TULARE COUNTY ASSOCIATION OF GOVERNMENTS

2022/2023 Overall Work Plan

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CONTENTS

INTRODUCTION		1
	SOCIATION OF GOVERNMENTS DESIGNATIONS	
ORGANIZATION OF	ГСАG	2
TCAG ORGANIZAT	IONAL CHART	4
BOARD OF GOVERN	ORS	5
COMMITTEES		5
TRANSPORTATION P	OLICY ADVISORY COMMITTEE	5
TULARE COUNTY TR	ANSPORTATION AUTHORITY AND	5
	le Abatement (AVA) Authority	
	RY COMMITTEE	
	ANSPORTATION ADVISORY COUNCIL	
	ORECASTING MODEL TECHNICAL ADVISORY COMMITTEE (TFMTAC)	
	is' Oversight Committee	
	ATION ADVISORY COMMITTEE	
	AGEMENT PROCESS STEERING COMMITTEE	
SUSTAINABLE CORR	IDOR COMMITTEES	9
CERTIFICATION PR	OCEDURE AND CRITERIA	
TCAG FUNDING PR	IORITIES	12
STATE AND FEDER	AL FUNDING PRIORITIES	
WORK ELEMENT:	601.01 TRANSIT ADMINISTRATION & PROJECT IMPLEMENTATION	15
WORK ELEMENT:	601.02 TCAG ADMINISTRATION	
WORK ELEMENT:	601.04 OFFICE EXPENSES AND FIXED ASSETS	23
WORK ELEMENT:	601.06 OVERALL WORK PROGRAM AND BUDGET	25
WORK ELEMENT:	601.08 ADVOCACY	28
WORK ELEMENT:	601.09 PERFORMANCE MEASURES	
WORK ELEMENT:	601.10 VALLEY PLANNING ASSISTANCE	
WORK ELEMENT:	602.01 REGIONAL TRANSPORTATION PLAN	
WORK ELEMENT:	602.02 TRAFFIC FORECASTING / MODEL DEVELOPMENT	
WORK ELEMENT:	602.03 ACTIVE TRANSPORTATION PLANNING	40
WORK ELEMENT:	602.04 TRANSIT PLANNING AND COORDINATION	43
WORK ELEMENT:	602.04-1050 CROSS VALLEY CORRIDOR TRANSIT DEVELOPMENT PLAN (TDP)	46
WORK ELEMENT:	602.06 SPECIAL TRANSPORTATION PROJECT STUDIES	

WORK ELEMENT:	602.07 SPECIAL TRANSPORTATION PROJECT STUDIES (NON-FEDERAL)
WORK ELEMENT:	602.10-1121 SUSTAINABLE COMMUNITIES PLANNING GRANTS-ENVIRONMENTAL JUSTICE AND HEALTH IMPACT ASSESSMENTS (FY20/21)53
WORK ELEMENT:	602.10-1221 SUSTAINABLE COMMUNITIES PLANNING GRANTS-SUSTAINABLE COMMUNITIES STRATEGY (FY20/21)
WORK ELEMENT:	602.10-1322 SUSTAINABLE COMMUNITIES PLANNING GRANTS- ACTIVITY-BASED MODEL BASE-YEAR UPDATE AND ENHANCEMENTS (FY21/22)57
WORK ELEMENT:	602.10-1422 SUSTAINABLE COMMUNITIES PLANNING GRANTS-ATP TRIBE (FY21/22)
WORK ELEMENT:	602.10-1522 SUSTAINABLE COMMUNITIES PLANNING GRANTS-REGIONAL TRANSIT OUTREACH (FY21/22)61
WORK ELEMENT:	602.10-1623 ABM DEVELOPMENT FY 22/2363
WORK ELEMENT:	602.10-1723 ROADWAY SAFETY PLAN CITY OF TULARE FY 22/2365
WORK ELEMENT:	602.10-1823 CONSOLIDATED TRANSPORTATION AGENCY PLANNING FY22/2367
WORK ELEMENT:	602.15 SUSTAINABLE CORRIDOR70
WORK ELEMENT:	603.02 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)72
WORK ELEMENT:	604.01 TRANSPORTATION IMPROVEMENT PROGRAM74
WORK ELEMENT:	605.01 CONGESTION MANAGEMENT PROCESS (CMP)77
WORK ELEMENT:	610.01 AIR QUALITY PLANNING AND ANALYSIS80
WORK ELEMENT:	620.01 VALLEYWIDE COORDINATION84
WORK ELEMENT:	620.02 GOODS MOVEMENT
WORK ELEMENT:	650.01 PUBLIC INFORMATION AND PARTICIPATION
WORK ELEMENT:	670.05 LOCAL COORDINATION AND PROJECT IMPLEMENTATION94
WORK ELEMENT:	670.07 ABANDONED VEHICLE ABATEMENT97
WORK ELEMENT:	670.10 REGIONAL HOUSING
WORK ELEMENT:	680.02 FILM PROMOTION
WORK ELEMENT:	700.01 MEASURE R ADMINISTRATION AND PLANNING103
WORK ELEMENT:	700.02 MEASURE R: SANTA FE TRAIL CONNECTION
WORK ELEMENT:	800.01 LAFCO
WORK ELEMENT:	825.01 TCRTA

2022/2023 OVERALL WORK SUMMARY	111
PL FUNDS AVAILABLE	
REVENUES EXPENDITURES	
EXPENDITURES	116
APPENDIX	119
SB1 TABLE FY 2022/2023	
PLANNING ACTIVITIES FY 2022/2023	
OWP APPROVING RESOLUTION	124
CERTIFICATIONS & ASSURANNCES	126
GLOSSARY OF TERMS AND DEFINITIONS	

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:

- 3,605 miles county roads (fifth largest in the state);
- 1,162 miles of city streets;
- 342 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 Four (4) 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-<u>C</u>s) 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-atlarge, 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.

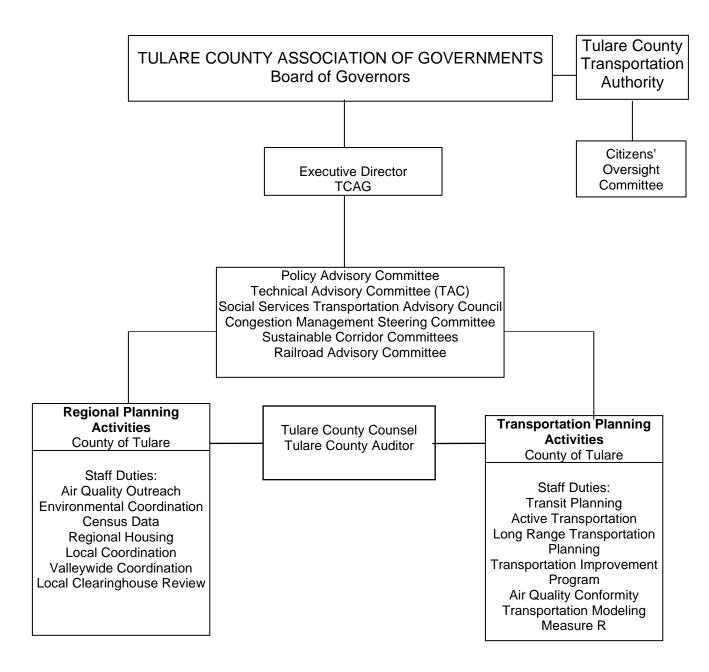
TCAG's Technical Advisory Committee is comprised of each City's City Manager, the County Administrative Officer (or their designees) and a representative from the Tule River Tribal Council.

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	
Frankie Alves	City of Exeter	
Paul Boyer	City of Farmersville	
Ramona Caudillo	City of Lindsay	
Martha A Flores – Vice Chair	City of Porterville	
Terry Sayre	City of Tulare	
Brian Poochigian	City of Visalia	
Rudy Mendoza	City of Woodlake	
Greg Gomez	Public Transit Provider Representative	
Tyrone Holscher	Member-at-large	
Vicki Riddle	Member-at-large	
Pamela K Whitmire	Member-at-large	
Larry Micari	Supervisor, District 1	
Pete Vander Poel, III - Chair	Supervisor, District 2	
Amy Shuklian	Supervisor, District 3	
Eddie Valero	Supervisor, District 4	
Dennis Townsend	Supervisor, District 5	
Diana Gomez	Caltrans	

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
Marc Mondell	City of Tulare
Leslie Caviglia	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,Chair	Potential Transit User Over 60 Years of Age
Rebecca Donabed, Vice Chair	Potential Transit User, disabled
Glen Stewart	Potential Transit Uers, disabled
Michael Equibel	Social Service Provider for seniors
John Mauro	Social Service Provider for seniors
Mark Michaelian	Social Service Provider for disabled
Norma Verduzco	Social Service Provider for disabled
Albert Cendejas	Social Service Provider for Persons of Limited Means
Teresa Ortega	Transit Operator
Angelina Soper	Transit Operator
Vacant	Potential Transit User from Local Youth
Vacant	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. During FY 2022/23, the first validated version of TCAG's new activity-based regional model is expected to be available for presentation to, and discussion by, the TFMTAC. The committee will have an important advisory role in the planned implementation of the new model with the development of the 2026 RTP/SCS update.

Vacant
Mike Miller
Vacant
Nick Mascia
Vacant
David Berggren

City of Dinuba City of Tulare City of Farmersville City of Visalia City of Porterville Caltrans, District 6

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 vacant Lisa Wallis-Dutra Monique Mello Michael Camarena, Vice-Chair Richard Tree vacant Mark Wall/Grant Barnes Russ Dahler vacant Jan Bowen Frank Senteno or Rebecca Keenan Jose Ruiz-Salas/Sharon Minnick Michael Winton Gracie Johnson Dadra Damirez	California Highway Patrol City of Dinuba City of Farmersville (QK) City of Woodlake (QK) City of Voodlake (QK) City of Porterville County of Tulare City of Visalia Waterways & Trails Committee City of Exeter City of Exeter City of Tulare City of Tulare City of Visalia Tulare County Public Health Tulare County Resource Management Agency (RMA) Tulare County Sheriff Caltrare District 6
Gracie Johnson Pedro Ramirez	Tulare County Sheriff 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/SCS, recommend 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 providing feedback on adjustments to the TCAG planning process proposed in order to meet changing federal and state requirements.

George Avila	City of Dinuba
Neyba Amezcua	City of Lindsay
Javier Sanchez	City of Porterville
Mike Miller	City of Tulare
Vacant	City of Visalia
Jason Waters	City of Woodlake
Mike Winton	County of Tulare (Chair)
Mike Navarro	Caltrans District 6
John Liu	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

Dennis Townsend, Elected Official Martha Flores, Elected Official Michael Navarro, Caltrans Aaron Bock/Michael Winton, County of Tulare Eddie Wendt/Daymon Qualls, City of Exeter Jeff Cowart/Neyba Amezcua, City of Lindsay Jason Ridenour, City of Porterville Karl Schoettler, Planner Kasia Poleszczuk,TCAG Derek Winning, TCAG Brad Cole,Caltrans	Member Member Member Member Member Member Staff Staff
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State Route 99 Sustainable Corridor Committee

Eddie Valero, Elected Official	Member
Pete Vander Poel, Elected Official	Member
Michael Navarro, Caltrans	Member
Michael Washam/Aaron Bock, County of Tulare	Member
Jan Bowen, City of Tulare	Member
Karl Schoettler, Planner	Member
Derek Winning, TCAG	Saff
Kasia Poleszczuk, TCAG	Staff
Brad Cole, Caltrans	Staff

State Route 190 Sustainable Corridor Committee

Dennis Townsend, Elected Official	Member
Martha Flores, Elected Official	Member
Michael Navarro, Caltrans	Member
Aaron Bock, County of Tulare	Member
Jason Ridenour, City of Porterville	Member
Karl Schoettler, Planner	Member
Derek Winning, TCAG	Staff
Kasia Poleszczuk, TCAG	Staff
Brad Cole, Caltrans	Staff

State Route 198 Sustainable Corridor Committee

Member Member Member Member Member Staff Staff

Amy Shuklian, Elected Official
Larry Micari, Elected Official
Eddie Wendt, City of Exeter
Michael Navarro, Caltrans
Aaron Bock, County of Tulare
Nick Macia, City of Visalia
Karl Schoettler, Planner
Kasia Poleszczuk, TCAG
Derek Winning, TCAG
Brad Cole, Caltrans

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.
- 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)
- 3. Intelligent Transportation Systems (ITS) regional updates. (603.02)
- 4. Travel demand forecasting and model development. (602.02, 602.10-1322)

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 quality planning programs and documents. This in turn leads to more and better investment of State and Federal transportation funding in the region.

In FY 2021/22 the **Congestion Management Process** will be comprehensively reviewed and updated in coordination with the on-going RTP/SCS update. This work was begun in the previous fiscal year. Work will continue on integration with project selection and monitoring of key corridors. In addition, work will focus on better forecasting and addressing intermittent congestion issues and to improving mobility for persons and goods in urban and rural communities.

TCAG adopted an update to the 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. In FY 2021/22 TCAG, with coordination from stakeholders involved in ITS in the region, will review the architecture database, to determine if modifications need to be made. The availability of an up-to-date regional ITS architecture is important, as it allows jurisdictions to request federal project funding or programming, since projects must be consistent with the area's regional ITS architecture to receive federal funds.

TCAC's **Regional Travel Demand Forecasting Model** was last officially updated in 2018 (with the adoption of the current RTP/SCS). In FY 2021/22, TCAG will continue a multi-year project to update modeling capabilities both to keep up with federal and state standards for MPOs and to enhance to regional model as a tool for planning that helps TCAG, its planning partners and other stakeholders to assess policy and strategy options in light of rapidly changing and uncertain demographic, economic and technological trends.

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, the tribe, 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.

Toll Credits are being used as match for federal funds within this OWP. Matching rate is 11.47% for toll credits for a total of \$160,722 PL, and \$37,156 FTA.

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:

- 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 the 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.

FAST Act Planning Factors	CONSIDERED BY TCAG/TPA WORK
	ELEMENT:
Economic Vitality	601.01,601.02,601.08,602.03,602.04,
	603.02,700.01
Safety	601.08,601.09,602.01,602.02,620.02,
	602.03,602.04, 603.02,700.01
Increase Mobility and Accessibility	601.01,601.08,602.01,602.02,605.01,
	602.03,602.04, 603.02,700.01
Security	601.08,602.01,602.02,602.03,602.04,
	603.02,700.01
Quality of Life	601.01,601.08,601.09,602.01,602.02,
	610.01,602.03,602.04, 603.02,700.01
Multimodal Integration	601.01,601.08,602.01,602.02,602.03,
	602.04, 603.02,700.01
System Management	601.01,601.08,601.09,602.01,602.02,
	605.01,620.02,602.03,602.04,
	603.02,700.01
Preservation	601.08,602.01,602.02,602.03,602.04,
	603.02,700.01
Resiliency and Reliability	601.08,602.01,602.02,610.01,602.03,
	602.04, 603.02,700.01
Travel and Tourism	601.08,602.01,602.03,602.04,
	603.02,700.01 asis Areas identified are not the new

*Note: The Planning Emphasis Areas identified are not the new FHWA/FTA jointly issued 2021 Planning Emphasis Areas and TCAG is working to update the PEA's within the next fiscal year.

WORK ELEMENTS

SUB CATEGORY	601 ADMINISTRATION
WORK ELEMENT:	601.01 Transit Administration & Project Implementation
PURPOSE:	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. 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. Manage preparation of fiscal and performance audits. Prepare, program, and process applications and projects for FTA Programs such as 5311, 5307, 5339, and 5310. Implement the Tulare County Coordinated Transportation Plan. Allocate and coordinate funds under the California transit Cap and Trade program: Low Carbon Transit Operations Program (LCTOP). Coordinate regional programs, including the T-Pass, COS student pass and route planning. Convene and coordinate SSTAC meetings. Manage Annual Unmet Needs Process. Prepare annual Unmet Needs Analysis Report. Assist with, prepare, and review transit provider plans, Paratransit Plans, Transit Asset Management Plans, Safety Plans, and more. Assist in the continued development of the TCRTA. Ensure the TCRTA meets requirements as a new agency. Assist agencies in coordinating transit systems and services.
PRODUCTS:	 LTF and STA transit claims for the cities and county for 2022/23 LTF and STA apportionments for 2022/23 COS transit pass funding allocations and ridership totals FTA project programming LCTOP allocations Triennial Performance Audits Fiscal Audits Project List for 2022/23 SGR Program Annual Unmet Needs Findings and Report

DISCUSSION:

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), proof of performance audit compliance, California Highway Patrol inspections, efficiency calculations, budget submittals, etc. TCAG staff processes and

W.E 601.01 Transit Administration & Project Implementation

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.

W.E 601.01 Transit Administration & Project Implementation

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 22 – Jun 23	TDA Funding
Review and process LTF and STA claims	TCAG Staff	5	Dec 22 – Jun 23	TDA Funding
Coordinate State of Good Repair Project Lists	TCAG Staff	3	Jul 22 – Nov 22	TDA Funding
Update TDA Manual as needed	TCAG Staff	3	Jul 22 – Jun 23	TDA Funding
Monitor Triennial Performance Audit recommendation implementation	TCAG Staff	3	Jul 22 – Jun 23	TDA Funding
Manage FTA funding programs	TCAG Staff	5	Jul 22 – Jun 23	TDA Funding
Manage and Convene the SSTAC	TCAG Staff	5	Aug 22, Nov 22, Feb 23, May 23	TDA Funding
Coordinate and disperse funds for the COS Student Transit Pass Program	TCAG Staff	3	Jul 22 – Jun 23	TDA Funding
Prepare LCTOP allocations	TCAG Staff	3	Jan 23 – Apr 23	TDA Funding
Assist agencies in plan and program development, and regional coordination implementation	Consultant and TCAG Staff	25	Jul 22 – Jun 23	TDA Funding
Conduct Annual Unmet Needs process and findings	TCAG Staff	10	Jan 23 - Jul 22	TDA Funding
Prepare 2022 Triennial Performance Audits	Consultant and TCAG Staff	5	Nov 22 – Jun 23	TDA Funding
Prepare Annual Unmet Needs Analysis Report	TCAG Staff	10	Jul 22 – Dec 22	TDA Funding

Assist in implementation of Tulare County Regional Transit Agency	Consultant and TCAG Staff	14	Jul 22 – Jun 23	TDA Funding
Coordinate Annual Fiscal Audits	Consultant	3	Jul 22 – Apr 23	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	227,000	TCAG Staff	122,000
		Consultant	105,000
Total Revenues	227,000	Total Expenditures	227,000

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

TCAG is required 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 them. In addition, TCAG advertises to the public, creates agenda items, oversees administration of board member appointments, Form 700-<u>California Fair Political Practices Commission</u> 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 as 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, 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 Awards Luncheon:

TCAG hosts the Annual Local Motion Awards 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 and assessment, follow up with the requesting agency, composing agenda items for TCAG Board review and drafting letters before and after the Board decision 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 22 – Jun 23	Local Contribution		
Maintain all TCAG records, agreements, and governing documents	TCAG Staff	15	Jul 22 – Jun 23	Local Contribution		
Take meeting minutes and attend monthly and/or quarterly TAC,TCAG and other board and committee meetings	TCAG Staff	20	Jul 22 – Jun 23	Local Contribution		
Provide general administrative support	TCAG Staff	5	Jul 22 – Jun 23	Local Contribution		
Produce and Maintain Procedures Manual for Administration	TCAG Staff	5	Jul 22 – Jun 23	Local Contribution		
Coordinate venue location, sponsorship coordination efforts, public outreach for registration of Local Motion Awards, work with selection committee, order trophies, and design and create flyers, poster boards, other media, and decorations as needed	TCAG Staff	10	Jul 22 – Jun 23	Local Contribution		
Annual TCAG Audit	TCAG Staff and Consultant	10	Nov 22 – Mar 23	Local Contribution		
Area-wide Clearinghouse Review	TCAG Staff	2	Jul 22 – Jun 23	Local Contribution		
Schedule training and travel at request	TCAG Staff	2	Jul 22 – Jun 23	Local Contribution		
Schedule and coordinate the Local Motion Program	TCAG Staff	4	Jul 22 – Jun 23	Local Contribution		
Coordinate government to government consultation and collaboration efforts with the Tule River Indian Tribal Council	TCAG Staff	2	Jul 22 – Jun 23	Local Contribution		
OWP budget review, invoicing and reconciliations	TCAG Staff	15	Jul 22 – Jun 23	Local Contributions		

W. E. 601.02 TCAG Administration

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PREVIOUS WORK: This 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 2022. Local Clearing House reviews as applicable. Fiscal year end FY 20/21 financial audit, and state controllers report completed. OWP invoicing for FY20/21 and 21/22 concluded.

	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	237,439	TCAG Staff	144,619
		Memberships	2,870
		Consultant	33,000
		Training	3,100
		Transportation and Travel	3,850
		County Counsel	15,000
		Auditor	1,000
		Special Dept Exp	34,000
Total Revenues	237,439	Total Expenditures	237,439

W. E. 601.02 TCAG Administration

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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 22 – Jun 23	Local Contributions
Maintenance of existing equipment	N/A	10	Jul 22 – Jun 23	Local Contributions
Purchase of computer hardware and software upgrades and office furniture	N/A	15	Jul 22 – Jun 23	Local Contributions
Purchase replacement vehicle/EV Charging Station	N/A	10	Jul 22 – Jun 23	Local Contributions/Oth Grants
Procurement of County of Tulare Services, dues, subscriptions, licenses	N/A	20	Jul 22 – Jun 23	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. Assisted with the implementation and administrative support of TCRTA.

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	443,661	County of Tulare	185,605
Other Grants	66,400	Insurance	6,535
		Office Expense	20,000
		Rent	157,024
		Special Dept Expense	120,818
		Dues/Subscriptions/Licenses	1,820
		Utilities	15,259
		Office Equipment	3,000
Total Revenues	510,061	Total Expenditures	510,061

W.E. 601.04 Office Expenses/Fixed Assets

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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.Engage in OWP Coordination and Development meetings. Prepare amendments as needed to OWP and Prepare the final year end package.
PRODUCTS:	Annual Overall Work Program (OWP). OWP Coordination and Development meeting, Amendents, and submittal of the Year- End package

DISCUSSION:

Development of the next fiscal year's annual overall work plan (OWP) is started late December and continues on through March. This development includes an OWP Coordination and Development meeting with Caltrans and other partners. 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 including OWP Coordination and Development meeting.	TCAG Staff	50	Dec 22 – Feb 23	PL Funding/Member Dues/Reserves
Preparation of OWP Amendments	TCAG Staff	10	Jul 22 – Jun 23	PL Funding/Member Dues/Reserves
Printed and electronic draft is sent to Caltrans, FTA, & FHWA	TCAG Staff	5	Mar22	PL Funding/Member Dues/Reserves
Draft OWP is presented at Board Meeting for review	TCAG Staff	5	Mar 23, Apr 23	PL Funding/Member Dues/Reserves
Review and incorporation of Caltrans, FTA & FHWA comments	TCAG Staff	10	Mar, Apr 23	PL Funding/Member Dues/Reserves
Final Preparation and approval of OWP by Board, Caltrans, FTA & FHWA	TCAG Staff	10	May 23	PL Funding/Member Dues/Reserves
Submission of Year End Package	TCAG Staff	10	Jun 23	PL Funding/Member Dues/Reserves

601.06 Overall Work Program and Budget

PREVIOUS WORK:

This is an ongoing work element. Work completed includes development, preparation, review, approval and submittal of 2021/22 OWP as well as any amendments to the OWP and a final year end package.

	DOLLARS	EXPENDITURES	DOLLARS
Member Dues	1,000	TCAG Staff	78,000
FHWA PL (carryover)	20,000	Print Services	1,500
FHWA PL	51,500		
TCAG Reserves	7,000		
Total Revenues	79,500	Total Expenditures	79,500
Toll Credits(PL&Carryover) (Not Revenues)	8,201		

601.06 Overall Work Program and Budget

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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 Governments (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.

W.E. 601.08 Advocacy

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
TCAG/Valley Voice Delegates to Washington D.C. and Sacramento	Consultant	40	Sep 22Sept 22 – Jun 23	Local Contributions / Member Dues
Legislative Tracking and Reporting	Consultant	25	Jul 22 – Jun 23	Local Contributions / Member Dues
Participate in CALCOG,NARC,CTS,SJVAPCD and State, Valley COG and RTPA meetings	TCAG Staff	25	Jul 22 – Jun 23	Local Contributions / Member Dues
Conduct monthly board meetings/workshops to review status of transportation issues and impacts to Tulare County	TCAG Staff	10	Jul 22 – Jun 23	Local Contributions / Member Dues

PREVIOUS WORK:

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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Member Dues	140,500	TCAG Staff	67,990
Local Contribution	83,456	Memberships	12,466
		Consultant	112,000
		Transportation and Travel	30,500
		Print Services	1,000
Total Revenues	223,956	Total Expenditures	223,956

W.E. 601.08 Advocacy

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 :	2023 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 NHS, Freight, and CMAQ Measures (PM3) Target Adoption Performance Measures Template and Reporting Workbook for the 2023 Federal Transportation Improvement Program

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 23	PL Funding
Participate in training, workshops, meetings and related performance measures activities	TCAG Staff	25	Jul 22 – Jun 23	PL Funding
Assist member agencies to plan and program projects that contribute to the achievement of performance targets	TCAG Staff	25	Jul 22 – Jun 23	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 22 – Jun 23	PL Funding

PREVIOUS AND CONTINUING WORK:

Support of Caltrans PM1 performance measures approved by TCAG Board in February 2022. Continue to work with Caltrans and member agencies to plan and program projects that support the Caltrans adopted performance measure for PM1, PM2, and PM3 and the adopted Transit Asset Management Targets. Prepare FTIP Performance Measures Template and Reporting Workbook for inclusion in the 2023 Federal Transportation Improvement Program.

W. E. 601.09 Performance Measures

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	12,000	TCAG Staff	15,000
FHWA PL (carryover)	3,000		
Total Revenues	15,000	Total Expenditures	15,000
Toll Credits(PL&Carryover) (Not Revenues)	1,721		

SUBCATEGORY:	601 ADMINISTRATION
WORK ELEMENT:	601.10 Valley Planning Assistance
PURPOSE:	To provide transportation planning assistance to San Joaquin Valley Agencies
PRODUCTS :	Document review and provision of data

TCAG, as the Tulare County Metropolitan Planning Organization and Regional Transportation Planning Agency, works in concert and via Memorandums of Understanding with the seven other MPOs and RTPAs in the San Joaquin Valley. Due to staffing shortages in other agencies and/or TCAG staff expertise, TCAG staff may assist other agencies on transportation planning tasks as needed by agreement between TCAG and the partner agency. In fiscal year 2021/22 TCAG assisted the Merced County Association of Governments with transportation planning tasks related to the Regional Transportation Plan (RTP) per written agreement between the agencies. This work continues in FY 22/23.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Planning Assistance	TCAG Staff	100	Jun 22-Jul 23	Other funding

PREVIOUS WORK: Assistance to Merced County Association of Governments

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Other Grants & Misc Revenues	25,000	TCAG Staff	25,000
Total Revenues	25,000	Total Expenditures	25,000

W. E. 601.10 Valley Planning Assistance

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:	Regional Transportation Plan (RTP) final report completion expected in August 2022. Facilitate review of final documents with Federal and State Agencies.

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 quidelines adopted by the CTC."

The 2022 RTP integrates multiple planning processes. A Sustainable Communities Strategy (SCS), a requirement of Senate Bill 375, is included as part of the 2022 RTP. This involves 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 is integrated into the 2022 RTP is the inclusion of performance measures. The 2022 RTP and associated documents will likely be adopted in the early part of the 2022/23 fiscal year.

Work on the RTP update has been ongoing and should conclude in 2022/23. This work included the regional travel model, planning and public outreach, development of the Policy, Action and Finance Elements. Work included a Goods Movement Chapter, Valleywide Chapter, Executive Summary, Sustainable Communities Strategy, Air Quality Conformity Analysis, Environmental Impact Report, Environmental Justice Report, Health Impact Analysis, Congested Management Process, Public Outreach efforts (including outreact to the Tule River Tribe), Long Range Transit Plan Updates, Regional Active Transportation Plan Updates, Regional Housing Needs Assessment, and references to various existing transit plans, complete streets plans, regional blueprint and greenprint and sustainability studies

The RTP Roundtable, Rural Communities Committee, and Regional Housing Needs Allocation Committee met regularly during the process to review work and provide input.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Maintain Fast Act compliance	TCAG Staff	1	Jul 22 – Jun 23	PL Funding
RHNA Finalization and Transition to Regional Housing Element	TCAG Staff	10	Jul 22 – Jun 23	State Funding
Conclude Public Review Process and Bring to TCAG Board for Final Action	TCAG Staff	79	Jul 22 – Jun 23	PL Funding
Process RTP Amendments	TCAG Staff	5	Jul 22 – Jun 23	PL Funding
Coordinate, consult, and collaborate with Tule River Indian Tribal Council Evaluate National Planning Emphasis Areas for implementation in 2022 RTP	TCAG Staff	5	Jul 22 – Jun 23	PL Funding

W.E. 602.01 Regional Transportation Plan

PREVIOUS WORK: Adopted 2018 RTP, EIR, and SCS (Air Quality Conformity under Work Element 610.01.) .) Initiated RTP Roundtable Meetings, Rural Communities Committee Meetings, CEQA Analysis, Modeling Efforts RHNA Determination, Air Quality Conformity, Policy Element, Draft Financial Element, Draft Action Element and Public Outreach including to the Tribe.

> RTP Roundtable Meetings Rural Communities Committee Meetings Continuing CEQA Analysis Continuing Modeling Efforts Draft RHNA Determination (February 2022) Draft Air Quality Conformity (February 2022) Draft Policy Element (February 2022) Draft Financial Element (February 2022) Draft Action Element (February 2022) Public Outreach including the Tribe

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	5,000	TCAG Staff	45,000
FHWA PL	75,000	County Counsel	15,000
		Print Services	20,000
Total Revenues	80,000	Total Expenditures	80,000
Toll Credits(PL&Carryover) (Not Revenues)	9,176		

W.E. 602.01 Regional Transportation Plan

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:	 Model Forecast Data for Air quality studies and FTIP amendment as necessary (approximately quarterly) Updated road and transit network and model documentation Calibration and validation reports TDM socioeconomic data input files based on the growth forecast.
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 (SJVMIP). The SJVMIP 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 SJVMIP 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.) During the 2021/22 fiscal year, work focused on completing the development of updated road and transit networks, socioeconomic data, and growth forecasts, along with recalibration and revalidation for the the 2022 RTP/SCS update, which is targeted for completion by July, 2022.

Parallel with updating the SVJMIP2 model for the 2022 RTP/SCS, TCAG has pursued the development of a new regional model of a different design. This new model is "activity based", as opposed to SJVMIP2 which is a "trip based" four-step model. The activity based model (ABM) requires a generally greater investment, including staff hours and computer run times, however it is capable of producing rich output sets and will probably be more sensitive, especially to land use and socio-economic variables. Because of these capabilities, development of the ABM has, so far, mostly been done with resources from State-funded Sustainable Communities Planning grants. By the end of FY 2021/22, the TCAG ABM is expected to have an initial validation to 2015 base year and be ready for update to a newer base year. (The final choice of the new base year is still somewhat dependent on pandemic-related factors.) A large part of the base year update work is expected to b performed during FY 2022/23 and be completed in the following year. If this is successful, the ABM will then become the primary TCAG regional model for accomplishing the purpose of this work element. As the ABM becomes established as the primary forecasting tool for regional transportation planning and air quality conformity demonstrations, a greater propotion of effort for its upgrading and maintenance will be in this work element.

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

W.E. 602.02 Traffic Forecasting / Model Development

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	50	Jul 22 – Jun 23	PL Funding
Scenario development and model runs for RTP update, TIP amendments and updates and air quality conformity.	TCAG Staff and Consultant	5	Jul 22 – Jun 23	PL Funding
Coordinate with Valley-wide and State-wide modeling forums.	TCAG Staff and Consultant	5	Jul 22 – Jun 23	PL Funding
Modeling for air quality and congestions management planning.	TCAG Staff and Consultant	25	Jul 22 – Jun 23	PL Funding
Training to maintain and improve staff modeling knowledge and skills.	TCAG Staff and Consultant	10	Jul 22 – Jun 23	PL Funding
Provide Staff support to the Travel Forecasting Model Technical Advisory Committee (TFMTAC)	TCAG Staff	5	Jul 22 – Jun 23	PL Funding

PREVIOUS WORK:

Master network and socio-economic data updates for the 2022 RTP/SCS. Scenario planning model runs for the 2022 RTP/SCS.

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	179,420	TCAG Staff	284,000
FHWA PL (carryover)	170,980	Consultant	40,000
		Training	5,400
		Transportation and Travel	1,500
		Dues/Subscriptions/Licenses	4,500
		Office Equipment	15,000
Total Revenues	350,400	Total Expenditures	350,400
Toll Credits(PL&Carryover) (Not Revenues)	40,191		

W.E. 602.02 Traffic Forecasting / Model Development

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.03 Active Transportation Planning
PURPOSE: County.	Manage regional level bicycle and pedestrian planning in Tulare
PRODUCTS:	 Active Transportation Outreach and Regional Coordination (quarterly) Local ATP policies and project selection and programming (February) ATAC Meetings (monthly) (see pg. 8)

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 and 2022. The goal of the plan was 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 influenced and guided 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. TCAG will coordinate local bike and pedestrian planning with the current Caltrans effort to create the "Towards an Active California State Bicycle and Pedestrian Plan."

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 tocontinual updating of the Regional Active Transportation Plan (RATP). Final decisions on the RATP updates 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

W.E. 602.03 Active Transportation Planning

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.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Provide grant research and application assistance	TCAG Staff	15	Jul 22 – Jun 23	FTA/PL Funding
Review area bike & pedestrian plans. Update and provide revised Active Transportation data to member agencies	TCAG Staff	10	Jul 22 – Jun 23	FTA/PL Funding
Attend Bicycle & Pedestrian Committee and Community meetings	TCAG Staff	10	Jul 22 – Jun 23	FTA/PL Funding
Bicycle & Pedestrian Safety Outreach, inclusive of Environmental Justice/Disadvantaged Communities	TCAG Staff	30	Jul 22 – Jun 23	FTA/PL Funding
Pedestrian & Bicycle Corridor counts/surveys.	TCAG Staff	10	Oct 22 – Mar 23	FTA/PL Funding
Planning implementation of Regional Active Transportation Plan. Inclusive of coordination and consultation with the Tule River Indian Tribe	TCAG Staff	25	Jul 22 – Jun 23	FTA/PL Funding

PREVIOUS WORK:	2018 Completion of Bike and Stride Outreach Program 2016 Regional Active Transportation Plan incorporated as part of the 2010 RTD (SC
	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.

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	97,517	TCAG Staff	52,000
FTA Section 5303	23,838	Training	500
FHWA PL (carryover)	13,949	Transportation and Travel	500
		Print Services	2,000
		Special Dept Expense	60,000
		Consultant	20,304
Total Revenues	135,304	Total Expenditures	135,304
Toll Credits(5303&Carryover) (Not Revenues)	2,734		
Toll Credits(PL&Carryover) (Not Revenues)	12,785		

W.E. 602.03 Active Transportation Planning

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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:	 2022/23 Monthly Meetings of the Transit Forum Transit Service Changes Updated on Google Transit Outreach material for transit advocacy and regional programs Title VI Program Training Review of funding programs, new regulations, and regulatory changes TCRTA Title VI Plan Updated Coordinated Public Transit-Human Services Transportation Plan

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-todate on Google Transit. Work will occur on integrating demand response-type service into the Google platform. This is a continual task throughout the full fiscal year. 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 training, 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 the first quarter of 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 fiscal year TCAG will review agencies' Federal Zero-Emission Transition Plans and State Zero-Emission Bus Rollout Plans and assist as appropropriate. This coordination is a continual task throughout the full fiscal year with monthly meetings and tasks.

The Coordinated Public Transit-Human Services Transportation Plan will be updated this fiscal year. The Coordinated Plan will identify transit needs of individuals with disabilities, older adults, and people with low incomes, and will provide strategies for meeting these needs.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Monitor, analyze and report on new federal & state transit planning requirements	TCAG Staff	15	Jul 22 – Jun 23	FTA funding first, PL funding second
Assist local agencies including Tribal Government with transit planning efforts	TCAG Staff	20	Jul 22 – Jun 23	FTA funding first, PL funding second
Update and Implement Title VI Plans	TCAG Staff	5	Jul 22 – Jun 23, as needed	FTA funding first, PL funding second
Conduct Transit Forum Meetings	TCAG Staff	10	Jul 22 – Jun 23, monthly	FTA funding first, PL funding second
Passenger Rail Planning and Coordination	TCAG Staff	5	Jul 22 – Jun 23	FTA funding first, PL funding second
Google Transit	TCAG Staff	15	Jul 22 – Jun 23	FTA funding first, PL funding second
Update Coordinated Plan	TCAG Staff	25	Jul 22 – Dec 22	FTA funding first, PL funding second
CalVans Coordination	TCAG Staff	5	Jul 22 – Jun 23	FTA funding first, PL funding second

W.E. 602.04 Transit Planning and Coordination

PREVIOUS WORK:

2021/22 Monthly Transit Forum Meetings Final TCAG 2020 Title VI Plan 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 and the Tulare County Regional Transit Agency Preparation and distribution of public outreach materials: website, surveys, social media posts, printed posters, and videos

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	151,616	TCAG Staff	161,526
FTA Section 5303 (carryover)	105,000	Training	1,650
FTA Section 5303	143,901	Transportation and Travel	1,700
FHWA PL (carryover)	19,359	Print Services	5,000
		Special Dept Expense	250,000
Total Revenues	419,876	Total Expenditures	419,876
Toll Credits(5303&Carryover) (Not Revenues)	28,549		
Toll Credits(PL&Carryover) (Not Revenues)	19,611		

W.E. 602.04 Transit Planning and Coordination

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.04-1050 Cross Valley Corridor Transit Development Plan (TDP)
PURPOSE:	To plan and coordinate regional bus and rail services in the Tulare and Kings County region
PRODUCTS:	 Agendas RFP & Agreement Quarterly Reports and Invoices Current Conditions and Needs Assessment Public Participation and Stakeholder Feedback Action Plan Goals, Objectives, and Performance Measures Operations Plan Capital and Financial Plan Draft and Final TDP

TCAG will serve as the project manager for the Cross Valley Corridor Transit Development Plan (CVC TDP). The plan will pave the way for a connected and coordinated transit system in the Central San Joaquin Valley, primarily in Tulare and Kings Counties. The CVC TDP will evaluate and make specific recommendations for public transit in the region, including, bus, rail, other specialized public transportation services, and active transportation connections. The plan will outline a phased approach to the implementation of the system, starting from short-term bus service expansion to fully-realized regional rail service that connects to the statewide high speed rail system.

TCAG will prepare and issue a Request for Proposals (RFP) and procure a consultant for plan preparation.

While the plan may evolve during its development, the planned components include an assessment of current conditions and needs, outreach with the general public and community stakeholders, the development of goals, objectives, and performance measures, and phased action strategies, operations plan, and capital and financial plan.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Kick-off and Procurement	TCAG Staff	3	Jul 22 – Oct 22	PL Funding
Quarterly Reports and Invoices	TCAG Staff	2	Oct 22, Jan 23, Apr 23	PL Funding
Current Conditions and Needs Assessment	TCAG Staff & Consultant	14	Nov 22 – Jan 23	PL Funding
Public Participation and Stakeholder Feedback	TCAG Staff & Consultant	16	Jan 22 – Apr 23	PL Funding
Action Plan	TCAG Staff & Consultant	17	Mar 22 – May 23	PL Funding
Goals, Objectives, and Performance Measures	TCAG Staff & Consultant	14	Jun 23 - Apr 23	PL Funding
Operations Plan	TCAG Staff & Consultant	17	May 23 – Jun 23	PL Funding
Capital and Financial Plan	TCAG Staff & Consultant	17	Jun 23	PL Funding

W.E. 602.04-1050 Cross Valley Corridor Transit Development Plan

PREVIOUS WORK:

None (new Work Element)

Future Fisal Year Work:

Fiscal Year 2023/2024

Task Description	Work Performed By	Work Schedule	Proposed Funding
Capital and Financial Plan	TCAG Staff & Consultant	Jul 23	PL Funding
Draft and Final TDP	TCAG Staff & Consultant	Aug 23	PL Funding

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	247,980	Consultant	328,545
FTA Section 5303 (carryover)	80,565		
Total Revenues	328,545	Total Expenditures	328,545
Toll Credits(5303&Carryover) (Not Revenues)	9,241		
Toll Credits(PL&Carryover) (Not Revenues)	28,443		

W.E. 602.04-1050 Cross Valley Corridor Transit Development Plan

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SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.06 Special Transportation Project Studies
PURPOSE:	Conduct ad hoc transportation studies on the regional system.
PRODUCTS:	Electricfication Infrastructure Plan for City of Dinuba Pedestrian Corridor connection Plan for City of Woodlake
DISCUSSION:	5

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: https://tularecog.org/tcag/planning/active-transportation-planning/ 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
City of Woodlake Pedestiran Corridor Connection Plan	City of Woodlake and TCAG Staff	100%	Jul 22 – Jun 23	PL Funding
PREVIOUS WORK:	City of Dinuba Electrification Infrastructure Plan 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			

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (CARRYOVER)	30,000	TCAG STAFF	5,000
		City of Woodlake	25,000
TOTAL REVENUES	30,000	Total Expenditures	30,000
TOLL CREDITS(PL&CARRYOVER) (NOT REVENUES)	3,441		

W.E. 602.06 Special Transportation Project Studies

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 Visalia Traffic Study EIR draft scenarios

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	25%	Jul 22 – Jun 23	TDA
City of Visalia Traffic Study	City of Visalia	75%	Jul 22 – Jun 23	City of Visalia
PREVIOUS WORK:	-	-	Streets, ADA and AT Sat	fety Plan

TCRTA was developmed and implemented 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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
TDA	55,000	TCAG Staff	15,000
		City of Visalia	40,000
Total Revenues	55,000	Total Expenditures	55,000

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

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
Quarterly Reports and Invoices	TCAG Staff	5	Oct 22 – Apr 23, quarterly	SB 1 funding 88.53%; Local Contribution 11.47%
Planning and Project Assessments	Consultant and TCAG Staff	40	Jul 22	SB 1 funding 88.53%; Local Contribution 11.47%
Draft EJ and HIA Reports	Consultant and TCAG Staff	35	Aug 22	SB 1 funding 88.53%; Local Contribution 11.47%
Final EJ and HIA Reports	Consultant and TCAG Staff	20	Sep 22	SB 1 funding 88.53%; Local Contribution 11.47%

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

PREVIOUS WORK:

Kick-off meeting agenda, RFP, and Agreement, Existing Conditions, Public Outreach

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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	2,990	TCAG Staff	15,106
SB1 Sustainable Communities Grant	23,076	Consultant	10,960
Total Revenues	26,066	Total Expenditures	26,066

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:	Travel data collection. ABM Calibration/Validation Report to 2015 base year. Team meetings (agendas and materials) User guide, staff training materials.
DISCUSSION:	-

TCAG is updating its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) with a target for adoption in July 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. This 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 created 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. Most of the remaining work for FY 2022/23 are in ABM development and data collection.

This project was awarded SB 1 Sustainable Communities Formula funds in fiscal year 20/21 - \$184,857 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	5	Jul 22 – Jun 23	SB 1 funding 88.53%; Local Contribution 11.47%
Data Collection	TCAG Staff and Consultant	30	Aug 22 – Dec 23	SB 1 funding 88.53%; Local Contribution 11.47%
Activity-based Travel Demand Model (ABM) Calibration to Tulare Region Data	TCAG Staff and Consultant	60	Jul 22 – Jun 23	SB 1 funding 88.53%; Local Contribution 11.47%
Scenario Planning	TCAG Staff and Consultant	5	Jul 22– Aug 22	SB 1 funding 88.53%; Local Contribution 11.47%

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

PREVIOUS WORK: Demographic Forecast, Growth Forecast White Paper, Preliminary ABM Calibration report, agency planning data collection and review, project team meetings, agency follow-up meetings, advisory committee presentations.

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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	11,959	TCAG Staff	30,000
SB1 Sustainable Community Grant	87,153	Consultant	69,112
Total Revenues	99,112	Total Expenditures	99,112

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.10-1322 Sustainable Communities Planning Grants- Activity- based Model Base-year Update and Enhancements (FY21/22)
PURPOSE:	Update ABM to incorporate 2022 Valley Household Travel Survey
PRODUCTS:	Activity-based Model input files, scripting, documentation and training materials.

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, calibarated and validated to 2015 base year data. This phase will update the ABM to incorporate the San Joaquin Valley Househould 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. Deliverables expect for FY 2021/22 will be the RFP, consultant selection agenda items, kickoff meeting and project team meeting agendas and notes. The bulk of the work for this project will be conducted in FY 2022/2023 as indicated in the table below.

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	0	Complete	SB 1 funding 88.53%; Local Contribution 11.47%
Model testing and consultation with Caltrans and local partners	TCAG	10	Jul 22 – Feb 23	SB 1 funding 88.53%; Local Contribution 11.47%
ABM update to 2022 base year and enhancements	Consultant	70	Jul 22 – Feb 23	SB 1 funding 88.53%; Local Contribution 11.47%
Documentation and Training	Consultant	20	Jul 22 – Feb 23	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK:

Kick off meeting and initial consultation

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

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

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.10-1422 Sustainable Communities Planning Grants-ATP Tribe (FY21/22)
PURPOSE:	Prepare an Active Transportation Policy for the Tule River Tribe, that includes a list of projects
PRODUCTS:	Final Plan Document

TCAG will be preparing and Active Transportation Policy for the Tule River Tribe to develop a strategy for active transportation facilities and connections to transit and other important features in the community. This includes supporting urban development patterns and Americans with Disabilities Act (ADA) infrastructure that allow for greater accessibility to transit stops and stations. TCAG continues to improve safety for all users and encourages street connectivity to create a comprehensive, integrated and connected circulation network. This is particularly important for those who rely on transportation infrastructure to be physically active and for students who walk or bike to school. Added benefits include the ability to reduce traffic congestion, improve air quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation. The development of these projects further serve to prevent chronic diseases, reduce motor vehicle related injury and deaths, improve environmental health, stimulate economic development, and ensure access of transportation options for all people.

Active Transportation design treatments will be based on connectivity to the networks for all modes, improving functionality for all users, and incorporating the surrounding context and priorities of the community. The proper application of active transportation concepts will support sustainable growth and preservation of scenic, aesthetic and historic resources. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation.

This projects was awarded SB1 Sustainable Communities Formula funds in fiscal year 21/22 - \$30,000 to work element 602.10-1422 with an expiration date of 2023-2024.

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

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Project Management	TCAG Staff	5	Jul 22 – Feb 23	SB 1 funding 88.53%; Local Contribution 11.47%
Background Section Updates	TCAG Staff	20	Jul 22 – Feb 23	SB 1 funding 88.53%; Local Contribution 11.47%
Public Outreach	TCAG Staff	25	Jul 22 – Feb 23	SB 1 funding 88.53%; Local Contribution 11.47%
Update Priority Projects	TCAG Staff	30	Sep 22 – Feb 23	SB 1 funding 88.53%; Local Contribution 11.47%
Draft and Final Document	TCAG Staff	20	Sep 22 – Feb 23	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	City of Porterville	5,000
TCAG Reserves	5,000	Consultant	30,000
SB1 Sustainable Community Grant	26,559		
Total Revenues	35,000	Total Expenditures	35,000

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 22, Jan 23, Apr 23	SB 1 funding 88.53%; Local Contribution 11.47%
Staff Coordination/Project Management	TCAG Staff	5	Jul 22 – Jun 23	SB 1 funding 88.53%; Local Contribution 11.47%
Development of Outreach Materials and Strategies	TCAG Staff	45	Jul 22 – Jun 23	SB 1 funding 88.53%; Local Contribution 11.47%
Transit Outreach	TCAG Staff	47	Oct 22 – Jun 23	SB 1 funding 88.53%; Local Contribution 11.47%

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

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	12,484	TCAG Staff	40,000
SB1 Sustainable Community Grant	96,358	Consultant	60,000
		Special Dept Expense	8,842
Total Revenues	108,842	Total Expenditures	108,842

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.10-1623 ABM Development FY 22/23
PURPOSE:	Advanced Testing of Updated ABM
PRODUCTS:	Testing outputs, training and documentation.

In Fiscal Year 2017/18, the Tulare County Association of Governments (TCAG) undertook a planning study that applies innovative techniques allowing travel demand and scenario planning models to better capture interactions between neighborhood-scale land use characteristics and travel patterns. A component of this study was the development of an Activity-based Travel Model (ABM). In comparison to TCAG's trip-based model the ABM can provide a much richer set of travel behavior insights for the same forecast. In this way, it supports regional multi-modal transportation and land use planning.

This is also important for such sustainable growth applications as SB 743 (Vehicle Miles Traveled (VMT) impact analysis). In this way contributes to California's GHG reduction targets. Development of an ABM is a modeling best practice cited in the 2017 CTC RTP Guidelines for MPOs. The richer demographic detail derived from the ABM's synthetic population provides details that can help identify and define the transportation needs of disadvantaged communities.

The ABM structure and base-year inputs were completed in Phase One. Phase Two complete calibration and preliminary validation to 2015 base year data. This work element builds on previous ABM development tasks with quality control and testing oriented towards model sensitivity to sustainability measures in the Tulare regional context. This is in preparation for use of the ABM in scenario development for the 2026 RTP/SCS update. TCAG will retain a consulting firm to perform a major role in this work.

This project was awarded SB 1 Sustainable Communities Formula funds in fiscal year 22/23 - \$50,000 to work element 602.10-1623 with an expiration date of 2024-2025.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
ABM Updates and Validation	Consultant	70	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%
ABM Testing	TCAG Staff	10	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%
Documentation	Consultant	15	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%
Training	Consultant	5	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK:

This is a new work element

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	6,478	TCAG Staff	6,478
SB1 Sustainable Community Grant	50,000	Consultant	50,000
Total Revenues	56,478	Total Expenditures	56,478

W.E. 602.10-1623 ABM Development FY 22/23

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.10-1723 Roadway Safety Plan City of Tulare FY 22/23
PURPOSE:	Prepare a Local Roadway Safety Plan for the City of Tulare
PRODUCTS:	Local Roadway Safety Plan

A Local Roadway Safety Plan (LRSP) is a requirement for the City of Tulare to apply for federal HSIP funds. The Highway Safety Improvement Program (HSIP) is a core Federalaid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

The LRSP helps achieve a number of elements of Caltrans' mission and grant program objectives. The LRSP will lead to improved safety and security of the transportation system, as well as improved health outcomes for residents and travelers in the city with the implementation of the planned safety measures and projects. The vast majority of the City of Tulare is disadvantaged (70th percentile or higher) per CalEnviroScreen 4.0, with large swaths on the west and south central areas of the city within the 90-100% category - the highest tier of disadvantaged communities in the state. Transportation safety and performance of the system in disadvantaged communities is a high priority for Caltrans, TCAG, and the city.

The HSIP is legislated under Section 148 of Title 23, *United States Code* (23 U.S.C. 148) and regulated under Part 924 of Title 23, Code of Federal Regulations (23 CFR Part 924). The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects and the Railway-Highway Crossing Program (RHCP), In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads.

This projects was awarded SB1 Sustainable Communities Formula funds in fiscal year 22/23 - \$75,000 to work element 602.10-1723 with an expiration date of 2024-2025.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding	
Background Review, Plan Vision, Goals and Objectives	Consultant and City of Tulare	10	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%	
Stakeholder and Community Engagement	Consultant and City of Tulare	25	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%	
Collision and Roadway Analysis	Consultant and City of Tulare	15	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%	
Emphasis Areas and Countermeasurers	Consultant and City of Tulare	15	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%	
Project Identification, Evaluation and Prioritization	Consultant and City of Tulare	25	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%	
Draft and Final Local Roadway Safety Plan	Consultant and City of Tulare	10	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%	

PREVIOUS WORK:

This is a new work element

W.E. 602.10-1723 Roadway	v Safety P	lan City of Tul	aro FY 22/23
W.E. 002.10-1723 RUauwa	y Salely Fi	ian City of Tur	aie f i 22/23

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	9,717	TCAG Staff	1,000
SB1 Sustainable Community Grant	75,000	City of Tulare	83,717
Total Revenues	84,717	Total Expenditures	84,717

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.10-1823 Consolidated Transportation Agency Planning FY22/23
PURPOSE:	Assess the type of agency/organization in the best position to administer the coordination of services and recommend performance measures to determine the effectiveness of Consolidated Transportation Services Agency (CTSA).
PRODUCTS:	 Coordination of Consolidated Transportation Agency Study List of transportation providers in Tulare County Development of Performance Measures for CTSA.

In 1979, the California Social Services Transportation Improvement Act was passed with the intention that each county establish a Consolidated Transportation Services Agency (CTSA) to better coordinate the many programs serving the transportation needs of seniors, people with disabilities, and others.

TCAG works with a wide range of public and private transportation providers in Tulare County accommodating local travel within the County and regional inter-county travel. Many of these services operate independent of one another. The purpose of the Consolidated Transportation Agency (CTSA) Study is to facilitate coordination of transportation services in Tulare County to reduce gaps in transportation, achieve cost savings, and more efficient use of vehicles and funding resources, and deal with the problem of inefficient or duplicative transportation services.

The CTSA Study will improve the accessibility of the transportation system, particularly for those residents with disabilities, medical issues, and seniors, who are often of limited means or residing in disadvanged communities across Tulare County. Service gaps can be identified and addressed in order to ensure social equity in investment and provision of CTSA-type services. Ineffeciencies or duplications in service discovered can be addressed and resources redirected in order to provide a sustainable and efficient system.

This project was awarded SB1 Sustainable Communities Formula funds in fiscal year 22/23 - \$121,944 to work element 602.10-1823 with an expiration date of 2024-2025.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Definition of CTSAs and an overview of the potential benefits and levels of transportation services coordination.	Consultant	10%	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%
Overview of Tulare County's current CTSA structure and functions.	Consultant	10%	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%
Overview of current public and agency transportation service providers in, and potential CTSA Models for Tulare County. Focusing on near term coordination efforts such as a one stop transportation information call center and trip broker. Identifying Longer term coordination functions such as a center of excellence for operator and mechanic training, sensitivity training, and travel training.	Consultant	25%	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%
Assessment of areas for improved coordination of services, including CTSA transit services, other transit services, and support functions such as maintenance.	Consultant	25%	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%
Identification of potential participating organizations and services they could offer.	Consultant	15%	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%
Feasibility of combining services under a single provider and utilizing technology to obtain and allocate fares to provide the best possible combined transit services.	Consultant	5%	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%
Identification of organizations that can provide actual coordinated services.	Consultant	5%	Jun 22 – Jul 23	SB 1 funding 88.53%; Local Contribution 11.47%
Applicable performance	Consultant	5%	Jun 22 – Jul	SB 1 funding

W.E. 602.10-1823 Consolidated Trans[portation Agency Planning FY 22/23

measures for a provider of	23	88.53%; Local
combined transit services.		Contribution 11.47%

PREVIOUS WORK:

This is a new work element

W.E. 602.10-1823 Consolidated Trans[portation Agency Planning FY 22/23

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	15,799	TCAG Staff	1,000
SB1 Sustainable Community Grant	121,944	Consultant	136,743
Total Revenues	137,743	Total Expenditures	137,743

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.15 Sustainable Corridor
PURPOSE:	Support and admistration for TCAG's Sustainable CorridorCommittees.
PRODUCTS:	Meeting agendas and minutes Special studies Presentations

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 covering State Routes 65, 99, 190, and 198. The work of these committees has become an integral part of regional sustainability planning and implementation of RTP/SCS objectives.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
SCC Administration	TCAG Staff	5	Jun 22 -Jul 23	PL Funding
SCC Meetings	TCAG Staff	45	Jun 22 -Jul 23	PL Funding
Related Meetings	TCAG Staff	30	Jun 22 -Jul 23	PL Funding
Related Studies	TCAG Staff/Consultaton	20	Jun 22 -Jul 23	PL Funding

PREVIOUS WORK:

This is a new work element

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	12,000	TCAG Staff	62,000
FHWA PL	71,104	Special Dept Expense	21,104
Total Revenues	83,104	Total Expenditures	83,104
Toll Credits(PL&Carryover) (Not Revenues)	9,532		

W.E. 602.15 – Sustainable Corridor

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SUBCATEGORY:	603 TRANSPORTATION SYSTEM MANAGEMENT
WORK ELEMENT:	603.02 Intelligent Transportation Systems (ITS)
PURPOSE:	Develop and implement ITS strategies in Tulare County.
PRODUCTS:	 ITS data requested by member agencies. (monthly) Memo on coordination with Valley-wide, State-wide, and Nation-wide ITS architecture ITS Committee meeting agendas and notes Updated Strategic Deployment Plan and Regional ITS Architechture

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. In FY 2021/22 a consultation agreement was executed for a comprehensive update to the SDP and on-call ITS support. FY 2022/23 will focus on completion of the SDP updates in coordination with regional ITS stakeholders..

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 or 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	10	Jul 22 – Jun 23	PLFunding
Coordinate with other Valley COGs to prepare for possible update to the Regional ITS Infrastructure and Strategic Deployment Plan	TCAG Staff	10	Jul 22 – Jun 23	PLFunding
Urbanized area ITS SDP update and advisory committee meetings	Consultant and TCAG Staff	70	Jul 22 – Jun 23	PLFunding
Staff Training Activities related to regional ITS architecture update	TCAG Staff	10	Dec 22 - Jun 23	PLFunding

W.E 603.02 Intelligent Transportation Systems (ITS)

PREVIOUS WORK:

Work on the previous fiscal year included coordination with transit providers and staff training in preparation for a comprehensive regional Strategic Deployment Procurement of consultant for ITS support.

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	54,849	TCAG Staff	53,849
FHWA PL (carryover)	5,000	Training	500
		Transportation and Travel	500
		Consultant	5,000
Total Revenues	59,849	Total Expenditures	59,849
Toll Credits(PL&Carryover) (Not Revenues)	6,865		

W.E 603.02 Intelligent Transportation Systems (ITS)

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:	 2023 Final FTIP September 2022 Amendments to the FTIP (as needed) Public Notices and Inter Agency Consultation Public Comment Information Project Implementation for CMAQ and STBGP Interagency Consultation and Hot-Spot Analyses as necessary for implementation Provide project eligibility information and emissions calculations for CMAQ projects Annual listing of federal projects and annual reports (Obligation reports, CMAQ reports, etc.) (to be completed by 12/31/22) Monitor and manage fund balances

The FTIP is federally 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 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 2022 RTIP were also developed in coordination with local agencies, the Valley MPOs, Caltrans, FHWA/FTA, other interested agencies, and the public.

The 2022 RTIP was adopted by the TCAG Board in December 2021 and submitted to the CTC with final adoption in March, 2022.. The Draft 2023 FTIP will be released in June, 2022 with 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 12/31/22.

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
Complete 2023 FTIP	TCAG Staff	10	Jul 22 – Sep 22	PL Funding
Process 2021/2023 FTIP and 2022 STIP amendments	TCAG Staff	30	Jul 22 – Jun 23	PL Funding
Attend CTC & RTPA Meetings	TCAG Staff	5	Aug 22,Oct 22,Dec 22,Jan 23,Mar 23,May 23, Jun 23	PL Funding
Manage STBGP, CMAQ and other federal programs, STBGP exchange agreement, State status reports and call for projects	TCAG Staff	35	Jul 22 – Jun 23	PL Funding
Participate on STIP project Development Teams (PDT)	TCAG Staff	5	Jul 22 – Jun 23	PL Funding
Maintain Priority of Projects List	TCAG Staff	5	Jul 22 – Jun 23	PL Funding
Coordinate, consult, and collaborate with Tule River Indian Tribal Council	TCAG Staff	5	Jul 22 – Jun 23	PL Funding
Manage ATP Program	TCAG Staff	5	Jul 22 – Jun 23	PL Funding

PREVIOUS WORK:	2021 FTIP Update 2021 CMAQ call for projects 2022 RTIP/STIP 2023 Draft FTIP Update 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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	8,999	TCAG Staff	55,000
FHWA PL	55,721	Publications and Legal Notice	500
		Transportation and Travel	9,220
Total Revenues	64,720	Total Expenditures	64,720
Toll Credits(PL&Carryover) (Not Revenues)	7,423		

W.E. 604.01 Transportation Improvement Program

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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 for the 2022 RTP/SCS
	 Traffic monitoring data updates (tables, maps & website) CMP Steering Committee agendas, minutes, and materials CMP implementation agenda items, memos, and updates

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 2021/2022 this task was 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 and project prioritization 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.

TCAG's Congestion Management Process was updated in FY 2021/22. A process/methodology has been developed to analyze Single Occupancy Vehicle (SOV) projects to meet the requirement of alternative strategies being considered before constructing capacity increasing projects. The 2021 Tulare County Congestion Management Process has been integrated with and implemented in the 2022 FTIP and the 2022 RTP processes. Further documentation on the adopted Tulare County Congestion Management Process Update is included in the CMP Appendix to the 2022 RTP/SCS.

The CMP Process is advised by the CMP Steering Committee that is active on an ongoing basis working to monitor the CMP Network and study alternatives to widening. Projects are selected for inclusion in the RTP based upon performance measures derived from the travel demand model and supplemented by Caltrans and CMP Corridor Studies. For long range RTP projects,

W.E. 605.01 Congestion Management Process (CMP)

alternatives to widening are tested with the travel demand model. Projects are selected for inclusion in the FTIP based upon STIP performance measures and supplemented by Caltrans and CMP Corridor Studies and CMP Network Monitoring.

Each year (with a partial interruption in 2020 and 2021 due to the COVID-19 pandemic) 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. Monitoring will be supplemented with Big Data through a subscription to StreetLight Data acquired in FY 2021/22 and extending into FY 2022/23.

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) and coordination with RTP/SCS and FTIP development.	TCAG Staff	15	Jul 22 – Jun 23	PL Funding
Coordinate the CMP Steering Committee and stakeholder input on congestion issues and improving mobility.	TCAG Staff	30	Jul 22 – Jun 23	PL Funding
Travel Time and mobility data collection and research.	TCAG Staff and Consultant	40	Oct 22 – May 23	PL Funding
Continue annual Traffic Signal Timing Project Planning Studies	TCAG Staff	15	Oct 22 – May 23	PL Funding

PREVIOUS WORK:

2021-22 TCAG Regional Count Book updates (on-line, limited due to pandemic.) CMP network data review and preparation for CMP update in coordination with 2022 RTP/SCS

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	10,000	TCAG Staff	45,734
FHWA PL	54,084	Consultant	15,000
		Training	1,000
		Transportation and Travel	1,000
		Special Dept Expense	1,350
Total Revenues	64,084	Total Expenditures	64,084
Toll Credits(PL&Carryover) (Not Revenues)	7,350		

W.E. 605.01 Congestion Management Process (CMP)

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:	 Air Quality Conformity Determinations using regional VMT forecasts and EMFAC models. Air Quality conformity analysis document(s). Hot Spot Analyses as needed Agenda items to Board on regulatory issues, such as SAFE Vehicle Rule (monthly) Prepare Federal Conformity Findings in relation to the 2023 FTIP

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. The San Joaquin Valley Air Basin (SJVAB) is not in attainment of ambient air quality standards as shown in the table below:

San Joaquin Valley Nonattainment Pollutants

Pollutant	Designation/Classification			
	Federal Standards ^a	State Standards ^b		
Ozone - One hour	No Federal Standard ^f	Nonattainment/Severe		
Ozone - Eight hour	Nonattainment/Extreme ^e	Nonattainment		
PM 10	Attainment ^c	Nonattainment		
PM 2.5	Nonattainment ^d	Nonattainment		

^a See 40 CFR Part 81

^b See CCR Title 17 Sections 60200-60210

^c On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM10 National

W.E. 610.01 Air Quality Planning and Analysis

Ambient Air Quality Standard (NAAQS) and approved the PM10 Maintenance Plan. ^d The Valley is designated nonattainment for the 1997 PM2.5 NAAQS. EPA designated the Valley as nonattainment for the 2006 PM2.5 NAAQS on November 13, 2009 (effective December 14, 2009). ^e Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).

^f Effective June 15, 2005, the U.S. Environmental Protection Agency (EPA) revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.

(Source: Valley Air District, 2022)

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 PM2.5/10 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 22 – Jun 23	PL Funding
Monitor State and Federal air quality regulations as promulgated by new clean air legislation	TCAG Staff	10	Jul 22 – Jun 23	PL Funding
Implement air quality conformity process	TCAG Staff and Consultant	40	Jul 22 – Jun 23	PL Funding
IAC process and Hot-Spot Analyses	TCAG Staff and Consultant	10	Jul 22 – Jun 23	PL Funding
Air Quality Outreach	TCAG Staff	10	Jul 22 – Jun 23	PL Funding
Attend training on new State and Federal conformity process	TCAG Staff	10	Jul 22 – Jun 23	PL Funding

W.E. 610.01 Air Quality Planning and Analysis

PREVIOUS WORK:

Hotspot assessment for Dinuba Roundabout at Alta Ave and Nebraska Ave January 2020 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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	81,357	TCAG Staff	50,000
FHWA PL (carryover)	7,643	Consultant	36,000
		Training	1,000
		Transportation and Travel	2,000
Total Revenues	89,000	Total Expenditures	89,000
Toll Credits(PL&Carryover) (Not Revenues)	10,208		

W.E. 610.01 Air Quality Planning and Analysis

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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:	 Attend SJVTPA Directors Meetings Coordinate Valleywide Management Systems Issues Coordinate 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 valleywide air quality issues 			

TCAG works with the seven other San Joaquin Valley Regional Governments on issues of Valley-Wide Importance. Last year, much if 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 22 – Jun 23	Local Contributions – PL Funding
Coordinate Valleywide Management Systems Issues	Consultant and TCAG Staff	25	Jul 22 – Jun 23	Local Contributions – PL Funding
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 22 – Jun 23	Local Contributions – PL Funding

W.E. 620.01 Valleywide Coordination

PREVIOUS WORK:

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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	50,913	TCAG Staff	100,000
FHWA PL (carryover)	62,288	Consultant	13,000
FHWA PL	2,499	Transportation and Travel	1,200
		Special Dept Expense	1,500
Total Revenues	115,700	Total Expenditures	115,700
Toll Credits(PL&Carryover) (Not Revenues)	7,431		

W.E. 620.01 Valleywide Coordination

620 VALLEYWIDE COORDINATION
620.02 Goods Movement
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.
 Continue to work and coordinate with the San Joaquin Valley MPOs regarding goods movement issues culminating in joint initiates and scope development for studies in subsequent budget years. Assist in the development of the SR-99 Corridor Plan Participate in the development of the SJV region addendum to the Interagional Transportation Strategic Plan (ITSP) addendum (Final by December 2022) Participate in the development of the 2022 California State Rail Plan (Final by September 2022)

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 24/25. The CTC began conducting TCEP target methodology workshops in January, 2021 and concluded 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. TCAG will continue to participate in the development of the SJV region priority corridor addendum to the ITSP and the development of the 2022 California State Rail 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 22 – Jun 23	PL Funding
Participate in development of the SR-99 Corridor Plan	TCAG Staff	35	Jul 22 – Jun 23	PL Funding
Participate in the development of the SJV ITSP addendum	TCAG Staff	15	Jul 22 – Dec 22	PL Funding
Participate in the development of the 2022 State Rail Plan	TCAG Staff	10	Jul 22 – Sep 22	PL Funding
Participate in State and Federal goods movement planning	TCAG Staff	10	Jul 22 – Jun 23	PL Funding
Monitor emerging issues related to rail	TCAG Staff	5	Jul 22 – Jun 23	PL Funding

W.E. 620.02 Goods Movement

PREVIOUS WORK:

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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	19,262	TCAG Staff	87,462
FHWA PL (carryover)	68,200		
Total Revenues	87,462	Total Expenditures	87,462
Toll Credits(PL&Carryover) (Not Revenues)	10,032		

W.E. 620.02 Goods Movement

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:	 TCAG Annual Report (June 2023) Public hearings and public meetings (June 2023) TCAG Directory (June 2023) Public Information Booth at various fairs and events (June 2023) Maintain and Improve TCAG Website (June 2023) Maintain and Improve TCAG Social Media Outlets (June 2023) TCAG outreach/informational documents (June 2023)

Public input is obtained to help identify transportation problems, issues, and priorities in Tulare County. The input is gathered through various methods such as public advisory groups, hearings, and community workshops, 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 and available on the TCAG website. Efforts also include providing announcements and flyers in Spanish and other languages upon request and providing an interpreter at hearings and public meetings. Presentations are also made at the Tule Reservation and disadvantaged communities as requested.

TCAG staff conducts presentations to local community groups upon request. TCAG publishes a directory, 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. TCAG staff prepare media interviews as needed, press releases, outreach documents and plans to inform the public of issues and projects related to TCAG. Covid- 19 public engagement strategies will be utilized, which included digital engagement and other effective measures identified in Caltrans planning grant guidelines.

TCAG includes outreach to the 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. TCAG will continue to enhance public participation and ensure meaningful tribal input for all future transportation programs affecting Tribal govenments.

2022 Public Participation Plan

The 2022 Public Participation Plan is used to solicit public comment on transportation-related issues of Tulare County for the Regional Transportation Plan (RTP) as well as updates and amendments to the Federal Transportation Improvement Program (FTIP). The Public Participation Plan was developed as part of the requirements from the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The 2022 Public Participation Plan (PPP) is an update to the previously adopted 2018 Public Participation Plan.

W.E. 650.01 Public Information and Participation

The Plan was distributed to Caltrans District 6 and Headquarters, Tule River Tribe Representative, the Regional Transportation Plan Roundtable, various other Tulare County agencies and interested parties, as well as advertised on the TCAG website, Facebook, Instagram, and Twitter. The Draft 2022 Public Participation Plan was distributed via e-mail to local, state and federal agencies and notice of the availability of the Plan on the TCAG website was emailed and disseminated via local newspaper and social media. Additionally, the notice of public hearing and draft plan was posted in the Sun Gazette newspaper.

Public comments collected were reviewed and considered for incorporation into the 2022 Draft PPP.

Subsequent updates to the plan will take place as additional comments are received, as further developments come about and due to Covid 19 related adjustments to public participation.

Tribal Public Participation Plan

The 2020 Tribal Public Participation Plan is used to solicit public comment on transportationrelated issues of the Tulare County for matters regarding the Tule River Tribe as part of the Regional Transportation Plan (RTP).

Having an outreach plan for the tribe, separate from the Public Participation Plan used for the RTP allows TCAG to focus on the unique needs of the tribe and craft outreach to meet their specific circumstances. This is a way of planning outreach that has not been attempted at TCAG in prior years.

The Plan was distributed to Caltrans District 6 and Headquarters, Tule River Tribe Representative, the Regional Transportation Plan Roundtable, various other Tulare County agencies and interested parties, as well as advertised on the TCAG website, Facebook, Instagram, and Twitter. The Draft 2020 Tribal Public Participation Plan was distributed via e-mail to local, state, and federal agencies and notice of the availability of the Plan on the TCAG website was emailed and disseminated via local newspaper and social media. Additionally, the notice of public hearing and draft plan was posted in the Sun Gazette newspaper.

Public comments collected were reviewed and considered for incorporation into the Draft Plan.

Subsequent updates to the plan will take place as additional comments are received, as further developments come about and due to Covid 19 related adjustments to public participation.

PublicInput Community Outreach

PublicInput community engagement platform has provided new and innovative ways for TCAG to connect with Tulare County residents. While TCAG is still exploring some of its capabilities, the program has been used for virtual participation at public meetings in rural communities, to coordinate social media content, streaming to YouTube, scheduling car seat safety clinics, registering participants for outreach events safely during Covid 19 restrictions, gathering information from interested parties, and surveying the public regarding the Regional Transportation Plan process. TCAG will continue to us PublicInput to navigate during the pandemic and create additional avenues for safe public participation.

W.E. 650.01 Public Information and Participation

Annual Outreach Review

TCAG conducts a review of outreach efforts annually in June to evaluate outreach efforts for effectiveness, what didn't work well, how to navigate for improvement in subsequent transportation outreach events and gather data on outreach for reporting purposes.

Work tasks-

Public Participation Plan Annual Review (June 2023)

Meetings with Tule River Tribe Representatives (Ongoing)

Tule River Bike Rodeo (March-June 2023)

Public Input Community Outreach and Platform Development (Ongoing)

Active Transportation Promotional Bike Ride (March-May 2023)

TCAG Outreach/Informational Events (Ongoing)

TCAG Outreach/Informational Documents (Ongoing)

TCAG Social Media- Active Transportation, public meeting & project promotion (Ongoing)

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Website upkeep and maintenance	TCAG Staff	20	Jul 22 – Jun 23	PL and CPDH Grant
Attendance at community group Transportation Committee Meetings and Transit Committee Meetings	TCAG Staff	5	Jul 22 – Jun 23	PL and CPDH Grant
Presentations and speaking engagement at civic groups to raise public awareness of the TPA and it responsibilities	TCAG Staff	15	Jul 22 – Jun 23	PL and CPDH Grant
Publication of Tulare County, State and Federal transportation information through production of regular E blasts, social media	TCAG Staff	20	Jul 22 – Jun 23	PL and CPDH Grant
Coordinate, consult, and collaborate with Tule River Indian Tribal Council	TCAG Staff	5	Jul 22 – Jun 23	PL and CPDH Grant
Public information dissemination on public needs and potential solutions	TCAG Staff	10	Jul 22 – Jun 23	PL and CPDH Grant
Preparation and attendance of community outreach events	TCAG Staff	5	Jul 22 – Jun 23	PL and CPDH Grant
Outreach to Environmental Justice and Disadvantage Communities	TCAG Staff	20	Jul 22 – Jun 23	PL and CPDH Grant

PREVIOUS WORK:

Update TCAG Website Publish and distribute TCAG Directory TCAG Newsletters TCAG Annual Report Public hearings and public meetings Maintain and Improve TCAG Website Maintain and Improve TCAG Social Media Outlets TCAG outreach/informational documents

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	74,348	TCAG Staff	130,000
Other Grants	75,000	Office Expense	2,500
		Publications and Legal Notice	200
		Print Services	5,000
		Special Dept Expense	25,230
Total Revenues	162,930	Total Expenditures	162,930
Toll Credits(PL&Carryover) (Not Revenues)	10,086		

W.E. 650.01 Public Information and Participation

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

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 22 – Jun 23	Local Contributions
Coordinate non transportation regional planning efforts for Tulare County	TCAG Staff	10	Jul 22 – Jun 23	Local Contributions
Monitor project authorization, implementation, billings and funding	TCAG Staff	10	Jul 22 – Jun 23	Local Contributions
Participate in Rail Advisory Committee	TCAG Staff	10	Jul 22 – Jun 23	Local Contributions
Maintain Census files and other activities as a California Census Data Center Affiliate	TCAG Staff	10	Jul 22 – Jun 23	Local Contributions
Provide TCAG member agencies with demographic information periodically and upon request	TCAG Staff	10	Jul 22 – Jun 23	Local Contributions
Assist State and Federal agencies with post 2020 Census activities	TCAG Staff	10	Jul 22 – Jun 23	Local Contributions
Process public request for census/demographic information	TCAG Staff	5	Jul 22 – Jun 23	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 22 – Jun 23	Local Contributions
Coordination with Tulare County agencies and Caltrans on matters of mutual interest. Support the Sustainable Corridor Committees.	TCAG Staff	10	Jul 22 – Jun 23	Local Contributions
Develop programs to meet agency needs on a regional basis	TCAG Staff	5	Jul 22 – Jun 23	Local Contributions

W.E. 670.05 Local Coordination and Project Implementation

PREVIOUS WORK: 2001 Tulare County Central California Aviation System Plan

2005 Capital Improvement Program (CIP) Recommendations, Creation of the Railroad Advisory Committee and Short Line Rail Feasibility Study

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	190,075	TCAG Staff	133,125
		Consultant	50,000
		Transportation and Travel	4,000
		Print Services	1,250
		Special Dept Expense	1,700
Total Revenues	190,075	Total Expenditures	190,075

W.E. 670.05 Local Coordination and Project Implementation

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

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. TCAG extended the program to 2032.

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	Jul 22, Oct 22, Jan 23, Apr 23	DMV
Audit Cities/County, prepare quarterly reporting	TCAG Staff	25	Jul 22, Jan 23, Apr 22, Jun 23	DMV

W.E. 670.07 Abandoned Vehicle Abatement

PREVIOUS WORK:

Renewal of the AVA Projgram for the following years (2022-2032) 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).

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

W.E. 670.07 Abandoned Vehicle Abatement

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 Allocation Plan as Part of the 2022 Regional Transportation Plan Update

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 should be considered during preparation of local housing element updates by the eight incorporated cities and the County of Tulare. TCAG will prepare the 2022 RHNA as part of the Regional Transportation Plan update

As part of the California State 2019-20 Budget Act the California Department of Housing and Community Development (HCD) established the Regional Early Action Planning Grant Program which provides one-time grant funding to regional governments for planning activities that will accelerate housing production and facilitate compliance in implementing the sixth cycle of the Regional Housing Needs Allocation Plan (RHNA). TCAG will distribute a portion of the state funds to member agencies for planning activities consistent with state guidelines to accommodate the development of housing and infrastructure that accelerate housing production. TCAG will also provide technical assistance to qualifying agencies for the planning and provision of housing.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
RHNA Development, Technical Assistance, Distribution of Funds to Member Agencies and Administration	TCAG Staff	43	Jul 22 – Jun 23	REAP Funding
Housing Planning Activities to Accommodate Development of Housing and Infrastructure that Accelerate Housing Production	TCAG Member Agencies	57	Jul 22 – Jun 23	REAP Funding

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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Other Grants (Reap)	1,522,312	TCAG Staff	65,796
		City of Dinuba	126,472
		City of Exeter	111,233
		City of Farmersville	111,609
		City of Lindsay	113,396
		City of Porterville	160,752
		City of Tulare	169,081
		City of Visalia	241,198
		City of Woodlake	107,916
		County of Tulare	247,146
		Special Dept Expense	67,713
Total Revenues	1,522,312	Total Expenditures	1,522,312

W.E. 670.10 Regional Housing

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

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 22 – Jun 23	Member Dues
Continually develop and maintain a film location photo library	County of Tulare	20	Jul 22 – Jun 23	Member Dues
Print, distribute and maintain a film series and supplies directory	County of Tulare	15	Jul 22 – Jun 23	Member Dues
Develop and maintain a county-wide ordinance for film location permitting and fee structure	County of Tulare	35	Jul 22 – Jun 23	Member Dues
Development of on-line access to Tulare County Film Library	County of Tulare	10	Jul 22 – Jun 23	Member Dues

W.E. 680.02 Film Promotion

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.

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 2022, Dec 2022) 2022 Strategic Work Plan (Aug 2022) Military Discount Program Ridership Counts and Tracking (Qtrly) Arbitrage Reports City of Farmersville and Lindsay Bike and Pedestrial Study

Tulare County voters passed Measure R in November 2006. Fiscal Year 2022/2023 will be the fifteenth (15) 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.

W.E. 700.01 Measure R Administration and Planning

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 2024 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	20	Jul 22 – Jun 23	MR Sales Tax Administration funds
Implementation of 2022 Strategic Work Plan	TCAG Staff	10	Jul 22 – Jun 23	MR Sales Tax Administration funds
Attend Self-Help County Coalition training and seminars	TCAG Staff	5	Jul 22 – Jun 23	MR Sales Tax Administration funds
Maintain and Audit Bond	TCAG Staff	20	Jul 22 – Jun 23	MR Sales Tax Administration funds
Financial Audits for TCTA and Member Agencies	TCAG Staff and Consultant	15	Jul 22 – Mar 23	MR Sales Tax Administration funds
Develop short term lending strategy with financial consultant	TCAG Staff And Consultant	10	Jul 22 – Jun 23	MR Sales Tax Administration funds
Administer Veterans Transit Program	TCAG Staff	5	Jul 22 – Jun 23	MR Sales Tax Administration funds
TCTA Measure R Review, Audit preparation and Arbitrage Reporting	TCAG Staff And Consultant	10	Aug 22 – Dec 22	MR Sales Tax Administration funds
City of Farmersville and City of Lindsay Bike & Ped Study	TCAG Staff and City	5	Jul 22 – Jun 23	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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Measure R	397,479	TCAG Staff	244,979
		City of Farmersville	25,000
		City of Lindsay	33,000
		Memberships	2,500
		Consultant	69,000
		Training	2,000
		Transportation and Travel	3,000
		Print Services	3,500
		County Counsel	2,000
		Auditor	1,500
		Special Dept Expense	11,000
Total Revenues	397,479	Total Expenditures	397,479

W.E. 700.01 Measure R Administration and Planning

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 22 – Jun 23	MR Sales Tax Bike Funding
Coordinating project ROW & design	TCAG Staff and Consultant	80	Jul 22 – Jun 23	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.

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

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

SUBCATEGORY:	800 LAFCO
WORK ELEMENT:	800.01 LAFCO
PURPOSE:	TCAG provides staffing for the Tulare County Local Agency Formation Commission (LAFCO)
PRODUCTS:	 Changes of Organization Extraterritorial Service Agreements Municipal Service Review Updates City and Special District Sphere of Influence Updates 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 22 – Jun 23	LAFCO
PREVIOUS WORK:			al Service Agreements, A	Innexations,

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	268,700	TCAG Staff	178,200
		Special Dept Expense	90,500
Total Revenues	268,700	Total Expenditures	268,700

SUBCATEGORY:	825 TCRTA
WORK ELEMENT:	825.01 TCRTA
PURPOSE:	TCAG provides staffing for the Tulare County Regional Transit Agency (TCRTA)
PRODUCTS:	1. FY 23/24 Budget 2.Policies and Procedures Updates

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 22 – Jun 23	TCRTA

PREVIOUS WORK:

Interim 20/21 Budget Budget FY 21/22 and 22/23 Policies and Procedures Operations Plan Joint Powers Agreement

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Measure R	202,000	TCAG Staff	358,467
TCAG Reserves	100,000	Special Dept Expense	23,237
TCRTA	136,766	Insurance	891
		Office Expense	3,000
		Consultant	40,000
		Print Services	100
		Rent	10,782
		Utilities	2,289
Total Revenues	438,766	Total Expenditures	438,766

W.E. 825.01 TCRTA

	SL	JMMARY		
REVENUES	DOLLARS	EXPENDITURES	DOLLARS	STAFF PERSO MONTHS
Member Dues	191,500	TCAG Staff	2,689,269	218
Local Contribution	1,084,348	City of Dinuba	126,472	
TDA	282,000	City of Exeter	111,233	
FHWA PL (carryover)	450,000	City of Farmersville	136,609	
FHWA PL	1,228,257	City of Lindsay	146,396	
FTA Section 5303 (carryover)	185,565	City of Porterville	165,752	
FTA Section 5303	167,739	City of Tulare	252,898	
FTA Section 5304		City of Visalia	281,298	
FTA Section 5305		City of Woodlake	132,916	
DMV	3,000	County of Tulare	482,851	
City of Dinuba		Insurance	7,426	
City of Exeter		Memberships	17,836	
City of Farmersville		Office Expense	25,500	
City of Lindsay		Consultant	1,350,264	
City of Porterville		Publications/ Legal Notice/Dues	700	
City of Tulare		Training	15,150	
City of Visalia		Transportation and Travel	58,970	
City of Woodlake		Print Services	39,350	
County of Tulare		County Counsel	32,000	
Measure R	600,379	Auditor	2,500	
LAFCO	268,700	Motorpool		
TCAG Reserves	112,000	Rent	167,806	
SB1 Sustainable Community Grant	603,092	Special Dept Expense	716,994	
Other Grants & Misc Revenues	1,688,712	Dues/Subscriptions	6,320	
TCRTA	136,766	Utilities	17,548	
		Office Equipment	18,000	
Total Revenues	7,002,058	Total Expenditures	7,002,058	218.4
Toll Credits(5303) (Not Revenues)	40,524			
Toll Credits(PL) (Not Revenues)	192,496			

2022/2023 Overall Work Summary

* FHWA PL Funding Carryover ** Vear f<u>un</u> Current Year funding: Total Funding

\$450,000 <u>\$1,228,257</u> **\$1,678,257**

Product Timetable

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

PL FUNDS AVAILABLE

<u>YEAR</u> Balance Forward	ALLOCATION	OWP	CARRY-OVER <u>TO NEXT FY</u>
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	\$960,396	\$739,844	\$384,992
2021/2022	\$1,251,770	\$1,186,762	\$450,000
2022/2023	\$1,228,257	\$1,678,257	\$ <i>0</i>
a	Preliminary Estimates		

CE 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

		CARRY-OVEI
ALLOCATION	OWP	TO NEXT FY
0	0	\$48,746.42
\$42,044	\$49,303	\$41,487
\$43,519	\$21,164	\$63,842
\$45,413	\$86,478	\$22,778
\$71,165	\$53,306	\$40,636
\$89,260	\$89,260	\$40,636
\$88,133	\$27,220	\$101,550
\$92,128	\$30,088	\$163,590
\$97,721	\$124,811	\$136,500
\$102,876	\$93,246	\$146,130
\$102,902	\$36,046	\$212,987
\$102,689	\$103,094	\$212,581
\$178,613	\$110,988	\$280,206
\$148,442	\$26,690	\$401,958
\$151,341	\$134,068	\$419,232
\$150,614	\$486,082	\$83,763
\$152,314	\$192,922	\$43,155
\$155,162	\$193,055	\$5,263
\$156,883	\$162,146	\$0
\$159,817	\$158,396	\$1,421
\$172,534	\$147,293	\$26,662
\$164,450	\$85,878	\$105,234
\$268,938	\$188,607	\$185,565
\$167,739	\$353,304	\$ <i>0</i>
Preliminary Estimates		
	0 \$42,044 \$43,519 \$45,413 \$71,165 \$89,260 \$88,133 \$92,128 \$97,721 \$102,876 \$102,902 \$102,689 \$178,613 \$148,442 \$151,341 \$150,614 \$152,314 \$155,162 \$156,883 \$159,817 \$172,534 \$164,450 \$268,938 \$167,739	0 0 \$42,044 \$49,303 \$43,519 \$21,164 \$45,413 \$86,478 \$71,165 \$53,306 \$89,260 \$89,260 \$88,133 \$27,220 \$92,128 \$30,088 \$97,721 \$124,811 \$102,876 \$93,246 \$102,902 \$36,046 \$102,689 \$103,094 \$178,613 \$110,988 \$148,442 \$26,690 \$151,341 \$134,068 \$150,614 \$486,082 \$152,314 \$192,922 \$155,162 \$193,055 \$156,883 \$162,146 \$159,817 \$158,396 \$172,534 \$147,293 \$164,450 \$85,878 \$268,938 \$188,607 \$167,739 \$353,304

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.

REVENUE AND EXPENSE TABLES REVENUES

Fiscal Year 2022/2023 Overall Work Program FTA 5303 Toll Credits 11.47% \$40,524 2,734 28,549 9,241 \$192,495 FHWA PL Toll Credits 11.47% 9,532 6,865 7,423 7,423 10,236 10,236 10,032 10,035 9,176 40,191 12,785 19,611 19,611 3,413 3,411 8,201 1,721 \$500,379 \$268,700 \$135,766 \$1,683,712 \$7,002,059 227,000 237,439 510,051 79,500 223,956 15,000 25,000 80,000 350,400 135,304 419,876 328,545 26,066 99,112 133,538 108,842 56,478 84717 137,743 83,104 59,849 64,084 89,000 115,700 87,462 182,930 190,075 1,522,312 268,700 TOTAL 30,000 55,000 35,000 34,720 3,000 50,000 397,479 06 433,766 Oth Funding 632 24.2 nd Grants 75,000 66,40) 25,000 TCRTA * 36.766 AFOO * 33.70) Measure R 397,479 202,000 0 닅 **By Cities** Special Plannin \$3,000 3,000 N \$603,092 23,076 87,153 123,002 26,559 96,358 50,000 75,000 121,944 **SRI Sustainahla** FTA Section FTA Section FTA Section 2015 5304 \$167,739 143,901 5303 23,838 FTA Section \$185,565 105,000 0.965 8 \$1,228,257 161616 FHWA 51,500 97,517 71,104 54,849 54,084 81,357 19,262 12,000 75,000 179,420 47,98) 2,499 74,348 55,721 \$450,000 170,980 (000) 7,643 63,200 13,582 FHMA 3,000 5,000 13,949 19,359 30 000 12.000 5,000 8,999 0000 62,283 \$1,084,348 \$282,000 TDATransit 27,000 55,000 Minin 1003 Contrib 237,439 43,661 83,456 2,990 11,989 15.936 3,441 12,484 6,478 9,717 5,799 0.913 0.075 Member Dues' TCAG Reserves \$303,500 140,500 100,000 50,000 8,000 5,000 COMMUNTES PLANNUG GRANT-EMIROW/ENTIL_UISTICE & HEALTH MPHCT ASSESSMENTS F TES PLANNING GRANT-SUSTAINABLE COMAUNTI RIDOR TRAVISIT DEVELOPMENT PLAN (TDP) 2003 RWSPORTATION PROJECT STUDIES NON FEDERAL NORK ELEMENT EMENTATION ORDINATION & PROJECT IMPLEMENTATION PLANCITY OF TULARE FY 22/23 TURNEY. ITATION PROJECT STUDIES STEMS (ITS) 4L BICY OLE & PEDESTRIAN PLANNIG ANVIGENENT PROGRAM (CMP) MANG CRUM GENCY PL MEASURE R ADMINISTRATION & PLANING 700.00 PROJECTIME ANNING AND COORDINATION AND BLIDGET ANNNG (NFORM TON & PARTICIPATION AND DAVE LITY PLANNING & AVALYSIS RTATION PLAN **VEHICLE ABATEMENT** ALEY PLANNIG ASSISTANCE SAVEA FE TRAIL CONVECTION ANCE MEASURES TARAT TOTALS SUSTA 2021

"Toll Credits provided by the State of California are being utilized as a match for federal FHWA PL and FTA 5303 funds. The FHWA PL and FTA 5303 amounts should in the Budget Revenue Summary Sheet represent 100% of the total federal participation cost, therefore toll credits are not included in the total revenue amount.

EXPENDITURES

Fiscal Year 2022/2023 Overall Work Plan

WORK	TCAG	Dinuba	Exeter	Farmersville	Lindsay	Porterville	Tulare	Visalia	Woodlake	County	Consultant	Other/Print/Lega I/T&T	TOTAL
601.01		Diriuba	LACICI	Tarmer Svine	Linusay	r or ter ville	Tulare	visana	WOOdiake	county		1/10/1	
TRANSIT ADMINISTRATION 601.02	122,000										105,000		227,000
TCAG ADMINISTRATION 601.04	144,619										33,000	59,820	237,439
OFFICE EXPENSES/FIXED ASSETS										185,605		324,456	510,061
601.06 OWP & BUDGET	78,000											1,500	79,500
601.08 ADVOCACY	67,990										112,000	43,966	223,956
601.09 PERFORMANCE MEASURES	15,000												15,000
601.1 VALLEY PLANNING ASSISTANCE	25,000												25,000
602.01 REGIONAL TRANSP. PLAN	45,000											35,000	80,000
602.02													
TRAFFIC FORECASTING/MODEL DEVELOPMENT 602.03	284,000										40,000	26,400	350,400
REGIONAL BICYCLE & PEDESTRIAN PLANNING 602.04	52,000										20,304	63,000	135,304
TRANSIT PLANNING AND COORDINATION	161,526											258,350	419,876
602.04-1050 CROSS VALLEY CORRIDOR TRANSIT DEVELOPMENT PLAN											328,545		328,545
602.06 SPECIAL TRANSPORTATION PROJECT STUDIES	5,000								25,000				30,000
602.07 SPECIAL TRANSPORTATION PROJECT STUDIES NON FED	15,000							40,000					55,000
602.10-1121								40,000					
SUSTAINABLE COMMUNITIES PLANNING GRANT-Environmental Justice 602.10-1221	15,106										10,960		26,066
SUSTAINABLE COMMUNITIES PLANNING GRANT-SUSTAINABLE 602.10-1322	30,000											69,112	99,112
SUSTAINABLE COMMUNITIES PLANNING GRANT- ABM HOUSEHOLD 602.10-1422	12,438										126,500		138,938
SUSTAINABLE COMMUNITIES PLANNING GRANT- ATP TRIBE FY 21/22 602.10-1522						5,000					30,000		35,000
SUSTAINABLE COMMUNITIES PLANNING GRANT- REGIONAL TRANSIT	40,000										60,000	8,842	108,842
602.10-1623 ABM DEVELOPMENT	6,478										50,000		56,478
602.10-1723 ROADWAY SAFETY PLAN CITY OF TULARE	1,000						83,717						84,717
602.10-1823							03,717				404 740		
CONSOLIDATED TRANSPORATION AGENCY PLANNING 602.15	1,000										136,743		137,743
SUSTAINABLE CORRIDOR 603.02	62,000											21,104	83,104
INTELLIGENT TRANSPORATION SYSTEMS 604.01	53,849										5,000	1,000	59,849
TRANSPORTATION IMPROVEMENT PROGRAM	55,000											9,720	64,720
605.01 CONGESTION MANAGEMENT PROGRAM	45,734										15,000	3,350	64,084
610.01 AIR QUALITY PLANNING & ANALYSIS	50,000										36,000	3,000	89,000
620.01 VALLEYWIDE COORDINATION	100,000										13,000	2,700	115,700
620.02 GOODS MOVEMENT	87,462												87,462
650.01 PUBLIC INFORMATION & PARTICIPATION	130,000											32,930	162,930
670.05 LOCAL COORDINATION	133,125										50,000	6,950	190,075
670.07 ABANDONED VEHICLE ABATEMENT	3,000								<u> </u>		30,000	0,750	3,000
670.1		104 470	111 000	111 /00	112 207	140 750	1(0.001	241 400	107.01/	247.147		(7.710	
REGIONAL HOUSING 680.02 FILM PROMOTION	65,796	126,472	111,233	111,609	113,396	160,752	169,081	241,198	107,916	247,146		67,713	1,522,312
700.01 MEASURE R ADMINISTRATION & PLANNING	244,979			25,000	33,000						69,000	25,500	397,479
700.02 SANTA FE TRAIL CONNECTION	500						100	100		100	100		900
800.01												00.500	
LAFCO 825.01	178,200											90,500	268,700
TCRTA TOTALS	358,467	0407 170	\$111,233	\$136,609	\$146,396	\$165,752	¢252.000	\$281,298	\$132,916	\$482,851	40,000 \$1,281,152	40,299 \$1,195,212	438,766 \$7,002,058

EXPENDITURES BY FUNDING SOURCE Fiscal Year 2022/2023 Overall Work Program

WORK ELEMENT	MEMBER DUES/ TCAG RESERVES	DMV	CAL PL		ansit Admi UNDS	╡	FHWA PL FUNDS	5 8	SB 1 Sustainable Communities	LEGACI GRANT/OTHER/TOLL	TOTALS
504.04	TCAG CO. SPCL.	TCAG	TCAG C	CITY/CO. CONSUL	TCAG	CONSUL	TCAG CITY/CO CONSUL	L TCAG CONSUL	TCAG CONSUL	TCAG/CITY CONSUL	
601.01 TRANSIT ADMINISTRATION					122,000	105,000					227,000
601.02 TCAS ADMINISTRATION			204,439	33,000							237,439
601.04 OFFICE EXPENSES/FIXED ASSETS			258,056	185,605						66,400	510,061
601.06 OWP & BUDGET	8,000						71,500				79,500
601.08 ADVOCACY	111,956 28,544			83,456							223,956
601.09 PERFORMANCE MEASURES							15,000				15,000
601.1 VALLEY PLANNING ASSISTANCE										25,000	25,000
602.01 REGIONAL TRANSP. PLAN							65,000 15,000				80,000
602.02 TRAFFIC FORECASTINGMODEL DEVELOPMENT											350,400
602.03 REGIONAL BKYCLE & PEDESTRIAN PLANNING							91,162 20,304	23,838			135,304
602.04 TRANSIT PLANNING AND COORDINATION											419,876
602.04-1050 CROSS V/ALEY CORRIDOR TRANSIT DEVELOPMENT PL/N							247,980	80,565			328,545
602.06 SPECIML TRANSPORTATION PROJECT ST UDIES							5,000 25,000				30,000
602.07 SPECIML TRANSPORTATION PROJECT ST UDIES NON FED					15,000	40,000					55,000
62.10-11ALE COMMUNTIES PLANNING GRANT-Environmental Justice & Health Impact Assessments FY 20-21			2,990						12,116 10,960		26,066
602. 10-1221 SUSTAINABLE COMMUNITIES PLANNING GRANT-SUSTAINABLE COMMUNITIES STRAFTER FY 20-21	8		11,959						18,041 69,112		99,112
602.10-1322 SUSTAINABLE COMMUNITIES PLANNING GRANT- ABM HOUSEHOLD TRAVEL REHAVIORI IPDATE FY 21/22			15,936						123,002		138,938
602. 10-1422 SUSTAINABLE COMMUNITIES PLANNNG GRANT- ATP TRIBE FY 21/22	5,000		3,441						26,559		35,000
602. 10-1522 SUSTAINABLE COMMUNITIES PLANNNG GRANT- REGIONAL TRANSIT OUTTREATH PZ 2122			12,484						36,358 60,000		108,842
602.10-1623 ABM DEVELOPMENT			6,478						50,000		56,478
602. 10-1723 ROADWAY SAFETY PLAN CITY OF TULARE			1,000	8,717					75,000		84,717
602.10-1823 CONSOLIDATED TRANSPORATION AGENCY PLANNING			1,000	14,799					121,944		137,743
602.15 SUSTAINABLE CORRIDOR							62,000 21,104				83,104
603.02 INTELLIGENT TRANSPORATION SYSTEMS							54,849 5,000				59,849
604.01 TRANSPORTATION IMPROVEMENT PROGRAM							64,720				64,720
605.01 CONGESTION MANAGEMENT PROGRAM							49,084 15,000				64,084
510.01 AIR QUALITY PLANNING & ANALYSIS							53,000 36,000				89,000
620.01 VALLEYWIDE COORDINAT ION			50,913			╡	51,787 13,000				115,700
600DS MOVEMENT						+	87,462				87,462
650.01 PUBLIC INFORMATION & PARTICIPATION							87,930			75,000	162,930
6/0.05 LOCAL COORDINATION			140,075	50,000							190,075
670.07 ABANDONED VEHICLE ABATEMENT		3,000									3,000
670.1 REGIONAL HOUSING										1,522,312	1,522,312
680.02 FLM PROMOTION	50,000										50,000
700.01 MEASURE R ADMINISTRATION & PLANNING										328,479 69,000	397,479
700.02 SATA FE TRAIL CONNECTION										800 100	906
80.01 1400.01 14FCO						+				268,700	268,700
825.01 TCRTA 	100,000				000 000	+	540 Obo 1	100 010	000 000	298,766 40,000	438,766
TOTALS	nnc'sns	3,000	1,084,348	_	282,000	-	1,678,257	400,000	760'000	100,440,2	ocn'znn' /

TCAG Agency Dues and Contributions for the 2022/2023 Overall Work Program

	Population			2022/2023 Age	ncy Contributions		GRAND
Agency	May-21	Member Dues	TDA/Transit (Admin)	Local Contributions Trans. Planning	Coordination, Management & Project Implementation	Total	TOTAL
Dinuba	26,517	\$10,541.12	\$15,522.69	\$47,225.26	\$12,462.69	\$75,210.64	\$85,751.76
Exeter	10,997	\$4,371.56	\$6,437.50	\$19,585.03	\$5,168.46	\$31,190.99	\$35,562.55
Farmersville	11,327	\$4,502.74	\$6,630.67	\$20,172.74	\$5,323.56	\$32,126.97	\$36,629.72
Lindsay	13,090	\$5,203.58	\$7,662.71	\$23,312.54	\$6,152.15	\$37,127.40	\$42,330.98
Porterville	59,571	\$23,680.85	\$34,872.06	\$106,092.55	\$27,997.69	\$168,962.30	\$192,643.15
Tulare	69,246	\$27,526.89	\$40,535.67	\$123,323.17	\$32,544.83	\$196,403.67	\$223,930.56
Visalia	139,254	\$55,356.68	\$81,517.41	\$248,003.42	\$65,447.79	\$394,968.62	\$450,325.30
Woodlake	8,054	\$3,201.65	\$4,714.70	\$14,343.71	\$3,785.29	\$22,843.70	\$26,045.36
County	143,677	\$57,114.93	\$84,106.58	\$255,880.53	\$67,526.55	\$407,513.65	\$464,628.58
Total	481,733	\$191,500.00	\$282,000.00	\$857,938.95	\$226,409.00	\$1,366,347.95	\$1,557,847.95

Total Membership Dues: \$191,500.00

101,000.00

APPENDIX

Planning Activities within the Region TCAG Translation Services OWP Approval Resolution Certifications and Assurances Statement MPO Boundary Map Caltrans, FTA and FHWA 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

SB1 Table FY 2022/2023

	SB 1 Sus	California tainable Communities Formu	Department of Transportat Ila Grants Metropolitan Plan		ization Proj	ect List	
Mpo	Project Title	Project Description	Final Work Products/ Deliverables	Grant Amount	Local Match Amount	Work Element Number	Fiscal Year of Funds
TCAG	ABM Development	Advance Testing of Updated ABM	Testing outputs, training and documentation	50000	6478	602.10-1623	22/23
	Roadway Safety Plan City of Tulare	Prepare a local roads safety plan for the City of Tulare	Local Roadway Safety Plan	75000	9717	602.10-1723	22/23
TCAG	Consolidated Transportation Agency Planning	Assess the type of agency/organization bets to administer coordination of services	Coordination of Consolidated Transportation Agency Plan	121944	15799	602.10-1823	22/23

Planning Activities FY 2022/2023

			ATTACHMENT A ARE COUNTY ASSOCIATION of GOVE			
		P	LANNING ACTIVITIES WITHIN THE K FY 2022 - 2023	REGION		
Informational Element Mat						
The following is a list of pla Activity	nning activiti MPO Work Element Number	ES involving C Funding Type	Caltrans within the MPO metropolitan planning area.	Work Performed By	Due Date	FSTIP Prgmng.
OWP Management	N/A	FED/ STATE	Caltrans work elements for OWP reimbursement and monitoring	Caltrans	On-going	No
LDR (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
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
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, <i>Tulare</i> , Fresno, Madera, Merced, Stanislaus and San Joaquin	On-going	No
Mass Transit County of Tulare	N/A	STATE	Coordinate & Administer 5311, CMAQ, 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
SB1 Sustainable Communities Grants & Formula Grants	602.10	STATE	Sustainable Communities Strategy Plan ABM Household Travel Update Regional Transit Outreach Sustainability Model Enhancements Multimodal Data Collection Multimodal Outreach & Safety Complete Streets Active Transportation Plan Updates	Caltrans, TCAG	20/21 21/22 21/22 19/20 19/20 19/20 19/20	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.		Updates Every 5 yea	urs 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
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 2017	No
2022 Visalia Short Range Transit Plan (SRTP) SB 1 Grant	602.04- 0045	STATE	City of Visalia 2022 Short Range Transit Plan for a comprehensive update and analysis of transit services.		June 30, 2022	No
City of Exeter Sustainable Communities Grant	N/A	STATE	Complete Streets with ADA Compliance and Active Transportation Safety Enhancement Plan	City of Exeter, Caltrans	February 28, 2022	No
City of Lindsay Sustainable Communities Grant	N/A	STATE	West Hermosa Street Corridor and Neighborhood Enhancement Plan	City of Lindsay, Caltrans	February 28, 2023	No
City of Farmers ville Multimodal Access Study	N/A	STATE	The Farmersville Complete Streets and Multimodal Access Study will propose comprehensive, citywide strategies to improve circulation and multimodal access		July 31, 2022	No

LanguageLine	Language Identification Guide	As a LanguageLine Solutions' client you have access to over- the-phone interpreting 24 hours a day, 7 days a week. Offer this guide in face-to-face situations to determine which languages a person speaks. The most frequently encounteeed languages in North America are grouped by the geographical region where they are commonly spoken.	speaker may be from. (Pacific Islands, Europe, etc.) Show the person the languages listed for that region. Underneath each language is the translation of the statement below: English 'San	Jur language. An interpreter reter is provided at no cost to r interpreting from English in ges. If you are unable to ident	our can representance will neep you.		Please visit www.LanguageLine.com for information cn all our language access solutions: Deverba-Phone. Video Remote, and Onsite Interpreting Bilingual and Interpreter Staff Testing and Training Translation and Localization CustomerCaregLanguageLine.com
Pacific Islands	Fijian Vosa Vakaviti "20 Dusia na nomu vosa. Ni na Vakarutaki male dua na duu vakadewa vosa. Na dau vakadema vosa e sega ni saumi. Ilocano Ilokano "20 Ilocano manipat- nitoco tao tov. Ag avag du ti maya nga manipat- nitaro to tao tov. Ag avag du ti maya nga manipat-	protection of the second seco	Samoan Fa asamoan Samoan Fa asamoa Sa fa asino ku gagana. O e a vala au xe fa amatala upu. Ua saunia se fa amatala upu e aunoa ma se tau te totogina. Tagalog fa tura po ang inyong wika isang tagasalin ang ipagkakalooh nang lithe sa inyo.	Tongan Lea Faka-Tonga 201 Tuhu'i mai ho'o lea fakafonu. 'E ui ha fakatonulea. 'Oki ta'etotongi kia 'a e fakatonulea.	North America, South America, and Caribbean	French Français - 201 Inderpreta Leservice est gratuit. Inderpreta Kreyól - 201 Maritian Creole Kreyól - 201 Long devict ou sou lango uplate a egin an prete yon Enderpreta la gratis. Inderpreta Los device est gratuit. Kreyól - 201 Correlation devict ou sou lango uplate a egin an prete yon Enderpreta la gratis. Navajo Diné K chhi - 201 Ravaldigitari familia. Nu visua se in mage regiona devicemente accourted a secondada Enderbret pou curverante accourted a secondada	Portuguese Indique o seu idioma. Um intérprete será charado. A interpretação é formecida sem qualquer custo para você. Spanish Señale su idioma y Ilamaremos a un intérprete.

Albanian Tregoni me gisht gjuhën tuaj. Do të thërrasim një përkthyes. Përkthyesi ofrohet falas për ju.

3ujhntū 201 Euskara 721 երեր ին որ կողվով եր խոսում։ Ռուրդքանիչ կկանձեն։ Բուրդքանչի ծառոյութունները տրամադրվում են անվճար։ Armenian Basque

Zure hizkuntza aukeratu. Jarraian interprete bati deituko diogu. Zerbitzu hau doakoa da.

Lietuvių 781

Lithuanian

Nurodykite savo kalbą. Bus pakviestas vertėjas. Vertėjas jums bus suteiktas nemokamai.

Íslenska 🖅

Italiano 😿 Italiano 🐨 Italiano 🐨 Italiano 🐨 Italiano Italiano

Bentu á þitt tungumál. Það verður hringt í túlk. Túlkurinn er þér að kostnaðarlausu.

Icelandic

Norsk 5

Norwegian Pek på språket dit. En tolk vil bil tilkalt. Tolken tilbys kostnadsfritt for deg.

Македонски 201

Macedonian

Покажете на јазикот на кој зборувате. Ќе повикаме преведувач. Услугите на преведувачот се бесплатни.

Polski 701

Polish

Bosanski 😿 Pokažite svoj jezik. Pozvat ćemo tumača. Usluge turmaća su besplatne za vas. Bosnian

Български 📆 Посочете вашия език. Ще бъде извикан преводач. Преводачът е осигурен безплатно за вас. Bulgarian

Croatian Hrvatski 🐲 Pokažite svoj jezik. Prevoditelj će biti pozvan. Prevoditelja ćete dobiti besplatno.

Cestina 🖅 Ukažte na váš jazyk. Bude zavolán tlumočník. Tumočení je pro vás bezplátné.

Portuguêse Portuguêse 'Eal Indique o seu idioma. Um intérprete ser-Ihre-á solicitado. A interpretação é formecida sem qualquer custo para sí.

Proszę wskazać swój język i wezwiemy tłumacza. Usługa ta zapewniana jest bezpłatnie.

Română 701

Romanian

Indicați limba pe care o vorbiți. Vi se va face legătura cu un interpret caare vă este asigurat gratuit.

Русский 751

Russian

Dansk 🔊 Peg på dit sprog. En tolk vil blive tilkaldt. Tolken tilbydes uden omkostninger for dig. Danish

Nederlands 783 Wijs unv taal aan. Er zal contact worden opgenomen met een tolk. De service van de tolk is geheel gratis. Dutch

122

Eesti keel 721 Estonian

Suomi 721 Osutage oma keelel. Vastava tõlgiga võetakse ühendust. Tõlketeenus on teie jaoks tasuta. Finnish

Osoita maasi kieltä. Kutsumme tulkin paikalle. Tulkin käyttö on sinulle ilmaista.

Français 701 Indiquez votre langue et nous appellerons un interprète. Le service est gratuit. French

Español 🛐

Slovenčina 781

Ukážte na svoj jazyk. Zavoláme tímočníka. Tímočenie je pre vás bezplatné.

Slovak

Spanish

Serbian Српски 781 Покажите свој језик. Презодилац ће бити поззан. Преводилац је за вас обезбеђен бесплатно.

Макете язык, на которси вы гозорляе. Вам вызонут переводника. Жаули переводника предоставляются беспиатно.

Українська 750

Ukranian

Зкажіть вашу мову. Вам викличнуть перекладача. Посгути перекладача надаються безкоштовно.

Viddish

Svenska 701

Señale su idioma y llamaremos a un intérprete. El servício es gratuito. Swedish Svenska Peka på ditt språk. En tolk kommer att tillkallas. Tolken erbjuds utan kostnad för dig.

> Deutsch German

ENJIPVIKI 201 Zeigen Sie auf Ihre Sprache. Ein Dolmetscher wird angefordert. Der Dolmetscher ist für Sie kostenlos. Greek

Δείξτε τη γλώσσα σας και θα καλέσουμε ένα διερμηνέα. Ο διερμηνέας σας παρέχεται δωρεάν.

Válassza ki a nyelvet. Tolmácsot fogunk hívni. A tolmács az Ón számára díjtalán.

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2015 LanguageLine Solutions

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132- 24 Hindi

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

In the matter of:

ADOPTION OF THE 2022/2023 OVERALL) WORK PLAN (OWP) AND BUDGET)

Resolution No. 2022-118

WHEREAS, the Tulare County Association of Governments' staff has prepared the 2022/2023 Overall Work Plan (OWP); and

WHEREAS, the 2022/2023 Overall Work Plan describes the tasks to be performed by the Tulare County Association of Governments during Fiscal Year 2022/2023; and

WHEREAS, the Governing Board of the Tulare County Association of Governments has determined to approve the 2022/2023 Overall Work Plan, as amended; and

WHEREAS, the Governing Board of the Tulare County Association of Governments will allow the Executive Director and Finance Director be allow to make technical changes based on the Caltrans comment letter dated April 4, 2022 and return to the board for reaffirmation May 2022. Upon Board approval with this resolution, the OWP will be printed and submitted to Caltrans, the Federal Highway Administration, and the Federal Transit Administration for final approval after all technical changes have been incorporated; and

WHEREAS, 23 CFR 450.334 requires that the designated Metropolitan Planning Organization (TCAG) certify each year that the planning process is being conducted in conformance with the applicable requirements.

NOW, THEREFORE, BE IT RESOLVED AND DETERMINED that the TCAG Board of Governors does hereby adopt the FY 2022/2023 OWP and Budget in accordance with 23 CFR 450.334 and 450.220, Caltrans and the Tulare County Association of Governments, Metropolitan Planning Organization for the Porterville and Visalia Urbanized Areas hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; and
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)); and
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794; and
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business

enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and

V. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

NOW THEREFORE, BE IT FURTHER RESOLVED that the Executive Director and Finance Director be authorized to make technical adjustments.

The foregoing Resolution was adopted upon motion of Member Shuklian, seconded by Member Micari, at a regular meeting held on the 18th day of April, 2022, by the following vote:

AYES: Micari, Vander Poel, Shuklian, Valero, Townsend, Launer, Alves, Boyer, Caudillo, Flores, Sayre, Poochigian, Holscher, Riddle, and Whitmire

NOES:

ABSTAIN:

ABSENT: Mendoza and Gomez

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III Chair, TCAG

Ted Smalley

Executive Director, TCAG

2

Certifications & Assurannces

FY 2022/2023 FHWA and FTA Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and

<u>Tulare County Association of Governments</u>, the designated Metropolitan Planning Organization for the <u>Tulare County</u> urbanized area(s), herby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section IIOI(b) of the FAST Act (Pub. L. 11 4-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

MPO Authorizing Signatur

Executive Director Title

February 22,2022 Date

Caltrans District Approval Signature

D6 Deputy District Director of Planning Title February 25, 2022

Date

Fiscal Year 2022/2023 California Department of Transportation Debarment and Suspension Certification

As required by U.S. DOT regulations on governmentwide Debarment and Suspension (Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowled ge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared inel igible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, vio lation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, br i bery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contrad icting the statements of paragraph (1) above, it will prompt ly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's *Excluded Parties List System (EPLS)*, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

January 2022



CALIFORNIA DEPARTMENT OF TRANSPORTATION DEBARMENT AND SUSPENSION CERTIFICATION FISCAL YEAR 2022/2023

SIGNATURE PAGE

In signing thi	s document, I declare ur	ider penalties of perjury that the foregoing certifications and
assurances, ar	d any other statements i	made by me on behalf of the Applicant are true and correct.
Signature	Fel fruly	made by me on behalf of the Applicant are true and correct. Date February 22,2022
Printed Name	Theodore Smalley	

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For Tulare County Association of Goverments	(Name of Applicant)	
Signature	Date 2-22-22	
Printed Name of Applicant's Attorney _Jeffrey I. Ku	hn	

January 2022

FEDERAL FISCAL YEAR 2022 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Tulare County Association of Governments

The Applicant certifies to the applicable provisions of all categories: (check here) X.

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category		Certification
01	Certifications and Assurances Required of Every Applicant	
02	Public Transportation Agency Safety Plans	
03	Tax Liability and Felony Convictions	
04	Lobbying	
05	Private Sector Protections	
06	Transit Asset Management Plan	
07	Rolling Stock Buy America Reviews and Bus Testing	
08	Urbanized Area Formula Grants Program	
09	Formula Grants for Rural Areas	
10	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	
11	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	

1

Certifications and Assurances

Fiscal Year 2022

12	Enhanced Mobility of Seniors and Individuals with Disabilities Programs	
13	State of Good Repair Grants	
14	Infrastructure Finance Programs	
15	Alcohol and Controlled Substances Testing	
16	Rail Safety Training and Oversight	
17	Demand Responsive Service	
18	Interest and Financing Costs	
19	Cybersecurity Certification for Rail Rolling Stock and Operations	
20	Tribal Transit Programs	
21	Emergency Relief Program	

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Tulare County Association of Governments

BY SIGNING BELOW, on helialFolThe Applicant, I declare that it has duly authorized me to make these. Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf contances to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to PTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 et seq., and implementing U.S. DO'I regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance, or submission made to CTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. Chapter 53 or any other statue

130

Certifications and Assurances

Fiscal Year 2022

In signing this document, I doclare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me or behalf of the Applicant are true and accurate.

signature	DateFebruary 22,2022
Name_ Theordore Smalley, Executive Director	Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Tulare County Association of Governments

As the undersigned Attendey for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature	Jeffrey Kuhn	Date: February 22, 2022
Name	Jeffrey L Kuhn	Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS: provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

California Department of Transportation



DISTRICT 6 OFFICE 1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616 (559) 488-4057 | FAX (559) 488-4195 | TTY 711 www.dot.ca.gov

April 1, 2022

Mr. Theodore Smalley Executive Director Tulare County Association of Governments 210 N. Church Street, Suite B Visalia, CA 93245

Dear Mr. Smalley:

Thank you for the opportunity to review the Tulare County Association of Governments (TCAG) Draft Overall Work Program (OWP) for fiscal year (FY) of 2022-2023. The California Department of Transportation (Caltrans) has the following comments:

1. TCAG continues their efforts in producing a variety of active transportation projects that study the needs of the motoring public, development of their transportation systems and goods movements in the areas of the San Joaquin Valley.

2. TCAG's OWP demonstrates a scope and schedule of major transportation planning tasks for FY 2022-2023 that complies with state, federal, planning and administration program requirements. TCAG continues to work collaboratively with the public, local partners, and Caltrans in all transportation planning activities in Tulare County.

3. Attachment "A" contains the informational matrix for Tulare County. The matrix list Planning Activities that Caltrans will be involved in the Tulare County region for FY 2022-2023. The matrix list has been included in the OWP. 4. TCAG's planning efforts with Caltrans has been evident in the number of projects submitted for review. TCAG continues to implement strategies from Caltrans Strategic Management Plan, Smart Mobility Framework, in addition to other documents intended to help plan for efficiency and improved air quality.

5. TCAG adequately provides discussion of Goods Movement activity within the region, throughout the draft Overall Work Program and frequently mentions State Plans and Policy Guidance.

6. Caltrans recognizes TCAG on their continuous efforts to update long-range transportation studies and identify problem areas of the transportation network for transportation goods and people.

7. Caltrans compliments TCAG for their active involvement in transportation modeling and for continuing to work with the San Joaquin Valley MPOs in the development of long-term model improvements that will aid in implementation of SB 375.

8. Caltrans acknowledges TCAGs continued efforts to comply with Title VI requirements and their Environmental Justice process to involve and include all underserved groups in Tulare County.

9. Caltrans recognizes TCAG's efforts on promoting a public involvement process by coordinating with the local tribes, specifically with the Tule River Indian Tribe.

10. TCAG is encouraged for their continued effort to enhance public participation and ensure meaningful tribal input is provided for all future transportation programs affecting Tribal governments and to continue their policy efforts for government-to-government consultation with all local tribes in Tulare County.

Federal and State Funding Priorities - Funding FTA 5303 Carryover Balance:

11. Caltrans appreciates TCAG programming carryover funds for various consulting project and agreeing to transfer excess carryover funds from Kings County Association of Governments (KCAG), to assist KCAG in carrying out planning work for the San Joaquin Valley.

Work Element: 602.10 - ATP Tribe (FY21/22):

12. TCAG is congratulated for working with Tule River Tribe on preparing an Active Transportation Policy which is expected to be completed in FY 23/24. The plan will develop a strategy for active transportation facilities and connections to transit and other important features or destinations.

13. Caltrans recommends TCAG include in the appendix or a link within the RTP to the Tribal Public Participation Plan developed in 2020. A link was provided within the RTP for the Tribal Public Participation Plan.

Work Element 620.02 - Goods Movement:

14. On page 85, the first paragraph states that the State Route (SR) 99 Comprehensive Multimodal Corridor Plan (CMCP) will be completed by end of FY 21/22. Currently, the SR 99 CMCP has a completion target of FY 24/25. *Please correct.* Corrected.

Work Element 602.03 - Active Transportation Planning:

15. Caltrans praises TCAG's continued effort towards active transportation.

16. Caltrans recommends that TCAG establish or further encourage policies for the installation of bike parking at retail, commercial, park and public facilities, especially in DACs/ Communities of need. TCAG encourages bike parking as appropriate at retail, commercial, park and public facilities.

17. Caltrans concurs with TCAG's continue engagement among Census Designated Places CDPs)/Disadvantage Communities (DACs) and/or Tribes related to active transportation/complete streets projects.

Work Element 610.01 - Air Quality Planning and Analysis:

18. Caltrans recommends TCAG along with the Tulare County consider creating a VMT Mitigation Impact Fee to help reduce potential impacts from future development. TCAG is working with Caltrans on VMT for the 99 project and may or may not establish a mitigation program. However, some cities and the county have established a mitigation impact fee program.

Department of Rail and Mass Transit - Headquarters (HQ)

19. **Rail/Transit Studies**: For Work Elements that involve rail and intercity transit (or integration between passenger rail and local transit systems for first and last mile connections), we encourage coordination with HQ DRMT staff to review and make recommendations on OWP work products to ensure consistency with statewide planning documents.

We specifically endeavor to coordinate and align rail and intercity bus planning with the State Rail Plan and forthcoming California Intercity Bus Study that will serve as the basis for prioritizing State investment in an integrated statewide passenger rail and intercity bus network. We will continue to work with Caltrans at the district and expand upon headquarters coordination on OWP work products.

20. Short and Long-Range Transit Plans: MPO's should play a role in the promotion and the development of these planning documents. Short and Long-Range Transit Plans identify transit projects that are ultimately programed with state and federal program resources. TCAG will continue to assist in development and promotion of the short and long range transit plans in our region.

21. Coordinated Public Transit: Human Service Transportation Plans "Coordinated Plans" - A locally developed, coordinated public transithuman services transportation plan identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services and projects for funding and implementation. Projects are required to be included in these plans to receive Federal Transit Administration (FTA) Section 5310 funds. TCAG will continue to update and implement our "Coordinated Plan" and include projects within it for 5310 funding eligibility.

22. Unmet Transit Needs Process: The Mills-Alquist-Deddeh Act (SB 325) or the "Transportation Development Act" (TDA) of 1971 requires RTPA's and MPO's engage the Unmet Transit Needs Process. TCAG will continue to implement the Unmet Transit Needs Process.

23. Zero Emission Bus/Zero Emission Vehicle (ZEB/ZEV) Transition Plans:

FTA and the State of California are both requiring similar plans be developed so that the transition to "Zero Emission" is as smooth as possible. Statewide, Transit Agencies are having difficulties. While Caltrans, the California Air Resources Board, GOBIZ, the California Association for Coordinated Transportation, the California Transit Association and many others are all striving to make this transition, it is going to be a challenge. Caltrans DRMT encourages MPO's to engage in this discussion with the local transit agencies in their region. TCAG has been coordinating with the transit agencies in our region regarding the state and federal EV transition plans and will continue to assist agencies in development and implementation of these plans and their projects.

24. TAM Plans, PTASP's and efforts that ensure transit State of Good

Repair: Urban Transit Agencies (those that receive FTA Section 5307) are required to share with their RTPA's and MPO's the transit Targets and Performance Measures that are identified in each urban providers Transit Asset Management (TAM) Plan and each urban providers Public Transportation Agency Safety Plan (PTASP). It is then the RTPA's and the MPO's responsibility to weave this data into their region's transportation planning process and share it with DRMT.

TCAG assisted and will continue to assist all transit agencies is their TAM Plans. Keeping transit fleets and facilities in a state of good repair is a high priority for TCAG. TCAG has also received urban provider PTASPs, and adopted MPOlevel Transit Asset Management and Safety targets. TCAG will continue to consider and ensure that these performance measures are considered and integrated into the planning and programming processes and that these items are shared with DRMT.

25. **Corridor Plans**: Both Caltrans and local agencies develop "Corridor Plans". DRMT would like Caltrans Districts and the MPOs to press for transit agency involvement in all corridor planning efforts to ensure transit is at the planning table and considered in the planning process. Ensuring transit agency involvement is critical to the State's planning efforts – at all levels, for the overall multi-modal transportation system. TCAG will encourage the involvement of transit agencies in Corridor Plans.

26. Engaging Transportation Planning Grants: DRMT would like to see more efforts to engage the transit mode into the overall transportation planning process. Planned transit projects or those that are identified in a formal planning document have a better chance of getting funded, especially in state and federal discretionary programs.

Transit planning is a major component of the transportation planning process and is included in our comprehensive formal planning documents, in addition to the many stand-alone transit planning documents TCAG prepares. We will continue to keep transit and active transportation planning at the forefront of our comprehensive planning processes and will continue to credit this planning work in grant applications for state and federal discretionary funding.

27. **TDA Expenditures**: The Local Transportation Fund (LTF) and the State Transit Assistance (STA) Fund are both derived from the Mills-Alquist-Deddeh Act (SB 325). This law was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. DRMT would like regions to consider utilizing these funding sources to help the state and local transit meet stated transit goals. Thank you for your comment. TCAG will continue to use TDA funds to meet transit goals.

28. Local Land Use Planning and Development: Local plans, development proposals and environmental documents should be reviewed for any possible direct impacts on the transportation system with specific attention to rail and transit facilities. Ensure each proposals consistency with the mass transportation plans and any specific corridor level service expansion proposals. This could cover Bus Rapid Transit routes, grade separation improvements, rail right of way preservation/encroachment issues based on service expansion goals/proposals, and possibly development exaction for rail and transit improvements as transportation-related mitigation for project specific and cumulative impacts under CEQA.

When TCAG reviews local land use plans, proposals, and environmental documents we will consider consistency with existing plans and potential rail and transit improvements/additions.

29. Regional Planning entities are encouraged to apply the abovementioned items to successfully achieve the mass transportation mode and help implement larger umbrella efforts of:

- a. The California Transportation Plan (CTP)
- b. The Climate Action Plan for Transportation Infrastructure (CAPTI)
- c. DRMT planning documents: the State Rail Plan (SRP) the Statewide Transit Strategic Plan (STSP) and the California Intercity Bus Study (CIBS); or
- d. DRMT efforts regarding the California Integrated Travel Program (CalITP).

Thank you for your comment. We will continue and further consider the efforts in the aforementioned programs and plans throughout our planning and programming processes.

Office of Regional and Community Planning (ORCP) - Coordination Branch (HQ)

30. The Planning Emphasis Areas header in the table on page 14 should be revised to read FAST Act Planning Factors. New Planning Emphasis Areas were recently released however it is not a requirement for them to be identified in the FY 2022-23 OWP. Corrected.

31. Amendments to the total Toll Credit amount identified in the Final OWP will not be permitted during FY 2022-23. Acknowledged.

32. As a reminder, Caltrans will be collecting all the End Products as deliverables listed in the OWP that are funded with Consolidated Planning Grant (CPG) and Sustainable Communities Competitive and Formula Grants. Acknowledged.

FY 2022-23 SB 1 Sustainable Communities Formula:

33. Caltrans appreciates TCAG's timely submittal and compliance with most SB 1 Sustainable Communities Formula grant requirements. Please address the following comments in the final OWP by May 13, 2022.

34. Submit an SB 1 Formula Project List (FY 2022-23 activities only) to include:

- a. Work Element 602.10-1723 Roadway Safety Plan City of Tulare FY 22/23
- b. Work Element 602.10-1823 Consolidated Transportation Agency Planning FY22/23 List is included.

35. To ensure eligibility and alignment with the intent of SB 1 funding, add to the Work Element, discussions on how they specifically align with the SB 1 Sustainable Communities Grant Specific Objectives:

- a. Encourages local and regional multimodal transportation and land use planning that furthers the region's RTP SCS.
- b. Contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines.
- c. Addresses the needs of disadvantaged communities.
- Assists in achieving the Caltrans Mission and Grant Program Objectives: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity.

The above was addressed within the work elements.

Work Element 601.06 - Overall Work Program and Budget:

36. TCAG must allocate other non-Federal CPG funds to this Work Element as the OWP includes other fund sources that are managed throughout the year. TCAG has added \$8k of local funding.

37.TCAG should at least mirror CPG match versus local funds percentage breakdown for the WE.

38. For the Work Elements listed below, please review task schedules and ensure that only activities scheduled to occur during FY 2022-23 are included. Any activities that have been completed must be removed and included in the Previous Work section. Any work activities scheduled to take place beyond FY 2022-23 must be removed and included in a separate section for future work activities:

- a. Work Element 602.10-1121
- b. Work Element 602.10-1221
- C. Work Element 602.10-1322
- d. Work Element 602.10-1723
- e. Work Element 602.10-1823

Task schedules were reviewed and adjusted accordingly.

39. For the Work Elements listed below, the Previous Work, Tasks, and Products sections appear to include the same information as what was included in the Final FY 2021-22 OWP. The Previous Work section must be updated to include a listing of any work products that were completed during FY 2021-22. The Tasks section should be updated as appropriate to reflect the task work taking place in support of the final work products anticipated to be delivered in FY 2022-23. The Products section must be revised to include final work products that are anticipated to be completed in FY 2022-23:

- a. Work Element 601.09 Performance Measures
- b. Work Element 602.03 Active Transportation Planning
- c. Work Element 602.04 Transit Planning and Coordination
- d. Work Element 605.01 Congestion Management Process (CMP)
- e. Work Element 620.01 Valleywide Coordination
- f. Work Element 650.01 Public Information and Participation Previous work, task and products were reviewed and corrected as requested.

Work Element 602.01 - Regional Transportation Plan:

40. The Products section includes work products that appear to have been completed in the previous FY. Please review the Products section and any products that have been completed must be listed in the Previous Work section and new work products anticipated to be completed in FY 2022-23 must be included. o RTP adoption is anticipated in early FY 2022-23 and must be reflected in the Products section. Products were reviewed and corrected as requested.

41. The Task Descriptions don't appear to reflect RTP adoption in early FY 2022-23. Please review and update for FY 2022-23 as appropriate. Corrected.

Work Element 602.04 - Transit Planning and Coordination:

42. The Products section includes work products that appear to have been completed in the previous FY. Please review the Products section and any products that have been completed must be listed in the Previous Work section and new work products anticipated to be completed in FY 2022-23 must be included. Corrected.

Work Element 602.04 - Cross Valley Corridor Transit Development Plan (TDP):

43. For the Task – Kick-off and Procurement, the Work Schedule falls outside of FY 2022-23. July 2022 is the earliest work activities for FY 2022-23 can start.

44. The Draft and Final TDP includes a date of August 2023 which falls outside of FY 2022-23. This task should be removed from the list of tasks for FY 2022-23 and identified in a separate section for future work activities.

Work Element 603.02 - Intelligent Transportation Systems (ITS):

45. The Previous Work section mentions coordination with transit providers and staff in preparation for a comprehensive regional Strategic Deployment Plan update that was supposed to start in FY 2021-22 but was delayed due to COVID related issues and is now scheduled to start in FY 2022-23. Is this still on track? The Task Descriptions must be updated to reflect anticipated work activities taking place in FY 2022-23.

Task descriptions were updated.

Work Element 604.01 - Transportation Improvement Program:

46. The 2023 Draft FTIP (with a completion date of June 2022) is included in the Product section. With the draft FTIP completed, it must be moved to the Previous Work section and the Products section must be revised to list the Final FTIP (with a completion date of September 2022). Corrected.

Work Element 610.01 - Air Quality Planning and Analysis:

47. The Previous Work, Tasks, and Products sections for the Work Elements listed above appear to include the same information as what was included in the Final FY 2021-22 OWP. Corrected.

48. The Previous Work section must be updated to include a listing of any work products that were completed during FY 2021-22. Corrected.

49. The Tasks section should be updated as appropriate to reflect the task work taking place in support of the final work products anticipated to be delivered in FY 2022-23. Corrected.

50. The Products section must be revised to include final work products that are anticipated to be completed in FY 2022-23. Corrected.

51. ORCP recommends that TCAG include a list of the National Ambient Air Quality Standards for which their county is designated nonattainment and/or attainment/maintenance by U.S. EPA. Namely, Tulare County is non-attainment for ozone and PM2.5 and attainment/maintenance for PM10. Please refer to U.S. EPA's Greenbook: o

https://www3.epa.gov/airguality/greenbook/anayo_ca.html Included.

52. ORCP suggests the following edit to the second paragraph of the discussion on page 79 from "PM2.5 Hotspot Analysis assessments" to "PM2.5/10 Hotspot Analysis assessments". Updated.

Work Element 620.02 - Goods Movement:

53. Items 2 and 3 in the Products section are written in the past tense and are repeated from the Final FY 2021-22 OWP. Have these products been completed? If so, they must be moved to the Previous Work section and the Products section must be updated to include new work products anticipated to be completed in FY 2022-23. Corrected.

54. Participation in development of the SR-99 Corridor Plan is included as the second task and includes the same description as in the FY 2021-22 OWP. Has the SR-99 Corridor Plan been completed? Not completed, reference corrected.

55. The activities in the Work Element are restricted to SR-99. While SR-99 is a key corridor for both the region and the state, the Work Element lacks specificity. More detail on some of the high-level takeaways from the SJV Interregional Goods Movement Plan or what the emerging issues related to rail are would add needed context. Updated.

OWP Budget Revenue Summary:

56. Ensure that Work Element titles are consistent between the individual WEs and the Budget Revenue Summary: Work Element 602.03 – Active Transportation Planning

Revenue summary reviewed and updated.

Federal Highway Administration - California Division

57. Page 14 - Planning Emphasis Areas table: The emphasis areas denoted in the plan do not reflect the jointly issued FHWA/FTA 2021 updated Planning Emphasis Areas. Please review and correct. The

Planning Emphasis Areas identified are not the new FHWA/FTA jointly issued 2021 Planning Emphasis Areas and TCAG is working to update the PEAs within the year.

58. Page 113 - Revenue and Expense table: List the matching rate (11.47%) in the bottom description of matching funds. Added.

Work Element 602.01 - Regional Transportation Plan (RTP)

59. The draft RTP is expected to be released in April 2022, however, the percent completions do not reflect that of a work element that is near completion. Please review and correct. Corrected.

60. The table on page 34 refers to the 2018 RTP. It should be corrected to reflect the 2022 RTP. Corrected

In conclusion, we ask that TCAG please utilize this comment letter when addressing the Caltrans recommendations and to demonstrate acknowledgment of the feedback by incorporating comments into the Final OWP.

Please note the Final OWP is due May 13, 2022.

Please ensure the following are included in the Final OWP packet:

- a. Electronically signed OWPAs
- b. Board Resolution
- c. Electronically signed Certifications and Assurance
- d. Appendices

If you have any further questions, contact David Deel at (559) 981-1041 or <u>david.deel@dot.ca.gov</u>.

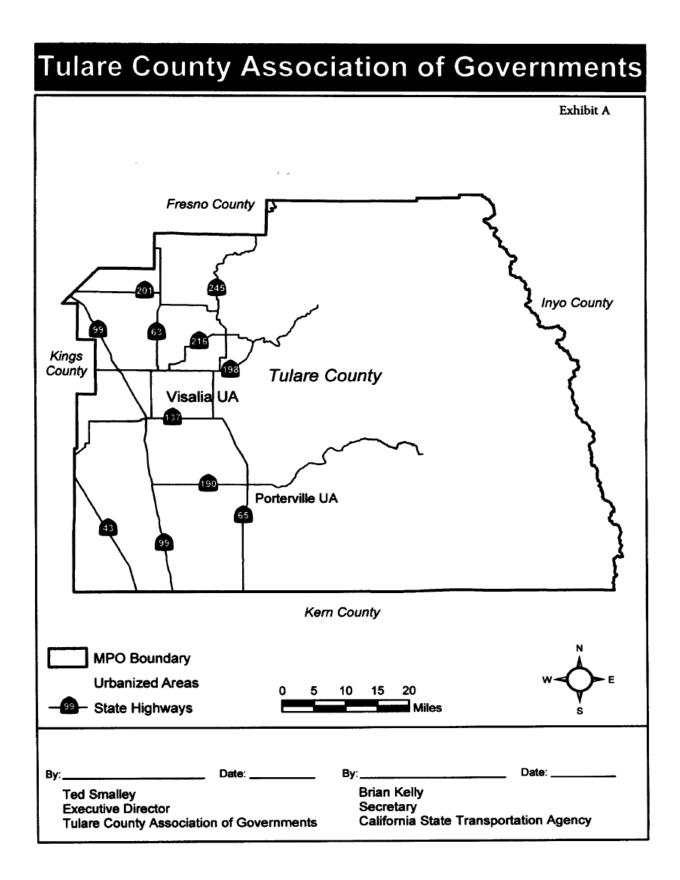
Sincerely,

Lorena Mendibles

LORENA MENDIBLES, Branch Chief Transportation Planning – South

"Attachment A": TCAG Planning Activities Informational Matrix FY 2022 - 2023

C: Caltrans D6 - Michael Navarro, Alec Kimmel Caltrans HQ - Kevin Mariant, Brian Travis FHWA – Jasmine Amanin FTA – Ted Matley



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 22/23 OWP.

Comments to the FY 22/23 OWP received from Caltrans, FHWA and FTA and the corresponding responses are published herein.

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

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 www.dot.ca.gov/hq/tpp/



Flex your power! Be energy efficient!

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 <u>garth.hopkins@dot.ca.gov</u> or (916) 654-8175; or Tyler Monson of my staff at <u>tyler.monson@dot.ca.gov</u> 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"

September 18, 2013

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

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.

<u>May 31</u>

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

June 30

FHWA and FTA send OWP approval letter to MPOs.

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 21⁵¹ 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;

WITNESSETH:

WHEREAS, the above listed regional planning agencies first entered into a Memorandum of Understanding on September 21, 2092, agreeing to coordinate regional planning activities; and

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

WHEREAS, since 2092 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 guality 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.
- Coordination with Caltrans District Offices on transportation system planning 5. 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, Jey cutive Director KERN COUNCIL' OF OOVERNMENTS Councilmember David Couch, Chairman Ronald E. Brummett, Executive Director KINGS COUNTY ASSOCIATION OF GOVERNMENTS Councilmember Sid Graighead, Chairman Terri King, Executive D 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, Exec ve Director STANISLAUS COUNCIL OF GOVERNMENTS ع Mayor James Ridenour, Chairman Vince Harr xecutive Director TULABE COUNTY ASSOCIATION OF GOVERNMENTS Supervisor Allen Ishida, Chairman George Fighey, Executive Director

MEMORANDUM OF UNDERSTANDING BETWEEN AND AMONG THE REGIONAL PLANNING AGENCIES IN THE SAN JOAQIDN 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, 2092 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, 2092 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, 2092

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

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:

- 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.
- 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 (FHW A), 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.

Mou-SJV RPA and SJVUAPCD

The Valley RPAs will take the lead in compliance with Section 108(f)(l) 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.

Mou-SJV RPA and SJVUAPCD

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.

Mou-SJV RPA and SJVUAPCD

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.

SANJOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT Councilmember Chris Vierra, Chairman Seved Sadredin, Executive Director Air Pollution Control Officer COUNCIL OF FRESNO COUNTY GOVERNMENTS Mayor Trinidad M. Rodriguez, Chairman Tony Boren, ecutive Dig ctor 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 MADEŘA COUNTY TRANSPORTATION COMMISSION Supervisor Max Rodriguez, Chairman Patricia Taylor, Executive Director CED COUNTY ASSOCIATION OF GOVERNMENTS МĒ Director John Pedrozo, Chairman Jesse Brown, Executive Director SAN JOAQUIN COUNCIL OF GOVERNMENTS nrs & Mayor Larry Hansen, Chairman Andrew T. Chesley, Executive Director STANISLAUS-COUNCH: OF GOVERNMENTS Vince Harris, Exe tive Director Mayor Jim Ridenour, Vice Chair TULARE COUNTY ASSOCIATION OF GOVERNMENTS Supervisor Mike Ennis, Chairman Ted Smalley, Executive Director

MOU-SJV RPA and SJVUAPCD

APPROVED AS TO LEGAL FORM:

KEVIN BRIGGS, Interim County Counsel

1 0r B VELLE E. KELLEY, Assistant County Counsel JAJ

San Joaquin-Valley Unified Air Pollution Control District

By PHILIP M. JAY, District Counsel l

MOU-SJV RPA and SJVUAPCD

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 (CaISTA) 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.

<u>PS&E</u>

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, Statues 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 PM2.5)

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

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

ROG	Reactive Organic Gases		
RTIP	Regional Transportation Improvement Program		
RTP	Regional Transportation Plan		
RTPA	Regional Transportation Planning Agency		
SCS	Sustainable Communities Strategy		
SGR	State of Good Repair		
SHOPP	State Highway Operation & Protection Plan		
SIP	State Implementation Plan		
SOV	Single Occupancy Vehicle		
SRTP	Short Range Transit Plan		
SSTAC	Social Service Transportation Advisory Council		
STA	State Transit Assistance		
STIP	State Transportation Improvement Program		
STBGP	Surface Transportation Block Grant Program		
SJVAPCD	San Joaquin Valley Air Pollution Control District		
TAC	Technical Advisory Committee		
TAZ	Traffic Analysis Zone		
TCAG	Tulare County Association of Governments		
ТСМ	Transportation Control Measure		
TCR	Transportation Concept Report		
TCRTA	Tulare County Regional Tranist Agency		
ТСТА	Tulare County Transportation Authority		
TDA	Transportation Development Act		
TDM	Transportation Demand Management		
TDP	Transit Development Plan		
TIF	Transportation Impact Fee		
ТМА	Transportation Management Area		
TOD	Transit Oriented Development		
ТРА	Transportation Planning Agency		

Certification Procedure and Criteria

Tulare County Association of Governments 210 North Church Street Suite B Visalia, Ca. 93291 (559) 623-0450 phone (559) 733-720 fax www.TulareCOG.org www. TCMeasureR.com

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
- 49 U.S.C. 5323(k)
- 23 CFR 450
- 42 U.S.C 7504, 7506© and (d)

A certification statement is contained annually in this document (the OWP). Other documentation will be submitted to Caltrans

Certification Factor	Documentation	
MPO Boundary Map	Copy of Approved Map	
MPO Designation	Copy of Designation Letter	
(23U.S.C. 135,49 U.S.C. 5323(k))	Available on TCAG website	
Regional Transportation Plan (23U.S.C. 135,49 U.S.C. 5323(k))		
Regional Transportation Improvement Program	Available on TCAG Website	
Overall Work Program (23U.S.C. 135,49 U.S.C. 5323(k))	Copy of documentation and MPO endorsement	
Conformity/Consistency Report 42 U.S.C. 7504,7506©(d)	Available on TCAG Website	
Agreement between the San Joaquin Valley TRPAs	MOU	
Agreement Between the San Joaquin Valley RTPAS and SJVUAPCD	MOU	

