358, 2008) through regional coordination of complete streets projects and regulations and collaboration with Caltrans. Complete streets are public spaces that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers and motorists, appropriate to the function and context of the facility.

Extended bicycle routes and complete streets upgrade projects are planned in several cities. Measure R funds enhance the development of the Tulare County bicycle network. Funds for Measure R bicycle projects across the county will be distributed to agencies for grant matches, bicycle infrastructure, including the Santa Fe Trail Connection. (Measure R Santa Fe Trail Connection: Work Element 700.02).

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Provide grant research and application assistance	TCAG Staff	15	Jul 21 – Jun 22	FTA funding first, PL funding second
Review area bike & pedestrian plans. Update and provide revised Active Transportation data to member agencies	TCAG Staff	10	Jul 21 – Jun 22	FTA funding first, PL funding second
Attend Bicycle & Pedestrian Committee and Community meetings	TCAG Staff	10	Jul 21 – Jun 22	FTA funding first, PL funding second
Bicycle & Pedestrian Safety Outreach, inclusive of Environmental Justice/Disadvantaged Communities	TCAG Staff	30	Jul 21 – Jun 22	FTA funding first, PL funding second
Pedestrian & Bicycle Corridor counts/surveys.	TCAG Staff	10	Oct 21 – Mar 22	FTA funding first, PL funding second
Planning implementation of Regional Active Transportation Plan. Inclusive of coordination and consultation with the Tule River Indian Tribe	TCAG Staff	25	Jul 21 – Jun 22	FTA funding first, PL funding second

PREVIOUS WORK: 2018 Completion of Bike and Stride Outreach Program
 2016 Regional Active Transportation Plan incorporated as part of the 2018 RTP/SCS.
 Review of local agency active transportation plans.
 Agency ATP grant application assistance.
 Provided staff support for ten meetings of the ATAC during FY 2019/20.

W.E. 602.03 Active Transportation Planning

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	45,215	TCAG Staff	75,000
FTA Section 5303	72,785	Training	500
		Transportation and Travel	500
		Print Services	2,000
		Special Dept Expense	40,000
Total Revenues	118,000	Total Expenditures	118,000
Toll Credits(5303&Carryover) (Not Revenues)	8,348		
Toll Credits(PL&Carryover) (Not Revenues)	5,186		

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.04 Transit Planning and Coordination

PURPOSE: To plan and coordinate transit services in the Tulare County region

PRODUCTS:

1. 2021/22 Monthly Meetings of the Transit Forum
2. Transit Service Changes Updated on Google Transit
3. Outreach material for transit advocacy and regional programs: Public Input software platform postings, presentations, and printed materials
4. Title VI Program Training
5. Review of relevant CARES Act and other supplemental funding programs, new regulations, and other regulatory changes

DISCUSSION:

TCAG staff facilitates the Tulare County Transit Forum that meets approximately twelve times throughout the year to discuss various issues related to transit: planning, coordination, funding, coordinated ITS outreach and regional programs, regulations and requirements, etc.

TCAG will work with Tulare County Transit agencies to keep their transit routes/schedules up-to-date on Google Transit. This is a continual task throughout the full fiscal year. Numerous changes are expected to continue to occur due to COVID-19 service responses. TCAG staff will also continue ongoing transit outreach efforts to communities in Tulare County. Advertising mediums used include: online Public Input platform, print, contests, social media promotions, and more, as time and budget allow. This is a continual task throughout the full fiscal year.

TCAG staff has an adopted Title VI program that is FTA approved. TCAG will ensure compliance with the program and will provide trainings, report on any complaints, and carry out required tasks under Title VI. The plan will be updated every three years; the next update is due in September 2023. TCAG assists member agencies with their Title VI programs, and also collects comments received by agencies through their complaint processes. The TCRTA Title VI program is scheduled for completion during this fiscal year.

TCAG staff will continue to monitor, participate, and assist as appropriate in transit related efforts affecting the region. This includes Amtrak service via the San Joaquin Regional Rail Commission and High Speed Rail. It includes complementary rideshare service, such as the miocar program. TCAG is also a member of the CalVans and participates on the technical advisory committee and the governing board and is an active participant and promoter of the program. This coordination is a continual task throughout the full fiscal year with monthly meetings and tasks.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Monitor, analyze and report on new federal & state transit planning requirements	TCAG Staff	30	Jul 21 – Jun 22	FTA funding first, PL funding second, TDA funding last
Assist local agencies including Tribal Government with transit planning efforts	TCAG Staff	25	Jul 21 – Jun 22	FTA funding first, PL funding second, TDA funding last
Update and Implement Title VI Plans	TCAG Staff	10	Jul 21 – Jun 22, as needed	FTA funding first, PL funding second, TDA funding last
Conduct Transit Forum Meetings	TCAG Staff	10	Jul 21 – Jun 22, monthly	FTA funding first, PL funding second, TDA funding last
Passenger Rail Planning and Coordination	TCAG Staff	5	Jul 21 – Jun 22	FTA funding first, PL funding second, TDA funding last
Google Transit	TCAG Staff	15	Jul 21 – Jun 22	FTA funding first, PL funding second, TDA funding last
CalVans Coordination	TCAG Staff	5	Jul 21 – Jun 22	FTA funding first, PL funding second, TDA funding last

PREVIOUS WORK:

2020/21 Monthly Transit Forum Meetings
 CalVans and SJVRC appointments and monthly meeting participation
 Completion of Woodlake, Dinuba, Tulare, and Tulare County Transit Development Plans (TDPs)
 Completion of TCAG Title VI Program trainings
 Google Transit uploading for Visalia, Dinuba, and Tulare County route changes
 Preparation and distribution of public outreach materials: website, surveys, social media posts, printed posters, and videos

W.E. 602.04 Transit Planning and Coordination

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	75,000	TCAG Staff	101,650
FTA Section 5303 (carryover)	50,000	Training	1,650
FTA Section 5303	115,588	Transportation and Travel	1,700
		Print Services	5,000
		Special Dept Expense	130,588
Total Revenues	240,588	Total Expenditures	240,588
Toll Credits(5303&Carryover) (Not Revenues)	18,993		
Toll Credits(PL&Carryover) (Not Revenues)	8,603		

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.04-0045 City of Visalia 2022 Short Range Transit Plan (SRTP)

PURPOSE: To plan and coordinate transit services in the City of Visalia

PRODUCTS:

1. Agendas and meeting notes
2. RFP & Agreement
3. Quarterly reports and invoices
4. Goals, Objectives, and Standards Update
5. Service Evaluation Report
6. Needs Assessment and Service Expansion Recommendations
7. Operations Plan
8. Capital and Financial Plan
9. Draft and Final SRTP

DISCUSSION:

TCAG will serve as the grant administrator for the Caltrans Strategic Partnerships grant awarded for the City of Visalia's updated Short Range Transit Plan (SRTP), a five-year framework for the maintenance and development of the city's transit system.

TCAG will conduct the initial project kickoff meeting between the City of Visalia, Caltrans and TCAG staff to establish the objectives of the SRTP as well as outline grant procedures and program expectations. Following the kickoff, TCAG staff will prepare and issue a Request for Proposals (RFP) and procure a consultant for plan preparation. The City of Visalia will work with the selected consultant throughout the planning project, with TCAG assistance as appropriate. The SRTP will focus on evaluation of existing services, including provision of service, capital needs and condition, and financial and other productivity measures. Needs of the community will be considered in development of the SRTP. Residents' needs and access to services, emissions reductions, cost-efficiency, and other issues will be taken into consideration.

The final plan will be reviewed for compliance by TCAG and adopted by the City of Visalia.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Kick-off and Procurement	TCAG Staff	10	Mar 21 – May 21	5304 Funding at 88.53% ; City contribution at 11.47%
Quarterly Reports and Invoices	TCAG Staff	5	Jul 21, Oct 21, Jan 22, Apr 22	5304 Funding at 88.53% ; City contribution at 11.47%
Goals, Standards, Service Evaluation, & Needs Assessment Report	TCAG Staff	25	Jun 21 – Aug 21	5304 Funding at 88.53% ; City contribution at 11.47%
Operations Plan	TCAG Staff	20	Dec 21- Feb 22	5304 Funding at 88.53% ; City contribution at 11.47%
Capital and Financial Plan	TCAG Staff	20	Mar 22 - Apr 22	5304 Funding at 88.53% ; City contribution at 11.47%
Final SRTP	TCAG Staff	20	Jun 22	5304 Funding at 88.53% ; City contribution at 11.47%

PREVIOUS WORK: None (new Work Element)

W.E. 602.04-0045 City of Visalia 2022 Short Range Transit Plan (S RTP)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FTA Section 5304	80,000	TCAG Staff	6,800
City of Visalia	10,365	Consultant	83,565
Total Revenues	90,365	Total Expenditures	90,365

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.06 Special Transportation Project Studies

PURPOSE: Conduct ad hoc transportation studies on the regional system.

PRODUCTS: As needed (none currently scheduled)

DISCUSSION:

TCAG provides oversight, direction, accounting, and ultimately TCAG Board approval for specific planning-level transportation studies that address critical planning needs by our member agencies. TCAG administers the funding for these studies as well. The member agencies then handle the specific day-to-day operations of the preparation of the studies under TCAG supervision. These planning-level studies are eligible for federal planning funding.

Caltrans funded, through the Caltrans Sustainable Transportation Planning Grant Program, the Sustainable Transportation Element/Circulation Element for the Comprehensive Master Plan for Tule River Native Community in 2018. A copy of this document can be found here:
<insert web link>

TCAG staff will assist with any future projects that result from the plan upon request by Caltrans. This assistance is included in W.E. 670.05 Local Coordination and Project Implementation.

There are currently no qualifying transportation studies planned for FY21/22. If the need for these types of studies arise in FY21/22, they will be amended into the OWP. The projects that result from these types planning-level studies will become project priorities in the Regional Transportation Plan.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
None currently scheduled				PL Funding

PREVIOUS WORK: None in FY 19/20 or FY 20/21. The following were completed in prior years:
 Dinuba Complete Streets Study
 Lindsay Pedestrian Pathway Program Study
 SR 65/Rocky Hill Multi Modal Concept Alternative Project
 City of Tulare SR-99 Corridor Study
 City of Dinuba El Monte Way Roundabouts Feasibility Study
 County of Tulare Complete Streets Studies
 Sustainable Transportation Element/Circulation Element for the Comprehensive Master Plan for Tule River Native Community

W.E. 602.06 Special Transportation Project Studies

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	1,000	TCAG STAFF	1,000
TOTAL REVENUES	1,000	Total Expenditures	1,000
TOLL CREDITS(PL&CARRYOVER) (NOT REVENUES)	115		

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.07 Special Transportation Project Studies (Non-Federal)

PURPOSE: Conduct project specific transportation studies on the regional system.

PRODUCTS: PSR edits as necessary
City of Exeter complete streets
City of Visalia Traffic Study
EIR draft scenarios

DISCUSSION:

Previous Project Study Reports (PSRs) were prepared for various potential projects in Tulare County. In order for projects to be considered for programming with Federal/State funds by TCAG, PSRs must be completed or updated, Project Initiation Documents (PIDs), including PSRs, are project specific documents and are not funded with federal planning funding.

It is anticipated that PSR edits may be needed in fiscal year 2017/18 to evaluate or improve the transportation system in Tulare County. In order to function efficiently, funding has been budgeted to consultant work and staff time in this work element.

Development of the EIR as it pertains to the RTP, PL funding was not used.

Work Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Assist in development of PIDs and ITS plans	TCAG Staff	100	Jul 21 – Jun 22	County of Tulare

PREVIOUS WORK: County of Tulare Matheny Tract
City of Kingsburg Partnership Study
City of Visalia SR-208 Corridor Study
City of Visalia ITS Strategic Plan
Corridor study for the City of Farmersville.
K Road Corridor Study for City of Visalia
SR-99/Ave. 200 (Paige Avenue) Project Study Report.
SR-200/Main St. Project Study Report
SR-208/Akers Project Study Report

W.E. 602.07 Special Transportation Project Studies (Non-Federal)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
TDA	86,312	TCAG Staff	15,000
TCAG Reserves	93,151	City of Exeter	24,463
		City of Visalia	40,000
		Special Dept Expense	100,000
Total Revenues	179,463	Total Expenditures	179,463

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.08 Farmersville Complete Streets and Multimodal Access Study

PURPOSE: Produce a study of conditions related to walking and cycling in the City of Farmersville.

PRODUCTS:

1. Agendas and meeting notes
2. RFP & Agreement
3. Quarterly reports and invoices
4. Needs Assessment Report
5. Public outreach documentation
6. Project Lists and Design Concepts
7. Funding and Project Implementation Report
8. Final Report

DISCUSSION:

TCAG will serve as the grant administrator for the Caltrans Strategic Partnerships grant awarded for the City of Farmersville's Complete Streets and Multimodal Access Study, an assessment of current conditions and needs related to walking and cycling within the city together with a list of proposed projects meant to address the same.

TCAG will conduct the initial project kickoff meeting between the City of Farmersville, Caltrans and TCAG staff to establish the objectives of the Farmersville Complete Streets and Multimodal Access Study as well as outline grant procedures and program expectations. Following the kickoff, TCAG staff will prepare and issue a Request for Proposals (RFP) and procure a consultant for study preparation. The City of Farmersville and TCAG staff will work with the selected consultant throughout the planning project. The study will focus on pedestrian and cyclist safety and circulation within the city, including specific problem areas and potential areas for improvement. Needs of the community will be considered and feedback of residents will be sought during the development of the study, which will evaluate current conditions, propose a list of projects with associated design concepts, and offer a plan for their funding and implementation.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Project Initiation and Management: Kickoff, RFP and procurement	TCAG Staff	5%	Mar 21 - Jun 21	SB 1 funding 88.53%; Local Contribution 11.47%
Administration: Invoicing & Quarterly Reports	TCAG Staff	3%	Jul 21- Jun 22, quarterly	SB 1 funding 88.53%; Local Contribution 11.47%
Needs Assessment and Public Outreach Documentation	TCAG Staff and Consultant	23%	Jul 21 – Jan 22	SB 1 funding 88.53%; Local Contribution 11.47%
Project Lists and Design Concepts	TCAG Staff and Consultant	35%	Nov 21 – Feb 22	SB 1 funding 88.53%; Local Contribution 11.47%
Funding and Project Implementation Report	TCAG Staff and Consultant	24%	Feb 22 – Apr 22	SB 1 funding 88.53%; Local Contribution 11.47%
Final Report	TCAG Staff and Consultant	10%	May 22 – Jun 22	SB 1 funding 88.53%; Local Contribution 11.47%

W.E. 602.08 Farmersville Complete Streets and Multimodal Access Study

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
TCAG Reserves	18,926	TCAG Staff	25,000
SB1 Sustainable Community Grant	146,074	Special Dept Expense	140,000
Total Revenues	165,000	Total Expenditures	165,000

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.10-1121 Sustainable Communities Planning Grants-
Environmental Justice and Health Impact Assessments
(FY20/21)

PURPOSE: Development of documents to analyze health and environmental
impacts of planned projects.

PRODUCTS: Environmental Justice Report and Health Impact Assessment

DISCUSSION:

TCAG strives to plan for a comprehensive transportation system that supports the health and well-being of Tulare County residents in an equitable way. One way to put this into practice is to evaluate social determinants of health, determinants such as the built environment where people live, transportation safety and functionality, and access to services, and to incorporate these analyses into the Regional Transportation Plan update process. Consistent with the recommendations in the RTP Guidelines, TCAG recognizes the importance in our region to focus on air quality effects, physical activity and safety, accommodating economic opportunity, and supporting access to essential destinations when planning the long range transportation system.

The Environmental Justice Report will assess transportation and land use changes for disparate impacts to minority communities and disadvantaged populations as the 2022 Regional Transportation Plan is developed. It will identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of programs, policies, and activities on low-income, minority, and disadvantaged populations. The Health Impact Assessment will also be prepared concurrently to the development of the 2022 Regional Transportation Plan. It will examine population characteristics including physical health factors, residents' access to resources and services, the relationship between transportation and health throughout the planning process.

This project was awarded SB1 Sustainable Communities Formula funds in fiscal year 20/21 - \$69,884 to work element 602.10-1121 with an expiration date of 2022-2023.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
RFP and Procurement	TCAG Staff	5%	Aug 20 – Nov 20	SB 1 funding 88.53%; Local Contribution 11.47%
Quarterly Reports and Invoices	TCAG Staff	3%	Oct 20 – Apr 22, quarterly	SB 1 funding 88.53%; Local Contribution 11.47%
Background and Current Conditions Reports	Consultant and TCAG Staff	20%	Jan 21 – June 21	SB 1 funding 88.53%; Local Contribution 11.47%
Public Outreach	Consultant and TCAG Staff	20%	Jan 21 – Sep 21	SB 1 funding 88.53%; Local Contribution 11.47%
Planning and Project Assessments	Consultant and TCAG Staff	40%	July 21 – Oct 21	SB 1 funding 88.53%; Local Contribution 11.47%
Draft EJ and HIA Reports	Consultant and TCAG Staff	7%	Nov 21	SB 1 funding 88.53%; Local Contribution 11.47%
Final EJ and HIA Reports	Consultant and TCAG Staff	5%	Dec 21	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: Kick-off meeting agenda, RFP, and Agreement

W.E. 602.10-1121 Sustainable Communities Planning Grants-Environmental Justice and Health Impact Assessments (FY20/21)

REVENUES	DOLLARS	EXPENDITURES	18,938 DOLLARS
Local Contribution	9,054	TCAG Staff	18,938
SB1 Sustainable Communities Grant	69,884	Consultant	60,000
Total Revenues	78,938	Total Expenditures	78,938

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.10-1221 Sustainable Communities Planning Grants-Sustainable Communities Strategy (FY20/21)

PURPOSE: To update the region's development forecast (SCS) and enhance the way that stakeholders can compare and test different land use and transportation investment strategies.

PRODUCTS: Demographic forecast, Growth Forecast White Paper, land use data (Data Collection). ABM Calibration Report. Preliminary scenario descriptions for the 2022 RTP/SCS, preliminary performance indicators, Scenario Outreach Summaries (Scenario Planning).

DISCUSSION:

TCAG is updating its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) with a target for adoption in June 2022. By providing resources to implement state-of-the-practice planning data and modeling tools, this grant allows for substantial updating and enhancement of the scenario planning process. This project closes the connection between data gathering and modeling, and transportation infrastructure investment through implementation, in the RTP/SCS. This project includes phases for data collection, refined calibration of an activity-based model and SCS scenario development. These tasks are brought together to assure that there are rich and up-to-date data sources, analytical tools, and resources for stakeholder involvement in scenario planning available to create SCS scenarios comprehensively considering region-specific issues of forecasted future growth pattern. In this, the project seeks to build upon the practice standards for scenario planning described in the CTC's 2017 RTP Guidelines (e.g. examples from AMBAG, Fresno COG and Kern COG in Appendix L, pages 340-341.) TCAG has been extensively involved in outreach to hard-to-count communities regarding the 2020 Census. This project implements 2020 Census data, as it is rolled out, to better account for disadvantaged communities in regional planning.

This project was awarded SB 1 Sustainable Communities Formula funds in fiscal year 20/21 - \$177,060 to work element 602.10-1221 with an expiration date of 2022-2023.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Administration	TCAG Staff	4	Jul 20 – Jun 21	SB 1 funding 88.53%; Local Contribution 11.47%
Data Collection	TCAG Staff and Consultant	20	Aug 20 – Dec 20	SB 1 funding 88.53%; Local Contribution 11.47%
Activity-based Travel Demand Model (ABM) Calibration to Tulare Region Data	TCAG Staff and Consultant	50	Aug 20 – May 21	SB 1 funding 88.53%; Local Contribution 11.47%
Scenario Planning	TCAG Staff and Consultant	25	Dec 20 – Dec 21	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK:

W. E. 602.10-1221 Sustainable Communities Planning Grants-Sustainable Communities Strategy (FY20/21)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	22,940	TCAG Staff	75,000
TCAG Reserves	1,010	Special Dept Expense	133,807
SB1 Sustainable Community Grant	184,857		
Total Revenues	208,807	Total Expenditures	208,807

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.10-1322 Sustainable Communities Planning Grants- ABM Household Travel Behavior Update (FY21/22)

PURPOSE: Update ABM to incorporate 2022 Valley Household Travel Survey

PRODUCTS: Activity-based Model input files, scripting, documentation and training materials.

DISCUSSION:

In Fiscal Year 2017-18 TCAG embarked on a project to implement an activity-based travel demand model. This follows a state-wide trend among larger MPOs to replace, or supplement, existing trip-based regional models with the ABM's greater sensitivity to, and descriptive capabilities for, sustainable transportation and land use strategies. This helps to advance state and local policies to plan for reduced air pollution and greenhouse gas emissions and improved accessibility and mobility options for all communities. Previous phases have produced TCAG's first complete and functional ABM, calibrated and validated to 2015 base year data. This phase will update the ABM to incorporate the San Joaquin Valley Household Travel Survey, multi-modal traffic monitoring and other travel data, and calibrate and validate the ABM to a new base year of 2022. If the fully developed scope of work shows capacity to fund additional enhancements, these will include, first, a work-from-home submodel and, second, upgrades and streamlining to the population synthesizer and other components.

This project was awarded SB 1 Sustainable Communities Formula funds in fiscal year 21/22 - \$123,002 to work element 602.10-1322 with an expiration date of 2023-2024.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Kick-off and Project Team Meetings	TCAG & Consultant			SB 1 funding 88.53%; Local Contribution 11.47%
Model testing and consultation with Caltrans and local partners	TCAG			SB 1 funding 88.53%; Local Contribution 11.47%
ABM update to 2022 base year and enhancements	Consultant			SB 1 funding 88.53%; Local Contribution 11.47%
Documentation and Training	Consultant			SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: This is a new work element

**W.E. 602.10-1322 Sustainable Communities Planning Grants-Modeling ABM Phase III
(FY21/22)**

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	15,936	TCAG Staff	12,438
SB1 Sustainable Community Grant	123,002	Consultant	126,500
Total Revenues	138,938	Total Expenditures	138,938

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.10-1422 Sustainable Communities Planning Grants-ATP Tribe (FY21/22)

PURPOSE: Prepare Sustainable Communities Planning Studies

PRODUCTS: Final Plan Document

DISCUSSION:

Put simply, the objective of Walk 'n Bike Tulare County is to make walking and biking around the county safer and easier. Within this overarching objective, the plan has two main purposes. The first is to be the foundation for the pedestrian and bicycle component of the soon-to-be updated Tulare County Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The second main purpose of Walk 'n Bike Tulare County is to position these high-priority projects to compete better for funding from federal, state and regional sources. That's particularly true for the California Transportation Commission's Active Transportation Program, the main statewide source of funding for pedestrian and bicycle projects.

This update would provide the foundation for the active transportation component of the next RTP/SCS update in 2022. It would also update the listing and evaluation of high-priority projects.

This project was awarded SB 1 Sustainable Communities Formula funds in fiscal year 2021/2022 - \$50,000 to work element 602.10-1422 with an expiration date of 2023-2024.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Invoicing, quarterly report	TCAG Staff	3	Jul 21, Sep 21, Jan 22, Apr 22, Jul 22	SB 1 funding 88.53%; Local Contribution 11.47%
Project Management	TCAG Staff	5	Jul 21 – Jun 22	SB 1 funding 88.53%; Local Contribution 11.47%
Scope Development	TCAG Staff	5		SB 1 funding 88.53%; Local Contribution 11.47%
Team Meetings	TCAG Staff	5	Monthly	SB 1 funding 88.53%; Local Contribution 11.47%
Active Transportation Advisory Committee	TCAG Staff	5	Monthly	SB 1 funding 88.53%; Local

(ATAC) Participation				Contribution 11.47%
Governing Board and Technical Advisory committee (TAC) participation	TCAG Staff	5	Sept 21, Oct 201	SB 1 funding 88.53%; Local Contribution 11.47%
Update Chapters and Appendices	TCAG Staff	35	Sept 21, Feb 22 – Jul 22	SB 1 funding 88.53%; Local Contribution 11.47%
Update Graphics	TCAG Staff	20	Sept 21, Feb 22 – Jul 22	SB 1 funding 88.53%; Local Contribution 11.47%
Develop Regional Maps	TCAG Staff	10	Sept 21, Feb 22 – Jul 22	SB 1 funding 88.53%; Local Contribution 11.47%
Circulate Public Draft	TCAG Staff	5	Sept 21	SB 1 funding 88.53%; Local Contribution 11.47%
Adoption Meetings and Governing Board Agenda Items	TCAG Staff	2	Oct 21	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: This is a new work element

W.E. 602.10-1422 Sustainable Communities Planning Grants-ATP Tribe (FY21/22)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	3,441	Special Dept Expense	30,000
SB1 Sustainable Community Grant	26,559		
Total Revenues	30,000	Total Expenditures	30,000

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.10-1522 Sustainable Communities Planning Grants-
Regional Transit Outreach (FY21/22)

PURPOSE: Prepare Sustainable Communities Planning Studies and Activities

PRODUCTS: Regional Transit Outreach Program and Strategies

DISCUSSION:

With the passage of SB-1 TCAG is allocated annual formula funding for Sustainable Communities Transportation Planning Grants through Caltrans. These plans will further the goals of TCAG's Regional Transportation Plan/Sustainable Communities Strategy by supporting transit, active transportation, and regional air quality efforts. With these funds TCAG will be undergoing the following planning activity:

Regional Transit Outreach. The majority of local jurisdictions in Tulare County have elected to consolidate, reorganize, and revamp public transit in Tulare County. This Regional Transit Outreach project will initiate enhanced interactive transit outreach with the public for a newly created regional transit agency. Communication will occur in a feedback loop: starting with TCAG and transit staff sharing information about transit service and the new agency, to receiving comments, feedback, and insight from residents about what they need from the integrated public transportation system. Outreach strategies will be developed and implemented during this project in order to inform the planning of safe, environmentally-friendly, efficient, and equitable transit services that help meet the needs of local residents and the community.

This project will go beyond asking current transit riders what can be done to improve their movement in Tulare County. It will also look at populations with relatively low ridership, such as students and those that work at large-employer sites, and strategize how to increase their participation in public transit. Additionally, it is expected that there is much to be discussed and much to learn about how public transit will perform in a post-COVID-19 environment. Feedback will occur on the topics of public perception, safety, how transit plays a role as an essential service, and how information is disseminated.

It is expected that the funds for this project, for all tasks, will span fiscal years 2021/2022 and 2022/2023. Invoicing and quarterly reports will occur quarterly, outlining outreach activities and accompanying products (if any) that occurred over that period.

This project was awarded SB 1 Sustainable Communities Formula funds in fiscal year 21/22 - \$97,383 to work element 602.10-1522 with an expiration date of 2023-2024.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Invoicing/Quarterly Reports	TCAG Staff	3	Oct 21, Jan 22, Apr 22	SB 1 funding 88.53%; Local Contribution 11.47%
Staff Coordination/Project Management	TCAG Staff	5	Jul 21 – Jun 22	SB 1 funding 88.53%; Local Contribution 11.47%
Development of Outreach Materials and Strategies	TCAG Staff	45	Jul 21 – Jun 22	SB 1 funding 88.53%; Local Contribution 11.47%
Transit Outreach	TCAG Staff	47	Oct 21 – Jun 22	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: This is a new work element

W.E. 602.10-1522 Sustainable Communities Planning Grants-Regional Transportation Outreach (FY21/22)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	12,617	TCAG Staff	40,000
SB1 Sustainable Community Grant	97,383	Consultant	60,000
Total Revenues	110,000	Total Expenditures	110,000

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.10-3020 Sustainable Communities Planning Grants- Sustainability Model Enhancements (FY19/20)

PURPOSE: Prepare Sustainable Communities Planning Studies

PRODUCTS: Sustainability Model Enhancements

DISCUSSION:

With the passage of SB-1 TCAG is allocated annual formula funding for Sustainable Communities Transportation Planning Grants through Caltrans. These plans will further the goals of TCAG's Regional Transportation Plan/Sustainable Communities Strategy by supporting active transportation, transit and air quality efforts. With these funds TCAG will be preparing the following plan/planning activity:

Sustainability Model Enhancements:

In Fiscal Year 2017/18, the Tulare County Association of Governments (TCAG) undertook a planning study that would apply innovative techniques that allow travel demand and scenario planning models to better capture interactions between neighborhood-scale land use characteristics and travel patterns. This is also important for such sustainable growth applications as SB 743 (Vehicle Miles Traveled (VMT) impact analysis). This study led to the development of TCAG's first activity-base travel forecasting model (ABM). The ABM structure and base-year inputs are complete. Phase Two would complete calibration and preliminary validation.

TCAG will retain a consulting firm to perform this work. TCAG has not yet selected a consulting firm and the proper procurement procedures will be used through a competitive RFP process. TCAG staff anticipates these figures will not differ substantially and will not exceed the grant request amount.

This project was awarded SB 1 Sustainable Communities Formula funds in fiscal year 19/20 - \$53,118 to work element 602.10-3020 with an expiration date of 2021-2022.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Project Management		12	Jul 20 – Jun 21	SB 1 funding 88.53%; Local Contribution 11.47%
Create external auto trip matrices	Consultant	4	Completed Oct 18-Jun 21 of FY 18-20	SB 1 funding 88.53%; Local Contribution 11.47%
Incorporate external auto trips in model	Consultant	6	Sept 20 – Jan 21	SB 1 funding 88.53%; Local Contribution 11.47%
Incorporate new all-streets network	Consultant	11	Jul 20 – Sept 20	SB 1 funding 88.53%; Local Contribution 11.47%
Calibration	Consultant	37	Nov 20 – Jan 21	SB 1 funding 88.53%; Local Contribution 11.47%
Validation	Consultant	18	Jan 21 – Mar 21	SB 1 funding 88.53%; Local Contribution 11.47%
Documentation	Consultant	12	Mar 20	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: Approval of SB 1 funding was delayed and therefore did not allow for work to proceed prior to the development of this OWP.

W.E. 602.10-3020 Sustainable Communities Planning Grants-Sustainability Model Enhancements (FY19/20)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	6,394	Consultant	55,747
SB1 Sustainable Community Grant	49,353		
Total Revenues	55,747	Total Expenditures	55,747

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.10-5020 Sustainable Communities Planning Grants-
Multimodal Data Collection for Short & Long Term
Planning (FY 19/20)

PURPOSE: Prepare Sustainable Communities Planning Studies

PRODUCTS: Multimodal Data Collection for Short and Long Term Planning

DISCUSSION:

With the passage of SB-1 TCAG is allocated annual formula funding for Sustainable Communities Transportation Planning Grants through Caltrans. These plans will further the goals of TCAG's Regional Transportation Plan/Sustainable Communities Strategy by supporting active transportation, transit and air quality efforts. With these funds TCAG will be preparing the following plan/planning activity:

Multimodal Data Collection for Short and Long Term Planning. Transportation planning is moving away from a paradigm of "predict and provide" to a process that fosters the conditions that support the desired multimodal transportation options and character of place. Collection of data to support this kind of planning will include but not limited to: bidirectional traffic volume/classification counts and AM, Midday and PM peak hour turning movement counts as required for analyzing current and future traffic conditions, bike/pedestrian counts, inventory of crosswalks and sidewalks dimensions and conditions, transit routes and stops, transit ridership/boarding and alighting counts, parking supply and utilization, ACS or other demographic data (i.e., population by age cohort, pop historic trends in Tulare County) and commuting patterns.

The kick-off meeting was completed in August 2018. Invoicing, quarterly reports, and projects management will occur throughout the project's duration.

This project was awarded SB 1 Sustainable Communities Formula funds in fiscal year 2019-2020 - \$16,650 to work element 602.10-5020 with an expiration date of 2021-2022.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Invoicing, quarterly report	TCAG Staff	6	Jul 20, Oct 20, Jan 20, Apr 20,	SB 1 funding 88.53%; Local Contribution 11.47%
Staff Coordination/Project Management	TCAG Staff	4	Jul 20 – Jun 21	SB 1 funding 88.53%; Local Contribution 11.47%
Traffic Counts and Turning Movements	TCAG and member agency staff, Consultant	57	Fall 2020, Spring 2021	SB 1 funding 88.53%; Local Contribution 11.47%
Bike and Pedestrian Counts	TCAG and member agency staff, Consultant	20	Fall 2020, Spring 2021	SB 1 funding 88.53%; Local Contribution 11.47%
Transit Monitoring	TCAG and member agency staff, Consultant	10	Fall 2020, Spring 2021	SB 1 funding 88.53%; Local Contribution 11.47%
Demographics and Community Patterns Data Collection	TCAG Staff and Consultant	5	Fall 2020, Spring 2021	SB 1 funding 88.53%; PL 11.47%

PREVIOUS WORK:

Approval of SB 1 funding was delayed and therefore did not allow for work to proceed prior to the development of this OWP.

Procurement and analysis of 2017 and 2018 travel time data. (Refer to WE 602.10-5000)

Public health measures related to the COVID-19 pandemic have altered the volumes and patterns of all modes of travel. These measures mainly began to take effect in March of 2020 and are expected to continue to have an effect on “normal” travel behavior at least through the end of FY 2019/20. Most monitoring activities under this work element are therefore suspended until Fall, 2020 when the ability to conduct counts that will be valid for the intended planning purposes will be reevaluated.

**W.E. 602.10-5020 Sustainable Communities Planning Grants-Multimodal Data Collection for
Short & Long Term Planning (FY 19/20)**

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	2,157	TCAG Staff	10,000
SB1 Sustainable Community Grant	16,650	Consultant	8,807
Total Revenues	18,807	Total Expenditures	18,807

SUBCATEGORY: 602 Sustainable Communities Planning Grant

WORK ELEMENT: 602.10-7020 Sustainable Communities Planning Grant - Complete Streets (FY 19/20)

PURPOSE: To develop Complete Streets plans in rural, unincorporated communities that are economically and otherwise disadvantaged. Complete Streets plans include adding transportation modes other than the automobile and generally focus on active transportation. These plans can be used to obtain and guide funding for capital projects in these communities.

PRODUCTS: Complete Streets Plans for the Communities of: London, Matheny Tract, East Porterville and the Paige-Moore Tract.

DISCUSSION:

TCAG works with the Tulare County Resource Management Agency to prepare plans for complete streets projects in disadvantaged, unincorporated communities in Tulare County. The plans include analysis of conditions and ultimately the most ideal projects to improve mode choice in these communities, based on meeting local needs, and project costs. The County has prepared these plans before and has a well- established system and expertise to conduct the work using their in-house staff. Despite doing this work in the past, there are many communities that still need these plans prepared

In this year, we will be preparing plans for four communities: London, Matheny Tract, East Porterville and the Paige Moore Tract. The following constitutes a project scope for each community.

This project was awarded SB 1 Sustainable Communities Formula funds in fiscal year 2019-2020 - \$140,708 to work element 602.10-7020 with an expiration date of 2021-2022.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Project Planning & Coordination	TCAG Staff and County	34	Jul 20 – Jun 21	SB 1 funding 88.53%; Local Contribution 11.47%
Fiscal Management & Administration	TCAG Staff and County	14	Monthly , Quarterly	SB 1 funding 88.53%; Local Contribution 11.47%
Outreach & Publicity	County	8	Jul 20	SB 1 funding 88.53%; Local Contribution 11.47%
Draft Report	County	30	Nov 20 – Jun 21	SB 1 funding 88.53%; Local Contribution 11.47%
Final Report	County	14	Jul 21	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: None. Work Began at the end of FY 19/20

W.E. 602.10-7020 Sustainable Communities Planning Grant -Complete Streets (FY 19/20)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	18,230	TCAG Staff	10,000
SB1 Sustainable Community Grant	140,708	Special Dept Expense	148,938
Total Revenues	158,938	Total Expenditures	158,938

SUBCATEGORY: 602 Sustainable Communities Planning Grant

WORK ELEMENT: 602.10-7120 Sustainable Communities Planning Grant - Regional Active Transportation Plan Update 2020 (FY19/20)

PURPOSE: Prepare Sustainable Communities Planning Studies

PRODUCTS: Final Plan Document

DISCUSSION:

Put simply, the objective of Walk 'n Bike Tulare County is to make walking and biking around the county safer and easier. Within this overarching objective, the plan has two main purposes. The first is to be the foundation for the pedestrian and bicycle component of the soon-to-be updated Tulare County Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The second main purpose of Walk 'n Bike Tulare County is to position these high-priority projects to compete better for funding from federal, state and regional sources. That's particularly true for the California Transportation Commission's Active Transportation Program, the main statewide source of funding for pedestrian and bicycle projects.

This update would provide the foundation for the active transportation component of the next RTP/SCS update in 2022. It would also update the listing and evaluation of high-priority projects.

This project was awarded SB 1 Sustainable Communities Formula funds in fiscal year 2019-2020 - \$50,000 to work element 602.10-7120 with an expiration date of 2021-2022.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Invoicing, quarterly report	TCAG Staff	3	Jul 20, Sep 20, Jan 21, Apr 21, Jul 21	SB 1 funding 88.53%; Local Contribution 11.47%
Project Management	TCAG Staff	5	Jul 20 – Jun 21	SB 1 funding 88.53%; Local Contribution 11.47%
Scope Development	TCAG Staff	5	Completed Aug 19	SB 1 funding 88.53%; Local Contribution 11.47%
Team Meetings	TCAG Staff	5	Monthly	SB 1 funding 88.53%; Local Contribution 11.47%
Active Transportation Advisory Committee	TCAG Staff	5	Monthly	SB 1 funding 88.53%; Local

(ATAC) Participation				Contribution 11.47%
Governing Board and Technical Advisory committee (TAC) participation	TCAG Staff	5	Sept 20, Oct 20	SB 1 funding 88.53%; Local Contribution 11.47%
Update Chapters and Appendices	TCAG Staff	35	Sept 19, Feb 20 – Jul 20	SB 1 funding 88.53%; Local Contribution 11.47%
Update Graphics	TCAG Staff	20	Sept 19, Feb 20 – Jul 20	SB 1 funding 88.53%; Local Contribution 11.47%
Develop Regional Maps	TCAG Staff	10	Sept 19, Feb 20 – Jul 20	SB 1 funding 88.53%; Local Contribution 11.47%
Circulate Public Draft	TCAG Staff	5	Sept 20	SB 1 funding 88.53%; Local Contribution 11.47%
Adoption Meetings and Governing Board Agenda Items	TCAG Staff	2	Oct 20	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: Kick-off meeting and initial project management

**W.E. 602.10-7120 Sustainable Communities Planning Grant -Regional Active
Transportation Plan Update 2020 (FY19/20)**

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	5,716	TCAG Staff	15,000
SB1 Sustainable Community Grant	44,135	Special Dept Expense	34,851
Total Revenues	49,851	Total Expenditures	49,851

SUBCATEGORY: 603 TRANSPORTATION SYSTEM MANAGEMENT

WORK ELEMENT: 603.02 Intelligent Transportation Systems (ITS)

PURPOSE: Develop and implement ITS strategies in Tulare County.

PRODUCTS: 1. ITS data requested by member agencies. (monthly)
2. Staff training activities. (December, June)

DISCUSSION:

In 2015/16 TCAG procured a consultant to update the Tulare County Urban Area ITS Strategic Deployment Plan (SDP). This Plan addressed the expanded realm of ITS in the urban areas (Visalia, Tulare and Porterville) within Tulare County and responded to specific recommendations and requirements needed to bring the MPO into compliance (23 CFR 940) with current ITS program standards set by the Federal Highway Administration (FHWA) for development of architecture and strategic plans as well as the Federal Transit Administration's National ITS Architecture Policy on Transit Projects. Furthermore, the SDP provided a vision for ITS, outlined a program of low, medium and high priority projects, identified a funding strategy, and established a plan for managing, integrating, operating, and maintaining the ITS elements in the region that are being implemented over a 20- year horizon. The SDP was adopted in June 2018. FY 2020-21 will focus on continued training and coordination with local agencies and partners.

The Tulare County Association of Governments (TCAG) adopted the San Joaquin Valley Intelligent Transportation System (ITS) Strategic Deployment Plan in November 2001. To remain relevant the ITS Strategic Deployment Plan requires periodic maintenance and update. In order to accomplish this, the eight San Joaquin Valley Councils of Government adopted the San Joaquin Valley ITS Maintenance Plan and formed the San Joaquin Valley ITS Maintenance Team.

The goal of the San Joaquin Valley Maintenance Plan is to foster the integration of regional ITS systems and define the system components, key functions, stakeholders, and information sharing. It guides the development and deployment of ITS projects and safeguards against loss of federal funding. The ITS Maintenance Team consisting of representatives from each of the San Joaquin Valley COGs is responsible for implementation and review of the maintenance plan.

TCAG staff will also continue to provide ITS information to member agencies as needed.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Provide ITS information to member agencies as needed	TCAG Staff	25	Jul 20 – Jun 21	Local Contributions
Coordinate with other Valley COGs to prepare for possible update to the Regional ITS Infrastructure and Strategic Deployment Plan	TCAG Staff	40	Jul 20 – Jun 21	Local Contributions
Urbanized area ITS Plan implementation and training	TCAG Staff	25	Jul 20 – Jun 21	Local Contributions
Staff Training Activities	TCAG Staff	10	Dec 20 - Jun 21	Local Contributions

PREVIOUS WORK: Adoption of the Tulare County Intelligent Transportation-Systems Urban Area Strategic Deployment Plan
Adoption of the San Joaquin Valley Strategic Deployment Plan.
Adoption of the San Joaquin Valley ITS Maintenance Plan.
Participation on the San Joaquin Valley ITS Maintenance Team in 2015

W.E 603.02 Intelligent Transportation Systems (ITS)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	6,000	TCAG Staff	5,000
		Training	500
		Transportation and Travel	500
Total Revenues	6,000	Total Expenditures	6,000
Toll Credits(PL&Carryover) (Not Revenues)	688		

SUBCATEGORY: 604 PROGRAMMING WORK

WORK ELEMENT: 604.01 Transportation Improvement Program

PURPOSE: Prepare, Maintain, and Amend the Federal Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP) Program and manage CMAQ, ATP, and STBGP funding

PRODUCTS:

1. 2023 Draft FTIP (Final to Caltrans in FY22/23)
2. Amendments to the FTIP (as needed)
3. 2022 RTIP/STIP (to Caltrans Dec 2021)
4. Public Notices and Inter Agency Consultation Public Comment Information
5. Project Implementation for CMAQ
6. Interagency Consultation and Hot-Spot Analyses as necessary for implementation
7. Provide project eligibility information and emissions calculations for CMAQ projects
8. Annual listing of federal projects and annual reports (Obligation reports, CMAQ reports, etc.) (to be completed by 12/31/21)
9. Monitor and manage fund balances

DISCUSSION:

The FTIP is FAST Act compliant and will be amended as required. The FTIP includes a discussion of project timing, the public participation plan, visualization techniques, publication of the annual list of obligation projects, system preservation and operation, and expanded consultation requirements. TCAG staff will continue to work with FHWA to ensure that the FTIP remains FAST Act compliant. The FTIP will continue to be maintained and amended in coordination with the other seven MPOs of the San Joaquin Valley and as needed by TCAG local agencies and organizations. Amendments to the FTIP will be submitted to Inter-Agency Consultation members, Caltrans, and FHWA/FTA for formal approval as needed. The 2019 FTIP and 2020 RTIP were also developed in coordination with local agencies, the Valley MPOs, Caltrans, FHWA/FTA, other interested agencies, and the public.

The 2022 RTIP will begin development by August 2021 with the draft being released by the end of October 2021. The final 2022 RTIP will be adopted by the Board in November and submitted to the CTC by December, 2021. The CTC will conduct RTIP/STIP hearings in late January/early February 2022 with final adoption in March, 2022. The Draft 2023 FTIP is due to begin development by March 2022 with the draft will be released in June, 2022 and submission to Caltrans in August, 2022. Amendments to the FTIP/RTIP and IAC/hot spot analysis are completed on an as needed basis. The annual listing of federal projects will be completed by 12/31/21.

TCAG staff provides continued project monitoring for federally funded projects and assists member agencies with programming projects. TCAG staff will participate with California Financial Planning Group (CFPG) meetings to discuss programming issues statewide. TCAG will coordinate with the eight (including TCAG) San Joaquin Valley MPOs with Inter-Agency Consultation (IAC) partners and participate in conference calls as required. Staff will continue with meetings with member agencies

and reports to the TCAG Board to help reduce or eliminate obligation delays and loss of funding on projects programmed in the FTIP.

TCAG staff will provide oversight and will monitor Congestion Mitigation and Air Quality Improvement Program (CMAQ), Active Transportation Program (ATP), Surface Transportation Block Grant Program (STBGP), STIP and other federalized projects for timely obligation, project expenditures, and final invoicing between Caltrans and member agencies. TCAG staff will assist member agencies with programming any federally funded project into the FTIP and procuring the authorization to proceed (E-76) from Caltrans District Local Assistance. As part of the monitoring process, an annual obligation plan is submitted to Caltrans to help ensure the obligation of funds has commenced to comply with the provisions of AB 1012- (timely use of funds). Staff conducts meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed.

Staff attends Project Development Team (PDT) meetings for the various projects that have received past or current STIP funding. Staff is also participating in the Regional Transportation Planning Agencies (RTPA) meetings and California Transportation Commission (CTC) meetings monthly and often participates in special-topic sub-groups of the RTPA and CTC. TCAG staff will participate in quarterly meetings with Caltrans District 6 project management teams to monitor progress on Tulare County State Highway and Caltrans (local) Oversight projects.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Develop Draft 2023 FTIP	TCAG Staff	15	Mar 22 – Jun 22	PL Funding
Process 2021 FTIP and 2020/2022 STIP amendments	TCAG Staff	25	Jul 21 – Jun 22	PL Funding
Develop 2022 RTIP/STIP	TCAG Staff	10	Aug 21 – Dec 21	PL Funding
Attend CTC & RTPA Meetings	TCAG Staff	5	Aug 21, Oct 21, Dec 21, Jan 22, Mar 22, May 22, Jun 22	PL Funding
Manage STBGP, CMAQ and other federal programs, STBGP exchange agreement, State status reports and call for projects	TCAG Staff	25	Jul 21 – Jun 22	PL Funding
Participate on STIP project Development Teams (PDT)	TCAG Staff	5	Jul 21 – Jun 22	PL Funding
Maintain Priority of Projects List	TCAG Staff	5	Jul 21 – Jun 22	PL Funding
Coordinate, consult, and collaborate with Tule River Indian Tribal Council	TCAG Staff	5	Jul 21 – Jun 22	PL Funding
Manage ATP Program	TCAG Staff	5	Jul 21 – Jun 22	PL Funding

PREVIOUS WORK: 2021 FTIP Update
 2021 CMAQ call for projects
 STBGP competitive guidelines
 STBGP call for projects
 CMAQ project emission reduction calculations
 2020 Annual Listing, 2021 CMAQ report, 2021 Obligation Report
 ATP/STBGP/CMAQ Programming
 FY 20/21 STBGP Exchange

W.E. 604.01 Transportation Improvement Program

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	3,999	TCAG Staff	75,000
FHWA PL	135,714	Publications and Legal Notice	500
		Transportation and Travel	9,220
		Special Dept Expense	54,993
Total Revenues	139,713	Total Expenditures	139,713
Toll Credits(PL&Carryover) (Not Revenues)	16,025		

SUBCATEGORY: 605 CONGESTION MANAGEMENT PROCESS (CMP)

WORK ELEMENT: 605.01 Congestion Management Process (CMP)

PURPOSE: This Work Element was established in fiscal year 2013. TCAG was designated as a Transportation Management Area (TMA) as a result of the 2010 census. One of the key elements of a TMA is the development of a Congestion Management Process (CMP). The Congestion Management Process is a method of monitoring, evaluating, and implementing congestion relief projects.

PRODUCTS:

1. Congestion Management Process Document updates
2. Travel Time/Corridor Studies (quarterly)
3. Traffic monitoring data updates (tables, maps & website)

DISCUSSION:

In fiscal year 2013/14 TCAG established a road map and committee for the development of the Tulare County CMP. The CMP is a performance-based planning process that is ongoing and required by federal regulations of Tulare County Association of Governments (TCAG) as part of the metropolitan transportation planning process in urbanized areas with populations over 200,000.

Knowing where, when, and what type of congestion occurs along areas of streets and roads is only part of the process. Developing a range of mitigating strategies to address any issues is the key to managing the Tulare County's growing congestion problem. TCAG performs travel time studies on major corridors as part of the CMP process. These studies help to prioritize projects in these corridors. In fiscal year 2020/2021 this task is to be supplemented by Multi-Modal data collection funding. (see W.E. 602.10).

The CMP contains all the elements of the previous monitoring system, and is meant to be part of the continuing, coordinated transportation planning process that examines all aspects of the regional transportation system, such as roadway, transit, and non-motorized options, in conjunction with local land use policies and their overall impact to a wide range of environmental and social factors. Many of the aspects of the CMP are already in place including monitoring, corridor studies, and cost-effective analysis. The CMP brings all aspects together in one framework.

Since 2007, TCAG has monitored a minimum of 25 intersections per year throughout Tulare County for congestion and safety purposes. The monitoring program assists local agencies in identifying non-signalized intersections that are operating at unacceptable levels of service (LOS), and makes recommendations to improve service. Such measures typically include installation of traffic signals, adding lanes, optimizing signal timing and phasing, and identifying stop-controlled intersections that meet traffic signal warrants. Yearly analysis of the intersections is compiled into the *Transportation Monitoring Program Report* that is presented to the TCAG Board and member agencies during a regular Board meeting. The annual monitoring program also includes updating the Regional Count Book that is a compilation of year-to-year traffic count data available to the public and local agencies. This data is available on the TCAG website at www.tularecog.org.

Each year TCAG staff conducts traffic counts on strategic areas of the county road network known as screen lines and gateway cordons. There are a total of 108 screen lines and 45 gateways within Tulare County. TCAG conducts counts such that all screen line and gateway locations are counted at least once every three years. The screen line and gateway count data is used in traffic model validation and calibration. TCAG expects to count all of the total screen lines and gateways in the county in a three-year cycle.

Transportation System Management (TSM) activities are implemented by the cities of Visalia, Tulare and Porterville.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Continue development of the Congestion Management Process (CMP) through the CMP Steering Committee and stakeholder input.	TCAG Staff	30	Jul 20 – Jun 21	PL Funding
Travel Time Studies: collect and analyze traffic count data as required to perform various traffic studies, facilitate model validation, and update regional count book.	TCAG Staff and Consultant	50	Oct 20 – May 21	PL Funding
Continue annual Traffic Signal Timing Project Planning Studies	TCAG Staff	20	Oct 20 – May 21	PL Funding

PREVIOUS WORK:

- 2018 TCAG Regional Count Book updates (on-line)
- 2018 Screen line and Gateway Traffic Counts
- 2018 Intersection Monitoring Program

W.E. 605.01 Congestion Management Process (CMP)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	15,000	TCAG Staff	91,468
FHWA PL	136,350	Consultant	15,000
		Training	1,000
		Transportation and Travel	1,000
		Special Dept Expense	42,882
Total Revenues	151,350	Total Expenditures	151,350
Toll Credits(PL&Carryover) (Not Revenues)	17,360		

SUBCATEGORY: 610 AIR QUALITY PLANNING

WORK ELEMENT: 610.01 Air Quality Planning and Analysis

PURPOSE: Complete the Air Quality Conformity process as required and track and inform member agencies of evolving and upcoming air quality programs, rules, and regulations. Participate in the IAC process and coordinate with local, regional, and federal agencies.

PRODUCTS:

1. Air Quality Conformity Determinations using regional VMT forecasts and EMFAC models.
2. Air Quality conformity analysis document(s).
3. Hot Spot Analyses as needed

DISCUSSION:

TCAG continues to work with other San Joaquin Valley MPOs, the San Joaquin Valley Air Pollution Control District (SJVAPCD), the California Air Resources Board (ARB), and the U.S. Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Caltrans in a collaborative effort to address air quality issues and requirements affecting the San Joaquin Valley.

TCAG staff participates in quarterly interagency consultation conference calls to address specific air quality issues affecting transportation, air quality, and transportation funding and programming in the Valley. Included in these calls are discussions and updates on the development and implementation of new rules and plans by the SJVAPCD, updates on SIP development and budgets, interagency consultation and PM2.5 Hotspot Analysis assessments, related legislative issues, and other issues as they arise. Interagency consultation can occur in addition to the regular quarterly meetings at the request of any involved agency. TCAG staff also participates in MPO staff only calls and workshops to discuss similar air quality issues.

TCAG staff monitors the development of rules and regulations by the SJVAPCD and ARB. Staff also updates the Board on important state and federal legislation affecting transportation and air quality in the valley.

TCAG staff prepares a conformity document as needed. It includes updated plan information that is often coordinated with the other SJV MPOs and undergoes consultation by other agency partners. The process includes public notice and requires TCAG, state, and federal approval. TCAG staff evaluate emissions for conformity via the current required version of EMFAC. The most recent version is EMFAC2017.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Coordinate with Valley MPOs and Interagency Consultation (IAC) Group	TCAG Staff	20	Jul 21 – Jun 22	PL Funding first, Local Contributions second
Monitor State and Federal air quality regulations as promulgated by new clean air legislation	TCAG Staff	10	Jul 21 – Jun 22	PL Funding first, Local Contributions second
Implement air quality conformity process	TCAG Staff and Consultant	40	Jul 21 – Jun 22	PL Funding first, Local Contributions second
IAC process and Hot-Spot Analyses	TCAG Staff and Consultant	10	Jul 21 – Jun 22	PL Funding first, Local Contributions second
Air Quality Outreach	TCAG Staff	10	Jul 21 – Jun 22	PL Funding first, Local Contributions second
Attend training on new State and Federal conformity process	TCAG Staff	10	Jul 21 – Jun 22	PL Funding first, Local Contributions second

PREVIOUS WORK:

Interagency Consultation Participation
 Prepare Federal Conformity Findings in relation to the 2021 FTIP, various air quality plans and SAFE Vehicle Rule adjustments
 Complete Project level PM 2.5 Hot-Spot Assessments for the IAC Group

W.E. 610.01 Air Quality Planning and Analysis

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	950	TCAG Staff	85,179
FHWA PL (carryover)	14,029	Consultant	36,000
TCAG Reserves	465	Training	1,000
		Transportation and Travel	2,000
		Special Dept Expense	10,000
Total Revenues	134,179	Total Expenditures	134,179
Toll Credits(PL&Carryover) (Not Revenues)	15,228		

SUBCATEGORY: 620 VALLEYWIDE COORDINATION

WORK ELEMENT: 620.01 Valleywide Coordination

PURPOSE: To coordinate transportation, air quality, and other planning activities with the seven other San Joaquin Valley Transportation Planning Agencies (SJVTPA) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).

PRODUCTS: 1. Participate in Valley Planning efforts, such as development of the San Joaquin Valley Interregional Goods Movement Plan.

DISCUSSION:

TCAG works with the seven other San Joaquin Valley Regional Governments on issues of Valley-Wide Importance. Last year, much of this effort was directed toward coordinating a common schedule for completion of each County's Regional Transportation Plan and Air Quality Conformity. At the federal level, TCAG will be working with the other Valley COGs in ensuring that SR-99 remains known nationwide as a corridor of national goods movement significance that requires upgrades and funding. The Valleywide effort is essential to help SR-99 receive much needed funding for widening and other improvements throughout its length from south of Bakersfield to Sacramento. TCAG also studies other Valleywide transportation issues, including regional transit. All of these improvements are vital to the Valley and State's economy.

The Valley also coordinates on legislative tracking and reporting under this work element. Lobbying activities are not funded or carried out under this work element. TCAG lobbying activities are carried out under Advocacy work element 601.08.

Typical meetings throughout the year will include:

- Monthly Valley COG Director's Meetings
- Regular San Joaquin Valley Policy Council Meetings
- Occasional Valley RTP Coordination Meetings

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Attend SJVTPA Directors Meetings	TCAG Staff	50	Jul 21 – Jun 22	Local Contributions
Coordinate Valleywide Management Systems Issues	Consultant and TCAG Staff	25	Jul 21 – Jun 22	Local Contributions
Coordination with the valley agencies on matters of mutual interest. Hold regular meetings with COG Directors, San Joaquin Valley Policy council. Promote Highway 99 projects. Address valley-wide air quality issues	Consultant and TCAG Staff	25	Jul 21 – Jun 22	Local Contributions

PREVIOUS WORK:

Established the San Joaquin Valley COG (Councils of Governments) Directors Association
Executed SJVTPA Memorandum of Understanding (MOU) and SJVTPA/SJVUAPCD MOU.

W.E. 620.01 Valleywide Coordination

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Error! Not a valid link.	Error! Not a valid link.	TCAG Staff	55,000
FHWA PL (carryover)	10,000	Consultant	13,000
		Transportation and Travel	1,200
		Special Dept Expense	10,000
Total Revenues	79,200	Total Expenditures	79,200
Toll Credits(PL&Carryover) (Not Revenues)	1,147		

SUBCATEGORY: 620 VALLEYWIDE COORDINATION

WORK ELEMENT: 620.02 Goods Movement

PURPOSE: To study and identify the current state of the Valley-wide goods movement system, and to coordinate and implement improvements to the system. Activities will be coordinated with Caltrans, the local air district, and other agencies as appropriate. Valleywide coordination centers on the economic and transportation lifeline of the Valley – SR 99 and the existing short and long-haul rail systems throughout the Valley.

PRODUCTS:

- 1) Continue to work and coordinate with the San Joaquin Valley MPOs regarding goods movement issues culminating in joint initiatives and scope development for studies in subsequent budget years.
- 2) Assisted in the development of the SR-99 Corridor Plan
- 3) Participated in the CTC's TCEP Target Methodology workshops

DISCUSSION:

TCAG will continue to monitor issues related to goods movement. Information will be provided to member agencies on grant programs and other important issues related to goods movement. Caltrans, District 6 is continuing to develop a new multi-modal SR-99 Corridor Plan with the assistance of staff from Madera, Fresno, Tulare and Kern. This plan will meet the requirements for identifying projects that can be competitive in the Solutions for Congested Corridors Program and for the Trade Corridor Enhancement Program. The updated plan should be complete by the end of FY 21/22. The CTC began conducting TCEP target methodology workshops in January, 2021 and concluding in August, 2021 followed by the adoption of updated TCEP targets by the CTC.

TCAG was a participating agency in a grant received by the San Joaquin Valley for the development of the San Joaquin Valley Interregional Goods Movement Plan. The purpose of the plan was to identify a comprehensive interregional strategy that identified a future preferred goods movement system for the region. A general description of goods movement and its economic benefits, data compilation and strategy development, and a final plan for future implementation was included under this work element. TCAG participated with the development of the San Joaquin Valley Interregional Goods Movement Plan. TCAG participated in conference calls and provide Tulare County Goods Movement information to the consultant and monitored that Tulare County's interest are included in the Plan.

Much of the Valleywide coordination centers on the economic and transportation lifeline of the valley – SR-99 and the protection of the existing of the short and long-haul rail systems in Tulare County and the adjacent counties inclusive system as a whole. TCAG will continue to coordinate with Kern, Kings, Fresno, Madera, Merced, and Stanislaus Counties to protect the goods movement corridors throughout the Valley including rail, truck, or airplane. Goods movement transportation corridors are vital to the maintenance and the development of future business opportunities that maintains access to national and international markets.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Monitoring Interregional goods movement issues	TCAG Staff	25	Jul 21 – Jun 22	PL Funding
Participate in development of the SR-99 Corridor Plan	TCAG Staff	35	Jul 21 – Jun 22	PL Funding
Participate in the development of updated TCEP regional targets	TCAG Staff	25	Jul 21 – Aug 21	PL Funding
Participate in State and Federal goods movement planning	TCAG Staff	10	Jul 21 – Jun 22	PL Funding
Monitor emerging issues related to rail	TCAG Staff	5	Jul 21 – Jun 22	PL Funding

PREVIOUS WORK: Participation in I-5/SR-99 Goods Movement Corridor Studies

W.E. 620.02 Goods Movement

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	18,835	TCAG Staff	19,262
FHWA PL	427		
Total Revenues	19,262	Total Expenditures	19,262
Toll Credits(PL&Carryover) (Not Revenues)	2,209		

SUBCATEGORY: 650 PUBLIC INFORMATION

WORK ELEMENT: 650.01 Public Information and Participation

PURPOSE: To inform the public of issues and processes involved with TCAG activities and encourage public participation in the transportation planning process. To respond to requests from the public for information about TCAG and the transportation planning process in Tulare County.

PRODUCTS:

1. TCAG Annual Report
2. Public hearings and public meetings
3. Annual TCAG Directory
4. Public Information Booth at various fairs and events
5. Maintain and Improve TCAG Website
6. Maintain and Improve TCAG Social Media Outlets
6. TCAG outreach/informational documents

DISCUSSION:

Public input is obtained to help identify transportation problems, issues, and priorities in Tulare County. The input is gathered through public advisory groups, hearings, and workshops in various communities. In addition, flyers, local radio and newspaper announcements, internet postings, social media posts, and direct mailings are used on a regular basis. Directories are provided for communities throughout the county. Efforts also include providing announcements and fliers in Spanish and providing an interpreter at hearings and public meetings. Presentations are also made in disadvantaged communities, and the Tule Reservation as requested.

TCAG Staff conducts presentations to local community groups upon request. TCAG publishes a directory (annually), and an annual report (annually) to keep the general public updated on TCAG efforts. The TCAG website is updated with current projects and information on TCAG related material as they become available for the public to view. Press releases and interviews with media are conducted as needed. TCAG staff also regularly prepares outreach documents and plans to inform the public of issues and projects related to TCAG.

TCAG includes outreach to Tribal liaison within Caltrans and the liaison within the Tribe by email, phone contact and invitations to all meetings and potential grant funding opportunities. The Tribe is notified of all Agenda meetings.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Website upkeep and maintenance	TCAG Staff	20	Jul 21 – Jun 22	PL funding first, Local Contributions second
Attendance at community group Transportation Committee Meetings and Transit Committee Meetings	TCAG Staff	5	Jul 21 – Jun 22	PL funding first, Local Contributions second
Presentations and speaking engagement at civic groups to raise public awareness of the TPA and its responsibilities	TCAG Staff	15	Jul 21 – Jun 22	PL funding first, Local Contributions second
Publication of Tulare County, State and Federal transportation information through production of regular E blasts, social media	TCAG Staff	20	Jul 21 – Jun 22	PL funding first, Local Contributions second
Coordinate, consult, and collaborate with Tule River Indian Tribal Council	TCAG Staff	5	Jul 21 – Jun 22	PL funding first, Local Contributions second
Public information dissemination on public needs and potential solutions	TCAG Staff	10	Jul 21 – Jun 22	PL funding first, Local Contributions second
Preparation and attendance of community outreach events	TCAG Staff	5	Jul 21 – Jun 22	PL funding first, Local Contributions second
Outreach to Environmental Justice and Disadvantage Communities	TCAG Staff	20	Jul 21 – Jun 22	PL funding first, Local Contributions second

PREVIOUS WORK:

Update TCAG Website
Publish and distribute TCAG Directory
TCAG Newsletters

W.E. 650.01 Public Information and Participation

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	446	TCAG Staff	79,018
FHWA PL (carryover)	56,689	Office Expense	2,500
FHWA PL	68,023	Publications and Legal Notice	200
		Print Services	5,000
		Special Dept Expense	38,440
Total Revenues	125,158	Total Expenditures	125,158
Toll Credits(PL&Carryover) (Not Revenues)	14,304		

SUBCATEGORY: 670 GENERAL ASSOCIATION

WORK ELEMENT: 670.01 Environmental Information

PURPOSE: Regularly review, monitor, and report on federal, state, or local environmental programs that may affect Tulare County.

PRODUCTS:

1. Facilitate the Environmental Advisory Committee with its meetings, agenda preparation, and reports to TCAG.
2. Monitor environmental legislation changes and provide updates to the member agencies.

DISCUSSION:

The Environmental Advisory Committee's role consists of observing, analyzing, and reporting on new programs such as the 2097 amendments to the California Endangered Species Act, the Recovery Plan for Upland Species of the San Joaquin Valley, Sequoia National Forest Service Management Plans, new listing or delisting proposals, proposed changes to the California Environmental Quality Act, and any federal, state, or local agency proposal that affects environmental issues in Tulare County, including important NEPA and CEQA documents, and any particular project TCAG may assign to the Committee.

The committee will investigate and recommend an action plan to the TCAG board for development projects within Tulare County affected by federal and state Endangered Species Act. Additionally, the committee will monitor other social, economic, and environmental issues affecting the region and provide recommendations to the Board.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Monitor, analyze and report on new environmental and/or endangered species legislation	TCAG Staff	10	Jul 21 – Jun 22	Member Dues
Report on proposals to list or delist endangered species in Tulare County	TCAG Staff	5	Jul 21 – Jun 22	Member Dues
Analyze any federal, state or local agency proposal including important NEOPA and CEQA documents that affects environmental quality in Tulare County	TCAG Staff	28	Jul 21 – Jun 22	Member Dues
Special environmental related transportation planning projects assigned to the Committee by TCAG	TCAG Staff	30	Jul 21 – Jun 22	Member Dues
Conduct Environmental Advisory Committee meetings	TCAG Staff	20	Jul 21 – Jun 22	Member Dues
Continue analysis of an endangered species mitigation banking program for Tulare County	TCAG Staff	5	Jul 21 – Jun 22	Member Dues
Coordinate, consult, and collaborate with Tule River Indian Tribal Council	TCAG Staff	2	Jul 21 – Jun 22	Member Dues

PREVIOUS WORK:

Draft Riparian Corridor Conservation Report

W.E. 670.01 Environmental Information

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Member Dues	1,000	TCAG Staff	1,000
Total Revenues	1,000	Total Expenditures	1,000

SUBCATEGORY: 670 GENERAL ASSOCIATION

WORK ELEMENT: 670.05 Local Coordination and Project Implementation

PURPOSE: To provide member agencies with comprehensive regional planning coordination. Many regional planning issues develop which require regional coordination including regional planning efforts, freight rail, and aviation planning issues.

PRODUCTS:

1. Assist member agencies with information on project and finance opportunities
2. Assist member agencies with the application for and management of various project grants.
3. Monitor, analyze, and report on new planning requirements.
4. Support TCAG Rail Advisory Committee
5. Support the Sustainable Corridor Committee (see Pg. 9)
6. Future projects that result from corridor plans and other plans such as the Comprehensive Master Plan for the Tulare River Native Community

DISCUSSION:

The Local Coordination Work Element provides member agencies with the ability to have TCAG coordinate regional planning issues and meet requirements. Examples include project funding efforts and ideas, the investigation of developing a mitigation bank program for Tulare County, assisting in AB 170 compliance, and regional smart growth coordination. TCAG will also provide assistance to member agencies with the preparation of General Plan updates. TCAG also coordinates with Caltrans for partnership projects. TCAG and Caltrans meet quarterly to review all partnership projects and meet as needed regarding specific projects.

TCAG Staff also participates and facilitates the TCAG Rail Advisory Committee. This committee provides a forum to identify, discuss, and make recommendations regarding commercial rail in Tulare County. This includes rail-planning studies, rail abandonments, goods movement rail, rail consolidation and other pertinent issues related to commercial rail in the County. TCAG staff also coordinates with agencies in the development of Public Private Partnerships between the private rail companies and appropriate governmental agencies.

TCAG is taking the lead on the implementation of Senate Bill 325 (Rubio), which established the Central California Railroad Authority. The Authority will have representatives from Kern, Kings, Tulare, Fresno, and Merced counties (San Joaquin, Madera, and Stanislaus may join). The bill authorizes the authority to acquire and operate railroads or select a franchisee to operate a rail transportation system, to prepare a plan for acquisition and operation of specified railroad lines, and establish criteria for award of a franchise for the acquisition, financing, and operation of the railroad system. SB 325 authorizes the authority to issue revenue bonds pursuant to the Revenue Bond Law of 2041.

The update for the Sustainable Transportation Element/Circulation Element for the Comprehensive Master Plan for the Tule River Native Community was completed by Caltrans in 2018. TCAG staff will assist Caltrans and the Tule River Native Community for future projects that result from this plan.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Monitor, analyze and report on new planning requirements	TCAG Staff	10	Jul 21 – Jun 22	Local Contributions
Coordinate non transportation regional planning efforts for Tulare County	TCAG Staff	10	Jul 21 – Jun 22	Local Contributions
Monitor project authorization, implementation, billings and funding	TCAG Staff	10	Jul 21 – Jun 22	Local Contributions
Participate in Rail Advisory Committee	TCAG Staff	10	Jul 21 – Jun 22	Local Contributions
Maintain 2010 Census files as a California Census Data Affiliate	TCAG Staff	10	Jul 21 – Jun 22	Local Contributions
Provide TCAG member agencies with demographic information periodically and upon request	TCAG Staff	10	Jul 21 – Jun 22	Local Contributions
Assist State and Federal agencies with post 2010 Census activities	TCAG Staff	10	Jul 21 – Jun 22	Local Contributions
Process public request for census/demographic information	TCAG Staff	5	Jul 21 – Jun 22	Local Contributions
Coordinate, consult, and collaborate with non-metro transit agencies and the Tule River Indian Tribal Council on transit planning needs	TCAG Staff	10	Jul 21 – Jun 22	Local Contributions
Coordination with Tulare County agencies and Caltrans on matters of mutual interest. Support the Sustainable Corridor Committees.	TCAG Staff	10	Jul 21 – Jun 22	Local Contributions
Develop programs to meet agency needs on a regional basis	TCAG Staff	5	Jul 21 – Jun 22	Local Contributions

PREVIOUS WORK:

2001 Tulare County Central California Aviation System Plan
2005 Capital Improvement Program (CIP) Recommendations
Creation of the Railroad Advisory Committee
Short Line Rail Feasibility Study

W.E. 670.05 Local Coordination and Project Implementation

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	190,075	TCAG Staff	183,125
		Transportation and Travel	4,000
		Print Services	1,250
		Special Dept Expense	1,700
Total Revenues	190,075	Total Expenditures	190,075

SUBCATEGORY:

670 GENERAL ASSOCIATION

WORK ELEMENT:

670.07 Abandoned Vehicle Abatement

PURPOSE:

Implement the Abandoned Vehicle Abatement program within Tulare County and ensuring adherence to all State requirements.

PRODUCTS:

Quarterly reports to agencies/TCAG Board.
Quarterly funding distributions to agencies

DISCUSSION:

TCAG has been named the Service Authority for the Tulare County Abandoned Vehicle Abatement Program as approved by the State. Though not a cost recovery program, the program will allow jurisdictions to receive funding for the removal of abandoned vehicles. Funding for the program comes from receiving one dollar (\$1) from each vehicle registered with the Department of Motor Vehicles within the Service Authority jurisdiction. The State will keep one (1) percent for administration and will make the remainder available to the Authority for disbursement to the individual jurisdictions. State guidelines allow TCAG to keep one (1) percent for its administration of the program.

These funds are distributed on a quarterly basis to TCAG's member agencies. The DMV deposits the money into an AVA trust fund on a monthly basis, giving control of the fund to the State Controller. The Controller's Office pays out on a quarterly basis, usually within 45 days after the end of the quarter. TCAG staff then distributes the money to the member agencies.

The California Vehicle Code requires AVA funds to be distributed based upon the population of participating jurisdictions and percentage of vehicles abated. California Vehicle Code also mandates annual reports by all Service Authorities and their member agencies and requires that program expenditures exceed revenues each fiscal year, or funding will be suspended by the state for one year. Although the AVA program in Tulare County was originally scheduled to sunset in April 2002, SB 106 was approved in August 2001, authorizing extension of the AVA program in 10 year increments subject to a two-thirds approval vote by the County Board of Supervisors and approved by a majority of the cities having a majority of the incorporated population within the county. TCAG approved the extension of the AVA program on November 20, 2001, so that continuous appropriations to TCAG were available through 2011. The program was recently extended for a second ten-year increment through 2022.

Staff revised the AVA program last fiscal year to include voluntary abatements when the member agencies can provide proper documentation of abatement by an agency certified vendor to include the VIN. The new changes were accepted by the California Highway Patrol and become effective 1/1/2015.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
As the Service Authority for the Tulare County Abandoned Vehicle Abatement Program distribute funds collected through vehicle registration to member agencies	TCAG Staff	75	July 21, Oct 21, Jan 22, Apr 22	DMV
Audit Cities/County, prepare quarterly reporting	TCAG Staff	25	July 21, Jan 22, Apr 21, Jun 22	DMV

PREVIOUS WORK:

Revised the AVA Program beginning FY 2015 Tulare County Abandoned Vehicle Abatement programs (1991-2015).
 Renewal of the AVA Program for the following years (2012-2022).

W.E. 670.07 Abandoned Vehicle Abatement

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
DMV	3,000	TCAG Staff	3,000
Total Revenues	3,000	Total Expenditures	3,000

SUBCATEGORY: 670 GENERAL ASSOCIATION

WORK ELEMENT: 670.10 Regional Housing

PURPOSE: To develop, promote and implement regional and local strategies to resolve housing and related infrastructure needs.

PRODUCTS: Regional Housing Needs Study (Jun 2020)

DISCUSSION:

Section 65584 of the California Government Code requires each Council of Governments to determine the share for each city or county of the projected housing need for its region, based on the number of units and types provided by the State Department of Housing and Community Development (HCD). The distribution of regional housing needs includes consideration of housing needs of all income levels (market rate as well as non-market rate housing), market demand for housing, employment opportunities, the availability of suitable sites and public facilities, commuting patterns, type and tenure of housing need, the loss of units contained in assisted housing developments that changed to non-low-income use, and the housing needs of farm workers. The RHNA was integrated with long-term land use and transportation planning in Tulare County, and was more closely tied to those systems. The local share of housing needs was considered during preparation of local housing element updates by the eight incorporated cities and the County of Tulare. TCAG prepared the 201 RHNA as part of the Regional Transportation Plan update.

Most of the work for this plan is completed. Remaining follow up items will likely need to take place in assisting member agencies with follow-up work on their Housing Element updates and certification.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Assist with the implementation of RHNA	TCAG Staff	75	Jul 21 – Jun 22	Local Contributions
Assist member agencies with housing related, regional infrastructure needs	TCAG Staff	25	Jul 21 – Jun 22	Local Contributions

PREVIOUS WORK: 2002 Regional Housing Needs Plan Assessment Plan adopted November 18, 2002
2007 Regional Housing Needs Assessment Plan adopted July 28, 2008
2014 Regional Housing Needs Assessment Plan adopted June 30, 2014

W.E. 670.10 Regional Housing

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	13,634	TCAG Staff	40,000
TCAG Reserves	26,366		
Total Revenues	40,000	Total Expenditures	40,000

SUBCATEGORY

680 EXTRA ACTIVITIES

WORK ELEMENT: 680.02 Film Promotion

PURPOSE To provide funding for the promotion of Tulare County through multiple economic development activities including: the Tulare County Film Commission; the Sequoia Regional Visitors Council; and other activities resulting in direct and indirect economic benefit to Tulare County. The Association of Film Commissioners International (AFCI) now certifies Tulare County Film Commission.

PRODUCTS: 1. Enhancement of the digital highlighting possible film locations and tourist destinations
2. "Film Services and Supply Resources Directory" update.
3. Respond to requests for tourist information about Tulare County.
4. Respond to all possible film-related Location Requests.

DISCUSSION:

Along with the typical tasks completed, the tourism and film production efforts include priorities such as the adoption of a Film Ordinance; better tracking filming activities in Tulare County; advocating for continued state incentives to film within California, especially in rural areas; re-organize existing databases to develop an up-to-date, user-friendly digital photo library on the County website and other appropriate venues; with the Tulare County Film Commission as support/administrator; increased interaction with other California Film Commissions and increased awareness and exposure for the Tulare County Film Commission.

The Tulare County Film Commission provides assistance to the film industry in finding locations within the County for filming movies and television shows, commercials and still photography shoots. The Film Liaison helps to facilitate any filming activity needs (e.g. permits or resources needed).

Filming activity provides widespread economic benefits to Tulare County. The temporary influx of a film crew is like a shot in the arm for local hotels, motels, restaurants, and retail businesses. Film projects also occasionally hire local residents to work on different aspects of the filming process. The Film Commission has also been able to add a career development aspect to local students and residents seeking to work in media and film-related occupations, providing additional public value.

The Sequoia Tourism Council provides economic benefits to the County by promoting tourism and travel throughout the area. These activities translate into increased occupancy of local hotels and motels, including additional customers for local restaurants and retail stores and regional scenic attractions.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Coordinate the work of the Tulare County Film Liaison Office	County of Tulare	20	Jul 21 – Jun 22	Member Dues
Continually develop and maintain a film location photo library	County of Tulare	20	Jul 21 – Jun 22	Member Dues
Print, distribute and maintain a film series and supplies directory	County of Tulare	15	Jul 21 – Jun 22	Member Dues
Develop and maintain a county-wide ordinance for film location permitting and fee structure	County of Tulare	35	Jul 21 – Jun 22	Member Dues
Development of on-line access to Tulare County Film Library	County of Tulare	10	Jul 21 – Jun 22	Member Dues

PREVIOUS AND CONTINUING WORK: Film location photo library (updates ongoing)
 Film services and supplies directories; advertising and promotions targeting film and tourism industry.
 Continued development of a uniform film ordinance drafted for Tulare County. Coordination with other California County Film Commissions: Membership and participation in Film Liaisons in California Statewide (FLICS)
 Active membership in the Sequoia Tourism Council.

W.E. 680.02 Film Promotion

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Member Dues	50,000	County of Tulare	50,000
Total Revenues	50,000	Total Expenditures	50,000

SUBCATEGORY: 700 MEASURE R

WORK ELEMENT: 700.01 Measure R Administration and Planning

PURPOSE: To implement Measure R and fund projects as designated by the adopted Measure R Expenditure Plan and the Measure R Work Plan.

PRODUCTS: Quarterly Reports on Expenditures and Revenues
Audits in collaboration with outside auditor (Nov 2020, Dec 2020)
2020 Strategic Work Plan (Aug 2020)
Military Discount Program Ridership Counts and Tracking (Qtrly)
Arbitrage Reports
2020 Bond
City/County Various Feasibility Studies as outlined in the OWP Table

DISCUSSION:

Tulare County voters passed Measure R in November 2006. Fiscal Year 2019/2020 will be the thirteenth (13) year of expenditures and revenues for Measure R. Over the next year, review of procedures will continue and edits will be made to continue improving the policies and procedures that implement the Measure. A finance committee met to review potential bonding and short term lending scenarios for the early delivery of projects and bonding was secured July of 2014. The committees' main task is to provide recommendations that will allow for the best use of Measure R funds. Along with the Measure R Finance Committee, the Measure R Citizens Oversight Committee has continued to meet regularly and provide input on the implementation of Measure R.

Measure R funds are being disbursed to local cities and the county from trust fund (783 Measure R). This will improve the ability to track all types of transactions that will take place within Measure R. Measure R has been given its own trust fund and budget to reduce any possibility of the commingling of these funds. TCAG will administer trust fund 783 and 1% of Measure R funds will be used for these types of administration duties. Other duties will include the preparation of a strategic work plan and updates.

Measure R funds will continue to be used for Regional Projects, Local Programs, and Transit/Bike/Environmental Projects. Regional Projects have been dedicated 50% of all the Measure R funds. These funds will be used for things such as freeway interchange improvements, adding additional lanes, increasing safety and the improvement and reconstruction of major commute corridors. The projects will allow for the movement of goods, services, and people throughout Tulare County.

The Local Program of Measure R will be allocated 35% of all Measure R Funds. The purpose of this program is to improve transportation in all member cities of TCAG plus the County. This funding will help cities and the County to meet scheduled maintenance needs and aid in the rehabilitation of their aging transportation systems. Such repairs will include pothole repair, repaving streets, bridge repair or replacement, traffic signals, addition of lanes and improvement of sidewalks.

The last portion of Measure R funds will be used for transit, bikes, and an environmental mitigation project. This program will use 14% of all Measure R funds. The goal of this program is to expand

and enhance public transit programs that address the transit dependent population. Mobility will also be improved through the construction of bike lanes that have a demonstrated ability to get people out of their cars and improve air quality and the environment. In 2016 the TCTA approved the Military Transit Discount Program, which will be administered via Measure R.

Staff will prepare all necessary quarterly reports, develop the 2022 Strategic Work Plan, and continue to collaborate with outside auditors to prepare audits.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Assist with implementation of Measure R projects and funding	TCAG Staff	25	Jul 21 – Jun 22	MR Sales Tax Administration funds
Implementation of 2020 Strategic Work Plan	TCAG Staff	10	Jul 21 – Jun 22	MR Sales Tax Administration funds
Attend Self-Help County Coalition training and seminars	TCAG Staff	5	Jul 21 – Jun 22	MR Sales Tax Administration funds
Maintain and Audit Bond	TCAG Staff	20	Jul 21 – Jun 22	MR Sales Tax Administration funds
Financial Audits for TCTA and Member Agencies	TCAG Staff and Consultant	15	Jul 21 – Mar 22	MR Sales Tax Administration funds
Develop short term lending strategy with financial consultant	TCAG Staff And Consultant	10	Jul 21 – Jun 22	MR Sales Tax Administration funds
Administer Veterans Transit Program	TCAG Staff	5	Jul 21 – Jun 22	MR Sales Tax Administration funds
TCTA Measure R Review, Audit preparation and Arbitrage Reporting	TCAG Staff And Consultant	10	Aug 21 – Dec 21	MR Sales Tax Administration funds

PREVIOUS WORK

2014, 2016, 2018, 2020 Measure R Strategic Work Plan
 Measure R Bonds
 Military Discount Program Ridership Counts and Tracking
 Mitigation Banking Committee
 Preliminary Arbitrage Report and 5 year Arbitrage report
 BUILD and LPP funding applications for SR-99/Commercial Ave IC

W.E. 700.01 Measure R Administration and Planning

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Measure R	495,979	TCAG Staff	244,979
		Memberships	2,500
		Consultant	60,500
		Training	2,000
		Transportation and Travel	3,000
		Print Services	3,500
		County Counsel	2,000
		Auditor	1,500
		Special Dept Expense	176,000
Total Revenues	495,979	Total Expenditures	495,979

SUBCATEGORY: 700 MEASURE R

WORK ELEMENT: 700.02 Measure R: Santa Fe Trail Connection

PURPOSE: TCAG to serve as the lead agency in the development and progress of the Santa Fe Trail Connection.

PRODUCTS: Final Design and alignment of the Santa Fe Trail Connection

DISCUSSION:

Tulare County voters passed Measure R in November 2006. Fiscal Year 2016/2017 will be the tenth year of expenditures and revenues for Measure R. As part of the Measure R Expenditure Plan 14% of Measure R funds will be allocated to Bike/Transit/Environmental projects over the next thirty years. The funds were instrumental in the creation of a Measure R Work Plan that will allow for the delivery of projects including the Santa Fe Trail Connection.

TCAG serves as the Santa Fe Trail Connection project lead agency and coordinates efforts between the consultant, the City of Visalia, the City of Tulare, and the County of Tulare. RRM Design Group was selected in 2008 for development of the Santa Fe Trail. RRM Design began Phase 1 (preliminary design and environmental compliance) of the Santa Fe Trail Connection in 2008 and completed the Environmental documentation in 2011. RRM Design began their work on Phase 2 (Right of way and Design) of the project in Spring 2011. TCAG is working with the City of Visalia, Tulare, and Tulare County to coordinate right of way purchases, and construction of the trail.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Project Coordination with City of Visalia, City of Tulare and County of Tulare	TCAG Staff and Consultant	20	Jul 21 – Jun 22	MR Sales Tax Bike Funding
Coordinating project ROW & design	TCAG Staff and Consultant	80	Jul 21 – Jun 22	MR Sales Tax Bike Funding

PREVIOUS WORK

Project coordination with the City of Visalia, County of Tulare, and City of Tulare.
Project CEQA and NEPA compliance and document approval.
Completion of preliminary design.

W.E. 700.02 Measure R: Santa Fe Trail Connection 700.02 Measure R: Santa Fe Trail Connection

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Measure R	900	TCAG Staff	500
		City of Tulare	100
		City of Visalia	100
		County of Tulare	100
		Consultant	100
Total Revenues	900	Total Expenditures	900

SUBCATEGORY: 800 LAFCO

WORK ELEMENT: 800.01 LAFCO

PURPOSE: TCAG provides staffing for the Tulare County Local Agency Formation Commission (LAFCO)

- PRODUCTS:
1. Changes of Organization
 2. Extraterritorial Service Agreements
 3. Municipal Service Review Updates
 4. City and Special District Sphere of Influence Updates
 5. Cities and Special Districts Inventory Updates

DISCUSSION:

During FY 2009/10, the TCAG and LAFCO boards agreed for TCAG staffing of LAFCO beginning on July 1, 2010. TCAG provides staff and overhead only. The Commission provides all direction for LAFCO activities. LAFCO adopts an independent budget and work program annually. The Tulare County LAFCO is responsible for coordinating logical and timely changes in local governmental boundaries, conducting special studies that review ways to reorganize, simplify, and streamline governmental structure and preparing Spheres of Influence for each city and special district within each county. The Commission's efforts are directed to seeing that services are provided efficiently and economically while agricultural and open-space lands are protected.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
LAFCO staff support	LAFCO Staff	100	Jul 21 – Jun 22	LAFCO

PREVIOUS WORK: Various Extra-Territorial Service Agreements, Annexations, Reorganizations and SOI amendments
 Various policy amendments
 Local Agency Municipal Service Reviews and SOI Updates

W.E. 800.01 LAFCO

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
LAFCO	255,500	TCAG Staff	165,000
		Special Dept Expense	90,500
Total Revenues	255,500	Total Expenditures	255,500

SUBCATEGORY: 825 TCRTA

WORK ELEMENT: 825.01 TCRTA

PURPOSE: TCAG provides staffing for the Tulare County Regional Transit Agency (TCRTA)

PRODUCTS:

1. Interim Budget
2. Policies and Procedures
3. Operations Plan

DISCUSSION:

The TCRTA was created via a Joint Powers Agreement in August 2020. The cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Woodlake, and the County of Tulare are members of the TCRTA. The TCRTA is undergoing establishment and requires staff. During its early, transitioning stage, it is necessary for a member agency to hire staff on behalf of the TCRTA. The TCRTA Board authorized staff to be hired by and housed in TCAG. The TCRTA Board will provide all direction for TCRTA activities and will adopt an annual independent budget and work program.

The TCRTA is responsible for providing transit services for the residents of its member agencies.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
TCRTA staff support	TCRTA Staff	100	Jul 21 – Jun 22	TCRTA

PREVIOUS WORK: Joint Powers Agreement

W.E. 825.01 TCRTA

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
TCRTA	175,000	TCAG Staff	154,024
		Special Dept Expense	20,976
Total Revenues	175,000	Total Expenditures	175,000

Product Timetable

<u>PRODUCT (Work Element)</u>	<u>Completion Date</u>	<u>PL</u>	<u>FTA</u>
Approved TDA Claims (601.01)	5/2022		
Unmet Transit Needs Findings (601.01)	6/2022		
Circular A-128 Audit (601.01)	12/2022		
LTF and STAF Audits (601.01)	3/2022		
Financial Transactions Report of Special Districts (601.01)	3/2022		
Quarterly Progress Reports (601.06)	6/2022	X	X
2022/2023 Overall Work Program (601.06)	5/2022	X	X
Amendments to Federal TIP (604.01)	7/2022	X	X
Congestion Management Program (605.01)	7/2022	X	

PL FUNDS AVAILABLE

<u>YEAR</u>	<u>ALLOCATION</u>	<u>OWP</u>	<u>CARRY-OVER TO NEXT FY</u>
Balance Forward			
1999/2000	\$0	\$0	\$904,420
2000/01	\$583,939	\$581,476	\$906,883
2001/02	\$584,144	\$757,139	\$733,888
2002/03	\$578,423	\$660,737	\$651,575
2003/04	\$702,133	\$693,983	\$659,725
2004/05	\$868,431	\$629,426	\$898,730
2005/06	\$840,292	\$648,482	\$1,090,540
2006/07	\$846,089	\$1,172,121	\$764,508
2007/08	\$815,718	\$789,904	\$790,322
2008/09	\$851,204	\$858,268	\$783,258
2009/10	\$869,450	\$969,915	\$682,793
2010/11	\$1,005,110	\$770,442	\$917,461
2011/12	\$811,171	\$829,045	\$899,587
2012/13	\$924,102	\$1,001,047	\$822,642
2013/2014	\$945,195	\$1,206,713	\$561,125
2014/2015	\$838,284	\$1,013,261	\$386,148
2015/2016	\$903,960	\$1,266,175	\$23,933
2016/2017	\$927,943	\$947,969	\$3,907
2017/2018	\$930,335	\$895,996	\$38,246
2018/2019	\$940,828	\$918,412	\$60,662
2019/2020	\$964,665	\$860,887	\$164,440
2020/2021	\$1,018,518	\$1,182,958	\$0
2021/2022	\$1,003,790	\$1,003,790	\$0

OE Preliminary Estimates

Note: See OWP Summary on page for carryover summary.

OWP expense amounts are estimates. TCAG staff does not anticipate estimated expense amounts to be spent in full.

SECTION 5303

<u>YEAR</u>	<u>ALLOCATION</u>	<u>OWP</u>	<u>CARRY-OVER TO NEXT FY</u>
Balance Forward			
1999/2000	0	0	\$48,746.42
2000/01	\$42,044	\$49,303	\$41,487
2001/02	\$43,519	\$21,164	\$63,842
2002/03	\$45,413	\$86,478	\$22,778
2003/04	\$71,165	\$53,306	\$40,636
2004/05	\$89,260	\$89,260	\$40,636
2005/06	\$88,133	\$27,220	\$101,550
2006/07	\$92,128	\$30,088	\$163,590
2007/08	\$97,721	\$124,811	\$136,500
2008/09	\$102,876	\$93,246	\$146,130
2009/10	\$102,902	\$36,046	\$212,987
2010/11	\$102,689	\$103,094	\$212,581
2011/12	\$178,613	\$110,988	\$280,206
2012/13	\$148,442	\$26,690	\$401,958
2013/2014	\$151,341	\$134,068	\$419,232
2014/2015	\$150,614	\$486,082	\$83,763
2015/2016	\$152,314	\$192,922	\$43,155
2016/2017	\$155,162	\$193,055	\$5,263
2017/2018	\$156,883	\$162,146	\$0
2018/2019	\$159,817	\$158,396	\$1,421
2019/2020	\$172,534	\$147,293	\$26,662
2020/2021	\$164,439	\$191,101	\$0
2021/2022	\$188,373	\$188,373	\$0

❶ Preliminary Estimates

Note: See OWP Summary on page for carryover summary.

OWP expense amounts are estimates. TCAG staff does not anticipate estimated expense amounts to be spent in full.

EXPENDITURES
Fiscal Year 2021/2022 Overall Work Plan

WORK ELEMENT	TCAG	Dinuba	Exeter	Farmersville	Lindsay	Porterville	Tulare	Visalia	Woodlake	County	Consultant	Other/Print/Legal/T&T	TOTAL
601.01 TRANSIT ADMINISTRATION	93,660										141,340		235,000
601.02 TCAG ADMINISTRATION	125,000										33,000	59,430	217,430
601.04 OFFICE EXPENSES/FIXED ASSETS										270,254		223,026	493,280
601.05 OWP & BUDGET	65,000											1,010	66,010
601.08 ADVOCACY	69,000										105,000	42,100	216,100
601.09 PERFORMANCE MEASURES	12,000												12,000
602.01 REGIONAL TRANSP. PLAN	125,000											15,000	140,000
602.02 TRAFFIC FORECASTING/MODEL DEVELOPMENT	236,000										35,000	16,400	287,400
602.03 REGIONAL BICYCLE & PEDESTRIAN PLANNING	75,000											43,000	118,000
602.04 TRANSIT PLANNING AND COORDINATION	105,000											135,588	240,588
602.04-0045 TRANSIT PLANNING AND COORDINATION-City of Tulare SR	6,800										83,565		90,365
602.06 SPECIAL TRANSPORTATION PROJECT STUDIES	1,000												1,000
602.07 SPECIAL TRANSPORTATION PROJECT STUDIES NON FED	15,000		24,463					40,000				100,000	179,463
602.08 CITY OF FARMERSVILLE COMPLETE STREETS & MULTI MODAL ACCESS STUDY	25,000											140,000	165,000
602.10-1121 SUSTAINABLE COMMUNITIES PLANNING GRANT- Environmental Justice & Health Impact Assessments FY 20-21	18,938											60,000	78,938
602.10-1221 SUSTAINABLE COMMUNITIES PLANNING GRANT- SUSTAINABLE COMMUNITIES STRATEGY FY 20-21	75,000											133,807	208,807
602.10-1322 SUSTAINABLE COMMUNITIES PLANNING GRANT- ABM HOUSEHOLD TRAVEL BEHAVIOR UPDATE FY 21/22	12,438										126,500		138,938
602.10-1422 SUSTAINABLE COMMUNITIES PLANNING GRANT- ATP TRIBE FY 21/22												30,000	30,000
602.10-1522 SUSTAINABLE COMMUNITIES PLANNING GRANT- REGIONAL TRANSIT OUTREACH FY 21/22	40,000										60,000	10,000	110,000
602.10-3020 SUSTAINABLE COMMUNITIES PLANNING GRANT- SUSTAINABILITY MODEL ENHANCEMENTS FY 19/20											55,747		55,747
602.10-5020 SUSTAINABLE COMMUNITIES PLANNING GRANT- MULTIMODAL DATA COLLECTION FOR SHORT & LONG TERM PLANNING FY 19/20	10,000										8,807		18,807
602.10-7020 SUSTAINABLE COMMUNITIES PLANNING GRANT- COMPLETE STREETS FY 19/20	10,000											148,938	158,938
602.10-7120 SUSTAINABLE COMMUNITIES PLANNING GRANT-FY 19/20	15,000											34,851	49,851
603.02 INTELLIGENT TRANSPORTATION SYSTEMS	5,000											1,000	6,000
604.01 TRANSPORTATION IMPROVEMENT PROGRAM	75,000											64,713	139,713
605.01 CONGESTION MANAGEMENT PROGRAM	91,468										15,000	44,882	151,350
610.01 AIR QUALITY PLANNING & ANALYSIS	85,179										36,000	13,000	134,179
620.01 VALLEYWIDE COORDINATION	55,000										13,000	11,200	79,200
620.02 GOODS MOVEMENT	19,262												19,262
650.01 PUBLIC INFORMATION & PARTICIPATION	79,018											46,140	125,158
670.01 ENVIRONMENTAL INFORMATION	1,000												1,000
670.05 LOCAL COORDINATION	183,125											6,950	190,075
670.07 ABANDONED VEHICLE ABATEMENT	3,000												3,000
670.1 REGIONAL HOUSING	40,000												40,000
680.02 FILM PROMOTION										50,000			50,000
680.03 CENSUS PROJECT													
700.01 MEASURE R ADMINISTRATION & PLANNING	244,979										60,500	190,500	495,979
700.02 SANTA FE TRAIL CONNECTION	500						100	100		100	100		900
800.01 LAFCO	165,000											90,500	255,500
825.01 TCRTA	154,024											20,976	175,000
TOTALS	\$2,336,391		\$24,463				\$100	\$40,100		\$320,354	\$773,559	\$1,683,011	\$5,177,978

EXPENDITURES BY FUNDING SOURCE

Fiscal Year 2021/2022 Overall Work Program

WORK ELEMENT	MEMBER DUES/TCAG RESERVES		DIVV	LOCAL PLANNING CONTRIBUTION		TDM/Transit Admin FUNDS		FHWA PL FUNDS		FTA		SB 10 - Sustainable Communities		LEGACY GRANT/OTHER/DOLL		TOTALS
	TCAG	CO. SPCL		TCAG	TCAG	CITY/CO.	CONSUL	TCAG	CITY/CO.	CONSUL	TCAG	CONSUL	TCAG	CONSUL	TCAG	
601.01 TRANSIT ADMINISTRATION	38,312					141,340										236,000
601.02 TCAG ADMINISTRATION				184,430	33,000											217,430
601.04 OFFICE EXPENSES/FIRED ASSETS	20,000			183,008	270,254									20,000		483,268
601.06 CAPITAL BUDGET								65,000	1,010							66,010
601.09 ADVOCACY	111,100	30,410			74,590											216,100
602.01 PERFORMANCE MEASURES								12,000								12,000
602.02 REGIONAL TRANSP. PLAN								125,000	15,000							140,000
602.03 TRAFFIC FORECASTING/MODEL DEVELOPMENT								252,400	35,000							287,400
602.04 REGIONAL BICYCLE & PEDESTRIAN PLANNING								45,215		72,785						118,000
602.04 TRANSIT PLANNING AND COORDINATION								75,000		165,588						240,588
602.04-0405 TRANSIT PLANNING AND COORDINATION/Office of Transit SRTP										80,000				6,800	3,585	90,385
602.06 SPECIAL TRANSPORTATION PROJECT STUDIES								1,000								1,000
602.08 SPECIAL TRANSPORTATION PROJECT STUDIES, NON-FEDERAL	83,151						86,312									173,463
602.09 CITY OF FARMERSVILLE COMPLETE STREETS & MULTI-MODAL ACCESS	18,606											146,074				165,000
602.10 SUSTAINABLE COMMUNITIES PLANNING GRANT-ENVIRONMENTAL JUSTICE & HEALTH IMPACT ASSESSMENTS FY 20/21				9,054								9,884	60,000			78,938
602.10-1231 SUSTAINABLE COMMUNITIES PLANNING GRANT-SUSTAINABLE COMMUNITIES STRATEGY FY 20/21	1,010			22,940								52,060	132,797			208,607
602.10-1422 SUSTAINABLE COMMUNITIES PLANNING GRANT-ABM HOUSEHOLD TRAVEL BEHAVIOR LIABLE FY 21/22				15,856									122,002			138,858
602.10-1522 SUSTAINABLE COMMUNITIES PLANNING GRANT-ATP TRIBE FY 21/22				3,441								26,559				30,000
602.10-1522 SUSTAINABLE COMMUNITIES PLANNING GRANT-REGIONAL TRANSIT OUTREACH FY 21/22				12,617								37,383	60,000			110,000
602.10-3000 SUSTAINABLE COMMUNITIES PLANNING GRANT-SUSTAINABILITY MODEL					6,204											6,204
602.10-3000 SUSTAINABLE COMMUNITIES PLANNING GRANT-MULTIMODAL DATA COLLECTION FOR SHORT & LONG TERM PLANNING FY 19/20				2,157								7,843	8,807			10,807
602.10-7120 SUSTAINABLE COMMUNITIES PLANNING GRANT-COMPLETE STREETS FY 19/20				10,000									140,708			150,708
602.10-7120 SUSTAINABLE COMMUNITIES PLANNING GRANT-REGIONAL ACTIVE TRANSPORTATION PLAN UPDATE FY 19/21				5,716								44,135				49,851
603.02 INTELLIGENT TRANSPORTATION SYSTEMS																6,000
605.01 TRANSPORTATION IMPROVEMENT PROGRAM																139,713
605.01 CONGESTION MANAGEMENT PROGRAM																151,350
609.01 AIR QUALITY PLANNING & ANALYSIS	465			950												1,415
609.01 VALLEYWIDE COORDINATION				66,200	3,000											70,200
609.02 COMMUNITY MOVEMENT																19,262
650.01 PUBLIC INFORMATION & PARTICIPATION	1,000			446												1,446
670.07 LOCAL COORDINATION																190,075
670.07 REGIONAL HOUSING	26,366			13,634												40,000
670.01 MEASURE R ADMINISTRATION & PLANNING																50,000
680.01 LAFCO																800
680.01 LAFCO																256,500
680.01 LAFCO																176,000
680.01 LAFCO																853,000
680.01 LAFCO																54,005
680.01 LAFCO																5,177,978
TOTALS	391,740	80,410	3,000	720,622	270,254	1,252,214	282,000	1,210,426	0	112,010	238,323	80,000	323,933	674,667	853,000	5,177,978
						1,116,690						316,373	688,005			897,744

TCAG Agency Dues and Contributions for the 2021/2022 Overall Work Program

Agency	Population May-20	Member Dues	2021/2022 Agency Contributions				GRAND TOTAL
			TDA/Transit (Admin)	Local Contributions Trans. Planning	Coordination, Management & Project Implementation	Total	
Dinuba	25,994	\$10,371.02	\$15,272.21	\$48,182.24	\$12,261.58	\$75,716.03	\$86,087.05
Exeter	11,030	\$4,400.72	\$6,480.44	\$20,445.11	\$5,202.94	\$32,128.48	\$36,529.20
Farmersville	11,399	\$4,547.94	\$6,697.23	\$21,129.08	\$5,377.00	\$33,203.32	\$37,751.26
Lindsay	13,154	\$5,248.15	\$7,728.35	\$24,382.13	\$6,204.85	\$38,315.33	\$43,563.48
Porterville	59,655	\$23,801.00	\$35,048.99	\$110,575.97	\$28,139.74	\$173,764.70	\$197,565.70
Tulare	67,834	\$27,064.24	\$39,854.38	\$125,736.49	\$31,997.84	\$197,588.71	\$224,652.95
Visalia	138,649	\$55,317.82	\$81,460.19	\$256,998.52	\$65,401.85	\$403,860.56	\$459,178.39
Woodlake	7,773	\$3,101.25	\$4,566.86	\$14,407.96	\$3,666.59	\$22,641.40	\$25,742.66
County	144,489	\$57,647.85	\$84,891.36	\$267,823.50	\$68,156.62	\$420,871.47	\$478,519.32
Total	479,977	\$191,500.00	\$282,000.00	\$889,681.00	\$226,409.00	\$1,398,090.00	\$1,589,590.00

APPENDIX

Cal Trans Planning Grant Scope, Schedule, and Budget for FY 2020/2021 Funding

Planning Activities within the Region

Public Participation Plan Outreach Chart

TCAG Translation Services

OWP Approval Resolution

Certifications and Assurances Statement

MPO Boundary Map

FTA/FHWA Comments

Caltrans Comments

MOU between San Joaquin Valley RTPAs and the SJVUAPCD

MOU between San Joaquin Valley RTPAs

MOU between TCAG and Valley COGs for Regional Planning Activities

Glossary of Terms and Definitions

Abbreviations and Acronyms

Regional Project Table

ATTACHMENT A TULARE COUNTY ASSOCIATION of GOVERNMENTS PLANNING ACTIVITIES WITHIN THE REGION FY 2020 - 2021

Informational Element Matrix

The following is a list of planning activities involving Caltrans within the MPO metropolitan planning area.

Activity	MPO Work Element Number	Funding Type	Description/Product(s)	Work Performed By	Due Date	FSTIP Prgmg.
OWP Management	N/A	FED/ STATE	Caltrans work elements for OWP reimbursement and monitoring	Caltrans	On-going	No
IGR/local development reviews	N/A	STATE	Recommended mitigation for development impacts on State facilities	Caltrans	On-going	No
System Planning	N/A	STATE	Update documents related to system functionality	Caltrans	On-going	No
Valley-wide GIS	N/A	STATE	Coordinate integration of Valley wide GIS into Caltrans GIS	Caltrans	On-going	No
California Transportation Plan	N/A	FED/ STATE	California Transportation Plan (CTP) 2050. The CTP will assess how MPO's RTP/Sustainable Communities Strategies will influence the Statewide Multimodal Transportation system.	Caltrans	Updates Every 5 years	No
District 6 Bicycle Guide and Complete Street Elements	N/A	STATE	State Route Bicycle Guide with Bicycle Maps and Complete Streets Elements	Caltrans	Completed 2019	No
Tribal Coordination	N/A	FED/ STATE	Coordination with Tule River Indian Tribe	Caltrans, Tribal Governments	On-going	No
Tribal Consultation	N/A	STATE	Coordinating projects that impact the State Routes 65, 99 Tule River Rancheria, Tule River Indian Tribe	Caltrans	On-going	No
SBI Sustainable Communities Grants & Formula Grants	602.10	STATE	Regional Transit Coordination Study Electric Vehicle Implementation Plan Sustainability Model Enhancements Multimodal Data Collection Multimodal Outreach & Safety Complete Streets Active Transportation Plan Update 2020	Caltrans, TCAG	17/18 17/18 17/18,18/19 18/19,19/20 18/19 19/20 19/20	No

Route 99 Corridor Enhancement Master Plan	N/A	STATE	Updated Enhancement Master Plan with beautification project listing and new ongoing Advisory Committee.	Caltrans - Districts 6 & 10 Kern, Tulare , Fresno, Madera, Merced, Stanislaus, and San Joaquin	On-going	No
Towards an Active California State Bicycle and Pedestrian Plan	N/A	STATE	Plan to provide multimodal transportation throughout California. May 2017 - Final	Caltrans	Completed	No
Mass Transit County of Tulare	N/A	STATE	Coordinate & Administer 5311, CMAO, Capital, STIP programs w/local agencies to enhance the use of the public transportation system in city and rural areas.	Caltrans, TCAG, Tulare County	On-going	No
Goods Movement & Highway Planning	N/A	STATE	San Joaquin Valley I-5 Good Movement. June 2017 - Final	Madera, Fresno, Tulare Kern, Kings, Merced San Joaquin, Stanislaus	Completed	No
CT Sustainable Transportation Planning Grant	N/A	STATE	A comprehensive master plan for Tule River Native Community	Caltrans, Tule River Indian Tribe	Completed 2/01/2017	No

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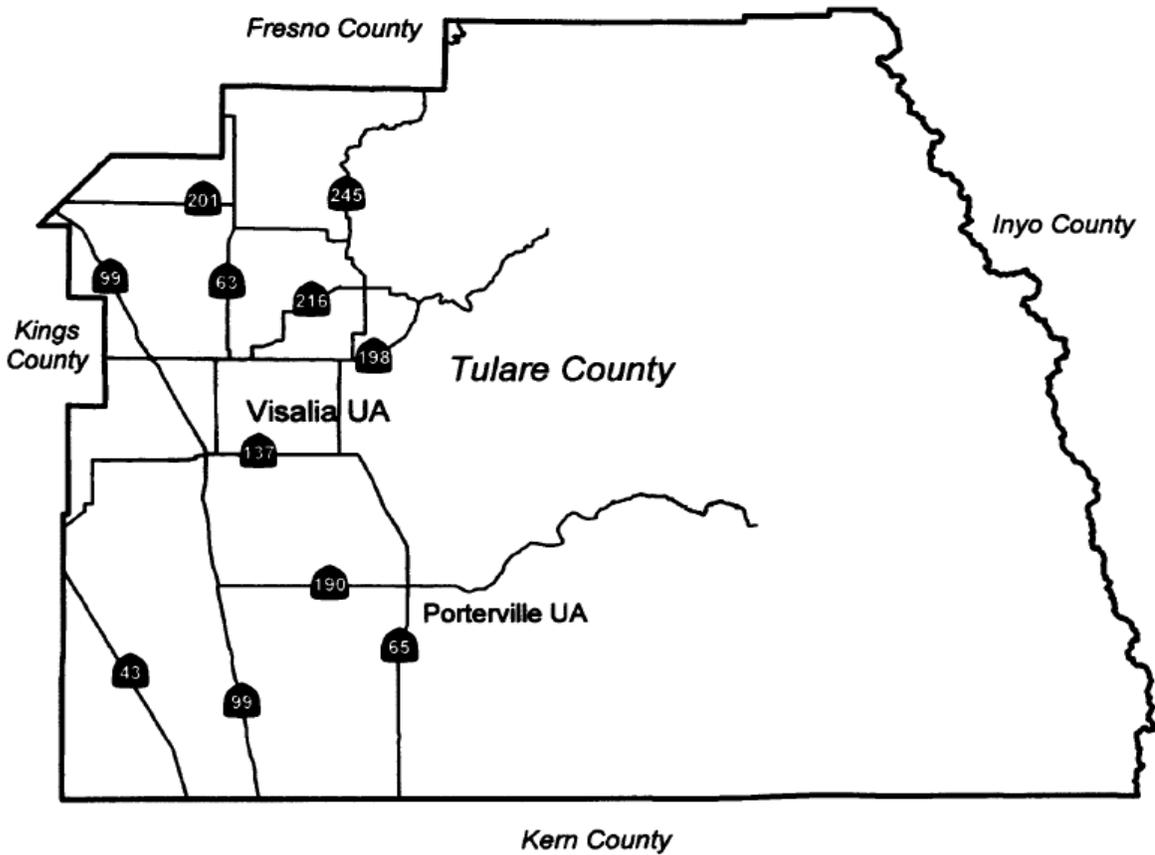
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- 1. FY 2021-2021 FHWA and FTA Metropolitan Transportation Planning
Proces Self-Certification**
- 2. Federal Fiscal Year 2021 Certifications and Assurances for FTA
Assistance Programs**
- 3. Fisacl Year 2021/2022 California Department of Transportation and
Debarment and Suspension Certification**

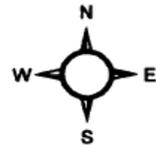
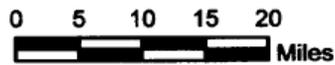
Above documents to be included in final OWP

Tulare County Association of Governments

Exhibit A



-  MPO Boundary
-  Urbanized Areas
-  State Highways



By: _____ Date: _____ By: _____ Date: _____
Ted Smalley Executive Director Tulare County Association of Governments
Brian Kelly Secretary California State Transportation Agency

Overall Work Plan Public Review Process and Comments

Tulare County Association of Governments (TCAG) prepares a draft Overall Work Plan (OWP) for review and comment by March 1st of each year. The draft is distributed to Caltrans, FHWA and FTA; placed on the TCAG web site and reviewed by the TCAG Technical Advisory Committee (TAC) and Board on the first available TAC and Board meeting after the draft completion and again at the next TAC and Board meeting in April for any comments from TAC, the Board or the public.

The draft OWP is reviewed with the Citizens Oversight Committee (COC) on the first available quarterly meeting in May for comments.

All comments would be gathered, answered and published within the OWP.

No comments were received from the public, the TCAG Board, TAC or the COC for the FY 21/22 OWP.

Comments to the FY 21/22 OWP received from Caltrans, FHWA and FTA and the corresponding responses are published herein.

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PLANNING

P.O. BOX 942874, MS-32

SACRAMENTO, CA 94274-0001

PHONE (916) 653-1637

FAX (916) 653-1447

TTY 711

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September 18, 2013

TO: Metropolitan Planning Organization Executive Directors

RE: Revised Overall Work Program Procedures for Fiscal Year 2014/15.

Following the annual Metropolitan Planning Organization (MPO) meetings for fiscal year (FY) 2013/14, representatives from the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) met to discuss possible improvements to the ongoing coordinated Overall Work Program (OWP) development and comment process.

As currently structured, the annual MPO meetings provide limited opportunity for Caltrans and its federal partners to adequately discuss observations and comments on draft OWPs. The lateness of these meetings within the approval cycle provides insufficient time for the complete consideration of comments before MPOs adoption of final OWP's. As a result, we are requesting an additional meeting during the period of November through February for early coordination on OWP development. We have attached a draft proposed timeline for your review and comment.

By October 1 of each year, Caltrans in coordination with our federal partners will provide a guidance document that identifies core elements to be included in each of the work programs, describes Planning Emphasis Areas and significant issues that may be considered as appropriate. Additionally, estimates of available FHWA Metropolitan Planning (PL) and FTA 5303 funds for the program year will be identified.

Subsequently, during the months prior to submittal of the draft OWP, Caltrans, along with FHWA and FTA representatives, will work directly with the MPOs to develop the draft OWPs. Our hope is that this "team" approach will resolve any issues left over from prior work programs and help the MPOs prioritize work tasks for the upcoming year. We believe that earlier communication will improve OWP development process and reduce the time needed for Caltrans and federal partners to review and approve work programs.

We request that draft OWPs be submitted for review by March 1st each year. If early coordination works as we envision, we would expect very little review time on draft OWPs because most issues would have been previously addressed. Once we receive the draft documents, Caltrans will work with the MPOs to schedule the annual meetings. Because the OWP approvals do not depend on the timing of the annual meetings, they can be structured to meet the needs of the MPOs to present recent accomplishments and discuss future goals.

"Caltrans improves mobility across California"

MPO Executive Directors
September 18, 2013
Page 2

We expect that early and more frequent coordination will reduce the chances that the draft OWPs will need significant revision late in the fiscal year. These proposed changes will lead to a more streamlined process and better communication between each MPO, Caltrans, FHWA and FTA.

Caltrans is scheduling two informational teleconferences to discuss this early coordination process and to allow MPO representatives to ask questions. The format for both teleconferences will be identical and it is not necessary to participate in both. The teleconference dates are:

- October 9, 2013 from 10:00 AM to 11:00 AM
- October 10, 2013 from 2:00 PM to 3:00 PM

The call-in information for both teleconferences is:

- Call-in number: 1-877-601-4513
- Participant code: 9867481

If you have any questions prior to these teleconferences, please contact either me at garth.hopkins@dot.ca.gov or (916) 654-8175; or Tyler Monson of my staff at tyler.monson@dot.ca.gov or (916) 653-8699.

Sincerely,



C. GARTH HOPKINS, Chief
Office of Regional and Interagency Planning
Division of Transportation Planning

C: Jermaine Hannon- FHWA Calif. Division
Ray Sukys – FTA Region IX
Katie Benouar, Caltrans HQ Planning
Caltrans Planning Deputy District Directors

"Caltrans improves mobility across California"

Revised Timeline for Review and Comment of Overall Work Programs (OWPs)
Prepared by Metropolitan Planning Organizations (MPOs)

October 1

California Planning Emphasis Areas and FHWA PL and FTA 5303 funding estimates are released to the MPOs to be included in the draft OWPs.

November 1 to February 28

FHWA, FTA and Caltrans meet with each MPO to discuss the required core functions of an OWP, comments/issues from the prior FY OWP, discuss ongoing activities to be carried over into the upcoming FY draft OWP and any new activities for the upcoming FY draft OWP. The purpose of these meetings is to discuss the draft OWP early in the development process so the necessary changes can be made.

March 1

All draft OWPs are due to Caltrans, FHWA, and FTA for review.

March 1 to June 1

Annual MPO Meetings are held, but the purpose is not solely tied to the draft OWP submittal and comments. It is an opportunity to discuss the MPOs accomplishments, goals, and upcoming planning activities, as well as any statewide regional transportation planning topics.

May 31

Final OWP's are submitted to Caltrans, FHWA, and FTA for approval

June 30

FHWA and FTA send OWP approval letter to MPOs.

Page left for comments and responses

C-07-031

MEMORANDUM OF UNDERSTANDING
OF THE
REGIONAL PLANNING AGENCIES
IN THE
SAN JOAQUIN VALLEY

THIS MEMORANDUM OF THE UNDERSTANDING, which shall be effective upon the 21st day of September 2006, between and among the Council of Fresno County Governments, the Kern Council of Governments, the Kings County Association of Governments, the Madera County Transportation Commission, the Merced County Association of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, and the Tulare County Association of Governments, herein referred to as regional planning agencies. Hereby enter into this Memorandum of Understanding;

WITNES
SETH:

WHEREAS, the above listed regional planning agencies first entered into a Memorandum of Understanding on September 21, 1992, agreeing to coordinate regional planning activities; and

WHEREAS, this memorandum of understanding shall supersede and replace the existing memorandum of understanding; and

WHEREAS, since 1992 the above listed regional planning agencies have cooperatively addressed issues pertaining to transportation planning and related air quality responsibilities, transportation modeling, geographic information mapping; and

WHEREAS, the regional planning agencies of the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare are federally designated metropolitan planning organizations (MPOs) responsible for implementing the federal comprehensive transportation process and have specified air quality/transportation planning responsibilities for their respective areas; and

WHEREAS, the eight regional planning agencies of the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare (hereinafter referred to as the "Eight Valley RPAs" are state designated regional transportation planning agencies (RTPA) or local transportation commissions (LTC) responsible for the state comprehensive transportation planning process; and

WHEREAS, the Eight Valley RPAs shall cause to be developed and adopted a Valley Chapter of the Regional Transportation Plan, which shall be included within each regional planning agency's own plan. This chapter shall address issues that cross jurisdictional boundaries and specifically affect several counties, such as a transportation corridor, and may include air quality, highways, streets and roads, aviation, rail, goods movement, and transportation demand management efforts; and

WHEREAS, the regional planning agencies of the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare are responsible for the allocation of projected housing needs to their respective cities and county; and

WHEREAS, the San Joaquin Valley is designated as:

- a nonattainment area for the 8-hour ozone standard,
- a nonattainment area for both PM-10 and PM-2.5 standards, and

- the urban areas of Bakersfield, Fresno, Modesto and Stockton are designated as maintenance areas for carbon monoxide, and

Memorandum of Understanding – San Joaquin Valley Regional Planning Agencies Page 1
Final 2

WHEREAS, the Federal Clean Air Act requires non-attainment area plans to include transportation control measures; and

WHEREAS, the California Clean Air Act requires nonattainment area plans to include reasonably available transportation control measures; and

WHEREAS, the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users of 2005, and any successor federal act, requires that when multiple Metropolitan Planning Organizations exist within designated air quality nonattainment areas they shall consult with each other and with the state in the coordination of plans and programs; and

WHEREAS, the Eight Valley RPAs shall develop and maintain a unified and coordinated approach to air quality management planning process issues; and

WHEREAS, the cities and counties within the San Joaquin Valley are projected to have significant increases in population, housing and employment during the next thirty years requiring a cooperative, comprehensive, and coordinated planning process.

WHEREAS, the Eight Valley RPAs shall serve as a forum to encourage and facilitate regional data sharing, GIS development and mapping; and

WHEREAS, the Eight Valley RPAs shall rely, as much as practicable, on existing regional planning agencies for its financing, data and expertise, but may jointly contract for services if provided for in each of their individual Overall Work Programs and Budgets.

NOW, THEREFORE, BE IT UNDERSTOOD AND AGREED that the regional planning agencies of the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare shall coordinate as the San Joaquin Valley Regional Planning Agencies with respect to the performance of the following tasks when interregional issues are involved:

1. Preparation of multi-modal transportation plans that will include coordinated forecast methodologies for future population, housing, employment, land use, and air quality, and identify other common elements in relationship to the San Joaquin Valley and major interregional transportation corridors.
2. Preparation of regional transportation plans and policies addressing identified common transportation issues occurring within the Valley.
3. Preparation and development of regional transportation improvement programs and other short-range programs to provide for timely implementation of transportation control measures consistent with schedules included in applicable Air Quality Attainment plans.
4. Coordination with the San Joaquin Valley Unified Air Pollution Control District on emission reduction projects necessary for the implementation of the California Clean Air Act.
5. Coordination with Caltrans District Offices on transportation system planning efforts.
6. Coordinate planning efforts with the appropriate state and federal agencies to insure good communication is maintained on issues important to the San Joaquin Valley.

7. Development and use of coordinated transportation and traffic database information for transportation modeling and related emission modeling. Preparation of interregional technical and transportation systems studies in developing transportation corridor or plan alternatives.
Memorandum of Understanding – San Joaquin Valley Regional Planning Agencies
Page2 Final 2
8. Coordination on rail issues (both passenger rail and goods movement) within the Valley, including the development of plans and policies that affect rail service.
9. Provide a leadership role for all Valley Blueprint activities by planning for future growth and quality of life through the integration of transportation, housing, land use, economic development and environmental protection elements. Such integration to result in a more efficient and effective transportation system and land use pattern to achieve the three outcomes (3Es) that define quality of life- prosperous economy, quality environment, and social equity.
10. Provide a leadership role and act as a forum for Valley issues and concerns, where such issues and concerns transcend boundaries, allowing the development and consensus of policy questions of mutual interest in order to pursue a coordinated course of action without infringing on the jurisdictional powers of the individual governments.

BE IT FURTHER UNDERSTOOD AND AGREED that to oversee the coordination efforts the following organizational structures shall be established:

11. The San Joaquin Valley Regional Planning Agencies Policy Council is hereby created consisting of two elected officials (and one alternate) appointed from each of the regional planning agencies policy boards listed herein. The Policy Council shall meet at least twice each fiscal year to provide guidance on common interregional policy issues. The Policy Council shall also represent the San Joaquin Valley at public forums, including before the California Transportation Commission, the Governor and his/her administration, and before State and Federal legislative bodies that require a common voice. The Policy Council shall also provide direction and guidance to the Regional Planning Agencies Executive Directors Committee.
 - a. The Policy Council shall cause to be created a set of By-Laws which shall further describe its operational structure and the operational structure of any subcommittees it may create.
 - b. The Policy Council shall provide direction to the Regional Planning Agencies Executive Committee on the development of an Annual Work Program and Budget for activities to be carried out jointly, including identifying revenue for the implementation of these activities. The Annual Work Program and Budget is to be reflected in each respective regional planning agency's budget documents as appropriate.
 - c. Nothing herein shall be construed as limiting in any manner the authority and responsibilities of the respective regional planning agencies, and all plans, programs and activities shall at all times be carried out in such manner as to maintain and recognize the separateness and autonomy of the individual regional planning agencies.
12. The San Joaquin Valley Regional Planning Agencies Executive Directors Committee consisting of the regional planning agencies' Executive Directors {or their designees} shall hereby continue to provide coordination and direction on all administrative work required to carry out the development of plans that address interregional issues. The Executive Directors Committee may establish technical committees to assist in research

and plan development that address interregional issues as defined herein and on other interregional Issues as directed by the Policy Council. One of the primary roles of the Executive Directors Committee shall be as the primary advisory body to the Policy Council on all items appearing on its agenda, and one of its functions shall be to recommend agenda items for the Policy Council's regular agenda. The Executive

Memorandum of Understanding - San Joaquin Valley Regional Planning Agencies

Page 3

Final 2

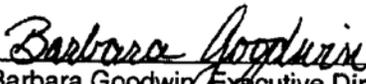
Directors Committee shall implement the Annual Work Program and Budget as approved by the Policy Council.

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed by their respective officers to be effective on the date first above

COUNCIL OF FRESNO COUNTY GOVERNMENTS



Mayor Pro Tem Trinidad M. Rodriguez, Chairman



Barbara Goodwin, Executive Director

KERN COUNCIL OF GOVERNMENTS



Councilmember David Couch, Chairman

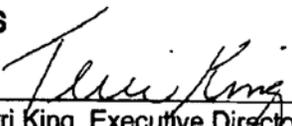


Ronald E. Brummett, Executive Director

KINGS COUNTY ASSOCIATION OF GOVERNMENTS



Councilmember Sid Craighead, Chairman

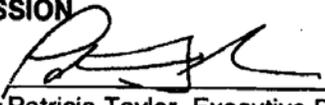


Terri King, Executive Director

MADERA COUNTY TRANSPORTATION COMMISSION

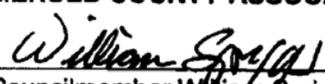


Councilman Gordon Skeels, Chairman



Patricia Taylor, Executive Director

MERCED COUNTY ASSOCIATION OF GOVERNMENTS

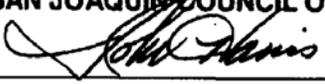


Councilmember William Spriggs, Chairman

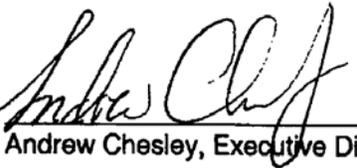


Jesse Brown, Executive Director

SAN JOAQUIN COUNCIL OF GOVERNMENTS

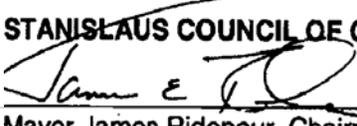


Councilman John W. Harris, Chairman

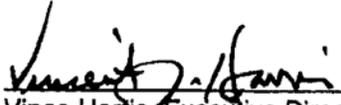


Andrew Chesley, Executive Director

STANISLAUS COUNCIL OF GOVERNMENTS

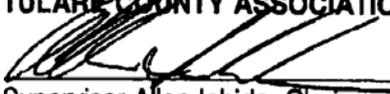


Mayor James Ridenour, Chairman



Vince Harris, Executive Director

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Supervisor Allen Ishida, Chairman



George Finney, Executive Director

MEMORANDUM OF UNDERSTANDING
BETWEEN AND AMONG THE
REGIONAL PLANNING AGENCIES IN THE SAN JOAQUIN
VALLEY AND THE
SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT

THIS MEMORANDUM OF UNDERSTANDING (hereinafter "MOU"), which shall be effective the 9th day of September 2009 between and among the Council of Fresno County Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments, and Tulare County Association of Governments, herein referred to as regional planning agencies (hereinafter "RPA"s), and the San Joaquin Valley Unified Air Pollution Control District (hereinafter "SJVUAPCD"), hereby enter into this Memorandum of Understanding;

WITNESSETH

WHEREAS, the above listed regional planning agencies are the Metropolitan Planning Organizations from the eight San Joaquin Valley counties, and are responsible for implementing the federal comprehensive transportation planning process, including associated air quality responsibilities; and

WHEREAS, the San Joaquin Valley Unified Air Pollution Control District has the authority to adopt rules and regulations to protect the public health and prevent violations of ambient air quality standards in the San Joaquin Valley Air Basin, which is designated a nonattainment area for the National Ambient Air Quality Standards. The San Joaquin Valley Air Basin includes eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and the valley portion of Kern; and

WHEREAS, on September 21, 2002 the eight Valley RPAs entered into a Memorandum of Understanding with one another to ensure a coordinated regional approach to transportation and air quality planning efforts; and

WHEREAS, on October 29, 2002 the eight Valley RPAs and the SJVUAPCD entered into a Memorandum of Understanding to ensure a coordinated transportation and air quality planning approach. The parties involved concur that this agreement is in need of revision; and

WHEREAS, on September 21, 2006 the eight Valley RPAs entered into a Memorandum of Understanding to update and solidify the partnership agreed upon in the September 21, 2002 MOU, and to create the San Joaquin Valley Regional Planning Agencies' Policy Council. The parties involved concur that this agreement is in need of amending.

Mou-SJV RPA and SJVUAPCD

page 1

NOW, THEREFORE, BE IT UNDERSTOOD AND AGREED that the formal cooperative relationship between the Valley RPAs and the SJVUAPCD is established and continued to ensure the effectiveness of regional transportation plans, to comply with the requirements of state and federal law, and to contribute toward the attainment of federal and state ambient air quality standards. This Memorandum of Understanding constitutes a statement of the intentions, obligations and policies of the parties involved. Therefore it is agreed that:

1. This Memorandum of Understanding amends that certain agreement entered into the 21st day of September, 2006 between and among the RPAs, to increase the membership of the San Joaquin Valley Regional Planning Agencies' Policy Council by one, in order to accommodate a representative of the SJVUAPCD. No member of the Policy Council shall simultaneously represent both the SJVUAPCD and a RPA.
2. This Memorandum of Understanding supersedes that certain agreement entered into the 29th day of October, 2092 between and among the above listed eight Valley RPAs and the SJVUAPCD.
3. The SJVUAPCD has the lead for air quality planning, but effective air quality strategies require the cooperation and joint actions of the Valley RPAs, other local, regional, state and federal government agencies, and the people of the San Joaquin Valley Air Basin. Toward that end, the Valley RPAs and the SJVUAPCD agree to participate in regularly scheduled conference calls with local, state and federal agencies including the California Air Resources Board (ARB), the California Department of Transportation (Caltrans), the U.S. Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to insure good communication is maintained on issues important to the San Joaquin Valley.
4. The parties involved will comply with the Federal Clean Air Act and related regulations and guidance requiring that transportation-related State Implementation Plan (SIP) development decisions be made through interagency consultation. The parties agree to use the latest planning assumptions and emissions factors, conduct regional emissions analyses, and coordinate on the development of motor vehicle emissions budgets. The Valley RPAs will work with the SJVUAPCD in keeping the Transportation Conformity Rule current with federal requirements and guidance, as appropriate. The SJVUAPCD will also assist the Valley RPAs in obtaining appropriate and timely technical assistance from the ARB.
5. The Valley RPAs and the SJVUAPCD agree that it is in their interest to work closely together and develop joint or consistent policy positions whenever possible when dealing with state and federal air quality and transportation agencies. Each party has the responsibility to notify the other in a timely manner of anticipated or known policy issues with state and federal agencies, and to coordinate their response in an effort to present a unified position.

The Valley RPAs will take the lead in compliance with Section 108(f)(1) of the Federal Clean Air Act in developing the transportation control measure (hereinafter "TCM") component of air quality plans (State Implementation Plans or SIPs). The Valley RPAs will consult with their member jurisdictions to facilitate consensus on implementing measures to address transportation related sources of air pollution. The Valley RPAs have limited legal authority to implement emission reduction measures directly, but will seek commitments from member jurisdictions, as appropriate, for inclusion in air quality plans. The Valley RPAs will submit an analysis and recommendation concerning which TCMs are reasonably available control measures for formal consideration by the SJVUAPCD.

6. The Valley RPAs will take the lead in establishing and maintaining transportation conformity in the Valley as required by Section 176 (c) of the federal Clean Air Act, [42 U.S.C. 7506(c)] and U.S Environmental Protection Agency (40 CFR parts 51 and 93). The Valley RPAs will work to ensure that regulatory requirements are met and federal funding and approval are given to highway and transit projects that are consistent with and conform to the air quality goals established by the SIP. Conforming transportation plans, programs, and projects will not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards.
7. The Valley RPAs will coordinate with the SJVUAPCD in updating the status of implementing local agency transportation control measures described in adopted air quality plans (State Implementation Plans or SIPs).
8. The Valley RPAs and SJVUAPCD will work together in addressing state and federal initiatives such as greenhouse gas emission reductions as well as future air quality regulations. The parties recognize the importance and the expertise necessary to develop comprehensive local and regional approaches. The parties involved agree to dedicate staff resources as needed to cooperatively address state and federal requirements, while still meeting individual core mission elements such as protecting public health and delivering safe and efficient transportation projects.
9. The Valley RPAs will determine the allocation of Congestion Mitigation and Air Quality (CMAQ) funds to projects in a manner consistent with federal law and through locally developed project selection criteria. The Valley RPAs will consult with the SJVUAPCD on project selection.
10. The Valley RPAs and the SJVUAPCD will continue the coordination to develop a Valley-wide initiative (San Joaquin Valley Regional Blueprint Process) to provide more efficient and effective transportation systems and land use patterns through the integration of transportation, housing, land use, economic development and environmental protection elements; and to ensure continuity of air quality planning approaches throughout the Valley.
11. The parties involved agree to discuss key issues related to air quality and delivery of transportation projects. If staff level coordination is not adequate to achieve a unified position, either party has the option of bringing issues to senior management attention.

13. In order to reduce and resolve conflicts that may arise between the SJVUAPCD and the Valley RPAs in a timely manner, each party agrees to establish an issues resolution coordination procedure within its own organization. Each party will designate a policy-level staff person as the point of contact or "issues coordinator". When either party believes a conflict exists or is emerging, it is their responsibility to alert the other party through their issues coordinators. Each party will choose its own manner of communicating internally, but communications between the parties will be coordinated through the issues coordinators. If staff level coordination is not adequate to achieve a common position, either party has the option of bringing issues to senior management attention.

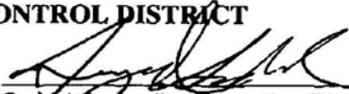
INDEMNIFICATION

The parties shall mutually indemnify, defend, and save harmless each other, their officers, agents, and employees from and against any and all claims and losses whatsoever occurring or resulting from their respective performance of this MOU.

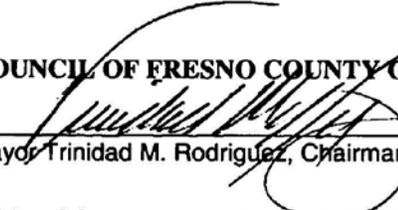
IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed by their respective officers to be effective on the date first above written.

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT


Councilmember Chris Vierra, Chairman

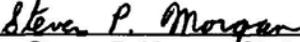

Seyed Sadredin, Executive Director
Air Pollution Control Officer

COUNCIL OF FRESNO COUNTY GOVERNMENTS


Mayor Trinidad M. Rodriguez, Chairman

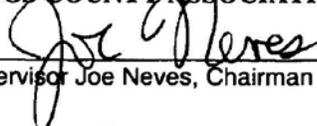

Tony Boren, Executive Director

KERN COUNCIL OF GOVERNMENTS


Mayor Steven P. Morgan, Chair

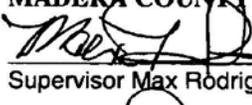

Ronald E. Brummett, Executive Director

KINGS COUNTY ASSOCIATION OF GOVERNMENTS


Supervisor Joe Neves, Chairman

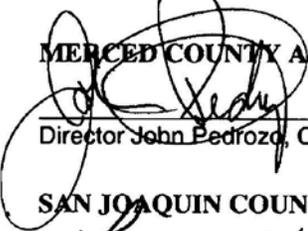

Terri King, Executive Director

MADERA COUNTY TRANSPORTATION COMMISSION


Supervisor Max Rodriguez, Chairman

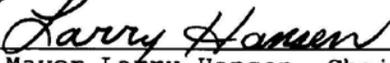

Patricia Taylor, Executive Director

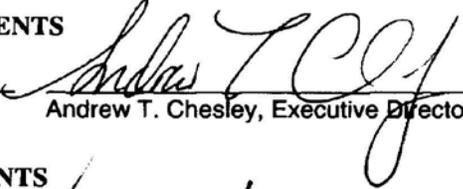
MERCED COUNTY ASSOCIATION OF GOVERNMENTS


Director John Pedrozo, Chairman

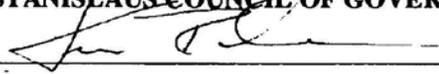

Jesse Brown, Executive Director

SAN JOAQUIN COUNCIL OF GOVERNMENTS


Mayor Larry Hansen, Chairman

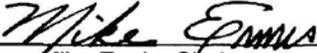

Andrew T. Chesley, Executive Director

STANISLAUS COUNCIL OF GOVERNMENTS


Mayor Jim Ridenour, Vice Chair

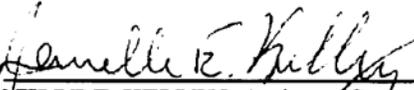

Vince Harris, Executive Director

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

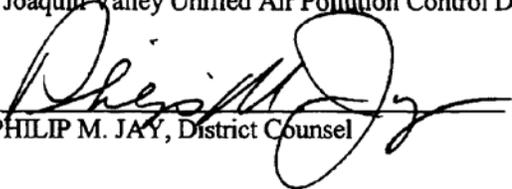

Supervisor Mike Ennis, Chairman


Ted Smalley, Executive Director

APPROVED AS TO LEGAL FORM:
KEVIN BRIGGS, Interim County Counsel

By 
JANELLE E. KELLEY, Assistant County Counsel

San Joaquin Valley Unified Air Pollution Control District

By 
PHILIP M. JAY, District Counsel

GLOSSARY OF TERMS AND DEFINITIONS

Advance Construction

Smoothing out project programming levels by using State resources to fund projects in advance of receiving Federal participating funds through the annual Obligation Authority (OA).

Advance Construction (Retirement of/Conversion of)

Allowance for (reduction in) current-year Federal Obligation Authority (OA) reimbursement for which State resources were expended in advance.

Allocation

The distribution of funds to a specific project or group of projects, or statutory distribution based on formula.

Allocation Capacity

The level at which state/federal capital project costs can be programmed using cash resources available (determined through the fund estimate process).

Apportionment

The Fixing America's Surface Transportation Act (FAST Act) of 2015 established the annual apportionment levels for the Surface Transportation Block Grant Program (STBGP), Congestion Mitigation & Air Quality (CMAQ) Improvement Program, and Federal transit funds.

Article XIX

Article of the State Constitution. Designates how State taxes on motor fuel and motor vehicles may be used for streets, highways and fixed guideway transit projects. Excludes funding for maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.

Capital Outlay

Cost of construction of transportation facilities and acquisition of right of way. Excludes engineering and right of way support costs.

CEQA (California Environmental Quality Act)

2070 act that requires that State agencies regulate activities with major consideration for environmental protection.

CMAQ (Congestion Mitigation & Air Quality) Improvement Program

A funding program for projects and programs that will contribute to the attainment of a national ambient air quality standards. The funds are available to non-attainment areas to reduce ozone and particulate matter based on population and pollution severity. Federal statutes appoint Metropolitan Planning Organizations (MPOs) responsible for administering the CMAQ funds.

CTC (California Transportation Commission)

The body established by AB 402 to advise and assist the California State Transportation Agency (CalSTA) and the Legislature in formulating and evaluating state policies and plans for transportation programs.

Escalation Factors

Factors provided by the Department of Finance to reflect the increase or decrease of future capital and non-capital transportation costs used for STIP and SHOPP programming. Also called "inflation factors".

Executive Order

An order from the Governor's Office. May also be a Presidential order.

Federal-Aid Highway Program

Transportation financing programs created by Federal legislation.

Federal Highway Administration Planning Funds (PL Funds)

Source of funds used by Tulare County Association of Governments to fund regional planning efforts.

Federal Minimum Allocation

Minimum amount of Highway Trust Fund money returned to states. This is 85 percent of the state's share of total amount paid into the fund by all states.

Federal TIP

Portion of the Regional Transportation Improvement Program (RTIP) submitted to Federal agencies.

Federal Transportation Program

Is a reimbursable program. To receive Federal funding an Agency must first incur a cost, which meets Federal requirements. The Federal Highway Administration (FHWA) reimburses from 80 to 100 percent. In order to fund a project federally, the Apportionment and Obligation Authority (OA) must be available.

Fiscal Year (FY)

For California, the FY is the accounting period beginning July 1 and ending June 30. For the Federal budget and accounting purposes the FY period begins October 1 and ends September 30.

Fund Estimate

The fund estimate is a four-year estimate of State and Federal funds, for transportation purposes, that are expected to be available for State Transportation Improvement Program (STIP) programming. The California Transportation Commission uses the fund estimates as the basis for programming projects into the STIP. The fund estimate is produce based on trends and existing law. The creation of the fund estimate requires many significant assumptions. Should any of the key assumptions require revision at a later date, the programming levels displayed in the fund estimate would also need to be revised.

Guideway

A permanent facility, or structure, that dictates the route and course of a vehicle with or without operator guidance.

Highway System

Network of streets owned and maintained by Caltrans that carry automotive vehicles on local, arterial, ramps, and freeway-type facilities.

Highway Trust Fund

Federal user-fees on gasoline, etc., go into this fund. Used to reimburse states for Federal-aid projects.

Intermodal Facilities and Systems Management System

The Intermodal Transportation Management System (ITMS) is a decision support system that allows transportation planners to evaluate the relative performance of intermodal transportation investment alternatives for a corridor of statewide significance and system perspective. Intermodal facility refers to a transportation element that accommodates and interconnects different modes of transportation. Intermodal facilities include, but are not limited to, highway elements, coastal, inland and Great Lakes ports, canals, pipeline farms, airports, marine and/or rail terminals, truck terminals, and intercity bus terminals. Intermodal transportation facilities serve intrastate, interstate, and international movement of goods and passengers. Intermodal system refers to a transportation network for moving people and goods using various combinations of transportation modes.

IRRS (Interregional Road System)

A series of interregional California highway routes, outside the urbanized areas, that provides access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions.

Matching Funds

The share of funds provided by the State or local applicant to supplement the Federal share of funds to finance a Federal project.

MPO (Metropolitan Planning Organizations)

An organization designated by the Governor as a forum for cooperative decision making by principal elected officials of a general-purpose local government. Federal provisions require an MPO in urbanized areas.

Obligation

A commitment by the Federal government to reimburse the States the Federal share of Federal-Aid projects.

Obligation Authority (OA)

Obligation Authority is the ceiling Congress places on all commitments of apportionments for any given year. Individual States receive OA in proportion to their apportionments and allocations. From a fund estimate point of view, OA is the prime determinant of usable Federal funds. OA is only available for the current year.

PS&E

Plans, Specifications and Estimates: Final project documents and cost estimates prepared for construction contracts.

Programming

Process of selecting and scheduling high-priority capital outlay projects for development and implementation.

R&D Funds

Research and Development funds.

ROW (Right of Way)

Purchase of property for transportation project purposes (also R/W).

RTIP (Regional Transportation Improvement Program)

A list of proposed transportation projects submitted to the CTC by the regional transportation planning agencies candidates for STIP funding. The individual projects are first proposed by local jurisdictions, then evaluated and prioritized by the regional agency for submission to the CTC. The RTIP has a four-year planning horizon, and is updated every two years.

RTP (Regional Transportation Plan)

Federal and State-mandated document to be developed at last every four years by all RTPAs, describing existing and projected transportation conditions, needs, alternatives and their consequences. The RTP also serves as the Metropolitan Planning Organizations' long-range plan.

Seismic Retrofit

Projects on the state/local highway system to make bridges more earthquake safe through retrofit (usually refers to construction).

SPR Funds

Highway Planning and Research Funds are the 1-1/2 percent moneys allocated to states by Section 307(c) of Title 23 U.S.C. Caltrans and Local Agencies share to the use of these funds.

State Highway Account (SHA)

The SHA is the largest of the fund estimate accounts. Principle sources of funds: Excise taxes on motor vehicle fuels, truck weight fees and the Federal Highway Trust Fund. Supports the Departments: Local Assistance, Maintenance, Operation, Program Development and Project Support programs as well as administrative support.

State Highway Operation and Protection Program (SHOPP)

Projects programmed in the Department's State Highway Operation and Protection Program (SHOPP).

A program created by State legislation that includes State highway safety and rehabilitation projects, Seismic Retrofit projects, land and building projects, landscaping, some operational improvements, bridge replacement and the minor program -- generally those types of projects that Caltrans as the owner-operator of the system uses to maintain the integrity of the system. Is comprised of state and federal funds. Unlike STIP projects, SHOPP projects may not increase roadway capacity. SHOPP is a four-year program of projects, adopted separately from the STIP cycle. The 2089 State gas tax increase partially funds the program, but it is primarily funded through the "old 9 cents-per-gallon State gas tax and from Federal funds.

State Transportation Improvement Program (STIP)

The STIP includes the following programs:

After considering the RTIPs, rural RTPA comments and input from public hearings, the CTC adopts the STIP that provides the delivery schedule of projects for the upcoming four years.

State Transit Assistance (STA)

Transportation Development Act funds provided for transit uses.

Subventions

Financial assistance to local governments (i.e., local assistance, guideway funds).

Sustainable Communities Strategy (SCS)

Developed in accordance with California Senate Bill 375 (SB 375, Statutes of 2008), the SCS must demonstrate how development patterns and transportation network, policies, and programs can work together to achieve greenhouse gas emission reduction targets for cars and light trucks, if there is a feasible way to do so. If a MPO cannot meet the targets through the SCS, then the region is required to develop an alternative planning strategy that demonstrates how targets could be achieved.

TDA (Transportation Development Act)

An act that specifies how the 1/4 percent of local sales tax for transportation purposes is distributed. TDA is codified in Sections 29530-29536 of the Government Code and Sections 99200-99408 of the Public Utilities Code.

Toll Bridges & Toll Bridge Funds

Toll revenues collected on nine State-owned toll bridges are deposited into four toll revenue funds to be used for bridge purposes such as debt retirement, bridge operations, administration, certain maintenance costs not paid from the SHA, Metropolitan Transportation Commission (MTC) transfer and construction projects.

Unmet Needs

The Unmet Transit Needs process is conducted every year, usually in March, where there is at least one public hearing held to solicit comments on unmet transit needs that may exist within Tulare County and may be reasonable to meet.

Terms Related to Air Quality

Area sources

Small stationary and non-transportation sources of air pollution that are too small or numerous to count as point sources for individual control, such as dry cleaners.

Attainment Demonstrations

A SIP revision that describes how an area will meet air quality standards before its attainment date.

Build/No-build test

A conformity test which demonstrates that the total emissions from the projects in a transportation plan or program (the "build" scenario) will be lower than emissions that would result if the projects were not build (the "no-build" scenario).

Carbon Monoxide (CO)

A colorless, odorless gas that largely results from incomplete combustion of fuel. CO is one of three pollutants linked to motor vehicle emissions that are regulated by the Clean Air Act.

Conformity finding

An MPO verification that the emissions produced by a plan or program are consistent with the goals of a SIP. Conformity is generally determined by either an emissions budget test or a "build/no-build" test, and a demonstration that Transportation Control Measures will be implemented in a timely fashion.

Emissions budget

A part of a SIP that identifies the maximum allowable emissions that may be produced by mobile, stationary and area sources.

Emissions Budget Conformity Period

The conformity period following the transitional period in which the emissions budget test is the sole test for conformity. The period begins when a 15 Percent SIP Revision is approved by EPA.

Emissions budget test

A conformity test in which MPOs demonstrate that the emissions from projects in a transportation plan or program will not exceed a SIP's emissions budget.

Emissions inventories

A complete list of the sources and amounts of pollutant emissions within a specific area and time interval.

Federal Implementation Plan (FIP)

A plan developed by EPA 24 months after a SIP is found deficient. A FIP provides strategies for attainment, but does not eliminate the state's responsibility to develop an approvable SIP.

Hotspots

A poorly ventilated area, such as a tunnel or intersection, where mobile source emissions (usually carbon monoxide or particle matter) are particularly high.

Hydrocarbons

A precursor of ozone in addition to nitrogen oxides (NO_x). Hydrocarbons are also known as volatile organic compounds (VOC) or reactive organic gases (ROGs). Until recently, most efforts to reduce ozone have focused on controlling hydrocarbons.

Mobile sources

Motorized vehicles, including cars, trucks, buses and other modes of transportation.

National Ambient Air Quality Standards (NAAQS)

Federal standards that set allowable concentrations and exposure limits for various pollutants.

Nitrogen Oxides (NO_x)

A precursor of ozone in addition to hydrocarbons.

Offsets

A compensation for the expansion or construction of a polluting stationary source. Before such expansion/construction begins, an offset permit is required to show that emissions will be reduced at another facility to offset new emissions increases. Under sanctions, the offset requirement would be increased to two-to-one.

Ozone

Ozone is formed when hydrocarbons and nitrogen oxides (NO_x) combined in the presence of sunlight. Ground level ozone is a harmful pollutant, while stratospheric ozone protects life on earth from harmful ultraviolet rays.

Particulate Matter (PM₁₀ PM_{2.5})

Solid or liquid particles that measure less than 10 (or 2.5) microns. A micron is one millionth of a meter.

Precursors

The essential ingredients that form a secondary pollutant, e.g., nitrogen oxides and hydrocarbons are precursors in the formation of ozone.

Sanctions

EPA sanctions that will be imposed when a SIP revision is found deficient or not submitted. Sanctions can include two-to-one offsets for stationary sources, or a cutoff of highway funding.

Single Occupant Vehicle (SOV)

Vehicles with just one occupant. The reduction of SOVs is a major goal of many Transportation Control Measures (TCMs).

State Implementation Plan (SIP)

A plan containing the strategies to achieve attainment of NAAQS, and maintain air quality levels once attainment is achieved.

Stationary sources

Relatively large, fixed sources of emissions, such as factories or power stations.

Technological mobile source reduction measures

Techniques that seek to reduce the emissions of cars without changing traffic patterns or personal travel habits. Technological approaches include inspection and maintenance (I&M) programs and reformulated gasoline.

Transitional Conformity Period

Conformity period when ozone non-attainment MPOs must perform both the emissions budget test and the build/no-build test for hydrocarbons. The transitional period begins on the date when the 15 Percent Reasonable Further Progress SIP revision was due and ends when that SIP revision is approved.

Transportation Control Measures (TCM)

A measure that alters personal travel patterns or traffic flow to reduce emissions. TCM includes Transportation Systems Management (TSM) and Transportation Demand Management (TDM).

Vehicle Miles Traveled (VMT) The sum of distances traveled by all motor vehicles in a specified region.

Volatile Organic Compounds (VOC)

Another name for hydrocarbons, a precursor of ozone.

ABBREVIATIONS AND ACRONYMS

AASHTO	<i>American Association of State Highway and Transportation Officials</i>
ADA	<i>Americans with Disabilities Act</i>
ADT	<i>Average Daily Traffic</i>
ATP	<i>Active Transportation Plan</i>
ALUC	<i>Airport Land Use Commission</i>
AMPO	<i>Association of Metropolitan Planning Organizations</i>
APTA	<i>American Public Transit Assoc.</i>
ARB	<i>Air Resources Board</i>
BRT	<i>Bus Rapid Transit</i>
CAA	<i>Clean Air Act</i>
CAAA	<i>Clean Air Act Amendment of 2090</i>
CALCOG	<i>California Association of Councils of Governments</i>
CALTRANS	<i>California Department Of Transportation</i>
CALUP	<i>Comprehensive Airport Land Use Plan</i>
CARB	<i>California Air Resource Board</i>
CCAA	<i>California Clean Air Act of 2088</i>
CEQA	<i>California Environmental Quality Act of 2070</i>
CHP	<i>California Highway Patrol</i>
CIP	<i>Capital Improvement Program</i>
CMAQ	<i>Congestion Mitigation and Air Quality Improvement Program</i>
CMP	<i>Congestion Management Process</i>
CNG	<i>Compressed Natural Gas</i>
COG	<i>Council of Governments</i>
CSMP	<i>Congestion System Management Plan</i>
CTA	<i>California Transit Association</i>
CTC	<i>California Transportation Commission</i>
DOT	<i>Department Of Transportation</i>
EIR	<i>Environmental Impact Report</i>
EMFAC	<i>Emissions Factors (model)</i>
EPSP	<i>Expedited Project Selection Procedures</i>
FCAA	<i>Federal Clean Air Act</i>
FHWA	<i>Federal Highway Administration</i>
FTA	<i>Federal Transit Administration</i>
FTIP	<i>Federal Transportation Improvement Program</i>
HOV	<i>High Occupancy Vehicle</i>
HOT	<i>High Occupancy Toll</i>
HSRA	<i>High Speed Rail Authority</i>
IRRS	<i>Interregional Road System</i>
ITIP	<i>Interregional Transportation Improvement Program</i>
ITS	<i>Intelligent Transportation Systems</i>
LAFCo	<i>Local Agency Formation Commission</i>
LNG	<i>Liquefied Natural Gas</i>
LOS	<i>Level of Service</i>
LRTP	<i>Long Range Transit Plan</i>
LTC	<i>Local Transportation Commission</i>
LTF	<i>Local Transportation Fund</i>
MPO	<i>Metropolitan Planning Organization</i>
NAAQS	<i>National Ambient Air Quality Standards</i>
NARC	<i>National Association of Regional Councils</i>
NEPA	<i>National Environmental Policy Act</i>
NHS	<i>National Highway System</i>
OWP	<i>Overall Work Program</i>
PAC	<i>Policy Advisory Committee</i>
PID	<i>Project Initiation Document</i>

PMS	<i>Pavement Management System</i>
PPP	<i>Public Participation Plan</i>
PSR	<i>Project Study Report</i>
ROG	<i>Reactive Organic Gases</i>
RTIP	<i>Regional Transportation Improvement Program</i>
RTP	<i>Regional Transportation Plan</i>
RTPA	<i>Regional Transportation Planning Agency</i>
SCS	<i>Sustainable Communities Strategy</i>
SGR	<i>State of Good Repair</i>
SHOPP	<i>State Highway Operation & Protection Plan</i>
SIP	<i>State Implementation Plan</i>
SOV	<i>Single Occupancy Vehicle</i>
S RTP	<i>Short Range Transit Plan</i>
SSTAC	<i>Social Service Transportation Advisory Council</i>
STA	<i>State Transit Assistance</i>
STIP	<i>State Transportation Improvement Program</i>
STBGP	<i>Surface Transportation Block Grant Program</i>
SJVAPCD	<i>San Joaquin Valley Air Pollution Control District</i>
TAC	<i>Technical Advisory Committee</i>
TAZ	<i>Traffic Analysis Zone</i>
TCAG	<i>Tulare County Association of Governments</i>
TCM	<i>Transportation Control Measure</i>
TCR	<i>Transportation Concept Report</i>
TCTA	<i>Tulare County Transportation Authority</i>
TDA	<i>Transportation Development Act</i>
TDM	<i>Transportation Demand Management</i>
TDP	<i>Transit Development Plan</i>
TIF	<i>Transportation Impact Fee</i>
TMA	<i>Transportation Management Area</i>
TOD	<i>Transit Oriented Development</i>
TPA	<i>Transportation Planning Agency</i>