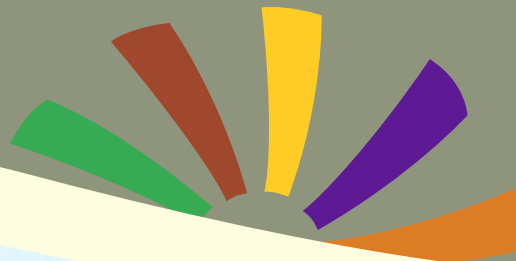


Farm to market



Tulare County Association of Governments
2024-2025 DRAFT Overall Work Plan

The page intentionally left blank

CONTENTS

INTRODUCTION 1

TULARE COUNTY ASSOCIATION OF GOVERNMENTS DESIGNATIONS.....	1
DESCRIPTION OF REGION	1
ORGANIZATION OF TCAG	2

TCAG ORGANIZATIONAL CHART.....4

BOARD OF GOVERNORS	5
--------------------------	---

COMMITTEES 5

TRANSPORTATION POLICY ADVISORY COMMITTEE.....	5
TULARE COUNTY TRANSPORTATION AUTHORITY AND	5
ABANDONED VEHICLE ABATEMENT (AVA) AUTHORITY.....	5
TECHNICAL ADVISORY COMMITTEE	6
SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL	6
TRANSPORTATION FORECASTING MODEL TECHNICAL ADVISORY COMMITTEE (TFMTAC)	7
MEASURE R CITIZENS' OVERSIGHT COMMITTEE	7
ACTIVE TRANSPORTATION ADVISORY COMMITTEE	8
CONGESTION MANAGEMENT PROCESS STEERING COMMITTEE	9
SUSTAINABLE CORRIDOR COMMITTEES	9
SUSTAINABLE GOODS MOVEMENT COMMITTEE	11

CERTIFICATION PROCEDURE AND CRITERIA12

TCAG FUNDING PRIORITIES.....13

STATE AND FEDERAL FUNDING PRIORITIES14

WORK ELEMENT: 601.01 TRANSIT ADMINISTRATION & PROJECT IMPLEMENTATION.....16

WORK ELEMENT: 601.02 TCAG ADMINISTRATION20

WORK ELEMENT: 601.04 OFFICE EXPENSES AND FIXED ASSETS24

WORK ELEMENT: 601.06 OVERALL WORK PROGRAM AND BUDGET26

WORK ELEMENT: 601.08 ADVOCACY29

WORK ELEMENT: 601.09 PERFORMANCE MEASURES31

WORK ELEMENT: 602.01 REGIONAL TRANSPORTATION PLAN33

WORK ELEMENT: 602.02 TRAFFIC FORECASTING / MODEL DEVELOPMENT35

WORK ELEMENT: 602.03 ACTIVE TRANSPORTATION PLANNING38

WORK ELEMENT: 602.03-1000 ACTIVE TRANSPORTATION PLANNING/BIL/IJA COMPLETE STREETS SET ASIDE 42

WORK ELEMENT: 602.04 TRANSIT PLANNING AND COORDINATION44

WORK ELEMENT: 602.06 SPECIAL TRANSPORTATION PROJECT STUDIES.....47

WORK ELEMENT: 602.07 SPECIAL TRANSPORTATION PROJECT STUDIES (NON-FEDERAL).....	48
WORK ELEMENT: 602.10-1623 ABM DEVELOPMENT (FY22/23)	49
WORK ELEMENT: 602.10-1823 REGIONAL DEMOGRAPHIC, HOUSING, AND EMPLOYMENT FORECAST AND DATA VISUALIZATION TOOLS (FY22/23)	51
WORK ELEMENT: 602.10-2323 REGIONAL ACTIVE TRANSPORTATION PLAN (RATP) (FY 22/23)	53
WORK ELEMENT: 602.10-1924 MULTI-MODAL SUSTAINABLE GOODS MOVEMENT STUDY (FY23/24)	55
WORK ELEMENT: 602.10-2024 GOODS MOVEMENT STUDY (FY 23/24).....	57
WORK ELEMENT: 602.10-2125 ACTIVE TRANSPORTATION PLAN (FY 24/25)	59
WORK ELEMENT: 602.10-2225 LAND USE TRANSPORTATION MODEL UPDATE FY 24/25	61
WORK ELEMENT: 602.15 SUSTAINABLE CORRIDOR.....	62
WORK ELEMENT: 603.02 INTELLIGENT TRANSPORTATION SYSTEMS (ITS).....	63
WORK ELEMENT: 604.01 TRANSPORTATION IMPROVEMENT PROGRAM	65
WORK ELEMENT: 605.01 CONGESTION MANAGEMENT PROCESS (CMP)	68
WORK ELEMENT: 610.01 AIR QUALITY PLANNING AND ANALYSIS	70
WORK ELEMENT: 620.01 VALLEYWIDE COORDINATION.....	73
WORK ELEMENT: 620.02 GOODS MOVEMENT	75
WORK ELEMENT: 650.01 PUBLIC INFORMATION AND PARTICIPATION	77
WORK ELEMENT: 670.05 LOCAL COORDINATION AND PROJECT IMPLEMENTATION	82
WORK ELEMENT: 670.07 ABANDONED VEHICLE ABATEMENT	85
WORK ELEMENT: 670.10 REGIONAL HOUSING (RHNA)	87
WORK ELEMENT: 670.10-1000 REGIONAL HOUSING ELEMENT	89
WORK ELEMENT: 680.02 FILM PROMOTION	91
WORK ELEMENT: 700.01 MEASURE R ADMINISTRATION AND PLANNING	93
WORK ELEMENT: 700.02 MEASURE R: SANTA FE TRAIL CONNECTION	96
WORK ELEMENT: 800.01 LAFCO.....	98
WORK ELEMENT: 810.01 STATE SB 125 FUNDING	99
WORK ELEMENT: 825.01 TCRTA.....	100

2024/2025 OVERALL WORK SUMMARY	101
PL FUNDS AVAILABLE	103
SECTION 5303 104	
REVENUE AND EXPENSE TABLES	105
REVENUES.....	105
EXPENDITURES	106
ENDITURES BY FUNDING SOURCE.....	107
APPENDIX 108	
SB1 TABLE FY 2024/2025.....	109
PLANNING ACTIVITIES FY 2024-2025	110
OWP APPROVING RESOLUTION	113
CERTIFICATIONS & ASSURANCES	114
CALTRANS LETTER AND RESPONSES.....	115
GLOSSARY OF TERMS AND DEFINITIONS.....	131

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 was redesignated into two areas (Visalia and Tulare) as a result of the 2020 Census caused TCAG to no longer be designated as a Transportation Management Area (TMA). Therefore, TCAG has the option of keeping 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 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 5,160 miles of maintained roadway as follows:

- 2,424 miles county roads (fifth largest in the state);
- 1,148 miles of city streets;
- 351 miles of State Highways;
- 25 miles of U.S. Bureau of Indian Affairs;
- 29 miles maintained by the Army Corps of Engineers;
- 143 miles U.S. Forest Service; and
- 68 miles National Park Service.

There are Five (5) general aviation airports and 301 miles of rail lines in the county

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

State Highways play an important role in Tulare County's transportation system. Highway traffic in Tulare County is generally composed of goods movement, farm-to-market, commuter, business, and recreational trips. With urbanization continuing to take place in the county, an increasing percentage of commuter and business trips are developing. The need for an integrated multi-mode system is critical for Tulare County. The existing State Highway System in Tulare County was originally completed in the 1950s and 60s. Over the past ten years, TCAG has continued to work with Caltrans to improve the State Highway System. Improvements have

occurred or are planned for SR-198, SR-63, SR-99, SR-65, SR-245, SR-137 and SR-190. Improvements are, or will be, funded with local, regional, and interregional funds. Caltrans prepares Transportation Concept Reports (TCR) and Congestion System Management Plans (CSMP) for highways on the state highway system. TCAG will continue to work with Caltrans to provide timely improvements to the Regional Road system of Tulare County. Caltrans and TCAG also partner on corridor planning studies to ensure project selection and priority selection make the best use of transportation funding regardless of source.

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

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

Organization of TCAG

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

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

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

The Board of Governors directs TCAG. This group is composed of one representative from each of the eight cities, five members of the Tulare County Board of Supervisors, three members-at-large, and one representative of transit within Tulare County. These seventeen members act as the Council of Governments, the Regional Transportation Planning Agency, and the Metropolitan Planning Organization. These members, plus the District Director of Caltrans, sit as the Policy

Advisory Committee. This body offers advice on issues that will be presented to the Board of Governors. The TCAG Board, less the at-large TCAG Board members, transit provider representative, and Caltrans representative, also directs the Tulare County Transportation Authority and Abandoned Vehicle Abatement (AVA) Authority.

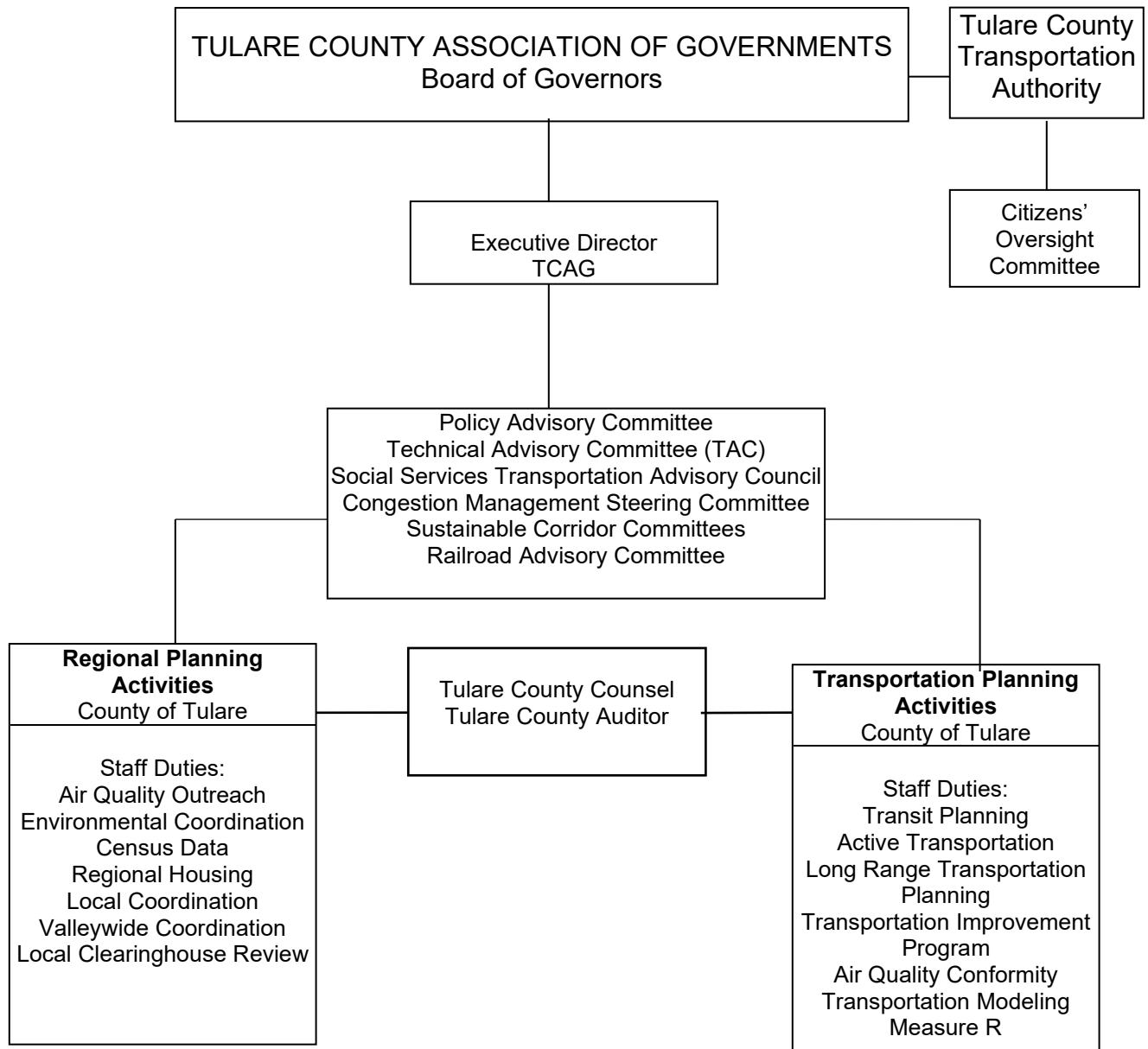
TCAG's Technical Advisory Committee is comprised of each City's City Manager, the County Administrative Officer (or their designees) and a representative from the Tule River Tribal Council.

TCAG has two primary functions:

- (1) The Regional Planning function is responsible for general regional planning at the county and San Joaquin Valley levels, environmental review, air quality outreach activities, preparation of the Regional Housing Needs Assessment (RHNA) and other regional activities. Many of these activities are not reimbursable with federal planning funds. Project and programmatic advocacy are 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
Vickie Riddle	City of Exeter
Paul Boyer	City of Farmersville
Hipolilo Cerros	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
Kellie Carrillo	Public Transit Provider Representative
Tyrone Holscher	Member-at-large
Julie Allen	Member-at-large
Pamela K Whitmire	Member-at-large
Larry Micari	Supervisor, District 1
Pete Vander Poel,III	Supervisor, District 2
Amy Shuklian - Chair	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
Armondo DaSilva	City of Lindsay
Patrice Hildreth	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. SSTAC also advises the TCAG board on other transportation issues of concern to seniors, people with disabilities, and people of limited financial means.

Vacant	Potential Transit User Over 60 Years of Age
Rebecca Donabed, Chair	Potential Transit User, disabled
Lia Hanner	Potential Transit Users, disabled
Michael Equibel	Social Service Provider for seniors
John Mauro	Social Service Provider for seniors
Mark Michaelian	Social Service Provider for disabled
Norma Verduzco, Vice Chair	Social Service Provider for disabled
Vacant	Social Service Provider for Persons of Limited Means
Teresa Ortega	Transit Operator
Caleb Bowman	Transit Operator
Taryn Ward	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 2023/24, 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	City of Dinuba
Mike Miller	City of Tulare
Vacant	City of Farmersville
Vacant	City of Visalia
Vacant	City of Porterville
David Berggren	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 provide technical expertise and input on issues related to development of the Regional Active Transportation Plan (RATP). Final decisions on the RATP are the responsibility of the TCAG Board of Governors.

Johnny Woodrow	California Highway Patrol
George Avila Hernandez	City of Dinuba
Elsa Mejia or Jennifer Gomez	City of Farmersville
Emmanuel Llamas	City of Woodlake
Araceli Mejia	City of Lindsay
Jason Ridenour or Luisa Zavala	City of Porterville
Michael J. Winton or Karla Arteaga	County of Tulare -Resource Management Agency
Eddie Wendt	City of Exeter
Jan Bowen or Mario Anaya	City of Tulare
Diego Corvera	City of Visalia
Jose Ruiz-Salas or Sharon Minnick	Tulare County Public Health
Vacant	Tulare County Sheriff
Edgar Hernandez or Scott Lau	Caltrans District 6
Olivia Forte	Tulare County Regional Transit Agency
Mark Wall, Chair	Citizens Oversight Committee (At Large Member)
Michael Young, Vice Chair	Interest Group #1
Vacant	Interest Group #2
Elaine Garrett or Lonnie Miller	Interest Group #3
Lisa Alvarado	Interest Group #4

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	Member
Martha Flores, Elected Official	Member
Michael Navarro, Caltrans	Member
Aaron Bock/Michael Winton, County of Tulare	Member
Eddie Wendt/Daymon Qualls, City of Exeter	Member
Jeff Cowart/Neyba Amezcua, City of Lindsay	Member
Jason Ridenour, City of Porterville	Member
Karl Schoettler, Planner	Member
Kasia Poleszczuk, TCAG	Staff
Brad Cole, Caltrans	Staff

State Route 99 Sustainable Corridor Committee

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

State Route 198 Sustainable Corridor Committee

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

Sustainable Goods Movement Committee

The Sustainable Goods Movement Committee is to advise the TCAG Board on any and all issues related to freight/logistics, multi-modal freight, clean freight, managed lanes on SR 99, SB743 mitigation, and economic development as it relates to transportation investments. The Sustainable Goods Movement Committee is advisory in nature and will not select or prioritize transportation projects, which is the purview of the TCAG Board itself. The committee meets quarterly.

Mayor Brian Poochigian	City of Visalia
Marc Mondell, City Manager	City of Tulare
Jason Ridenour, Assistant City Manager	City of Porterville
Airica de Oliveira	Tulare County EDC
Devon Jones, Economic Development Manager	City of Visalia
Lisa Wallis-Dutra, 4-Creeks	City of Dinuba
Michael Washam, Associate Director RMA	County of Tulare
Pedro Ramirez	Caltrans District 6
Derek Winning	TCAG

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 several key priorities for TCAG over the next year. TCAG priorities overlap with both planning emphasis areas and critical project implementation.

The following is a summary:

1. The effort to prepare the 2026 RTP is already on the way. The two-year effort on preparing a new activity-based model (ABM) that will be used for the 2026 RTP should complete major milestones in 24/25. This is a significant effort to upgrade the basic 4-step travel demand model. The model will improve evaluation and performance measure capabilities and will rely on big data and recent survey data for calibration and validation.
2. Over the past year, staff have worked with member agencies on ATP development and getting ready for grant submittals to the CTC. Revised Active Transportation Program (ATP) development and complete street efforts will continue to be a priority in 24/25 as member agencies update ATP plans and implement projects that successfully received grant awards. In addition, TCAG will continue the effort to help disadvantaged communities such as the Tule River Tribe and unincorporated communities. The City of Porterville is partnering with TCAG to help the Tule Tribe implement the replacement of Pedestrian bridge that was destroyed by the recent floods.
3. Continued efforts to improve transit by partnering with a pilot to introduce a regional micro-transit service. Initial phases have or will start in 23/24. Additional phases will continue to be implemented in 24/25. Also, in 2024/25 the Cross-Valley Corridor study will be completed. TCAG will conduct outreach to further explain the implementation of the Cross valley corridor plan.
4. TCAG will establish a Goods Movement Committee and will develop a Multi-modal Sustainable Goods Movement Study that looks at the SR 99 Corridor emerging issues including: Inland Port concept, rail, a hydrogen/electric corridor, and managed truck lanes.
5. As discussed with Caltrans and FHWA, TCAG will elect to keep the CMP efforts despite the redesignation.

As Infrastructure Investment and Jobs Act (IIJA) guidelines or rule making occurs, the San Joaquin Valley will continue to work together to implement new planning regulations as well as develop strategies to look at new funding opportunities. The Valley has a long history of planning together as well as partnering with Caltrans District 6. TCAG is confident that 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.

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 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. The real results have been investments made in Disadvantage communities. A focus of the 0226 RTP will be outreach in disadvantaged areas of the county in partnership with the county.

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. The TCAG safety outreach program continues to educate on the need for wearing helmets when riding a bicycle and providing free car seat installation at TCAG offices.

Consultation procedures with resources are outlined in the adopted Public Participation Plan posted online.

Toll Credits are being used as a 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 Planning Emphasis Areas (PEAs) are discussed below. Goals such as tackling climate change 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 table.

Federal Planning Emphasis Areas (PEAs)

- Tackling the Climate Crisis
- Transition to a Clean Resilient Future
- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

Federal PEAs	CONSIDERED BY TCAG/TPA WORK ELEMENT:
Tackling the Climate Change	601.01,601.02,601.08,602.01, 602.02, 602.03,602.04, 602.10, 603.02,604.01, 605.01, 610.01, 620.01, 620.02, 650.01, 670.10, 700.01
Transition to a Clean Resilient Future	601.01,601.02,601.08,602.01, 602.02, 602.03,602.04, 602.10, 603.02,604.01, 605.01, 610.01, 620.01, 620.02, 650.01, 670.10, 700.01
Equity and Justice in Transportation Planning	601.01,601.02,601.08,602.01, 602.02, 602.03,602.04, 602.10, 603.02,604.01, 605.01, 610.01, 620.01, 620.02, 650.01, 670.10, 700.01
Complete Streets	601.08, 601.09, 602.01, 602.02, 602.03, 602.10, 604.01, 610.01, 650.01, 700.01,
Public Involvement	601.01,601.08,601.09,602.01,602.02, 610.01,602.03,602.04, 603.02,650.01, 700.01
Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination	601.08,602.01,602.02,602.03, 602.04, 603.02,700.01
Federal Land Management Agency Coordination	601.08,602.01,602.02,602.03, 602.04, 603.02,700.01
Planning and Environmental Linkages	601.08,602.01,602.02,602.03, 602.04, 603.02,700.01
Data in Transportation Planning	601.09,602.01,602.02,602.03, 604.01, 605.01, 700.01

WORK ELEMENTS

SUBCATEGORY 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:

1. LTF and STA transit claims for the cities and county for 2023/2024
2. LTF and STA apportionments for 2023/2024
3. COS transit pass funding allocations and ridership totals
4. FTA project programming
5. LCTOP allocations
6. Triennial Performance Audits
7. Fiscal Audits
8. Project List for 2023/2024 SGR Program
9. 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 several 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 verifies the claims prior to presentation to the Board and upon approval and submits them 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 track the proposals issued by the state's Transit Transformation Task Force.

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 to ensure compliance with the law. The most recent Triennial Performance Audit was completed in 2022, covering fiscal years 18/19-/20/21. Audits for 21/22-23/24 will be completed in fiscal year 2024/2025. 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.

The Social Services Transportation Advisory Council (SSTAC) meets quarterly to discuss current transit issues in Tulare County, particularly those affecting transportation disadvantaged populations. One meeting a year, each May, 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 is 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 in several ways. Outreach includes newspaper postings, social media postings and advertisements, online surveys, posters with comment cards distributed throughout the county, and more. The self-addressed comment cards have continued to be a staple for collecting comments in various communities and locations, such as senior centers, and are a key component to ensuring that those who may not use social media can easily provide comments. Collecting comments through social media has been very successful, particularly in collecting comments in Spanish. TCAG continues to enjoy increased public participation from the non-English speaking, disadvantaged communities, and transit users across the county. Public notices are published in English and fully translated into Spanish. Notes and contact information are included on posters in Tagalog.

Unmet needs requests are provided to the applicable transit providers for response and then presented to the SSTAC for recommendations prior to final approval by the TCAG Board. The TCAG Board makes findings of Unmet Needs that are reasonable to meet, and staff submits all documentation of the process to Caltrans each year. An Unmet Transit Needs Assessment is prepared annually to review and evaluate the unmet needs process, and to compile all information into a report per the TDA.

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

TCAG staff are 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 24 – Jun 25	TDA Funding
Review and process LTF and STA claims	TCAG Staff	5	Dec 24 – Jun 25	TDA Funding
Coordinate State of Good Repair Project Lists	TCAG Staff	3	Jul 24 – Nov 25	TDA Funding
Update TDA Manual as needed	TCAG Staff	3	Jul 24 – Jun 25	TDA Funding
Monitor Triennial Performance Audit recommendation implementation	TCAG Staff	3	Jul 24 – Jun 25	TDA Funding
Manage FTA funding programs	TCAG Staff	5	Jul 24 – Jun 25	TDA Funding
Manage and Convene the SSTAC	TCAG Staff	5	Aug 24, Nov 24, Feb 25, May 25	TDA Funding
Coordinate and disperse funds for the COS Student Transit Pass Program	TCAG Staff	3	Jul 24 – Jun 25	TDA Funding
Prepare LCTOP allocations	TCAG Staff	3	Jan 25 – Apr 25	TDA Funding
Assist agencies in plan and program development, and regional coordination implementation	Consultant and TCAG Staff	25	Jul 24 – Jun 25	TDA Funding
Conduct Annual Unmet Needs process and findings	TCAG Staff	10	Jan 25 - Jul 24	TDA Funding
Prepare 2022 Triennial Performance Audits	Consultant and TCAG Staff	5	Nov 24 – Jun 25	TDA Funding

Prepare Annual Unmet Needs Analysis Report	TCAG Staff	10	Jul 24 – Dec 24	TDA Funding
Assist in implementation of Tulare County Regional Transit Agency	Consultant and TCAG Staff	14	Jul 24 – Jun 25	TDA Funding
Coordinate Annual Fiscal Audits	Consultant	3	Jul 24 – Apr 25	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	150,000	TCAG Staff	45,000
		Consultant	105,000
Total Revenues	150,000	Total Expenditures	150,000

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:	<ol style="list-style-type: none"> 1. Agenda and Meeting Minutes of monthly and/or quarterly TAC, TCAG, and other board and committee meetings 2. Administrative and Accounting Policies and Procedures (semi-annually) 3. Annual Local Motion Event Luncheon 4. TCAG Annual Financial Audit and document preparation for outside auditors. 5. Submission of quarterly OWP billing and reports to Caltrans/FHWA

DISCUSSION:

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

Maintain and Produce TCAG files and records:

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-[California Fair Political Practices Commission](#) for all board members, coordinates special TCAG functions, and updates and maintains databases.

Administrative and Accounting Procedures Manual:

The Administrative Procedures Manual update will be an ongoing process and will be updated semi-annually with policies and workflow components 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.

W. E. 601.02 TCAG Administration

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Produce and distribute agenda and minutes for TCAG meetings	TCAG Staff	10	Jul 24 – Jun 25	Local Contribution
Maintain all TCAG records, agreements, and governing documents	TCAG Staff	15	Jul 24 – Jun 25	Local Contribution
Take meeting minutes and attend monthly and/or quarterly TAC, TCAG and other board and committee meetings	TCAG Staff	20	Jul 24 – Jun 25	Local Contribution
Provide general administrative support	TCAG Staff	5	Jul 24 – Jun 25	Local Contribution
Produce and Maintain Procedures Manual for Administration	TCAG Staff	5	Jul 24 – Jun 25	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 24 – Jun 25	Local Contribution TCAG Reserves
Annual TCAG Audit	TCAG Staff and Consultant	10	Nov 24 – Mar 25	Local Contribution
Area-wide Clearinghouse Review	TCAG Staff	2	Jul 24 – Jun 25	Local Contribution
Schedule training and travel at request	TCAG Staff	2	Jul 24 – Jun 25	Local Contribution
Schedule and coordinate the Local Motion Program	TCAG Staff	4	Jul 24 – Jun 25	Local Contribution
Coordinate government to government consultation and collaboration efforts with the Tule River Indian Tribal Council	TCAG Staff	2	Jul 24 – Jun 25	Local Contribution
OWP budget review, invoicing and reconciliations	TCAG Staff	15	Jul 24 – Jun 25	Local Contributions

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. Local Clearing House reviews as applicable. Fiscal year end FY 22/23 financial audit, and state controllers report completed. OWP invoicing for FY21/22 and 22/23 concluded.

W. E. 601.02 TCAG Administration

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	369,939	TCAG Staff	537,518
TCAG Reserves	165,649	Memberships	3,070
Other Grants	100,000	Consultant	33,000
		Training	3,000
		Transportation and Travel	4,000
		County Counsel	15,000
		Auditor	1,000
		Special Dept Exp	39,000
Total Revenues	635,588	Total Expenditures	635,588

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 24 – Jun 25	Local Contributions/Reserves
Maintenance of existing equipment	N/A	10	Jul 24 – Jun 25	Local Contributions/Reserves
Purchase of computer hardware and software upgrades and office furniture	N/A	15	Jul 24 – Jun 25	Local Contributions/Reserves
Purchase replacement vehicle/EV Charging Station	N/A	10	Jul 24 – Jun 25	Local Contributions/Oth Grants
Procurement of County of Tulare Services, dues, subscriptions, licenses	N/A	20	Jul 24 – Jun 25	Local Contributions/Reserves

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

W.E. 601.04 Office Expenses/Fixed Assets

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	335,292	County of Tulare	187,105
TCAG Reserves	39,119	Insurance	9,000
Other Grants	91,400	Office Expense	25,000
		Rent	166,586
		Special Dept Expense	50,000
		Dues/Subscriptions/Licenses	120
		Utilities	23,000
		Office Equipment	5,000
Total Revenues	465,811	Total Expenditures	465,811

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, Amendments, and submittal of the Year-End package

DISCUSSION:

Development of the next fiscal year's annual overall work plan (OWP) starts late December and continues 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 several 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 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.

W.E. 601.06 Overall Work Program and Budget

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 24 – Feb 25	PL Funding/Member Dues/Local Contributions
Preparation of OWP Amendments	TCAG Staff	10	Jul 24 – Jun 25	PL Funding/Member Dues/Local Contributions
Printed and electronic draft is sent to Caltrans, FTA, & FHWA	TCAG Staff	5	Mar24	PL Funding/Member Dues/Local Contributions
Draft OWP is presented at Board Meeting for review	TCAG Staff	5	Mar 25, Apr 25	PL Funding/Member Dues/Local Contributions
Review and incorporation of Caltrans, FTA & FHWA comments	TCAG Staff	10	Mar, Apr 25	PL Funding/Member Dues/Local Contributions
Final Preparation and approval of OWP by Board, Caltrans, FTA & FHWA	TCAG Staff	10	May 25	PL Funding/Member Dues/Local Contributions
Submission of Year End Package	TCAG Staff	10	Jun 25	PL Funding/Member Dues/Local Contributions

PREVIOUS WORK:

This is an ongoing work element. Work completed includes development, preparation, review, approval and submittal of 2023/2024 OWP as well as any amendments to the OWP and a final year end package.

W. E. 601.06 Overall Work Program and Budget

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Member Dues	1,000	TCAG Staff	60,000
Local Contributions	20,000	Print Services	1,500
FHWA PL	40,500		
Total Revenues	61,500	Total Expenditures	61,500
Toll Credits(PL&Carryover) (Not Revenues)	4,645		

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 training 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 24Sept 24 – Jun 25	Local Contributions / Member Dues
Legislative Tracking and Reporting	Consultant	25	Jul 24 – Jun 25	Local Contributions / Member Dues
Participate in CALCOG, NARC,CTS,SJVAPCD and State, Valley COG and RTPA meetings	TCAG Staff	25	Jul 24 – Jun 25	Local Contributions / Member Dues
Conduct monthly board meetings/workshops to review status of transportation issues and impacts to Tulare County	TCAG Staff	10	Jul 24 – Jun 25	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.

W.E. 601.08 Advocacy

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Member Dues	140,500	TCAG Staff	67,990
Local Contribution	98,490	Memberships	12,500
TCAG Reserves		Consultant	119,000
		Transportation and Travel	38,500
		Print Services	1,000
Total Revenues	238,990	Total Expenditures	238,990

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:	2025 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 2025 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.

W.E. 601.09 Performance Measures

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Public Transit Safety Performance Target Adoption	TCAG Staff	15	Jan 24	PL Funding
Participate in training, workshops, meetings and related performance measures activities	TCAG Staff	40	Jul 24 – Jun 25	PL Funding
Assist member agencies to plan and program projects that contribute to the achievement of performance targets	TCAG Staff	20	Jul 24 – Jun 25	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 24 – Jun 25	PL Funding

PREVIOUS AND CONTINUING WORK:

Support of Caltrans PM1 performance measures approved by TCAG Board in January 2024. 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 2025 Federal Transportation Improvement Program.

W. E. 601.09 Performance Measures

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	5,000	TCAG Staff	3,800
		Training	200
		Transportation & Travel	1,000
Total Revenues	5,000	Total Expenditures	5,000
Toll Credits (PL&Carryover) (Not Revenues)	574		

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 Growth Forecast
- Public Participation Plan
- Draft Goals and Policies Update
- Draft Performance Measures

DISCUSSION:

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

The 2022 RTP integrates multiple planning processes. A Sustainable Communities Strategy (SCS), a requirement of Senate Bill 375, has been included as part every RTP update since 2014. 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.

The next RTP update began in the second quarter of FY 2023/24. Work in FY 2023/24 focused on preliminary data gathering and project management. Entering FY 2024/25 work will continue in the first major phase of the RTP update involving foundations and frameworks (see task descriptions). These will proceed in conjunction with the closely related processes of transition to a new type of regional travel forecasting model (see Work Element 602.02) and updates to major regional modal plans such as the Regional Active Transportation Plan (see Work Element 602.03) and the Regional Long Range Transit Plan (See Work Element 602.04). New plans that will implement the 2022 RTP/SCS and well as support and inform the 2026 RTP/SCS include the Cross-Valley Corridor Transit Development Plan and significant highway corridor studies and local transportation and complete streets plans (various work elements).

W.E. 602.01 Regional Transportation Plan

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Develop 2026 RTP/SCS process framework	TCAG Staff	20	Jul 24 – Jun 25	PL & PL Carryover Funding
Develop regional growth forecast (in conjunction with regional model development)	TCAG Staff	30	Jul 24 – Jun 25	PL & PL Carryover Funding
Update goals and policies. Evaluate National Planning Emphasis Areas for implementation in 2026 RTP	TCAG Staff	20	Jul 24 – Jun 25	PL & PL Carryover Funding
Process amendments to the 2022 RTP/SCS	TCAG Staff	10	Jul 24 – Jun 25	PL & PL Carryover Funding
Update Public Participation Plan and consultation policies. Coordinate, consult, and collaborate with Tule River Indian Tribal Council	TCAG Staff	20	Jul 24 – Jun 25	PL & PL Carryover Funding

PREVIOUS WORK:

Developing 2026 RTP/SCS process framework
 Developing regional growth forecast (in conjunction with regional model development)
 Updating Public Participation Plan and consultation policies.

W.E. 602.01 Regional Transportation Plan

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	5,000	TCAG Staff	150,000
FHWA PL	195,000	Consultant	50,000
Total Revenues	200,000	Total Expenditures	200,000
Toll Credits (PL&Carryover) (Not Revenues)	22,940		

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:	<ol style="list-style-type: none"> 1. Model Forecast Data for Air quality studies and FTIP amendment as necessary (approximately quarterly) 2. Updated road and transit network and model documentation 3. Calibration and validation reports 4. Regional model update to a new validation base year and documentation thereof. 4. TDM socioeconomic data input files based on the growth forecast.

DISCUSSION:

TCAG's current TDM was developed, starting in 2012, as part of the San Joaquin Valley Model Improvement Program (SJMIP). The SJMIP was a joint venture with the seven other valley MPOs funded by a grant from the California Strategic Growth Council under Proposition 84. One purpose of the SJMIP was to bring each MPO's model up to the standards needed to meet the requirements of SB 375 (Sustainable Communities and Climate Protection Act of 2008).

Parallel with updating the SJMIP2 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 SJMIP2 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 can produce 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. The TCAG ABM has completed initial validation and testing to 2015 base year and is ready for update to a newer base year (2022). The base year update work has been shifted mostly to FY 2023/24 due to delay in completion of the Central California Household Travel Survey (a joint effort of the eight San Joaquin Valley MPOs and the California Department of Housing and Community Development). It is expected to be completed by the second quarter of the 2024/25 fiscal year. If successfully re-estimated, calibrated and validated to the new base year, 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 proportion 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

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.

W.E. 602.02 Traffic Forecasting / Model Development

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Travel demand model update to a new validation base year including recalibration and revalidation of both SJVMIP and ABM.	TCAG Staff and Consultant	50	Jul 24 – Jun 25	PL & PL Carryover Funding
Scenario development and model runs for RTP update, TIP amendments and updates and air quality conformity.	TCAG Staff and Consultant	10	Jul 24 – Jun 25	PL & PL Carryover Funding
Coordinate with Valley-wide and State-wide modeling forums.	TCAG Staff and Consultant	5	Jul 24 – Jun 25	PL & PL Carryover Funding
Modeling for air quality and congestions management planning.	TCAG Staff and Consultant	10	Jul 24 – Jun 25	PL & PL Carryover Funding
Training to maintain and improve staff modeling knowledge and skills.	TCAG Staff and Consultant	20	Jul 24 – Jun 25	PL & PL Carryover Funding
Provide Staff support to the Travel Forecasting Model Technical Advisory Committee (TFMTAC)	TCAG Staff	5	Jul 24 – Jun 25	PL & PL Carryover Funding

PREVIOUS WORK:

Master network and socio-economic data updates in preparation for updating the regional models to a new base year and work on the 2025 FTIP and 2026 RTP/SCS update process.

W.E. 602.02 Traffic Forecasting / Model Development

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	256,819	TCAG Staff	238,850
FHWA PL (carryover)	68,180	Consultant	40,000
		Memberships	2,000
		Training	9,500
		Transportation & Travel	5,250
		Dues/Subscriptions/Licenses	13,249
		Office Equipment	16,150
Total Revenues	324,999	Total Expenditures	324,999
Toll Credits (PL&Carryover) (Not Revenues)	37,277		

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.03 Active Transportation Planning
PURPOSE:	Manage regional level bicycle and pedestrian planning in Tulare County.
PRODUCTS:	<ol style="list-style-type: none"> 1. Active Transportation Outreach and Regional Coordination (quarterly) 2. Local ATP policies and project selection and programming (February) 3. ATAC Meetings (bi-monthly) (see pg. 8) 4. City of Visalia and City of Porterville Active Transportation Plan 5. City of Tulare Active Transportation Plan

DISCUSSION:

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

A focus area of this work element in Fiscal Year 2015/16 was to address the new statutory requirements through the development of a Regional Active Transportation Plan (RATP) for the Tulare County region. The RATP planning effort, also known as "Walk N' Bike Tulare County" was adopted in 2016 and made part of the Regional Transportation Plan and Sustainable Communities Strategy update in 2018 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. The goals of the Caltrans Statewide Bicycle and Pedestrian plan, Toward an Active California, which guided the development of the Caltrans Active Transportation (CAT) Plan and fulfills the next step in the process of addressing active transportation needs along the State Highway System. The Caltrans District 6 CAT Plan identifies pedestrian and bicycle needs on and across the State Highway System (SHS) and prioritizes highway segments and crossings to inform future investments. The Plan's main outputs are lists and maps of location-based needs, prioritized highway segments, and prioritized highway crossings. 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."

W.E. 602.03 Active Transportation Planning

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 and input on issues related to continual updating of the Regional Active Transportation Plan (RATP). Final decisions on the RATP updates are the responsibility of the TCAG Board of Governors.

TCAG continues to encourage all member agencies to apply for funds that fund bikeways and bicycle amenities that can be used to complete, connect or complement their existing bicycle network. TCAG will continue to work with member agencies to encourage bicycle planning and construction of bicycle facilities. See also 602.10 (Multi-modal data collection). TCAG will also continue to assist local agencies in implementing the Complete Streets Act (AB 1358, 2008) through regional coordination of complete streets projects and regulations and collaboration with Caltrans. Regarding the Complete Streets Act, the "Caltrans Deputy Policy 37 (DP 37) 2021" which states "Accordingly, in locations with current and/or future pedestrian, bicycle, or transit needs, all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved." 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 bicycle networks in Tulare County. Funds for Measure R bicycle projects across the county will be distributed to agencies for grant matches, and bicycle infrastructure.

The qualifying transportation studies planned for FY24/25 were amended into the OWP. The projects that result from these types planning-level studies will become project priorities in the Regional Transportation Plan. For FY 24/25 emphasis continues to be on Active Transportation Plans in several cities in preparation for ATP competitive grant applications.

W.E. 602.03 Active Transportation Planning

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Provide grant research and application assistance	TCAG Staff	10	Jul 24 – Jun 25	FTA/PL Funding
Review area bike & pedestrian plans. Update and provide revised Active Transportation data to member agencies	TCAG Staff	10	Jul 24 – Jun 25	FTA/PL Funding
Attend Bicycle & Pedestrian Committee and Community meetings	TCAG Staff	10	Jul 24 – Jun 25	FTA/PL Funding
Bicycle & Pedestrian Safety Outreach, inclusive of Environmental Justice/Disadvantaged Communities	TCAG Staff	15	Jul 24 – Jun 25	FTA/PL Funding
Pedestrian & Bicycle Corridor counts/surveys.	TCAG Staff	10	Oct 24 – Mar 25	FTA/PL Funding
Planning implementation of Regional Active Transportation Plan. Inclusive of coordination and consultation with the Tule River Indian Tribe	TCAG Staff	15	Jul 24 – Jun 25	FTA/PL Funding
City of Tulare Active Transportation Plan	City of Tulare	7	Jul 24 – Jun 25	TCAG/PL Funding
City of Visalia Active Transportation Plan	City of Visalia	7	Jan 24 – Mar 25	PL Funding/MR
City of Porterville Active Transportation Plan	City of Porterville	16	Jan 24 – Mar 25	PL Funding, MR, Local Contributions

PREVIOUS WORK:

2024 City of Exeter Active Transportation Plan
 2022 Regional Active Transportation Plan Updates incorporated as part of the 2022 RTP/SCS.
 2016 Regional Active Transportation Plan Updates incorporated as part of the 2018 RTP/SCS.
 2018 Completion of Bike and Stride Outreach Program
 Review of local agency active transportation plans.
 Agency ATP grant application assistance.
 Provided staff support for ten meetings of the ATAC during FY 2019/20.

W.E. 602.03 Active Transportation Planning

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	251,282	TCAG Staff	170,076
FTA Section 5303	215,153	Training	2,500
FHWA PL (carryover)	29,489	Transportation and Travel	2,500
FTA Section 5303(carryover)	185,363	Print Services	2,000
Measure R	40,429	Special Dept Expense	35,000
Local Contribution	78,095	City of Porterville	187,735
		City of Tulare	200,000
		City of Visalia	200,000
Total Revenues	799,811	Total Expenditures	799,811
Toll Credits(5303&Carryover) (Not Revenues)	45,939		
Toll Credits (PL&Carryover) (Not Revenues)	32,204		

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.03-1000 Active Transportation Planning/BIL/IIJA Complete Streets Set Aside

PURPOSE: Develop Complete Streets Standards and Policies

PRODUCTS: 1. Track 2.5% Metropolitan Planning Set aside for development of complete Streets Standards and Policies

DISCUSSION:

Producing Complete Streets standards, facilitating planning for Complete Streets project prioritization plans, and developing active transportation plans. The BIL requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

For this requirement, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.

Although qualified to do so, TCAG will not opt out of the PL Complete Streets requirement. Indeed, TCAG has funded many local agencies Complete Streets Plans and Active Transportation Plans including TCAG’s Regional Active Transportation Plan and will continue to do so. For FY2022/23 TCAG has funded and participated in the development of the Tule River ATP Plan and the Farmersville ATP Plan. For FY2023/24 TCAG will fund the Visalia, Porterville, and Tulare ATP plans. This work element funds TCAG Staff activities in support of ongoing Complete Streets and Active Transportation planning in the region.

In addition to planning activities, TCAG has provided technical assistance to several member agencies pursuing ATP and Clean CA grant applications to implement the ATP Plans in our region. TCAG also provides Measure R funding for grant matches and implementation of ATP projects and will also continue to do so.

W.E. 602.03-1000 Active Transportation Planning BIL/IIJA

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Develop complete streets standards and policies	TCAG Staff	100	Jul 24 – Jun 25	PL Funding

PREVIOUS WORK: 2022 Tule River ATP Plan
 2022 City of Farmersville ATP Plan
 2024 City of Visalia ATP Plan (ongoing)
 2024 City of Porterville ATP Plan (ongoing)
 2024 City of Exeter ATP Plan
 2024 City of Tulare ATP Plan

W.E. 602.03-1000 Active Transportation Planning BIL/IIJA

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	30,267	Special Dept Expense	30,267
Total Revenues	30,267	Total Expenditures	30,267
Toll Credits (PL&Carryover) (Not Revenues)	3,472		

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.04 Transit Planning and Coordination

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

PRODUCTS:

1. 2024/25 Bimonthly Meetings of the Transit Forum
2. Transit Service Changes Updated on Google Transit
3. Outreach material for transit advocacy and regional programs
4. Title VI Program Training
5. Review of funding programs, new regulations, and regulatory changes
6. TCAG Title VI Plan
7. TCRTA Short-range Transit Plan

DISCUSSION:

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

TCAG will work with Tulare County Transit agencies to keep their transit routes/schedules up to date on Google Transit. 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 media 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 will assist transit operators in the Public Transportation Agency Safety Plan (PTASP) updates and certification consistent with 49 C.F.R. Part 673

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 2024. TCAG assists member agencies with their Title VI programs, and 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 California Vanpool Association, Cal Vans, and participates on the technical advisory committee and the governing board and is an active participant and promoter of the program.

For FY24/25 TCAG will fund a Short-Range Transit Development Plan for the Tulare County Regional Transit Agency (TCRTA). TCAG and its partners are in the process of implementing exciting new services including Cross Valley Corridor Express Service and Regional on-demand Micro-transit.

W.E. 602.04 Transit Planning and Coordination

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Monitor, analyze and report on new federal & state transit planning requirements	TCAG Staff	10	Jul 24 – Jun 25	FTA & PL Funding
Assist local agencies including Tribal Government with transit planning efforts	TCAG Staff	15	Jul 24 – Jun 25	FTA & PL Funding
Update and Implement Title VI Plans	TCAG Staff	5	Jul 24 – Jun 25, as needed	FTA & PL Funding
Conduct Transit Forum Meetings	TCAG Staff	5	Jul 24 – Jun 25, monthly	FTA & PL Funding
Passenger Rail Planning and Coordination	TCAG Staff	5	Jul 24 – Jun 25	FTA & PL Funding
Google Transit	TCAG Staff	10	Jul 24 – Jun 25	FTA & PL Funding
Cal Vans Coordination	TCAG Staff	5	Jul 24 – Jun 25	FTA & PL Funding
TCRTA Short-range Transit Plan	TCRTA/Consultant	45	Jul 24 – Jun 25	FTA & PL Funding

PREVIOUS WORK:

2024 TCRTA SRTP (ongoing)
 2023 Tulare County Coordinated Public Transit-Human Services Transportation Plan
 2022/23 Monthly Transit Forum Meetings
 Final TCAG 2020 Title VI Plan
 Cal Vans 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

W.E. 602.04 Transit Planning and Coordination

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contributions	38,937	TCAG Staff	151,661
FTA Section 5303 (carryover)	14,637	Training	2,500
TDA	132,000	Transportation and Travel	3,000
FHWA PL	36,587	Print Services	5,000
		TCRTA	250,000
TCRTA	250,000	City of Visalia	60,000
Total Revenues	472,161	Total Expenditures	472,161
Toll Credits(5303&Carryover) (Not Revenues)	1,679		
Toll Credits (PL&Carryover) (Not Revenues)	4,197		

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.06 Special Transportation Project Studies

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

PRODUCTS: As needed (none currently scheduled)

DISCUSSION:

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

Caltrans funded, through the Caltrans Sustainable Transportation Planning Grant Program, the Sustainable Transportation Element/Circulation Element for the Comprehensive Master Plan for Tule River Native Community in 2018. A copy of this document can be found here: <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 FY23/24. If the need for these types of studies arises in FY23/24, they will be amended into the OWP. The projects that result from these types of planning-level studies will become project priorities in the Regional Transportation Plan.

W.E. 602.06 Special Transportation Project Studies

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

PREVIOUS WORK:

- Woodlake Pedestrian Corridor Connection Plan
- Dinuba EV Charging Infrastructure Study
- Dinuba Complete Streets Study
- Lindsay Pedestrian Pathway Program Study
- SR 65/Rocky Hill Multi Modal Concept Alternative Project
- City of Tulare SR-99 Corridor Study
- City of Dinuba El Monte Way Roundabouts Feasibility Study
- County of Tulare Complete Streets Studies
- Sustainable Transportation Element/Circulation Element for the Comprehensive Master Plan for Tule River Native Community

W.E. 602.06 Special Transportation Project Studies

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contributions	2,000	TCAG Staff	2,000
Total Revenues	2,000	Total Expenditures	2,000

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
EIR draft scenarios

DISCUSSION:

Previous Project Study Reports (PSRs) were prepared for various potential projects in Tulare County. 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.

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

Work Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Assist in development of PIDs and ITS plans	TCAG Staff	100%	Jul 24 – Jun 25	Local Contribution

PREVIOUS WORK: City of Exeter Complete Streets , ADA and AT Safety Plan
TCRTA was developed 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
City of Visalia Hospital Traffic Study

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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contributions	137,500	City of Visalia	22,000
		Consultant	100,000
		County Counsel	15,500
Total Revenues	137,500	Total Expenditures	137,500

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.10-1623 ABM Development (FY22/23)

PURPOSE: Advanced Testing of Updated ABM

PRODUCTS: Testing outputs, training and documentation.

DISCUSSION:

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. 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 and contributes to meeting GHG reduction targets.

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 2024 CTC RTP Guidelines for MPOs.

The ABM structure, base-year inputs and calibration were completed in Phase One. Phase Two completes preliminary validation to 2015 base year data and began the update of ABM to a base year of 2022 and incorporated upgrades in input data checking. 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 2022-2023 - \$58,660 to work element 602.10-1623 with an expiration date of 2024-2025.

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

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
ABM Updates and Validation	Consultant	70	Jun 24 – Feb 25	SB 1 funding 88.53%; Local Contribution 11.47%
ABM Testing	TCAG Staff	10	Feb 25 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%
Documentation	Consultant	15	Feb 25 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%
Training	Consultant	5	May 25 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK:

ABM Validation Report
Model Upgrades training and documentation

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

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	7,600	TCAG Staff	6,260
SB1 Sustainable Community Grant	58,660	Consultant	60,000
Total Revenues	66,260	Total Expenditures	66,260

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.10-1823 Regional Demographic, Housing, and Employment Forecast and Data Visualization Tools (FY22/23)

PURPOSE: The forecasts and data visualization strengthen regional cooperation for greenhouse gas emissions reduction and discussion of equity in the strategies considered.).

PRODUCTS

1. Administrative draft, public review draft and final forecasts report
2. Outline performance measure dashboard, other RTP/SCS outreach, and analysis deliverables

DISCUSSION:

A portion of TCAG's FY 2022/23 SB1 Sustainable Communities Formula Grant funds was awarded for the Coordination of Consolidated Transportation Services Agency (CTSA) Study. Unforeseen restrictions on the timing of project initiation necessitated deferral of the study to a later grant cycle. To re-allocate the funding, TCAG proposed a project consisting of a Regional Demographic, Housing, and Employment Forecast and Data Visualization Tools in support of the development of TCAG's Sustainable Communities Strategy. TCAG requires credible, actionable evaluations of available evidence to assure that the best data is used in support of planning for healthy, vibrant communities both urban and rural. The forecasts and data visualization strengthen regional cooperation for greenhouse gas emissions reduction and discussion of equity in the strategies considered. Both components of this revised work element enhance the region's current capabilities to promote robust engagement in the sustainability planning process.

This project was awarded SB1 Sustainable Communities Formula funds in fiscal year 2022-2023 - \$121,944 to work element 602.10-1823 with an expiration date of 2024-2025.

W.E. 602.10-1823 Regional Demographic, Housing, and Employment Forecast and Data Visualization Tools (FY 22/23)

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Project Administration	TCAG	3	Jun 24 – Jul 25	SB 1 funding 88.53%; Local Contribution 11.47%
Consultant Procurement	TCAG	3	Jun 24 – Jul 25	SB 1 funding 88.53%; Local Contribution 11.47%
Demographic Study	Consultant	56	Jun 24 – Jul 25	SB 1 funding 88.53%; Local Contribution 11.47%
Data Visualization	TCAG/Consultant	38	Jun 24 – Jul 25	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: None

**W.E. 602.10-1823 Regional Demographic, Housing, and Employment Forecast and Data
Visualization Tools (FY 22/23)**

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	20,799	TCAG Staff	6,000
SB1 Sustainable Community Grant	121,944	Consultant	136,743
Total Revenues	142,743	Total Expenditures	142,743

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.10-2323 Regional Active Transportation Plan (RATP) (FY 22/23)
PURPOSE:	Manage Bicycle and Pedestrian Planning in Tulare County
PRIMARY ACTIVITIES:	<ol style="list-style-type: none"> 1. Regional Active Transportation Plan (RATP) development 2. Review local agency active transportation, bicycle, and pedestrian plans 3. Staff to the TCAG Active Transportation Advisory Committee (ATAC)
PRODUCTS:	2026 Tulare County Regional Active Transportation Plan

DISCUSSION:

The plan identifies and prioritizes key bicycle and pedestrian corridors for investment. Similar to the most recent version of the Regional Active Transportation Plan adopted in 2018 the plan will provide early corridor identification given the recent development of existing projects. Since 2018, a few improvements have been made to the pedestrian and bicycle infrastructure changing the priorities, goals and visions outlined in the previous plan. The creation of the 2026 RATP will replace the 2018 document that was included in the last RTP.

A focus area of this new work element in this fiscal year will be to address the new statutory requirements through the development of an Active Transportation Plan for the Tulare County region. The goal of the plan is to help prepare the TCAG member agencies, the Tule River Tribal Government and other local government entities to apply for the various types of funding included as part of the Active Transportation Program. The plan will be developed to meet the requirements set forth by the California Transportation Commission in the Active Transportation Program, a statewide competitive grant funded program. More generally, the plan will influence and guide policies, programs, and development standards to make walking and bicycling more safe, comfortable, convenient, and enjoyable for the residents of Tulare County. The plan will be consistent with, and implement, TCAG's 2026 RTP/SCS by identifying regional priorities based on its adopted goals, policies, and performance measures. This will include reviewing previously funded projects and updating the plan to reflect current priorities. The Regional Active Transportation Plan, along with the Regional Long Range Transit Plan (see Work Element 602.04), will be major supporting documents for the development of TCAG's next RTP/SCS, targeted for adoption in 2026.

TCAG continues to encourage all member agencies to use this plan or their local active transportation plans to apply for grant funds, such as through the Active Transportation Program (ATP) a competitive statewide program that can fund bike and walking paths. TCAG will use this plan to continue to work with member agencies to encourage bicycle planning and construction of bicycle facilities that are complete, connected and complement existing bicycle and pedestrian networks. 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.

This project was awarded SB1 Sustainable Communities Formula funds in fiscal year 2022-2023 - \$29,717 to work element 602.10-2323 with an expiration date of 2024-2025.

W.E. 602.10-2323 Active Transportation Plan (FY 22/23)

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Review bike and pedestrian plans update and provide revised Active Transportation Data to member agencies	Staff	15	Jul 24 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%
Regional Bicycle and Pedestrian Corridor Survey	Consultant	15	Jul 24 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%
Regional Bicycle and Pedestrian Online Mapping	Consultant	70	Jul 24 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: None

W.E. 602.10-2323 Goods Movement (FY 22/23)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	3,850	TCAG Staff	3,850
SB1 Sustainable Community Grant	29,717	Special Dept Exp	29,717
Total Revenues	33,567	Total Expenditures	33,567

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.10-1924 Multi-modal Sustainable Goods Movement Study (FY23/24)
PURPOSE:	To anticipate and plan for needed infrastructure improvements in support of multi-modal sustainable goods movement in the region.
PRODUCTS:	<ol style="list-style-type: none"> 1. Existing Conditions 2. Emerging Issues 3. Sustainable Solutions to Emerging Issues 4. Goods Movement Project Priorities 5. Draft & Final Multi-modal Sustainable Goods Movement Study
DISCUSSION:	<p>Recent events post Covid-19 logistics and national freight backlog at the Ports of Los Angeles and Long Beach has brought the issue of goods movement to federal and state attention. Proposed Inland Ports and continued warehousing and shipping growth in the San Joaquin Valley combined with bottleneck conditions on State Route 99 warrant a comprehensive study on the future of goods movement in Tulare County.</p> <p>The Multi-modal Sustainable Goods Movement Plan will look at emerging issues and trends in anticipation of a clean freight corridor on and adjacent to SR 99 enabling interregional shipping through the region and to and from the nearby ports. The study will evaluate the Inland Port concept including rail access, hydrogen/electric truck corridor and managed truck lanes on SR 99, and SB 743 mitigation strategies for recommended goods movement projects. TCAG will coordinate with Caltrans District 6 on planning activities along the SR 99 corridor including the SR 99 Comprehensive Multi-modal Corridor Plan which will coincide and have considerable overlap on freight issues and solutions.</p> <p>TCAG Board formed the Sustainable Goods Movement Committee in late 2023. The committee is scheduled to begin meeting in March of 2024. The Multi-modal Sustainable Goods Movement Study will be guided by the experience and expertise of the committee. This project was awarded SB1 Sustainable Communities Formula funds in fiscal year 2023-2024 - \$132,500 to work element 602.10-1924 with an expiration date of 2025-2026</p>

W.E. 602.10-1924 Multi-modal Sustainable Goods Movement Study (FY 23/24)

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
RFP Contract Management	TCAG Staff	2	Aug 24 - Oct 25	SB 1 funding 88.53%; Local Contribution 11.47%
Project Management	TCAG Staff	3	Oct 24 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%
Existing Conditions	Consultant	35	Oct 24 – Dec 25	SB 1 funding 88.53%; Local Contribution 11.47%
Emerging Issues	Consultant	30	Oct 24 – Feb 25	SB 1 funding 88.53%; Local Contribution 11.47%
Data Collection	Consultant	30	Jan 25 – Mar 25	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: None

W.E. 602.10-1924 Multi-modal Sustainable Goods Movement Study (FY 23/24)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	17,167	TCAG Staff	5,000
SB1 Sustainable Community Grant	132,500	Consultant	144,667
Total Revenues	149,667	Total Expenditures	149,667

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.10-2024 Goods Movement Study (FY 23/24)
PURPOSE:	To anticipate and plan for needed infrastructure improvements in support of multi-modal sustainable goods movement in the region.
PRODUCTS:	<ol style="list-style-type: none"> 1. Existing Conditions 2. Emerging Issues 3. Sustainable Solutions to Emerging Issues 4. Goods Movement Project Priorities 5. Draft & Final Multi-modal Sustainable Goods Movement Study

DISCUSSION:

Recent events post Covid-19 logistics and national freight backlog at the Ports of Los Angeles and Long Beach has brought the issue of goods movement to federal and state attention. Proposed Inland Ports and continued warehousing and shipping growth in the San Joaquin Valley combined with bottleneck conditions on State Route 99 warrant a comprehensive study on the future of goods movement in Tulare County.

The Multi-modal Sustainable Goods Movement Plan will look at emerging issues and trends in anticipation of a clean freight corridor on and adjacent to SR 99 enabling interregional shipping through the region and to and from the nearby ports. The study will evaluate the Inland Port concept including rail access, hydrogen/electric truck corridor and managed truck lanes on SR 99, and SB 743 mitigation strategies for recommended goods movement projects. TCAG will coordinate with Caltrans District 6 on planning activities along the SR 99 corridor including the SR 99 Comprehensive Multi-modal Corridor Plan which will coincide and have considerable overlap on freight issues and solutions.

TCAG Board formed the Sustainable Goods Movement Committee in late 2023. The committee is scheduled to begin meeting in March of 2024. The Multi-modal Sustainable Goods Movement Study will be guided by the experience and expertise of the committee. This project was awarded SB1 Sustainable Communities Formula funds in fiscal year 2023-2024 - \$125,000 to work element 602.10-2024 with an expiration date of 2025-2026.

W.E. 602.10-2024 Multi-modal Sustainable Goods Movement Study (FY 23/24)

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Project Management	TCAG Staff	3	Oct 24 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%
Sustainable Solutions	Consultant	30	Jan 25 – Mar 25	SB 1 funding 88.53%; Local Contribution 11.47%
Goods Movement Project Priorities	Consultant	25	Jan 25 – May 25	SB 1 funding 88.53%; Local Contribution 11.47%
SB 743 Mitigation Strategies	Consultant	32	Jun 25 – Aug 25	SB 1 funding 88.53%; Local Contribution 11.47%
Draft & Final Multi-modal Sustainable Goods Movement Study	Consultant	10	Aug 25 – Oct 25	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: None

W.E. 602.10-2024 Goods Movement Study (FY 23/24)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	16,195	TCAG Staff	5,000
SB1 Sustainable Community Grant	125,000	Consultant	136,195
Total Revenues	141,195	Total Expenditures	141,195

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.10-2125 Active Transportation Plan (FY 24/25)
PURPOSE:	Manage Bicycle and Pedestrian Planning in Tulare County.
PRIMARY ACTIVITIES:	<ol style="list-style-type: none"> 1. Regional Active Transportation Plan (RATP) development Review local agency active transportation, bicycle, and pedestrian plans 2. Staff to the TCAG Active Transportation Advisory Committee (ATAC)
PRODUCTS:	2026 Tulare County Regional Active Transportation Plan

DISCUSSION:

The plan identifies and prioritizes key bicycle and pedestrian corridors for investment. Similar to the most recent version of the Regional Active Transportation Plan adopted in 2018 the plan will provide early corridor identification given the recent development of existing projects. Since 2018, a number of improvements have been made to the pedestrian and bicycle infrastructure changing the priorities, goals and visions outlined in the previous plan. The creation of the 2026 RATP will replace the 2018 document that was included in the last RTP.

A focus area of this new work element in this fiscal year will be to address the new statutory requirements through the development of an Active Transportation Plan for the Tulare County region. The goal of the plan is to help prepare the TCAG member agencies, the Tule River Tribal Government and other local government entities to apply for the various types of funding included as part of the Active Transportation Program. The plan will be developed to meet the requirements set forth by the California Transportation Commission in the Active Transportation Program, a statewide competitive grant funded program. More generally, the plan will influence and guide policies, programs, and development standards to make walking and bicycling more safe, comfortable, convenient, and enjoyable for the residents of Tulare County. The plan will be consistent with, and implement, TCAG's 2026 RTP/SCS by identifying regional priorities based on its adopted goals, policies, and performance measures. This will include reviewing previously funded projects and updating the plan to reflect current priorities. The Regional Active Transportation Plan, along with the Regional Long Range Transit Plan (see Work Element 602.04), will be major supporting documents for the development of TCAG's next RTP/SCS, targeted for adoption in 2026.

TCAG continues to encourage all member agencies to use this plan or their local active transportation plans to apply for grant funds, such as through the Active Transportation Program (ATP) a competitive statewide program that can fund bike and walking paths. TCAG will use this plan to continue to work with member agencies to encourage bicycle planning and construction of bicycle facilities that are complete, connected and complement existing bicycle and pedestrian networks. 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.

This project was awarded SB1 Sustainable Communities Formula funds in fiscal year 2024-2025 - \$103,750 to work element 602.10-2125 with an expiration date of 2026-2027.

W.E. 602.10-2125 Active Transportation Plan (FY 24/25)

Task Description	Work Performed by	% of Work	Work Schedule	Proposed Funding
Review bike and pedestrian plans update and provide revised Active Transportation Data to member agencies	Staff	5	Jul 24 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%
Regional Bicycle and Pedestrian Corridor Survey	Consultant	10	Jul 24 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%
Attend ATAC Meetings	Staff	5	Jul 24 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%
Regional Active Transportation Plan (RATP) Development Part 1 of 2	Staff	30	Jul 24 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%
RATP Development Part 2 of 2	Consultant	50	Jul 24 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: This is a new work element

W.E. 602.10-2125 Active Transportation Plan (FY 24/25)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	10,635	TCAG Staff	10,635
SB1 Sustainable Community Grant	103,750	Consultant	106,557
Measure R	2,807		
Total Revenues	117,192	Total Expenditures	117,192

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.10-2225 Land Use Transportation Model Update FY 24/25

PURPOSE: Improve regional model sensitivity to effects of land use policy scenarios.

PRODUCTS: Integrated component of the regional model. Including scripting, testing, documentation, and training.

DISCUSSION:

This continuation of travel model improvements helps to evaluate land use strategies important to developing and testing sustainable growth scenarios

This project was awarded SB1 Sustainable Communities Formula funds in fiscal year 2024-2025 - \$150,000 to work element 602.10-2225 with an expiration date of 2026-2027.

W.E. 602.10-2225 Land Use Transportation Model Update (FY 24/25)

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Project Administration	TCAG	4	Jul 24 – Feb 27	SB 1 funding 88.53%; Local Contribution 11.47%
Procurement	TCAG	6	Jul 24 – Sept 24	SB 1 funding 88.53%; Local Contribution 11.47%
Model development	Consultant	60	Oct 24 – Jun 25	SB 1 funding 88.53%; Local Contribution 11.47%
Testing	TCAG/Consultant	10	Jul 25 – Dec 25	SB 1 funding 88.53%; Local Contribution 11.47%
Documentation	Consultant	10	Jun 25 – Jan 26	SB 1 funding 88.53%; Local Contribution 11.47%
Training	TCAG/Consultant	10	Jan 26 – Jul 26	SB 1 funding 88.53%; Local Contribution 11.47%

PREVIOUS WORK: This is a new work element

W.E. 602.10-2225 Land Use Transportation Model Update (FY 24/25)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	19,434	TCAG Staff	19,434
SB1 Sustainable Community Grant	150,000	Consultant	150,000
Total Revenues	169,434	Total Expenditures	169,434

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.15 Sustainable Corridor

PURPOSE: Support and administration for TCAG’s Sustainable Corridor Committees.

PRODUCTS: Meeting agendas and minutes for FY 2024-25
Special studies Presentations, including corridor beautification studies and Clean California project updates

DISCUSSION:

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	Jul 24 -Jun 25	PL Funding
SCC Meetings	TCAG Staff	45	Jul 24 -Jun 25	PL Funding
Related Meetings	TCAG Staff	30	Jul 24 -Jun 25	PL Funding
Related Studies	TCAG Staff/Consultation	20	Jul 24 -Jun 25	PL Funding

PREVIOUS WORK: Meeting agendas and minutes: October 2023, January 2024, May 2024
Project development meeting summaries and presentations, including SR 190 corridor projects and Corridor Beautification Study scope of work presentation.

W.E. 602.15 – Sustainable Corridor

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	25,000	TCAG Staff	25,000
Total Revenues	25,000	Total Expenditures	25,000
Toll Credits(PL&Carryover) (Not Revenues)	2,868		

SUBCATEGORY: 603 TRANSPORTATION SYSTEM MANAGEMENT

WORK ELEMENT: 603.02 Intelligent Transportation Systems (ITS)

PURPOSE: Develop and implement ITS strategies in Tulare County.

PRODUCTS:

1. ITS data requested by member agencies. (monthly)
2. Memo on coordination with Valley-wide, State-wide, and Nation-wide ITS architecture
3. ITS Committee meeting agendas and notes
4. Training sessions and documentation for the updated SDP and ITS Architecture

DISCUSSION:

In 2015/16 TCAG procured a consultant to update the Tulare County Urban Area ITS Strategic Deployment Plan (SDP). This Plan addressed the expanded realm of ITS in the urban areas (Visalia, Tulare, and Porterville) within Tulare County and responded to specific recommendations and requirements needed to bring the MPO into compliance (23 CFR 940) with current ITS program standards set by the Federal Highway Administration (FHWA) for development of architecture and strategic plans as well as the Federal Transit Administration's National ITS Architecture Policy on Transit Projects. Furthermore, the SDP provided a vision for ITS, outlined a program of low, medium and high priority projects, identified a funding strategy, and established a plan for managing, integrating, operating, and maintaining the ITS elements in the region that are being implemented over a 20- year horizon. The SDP was adopted in June 2018. In FY 2021/22 a consultation agreement was executed for a comprehensive update to the SDP and on-call ITS support. FY 2022/23 focused on completion of the SDP updates in coordination with regional ITS stakeholders. The update was extended to incorporate the release of a new version of RAD-IT, the software tool for accessing and managing the various levels (national, state-wide, regional, etc.) of the ITS Architecture database.

The Tulare County Association of Governments (TCAG) adopted the San Joaquin Valley Intelligent Transportation System (ITS) Strategic Deployment Plan (SDP) in November 2001. To remain relevant the ITS Strategic Deployment Plan requires periodic maintenance and update. 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.

W.E 603.02 Intelligent Transportation Systems (ITS)

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Provide ITS information to member agencies as needed	TCAG Staff	10	Jul 24 – Jun 25	PL Funding
Coordinate with other Valley COGs to prepare for possible update to the Regional ITS Infrastructure and Strategic Deployment Plan	TCAG Staff	10	Jul 24 – Jun 25	PL Funding
Urbanized area ITS SDP update and advisory committee meetings	Consultant and TCAG Staff	20	Jul 24– Jun 25	PL Funding
Staff Training Activities related to regional ITS architecture update	TCAG Staff	60	Jul 25 - Jun 25	PL Funding

PREVIOUS WORK:

Work in the previous fiscal year included coordination with member agency staff and transit providers through meetings of the ITS advisory committee with the consultant to develop the SDP and the Regional Architecture update

W.E 603.02 Intelligent Transportation Systems (ITS)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	15,000	TCAG Staff	10,000
		Consultant	5,000
Total Revenues	15,000	Total Expenditures	15,000
Toll Credits (PL&Carryover) (Not Revenues)	1,721		

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:	<ol style="list-style-type: none"> 1. 2025 Final FTIP August 2024 2. Amendments to the FTIP (as needed) 3. Public Notices and Inter Agency Consultation Public Comment Information 4. Project Implementation for CMAQ and STBGP 5. Interagency Consultation and Hot-Spot Analyses as necessary for implementation 6. Provide project eligibility information and emissions calculations for CMAQ projects 7. Annual listing of federal projects and annual reports (Obligation reports, CMAQ reports, etc.) December 2024 8. CMAQ project entries into the UPACS database 8. Monitor and manage fund balances

DISCUSSION:

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 2023 FTIP and 2024 RTIP were developed in coordination with local agencies, the Valley MPOs, Caltrans, FHWA/FTA, other interested agencies, and the public.

The 2024 RTIP was adopted by the TCAG Board in December 2023 and approved by the CTC March 2024. The Final 2025 FTIP is planned for adoption by the TCAG Board in August 2024 and approval by Caltrans in November 2024 and by FHWA and FTA in December 2024. Amendments to the 2023 and 2025 FTIP, 2024 RTIP and IAC/hot spot analyses are completed on an as needed basis. The annual listing of federal projects will be completed by 12/31/24.

TCAG staff provides continued project monitoring for federally funded projects and assists member agencies with programming projects. TCAG staff will participate in 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 meeting with member agencies and will report 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 conduct meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed.

Staff attend Project Development Team (PDT) meetings for the various projects that have received past or current STIP funding. Staff also participate 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.

W.E. 604.01 Transportation Improvement Program

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Complete 2025 FTIP	TCAG Staff	10	Jul 24 – Dec 24	PL Funding
Process 2023/2025 FTIP and 2024 STIP amendments	TCAG Staff	30	Jul 24 – Jun 25	PL Funding
Attend CTC & RTPA Meetings	TCAG Staff	5	Aug 24, Oct 24, Dec 24, Jan 25, Mar 25, May 25, Jun 25	PL Funding
Manage STBGP, CMAQ and other federal programs, STBGP exchange agreement, State status reports and call for projects	TCAG Staff	35	Jul 24 – Jun 25	PL Funding
Participate on STIP project Development Teams (PDT)	TCAG Staff	5	Jul 24 – Jun 25	PL Funding
Maintain Priority of Projects List	TCAG Staff	5	Jul 24 – Jun 25	PL Funding
Coordinate, consult, and collaborate with Tule River Indian Tribal Council	TCAG Staff	5	Jul 24 – Jun 25	PL Funding
Manage ATP Program	TCAG Staff	5	Jul 24 – Jun 25	PL Funding

PREVIOUS WORK:

- 2023 FTIP Update
- 2023 CMAQ call for projects
- 2024 RTIP/STIP
- 2023 ATP MPO Component
- STBGP competitive guidelines
- STBGP call for projects
- CMAQ project emission reduction calculations
- 2023 Annual Listing, 2023 CMAQ report, 2023 Obligation Report
- ATP/STBGP/CMAQ Programming
- FY 22/23 STBGP Exchange

W.E. 604.01 Transportation Improvement Program

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	10,783	TCAG Staff	88,000
FHWA PL	89,217	Publications and Legal Notice	500
		Training	1,000
		Transportation and Travel	10,500
Total Revenues	100,000	Total Expenditures	100,000
Toll Credits(PL&Carryover) (Not Revenues)	11,470		

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) because 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:	<ol style="list-style-type: none"> 1. Traffic monitoring data updates (tables, maps & website) 2. CMP Steering Committee agendas, minutes, and materials 3. CMP implementation agenda items, memos, and updates

DISCUSSION:

In fiscal year 2013/14 TCAG established a road map and committee for the development of the Tulare County CMP. The CMP is a performance-based planning process that is ongoing and required by federal regulations of Tulare County Association of Governments (TCAG) as part of the metropolitan transportation planning process in urbanized areas with populations over 200,000. However, after the 2020 Census, the Census Bureau changed their definition of urbanized area. Under this new definition the Tulare County region no longer contains an urbanized area with more than 200,000 population. TCAG will continue to implement the CMP and revisit this work element after Federal regulatory action confirms TCAG's status.

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

W.E. 605.01 Congestion Management Process (CMP)

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, 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.

TCAG is collecting a comprehensive set of screen line and gateway count data for use in traffic model validation and calibration. This is in conjunction with the base-year update of the regional travel demand model. The update has been extended to better reflect post-pandemic travel and coordinate with the Central California Household Travel Survey (See Work Element 602.02). Monitoring will be supplemented with Big Data through a subscription to Streetlight Data and other data sources during FY 2023/24 and extending into FY 2024-25.

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
Coordinate the CMP Steering Committee and stakeholder input on congestion issues and improving mobility.	TCAG Staff	20	Jul 24– Jun 25	PL Funding
Corridor Studies	TCAG Staff and Consultant	20	Jul 24 – Jun 25	PL Funding
Comprehensive Multi-modal data collection for the 2022 base year.	TCAG Staff	60	Jul 24 – Sep 24	PL Funding

PREVIOUS WORK: CMP Steering Committee meeting agendas and minutes.
Staff training in Big Data sources such as Streetlight Data.

W.E. 605.01 Congestion Management Process (CMP)

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	10,000	TCAG Staff	5,000
FHWA PL	13,350	Consultant	15,000
		Training	1,000
		Transportation and Travel	1,000
		Special Dept Expense	1,350
Total Revenues	23,350	Total Expenditures	23,350
Toll Credits (PL&Carryover) (Not Revenues)	2,678		

SUBCATEGORY: 610 AIR QUALITY PLANNING

WORK ELEMENT: 610.01 Air Quality Planning and Analysis

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

PRODUCTS:

1. Air Quality Conformity Determinations using regional VMT forecasts and EMFAC models.
2. Air Quality conformity analysis document(s).
3. Hot Spot Analyses as needed
4. Agenda items to Board on regulatory issues

DISCUSSION:

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

W.E. 610.01 Air Quality Planning and Analysis

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Coordinate with Valley MPOs and Interagency Consultation (IAC) Group	TCAG Staff	20	Jul 24 – Jun 25	PL & PL Carryover Funding
Monitor State and Federal air quality regulations as promulgated by new clean air legislation	TCAG Staff	10	Jul 24 – Jun 25	PL & PL Carryover Funding
Implement air quality conformity process	TCAG Staff and Consultant	40	Jul 24 – Jun 25	PL & PL Carryover Funding
IAC process and Hot-Spot Analyses	TCAG Staff and Consultant	10	Jul 24 – Jun 25	PL & PL Carryover Funding
Air Quality Outreach	TCAG Staff	10	Jul 24 – Jun 25	PL & PL Carryover Funding
Attend training on new State and Federal conformity process	TCAG Staff	10	Jul 24 – Jun 25	PL & PL Carryover Funding

PREVIOUS WORK:

Interagency Consultation Participation
 Prepare Federal Conformity Findings in relation to the 2023 FTIP, various air quality plans and SAFE Vehicle Rule adjustments
 Complete Project level PM 2.5 Hot-Spot Assessments for the IAC Group

W.E. 610.01 Air Quality Planning and Analysis

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	61,357	TCAG Staff	30,000
FHWA PL (carryover)	7,643	Consultant	36,000
		Training	1,000
		Transportation and Travel	2,000
Total Revenues	69,000	Total Expenditures	69,000
Toll Credits(PL&Carryover) (Not Revenues)	7,914		

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:	<ol style="list-style-type: none"> 1. Attend SJVTPA Directors Meetings 2. Coordinate Valleywide Management Systems Issues 3. Coordinate with the valley agencies on matters of mutual interest. 4. Hold regular meetings with COG Directors, San Joaquin Valley Policy Council. 5. Promote Highway 99 projects. 6. Address valley wide air quality issues

DISCUSSION:

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

The Valley also coordinates 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

W.E. 620.01 Valleywide Coordination

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Attend SJVTPA Directors Meetings	TCAG Staff	50	Jul 24 – Jun 25	Local Contributions – PL Funding
Coordinate Valleywide Management Systems Issues	Consultant and TCAG Staff	25	Jul 24 – Jun 25	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 24 – Jun 25	Local Contributions – PL Funding

PREVIOUS WORK:

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

W.E. 620.01 Valleywide Coordination

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL (carryover)	95,501	TCAG Staff	87,000
FHWA PL	16,499	Consultant	13,000
		Transportation and Travel	10,000
		Dues/Subscriptions	2,000
Total Revenues	112,000	Total Expenditures	112,000
Toll Credits (PL&Carryover) (Not Revenues)	12,846		

SUBCATEGORY: 620 VALLEYWIDE COORDINATION

WORK ELEMENT: 620.02 Goods Movement

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

PRODUCTS:

- 1) Facilitate the TCAG Goods Movement Committee
- 2) Continue to work and coordinate with the San Joaquin Valley MPOs regarding goods movement issues culminating in joint initiatives and scope development for studies in subsequent budget years.
- 3) Assist in the development of the SR-99 Corridor Plan
- 4) Facilitate Directors Retreat

DISCUSSION:

In collaboration with various State, regional and local partners, public and private sectors, and the members of the California Freight Advisory Committee (CFAC), Caltrans is developing the 2023 California Freight Mobility Plan (CFMP) to provide a long-term vision for California's freight future. The CFMP is a comprehensive plan that governs the immediate and long-range planning activities and capital investments by the state with respect to freight movement.

TCAG will continue to participate in the 2023 CFMP process and monitor other regional 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 provided 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. 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 maintain access to national and international markets.

W.E. 620.02 Goods Movement

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Monitoring Interregional goods movement issues	TCAG Staff	25	Jul 24 – Jun 25	PL Funding
Participate in development of the SR-99 Corridor Plan	TCAG Staff	20	Jul 24 – Jun 25	PL Funding
Facilitate TCAG Goods Movement Committee and Directors Retreat	TCAG Staff	40	Jul 24 – Jun 25	PL Funding
Participate in State and Federal goods movement planning	TCAG Staff	10	Jul 24 – Jun 25	PL Funding
Monitor emerging issues related to rail	TCAG Staff	5	Jul 24 – Jun 25	PL Funding

PREVIOUS WORK: Participation in SR 99 CMCP Study
 Participation in I-5/SR-99 Goods Movement Corridor Studies
 Participation in CA Freight Mobility Plan updates
 Participation in CA Freight Advisory Committee

W.E. 620.02 Goods Movement

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	31,800	TCAG Staff	60,000
FHWA PL (carryover)	28,200		
Total Revenues	60,000	Total Expenditures	60,000
Toll Credits (PL&Carryover) (Not Revenues)	6,882		

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:	<ol style="list-style-type: none"> 1. TCAG Annual Report (June 2024) 2. Public hearings and public meetings (June 2024) 3. Public Information Booth at various fairs and events (June 2024) 4. Maintain and Improve TCAG Website (June 2024) 5. Maintain and Improve TCAG Social Media Outlets (June 2024) 6. TCAG outreach/informational documents (June 2024)

DISCUSSION:

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 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 include 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 governments.

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 incorporated 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 transportation-related 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 incorporated 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.

Public Input Community Outreach

Public Input community engagement platform has continued to provide 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 use Public Input to navigate during transition to in person activities and to make it easier for Tulare County residents to participate in public meetings and share their transportation related feedback.

W.E. 650.01 Public Information and Participation

Annual Outreach Review

TCAG conducts a review of outreach efforts annually 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. This annual outreach review takes inventory of outreach events conducted by TCAG during the review period.

Work tasks-

Public Participation Plan Annual Review (June 2025)

Meetings with Tule River Tribe Representatives (Ongoing)

Tule River Bike Rodeo (March-June 2025)

Public Input Community Outreach and Platform Development (Ongoing)

Active Transportation Promotional Bike Ride (March-May 2025)

TCAG Outreach/Informational Events (Ongoing)

TCAG Outreach/Informational Documents (Ongoing)

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

W.E. 650.01 Public Information and Participation

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Website upkeep and maintenance	TCAG Staff	20	Jul 24 – Jun 25	PL and CPDH Grant
Attendance at community group Transportation Committee Meetings and Transit Committee Meetings	TCAG Staff	5	Jul 24 – Jun 25	PL and CPDH Grant
Presentations and speaking engagement at civic groups to raise public awareness of the TPA and its responsibilities	TCAG Staff	15	Jul 24 – Jun 25	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 24 – Jun 25	PL and CPDH Grant
Coordinate, consult, and collaborate with Tule River Indian Tribal Council	TCAG Staff	5	Jul 24 – Jun 25	PL and CPDH Grant
Public information dissemination on public needs and potential solutions	TCAG Staff	10	Jul 24 – Jun 25	PL and CPDH Grant
Preparation and attendance of community outreach events	TCAG Staff	5	Jul 24 – Jun 25	PL and CPDH Grant
Outreach to Environmental Justice and Disadvantage Communities	TCAG Staff	20	Jul 24 – Jun 25	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 events/informational documents

W.E. 650.01 Public Information and Participation

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
FHWA PL	142,996	TCAG Staff	98,150
FHWA PL (Carryover)	8,482	Office Expense	3,917
		Publications and Legal Notice	200
		Print Services	5,000
		Special Dept Expense	44,211
Total Revenues	151,478	Total Expenditures	151,478
Toll Credits (PL&Carryover) (Not Revenues)	17,374		

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:	<ol style="list-style-type: none"> 1. Assist member agencies with information on project and finance opportunities 2. Assist member agencies with the application for and management of various project grants. 3. Monitor, analyze, and report on new planning requirements. 4. Support TCAG Rail Advisory Committee 5. Support the Sustainable Corridor Committee (see Pg. 9) 6. Future projects that result from corridor plans and other plans such as the Comprehensive Master Plan for the Tulare River Native Community

DISCUSSION:

The Local Coordination Work Element provides member agencies with the ability to have TCAG coordinate regional planning issues and meet requirements. Examples include project funding efforts and ideas, the investigation of developing a mitigation bank program for Tulare County, assisting in AB 170 compliance, and regional smart growth coordination. TCAG will also aid 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 in 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.

W.E. 670.05 Local Coordination and Project Implementation

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Monitor, analyze and report on new planning requirements	TCAG Staff	10	Jul 24 – Jun 25	Local Contributions
Coordinate non transportation regional planning efforts for Tulare County	TCAG Staff	10	Jul 24 – Jun 25	Local Contributions
Monitor project authorization, implementation, billings and funding	TCAG Staff	10	Jul 24 – Jun 25	Local Contributions
Participate in Rail Advisory Committee	TCAG Staff	10	Jul 24 – Jun 25	Local Contributions
Maintain Census files and other activities as a California Census Data Center Affiliate	TCAG Staff	10	Jul 24 – Jun 25	Local Contributions
Provide TCAG member agencies with demographic information periodically and upon request	TCAG Staff	10	Jul 24 – Jun 25	Local Contributions
Assist State and Federal agencies with post 2020 Census activities	TCAG Staff	10	Jul 24 – Jun 25	Local Contributions
Process public request for census/demographic information	TCAG Staff	5	Jul 24 – Jun 25	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 24 – Jun 25	Local Contributions
Coordination with Tulare County agencies and Caltrans on matters of mutual interest. Support the Sustainable Corridor Committees.	TCAG Staff	10	Jul 24 – Jun 25	Local Contributions
Develop programs to meet agency needs on a regional basis	TCAG Staff	5	Jul 24 – Jun 25	Local Contributions

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

W.E. 670.05 Local Coordination and Project Implementation

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Local Contribution	86,722	TCAG Staff	80,272
		Transportation and Travel	4,000
		Print Services	1,250
		Special Dept Expense	1,200
Total Revenues	86,722	Total Expenditures	86,722

SUBCATEGORY: 670 GENERAL ASSOCIATION

WORK ELEMENT: 670.07 Abandoned Vehicle Abatement

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

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

DISCUSSION:

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

These funds are distributed on a quarterly basis to TCAG's member agencies. The DMV deposits the money into an AVA trust fund monthly, 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 distribute 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 and then again 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.

W.E. 670.07 Abandoned Vehicle Abatement

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 23, Oct 23, Jan 24, Apr 25	DMV
Audit Cities/County, prepare quarterly reporting	TCAG Staff	25	Jul 24, Jan 25, Apr 24, Jun 25	DMV

PREVIOUS WORK:

Renewal of the AVA Program 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).

W.E. 670.07 Abandoned Vehicle Abatement

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

SUBCATEGORY: 670 GENERAL ASSOCIATION

WORK ELEMENT: 670.10 Regional Housing (RHNA)

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

DISCUSSION:

Section 65584 of the California Government Code requires each Council of Governments to determine the share for each city or county of the projected housing need for its region, based on the number of units and types provided by the State Department of Housing and Community Development (HCD). The distribution of regional housing needs includes consideration of housing needs of all income levels (market rate as well as non-market rate housing), market demand for housing, employment opportunities, the availability of suitable sites and public facilities, commuting patterns, type and tenure of housing need, the loss of units contained in assisted housing developments that changed to non-low-income use, and the housing needs of farm workers. The RHNA was integrated with long-term land use and transportation planning in Tulare County and was more closely tied to those systems. The local share of housing needs 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	10	Jul 24 – Jun 25	REAP Funding
Housing Planning Activities to Accommodate Development of Housing and Infrastructure that Accelerate Housing Production	TCAG Member Agencies	90	Jul 24 – Jun 25	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
 County of Tulare Housing Needs Assessment Plan

W.E. 670.10 Regional Housing

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Other Grants (Reap)	207,090	TCAG Staff	2,000
		City of Visalia	205,090
Total Revenues	207,090	Total Expenditures	207,090

SUBCATEGORY: 670 GENERAL ASSOCIATION

WORK ELEMENT: 670.10-1000 Regional Housing Element

PURPOSE: To create a regional (multi-jurisdictional) housing element for the cities of Dinuba, Woodlake, Lindsay, Farmersville, Exeter, Tulare and Porterville.

PRODUCTS: To create a regional (multi-jurisdictional) housing element for the cities of Dinuba, Woodlake, Lindsay, Farmersville, Exeter, Tulare and Porterville.

DISCUSSION:

Section 6554 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 Regional Housing Needs Allocation Plan (RHNA) was integrated with long-term land use and transportation planning in the region.

The next step is for the cities and the county to prepare their own Housing Element updates to their general plans to account for these new policies, programs and allocations. Seven of the cities of the region got together to task TCAG with preparing one that could be used for all seven jurisdictions. It is anticipated that the multi-jurisdictional housing element will be prepared and adopted by December 2025.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
Project Management and Coordination	TCAG Staff and Consultant	5	Jul 24 – Dec 24	REAP Funding
Community Engagement	Consultant	20	Jul 24 – Dec 24	REAP Funding
Draft Housing Element Preparation and Review	TCAG Staff and Consultant	45	Jul 24 – Sep 24	REAP Funding
Environmental Review	TCAG Staff and Consultant	15	Jul 24 – Dec 24	REAP Funding
Final Document Preparation and Review	TCAG Staff and Consultant	15	Sep 24 – Dec 24	REAP Funding

PREVIOUS WORK: Coordinated with consultant on housing elements/plans update
Reviewed draft housing element with cities

W.E. 670.10-1000 Regional Housing – Regional Housing Element

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Other Grants (Reap)	420,000	TCAG Staff	20,000
		Consultant	400,000
Total Revenues	420,000	Total Expenditures	420,000

SUBCATEGORY 680 EXTRA ACTIVITIES

WORK ELEMENT: 680.02 Film Promotion

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

PRODUCTS:

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

DISCUSSION:

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

The Tulare County Film Commission aids 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 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.

W.E. 680.02 Film Promotion

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 24 – Jun 25	Member Dues
Continually develop and maintain a film location photo library	County of Tulare	20	Jul 24 – Jun 25	Member Dues
Print, distribute and maintain a film series and supplies directory	County of Tulare	15	Jul 24 – Jun 25	Member Dues
Develop and maintain a county-wide ordinance for film location permitting and fee structure	County of Tulare	35	Jul 24 – Jun 25	Member Dues
Development of on-line access to Tulare County Film Library	County of Tulare	10	Jul 24 – Jun 25	Member Dues

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

W.E. 680.02 Film Promotion

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

SUBCATEGORY:	700 MEASURE R
WORK ELEMENT:	700.01 Measure R Administration and Planning
PURPOSE:	To implement Measure R and fund projects as designated by the adopted Measure R Expenditure Plan and the Measure R Work Plan.
PRODUCTS:	Quarterly Reports on Expenditures and Revenues Audits in collaboration with outside auditor (Nov 2024, Dec 2024) 2024 Strategic Work Plan (Aug 2024) Military Discount Program Ridership Counts and Tracking (Qtrly) Arbitrage Reports

DISCUSSION:

Tulare County voters passed Measure R in November 2006. Fiscal Year 2024/2025 will be the seventeenth (17) 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 a 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 dedicated 50% of all the Measure R funds. These funds will be used for things such as freeway interchange improvements, adding additional lanes, increasing safety and the improvement and reconstruction of major commute corridors. The projects will allow for the movement of goods, services, and people throughout Tulare County.

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

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

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

Staff will prepare all necessary quarterly reports, develop the 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	25	Jul 24-Jun 25	MR Sales Tax Administration funds
Implementation of 2024 Strategic Work Plan	TCAG Staff	10	Jul 24-Jun 25	MR Sales Tax Administration funds
Attend Self-Help County Coalition training and seminars	TCAG Staff	5	Jul 24-Jun 25	MR Sales Tax Administration funds
Maintain and Audit Bond	TCAG Staff	20	Jul 24-Jun 25	MR Sales Tax Administration funds
Financial Audits for TCTA and Member Agencies	TCAG Staff and Consultant	15	Jul 24-Jun 25	MR Sales Tax Administration funds
Develop short term lending strategy with financial consultant	TCAG Staff And Consultant	5	Jul 24-Jun 25	MR Sales Tax Administration funds
Administer Veterans Transit Program	TCAG Staff	5	Jul 24-Jun 25	MR Sales Tax Administration funds
TCTA Measure R Review, Audit preparation and Arbitrage Reporting	TCAG Staff And Consultant	15	Jul 24-Jun 25	MR Sales Tax Administration funds

PREVIOUS WORK

2014, 2016, 2018, 2020, 2022 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
 City of Farmersville and Lindsay Bike and Pedestrian Study
 City of Dinuba Roundabout Feasibility Safety Study

W.E. 700.01 Measure R Administration and Planning

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
Measure R	509,500	TCAG Staff	415,000
		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	509,500	Total Expenditures	509,500

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 24- Jun 25	MR Sales Tax Bike Funding
Coordinating project ROW & design	TCAG Staff and Consultant	80	Jul 24- Jun 25	MR Sales Tax Bike Funding

PREVIOUS WORK

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

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

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

SUBCATEGORY: 800 LAFCO

WORK ELEMENT: 800.01 LAFCO

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

PRODUCTS:

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

DISCUSSION:

During FY 2009/10, the TCAG and LAFCO boards agreed for TCAG staffing of LAFCO beginning on July 1, 2010. TCAG provides staff and overhead only. The Commission provides all directions 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 24 – Jun 25	LAFCO

PREVIOUS WORK:

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

W.E. 800.01 LAFCO

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
LAFCO	268,700	TCAG Staff	178,200
		Special Dept Expense	90,500
Total Revenues	268,700	Total Expenditures	268,700

SUBCATEGORY: 810 State SB 125 Funding

WORK ELEMENT: 810.01 STATE SB 125 FUNDING

PURPOSE: TCAG provides administration for the SB 125 State Funding

PRODUCTS: Financial Statements and Records
Audit

DISCUSSION:

In July 2023, the California State Legislature approved SB 125, which amended the Budget Act of 2023 to appropriate \$4 billion of General Fund to the Transit and Intercity Rail Capital Program (TIRCP) over the next two (2) years, as well as a total of \$1 billion from the Greenhouse Gas Reduction Fund (GGRF) and Public Transportation Account (PTA) over four (4) years to establish a new Zero-Emission Transit Capital Program (ZETCP).

Program guidelines (<https://calsta.ca.gov/-/media/calsta-media/documents/sb125-final-guidelines-a11y.pdf>) were finalized by CalSTA on September 29, 2023. Funds are to be allocated to each Regional Transportation Planning Agency (RTPA), which is to submit an Initial Allocation Package of funding requests by no later than December 31, 2023. The requested funding will be allocated to RTPAs by no later than April 30, 2024. TCAG is slated to receive approximately \$56 million of SB 125 funding per initial estimates.

Task Description	Work Performed By	% of Work	Work Schedule	Proposed Funding
TCRTA staff support	TCAG Staff	100	Jul 24 – Jun 25	SB 125

PREVIOUS WORK: This is a new work element

W.E. 825.01 TCRTA

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
SB 125	100,000	TCAG Staff	100,000
Total Revenues	100,000	Total Expenditures	100,000

SUBCATEGORY: 825 TCRTA

WORK ELEMENT: 825.01 TCRTA

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

PRODUCTS: Financial Statements and Records
Human Resource Files
Meeting Minutes

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	TCAG Staff	100	Jul 24 – Jun 25	TCRTA

PREVIOUS WORK: Administrative support and training
Accounting Training
Interim 20/21 Budget
Budget FY 21/22 and 22/23
Policies and Procedures
Operations Plan
Joint Powers Agreement
Accounting Statements and Administrative Files
FY 21/22 Audit, FY 22/23 Audit

W.E. 825.01 TCRTA

REVENUES	DOLLARS	EXPENDITURES	DOLLARS
TCRTA	75,000	TCAG Staff	75,000
Total Revenues	75,000	Total Expenditures	75,000

2024/2025 Overall Work Summary

SUMMARY				
REVENUES		DOLLARS	EXPENDITURES	
			DOLLARS	STAFF PERSON MONTHS
Member Dues	191,500		TCAG Staff	274
Local Contribution	1,175,932		City of Dinuba	
TDA	282,000		City of Exeter	
FHWA PL (carryover)	350,000		City of Farmersville	
FHWA PL	1,210,674		City of Lindsay	
FTA Section 5303 (carryover)	200,000		City of Porterville	187,735
FTA Section 5303	215,153		City of Tulare	200,100
FTA Section 5304			City of Visalia	487,190
FTA Section 5305			City of Woodlake	
DMV	3,000		County of Tulare	237,205
City of Dinuba			TCRTA	250,000
City of Exeter			Insurance	9,000
City of Farmersville			Memberships	20,070
City of Lindsay			Office Expense	28,917
City of Porterville			Consultant	1,719,262
City of Tulare			Publications/ Legal Notice/Dues	700
City of Visalia			Training	22,700
City of Woodlake			Transportation and Travel	84,750
County of Tulare			Print Services	17,750
Measure R	553,636		County Counsel	34,000
LAFCO	268,700		Auditor	2,500
TCAG Reserves	204,768		Motorpool	
SB1 Sustainable Community Grant	721,571		Rent	166,586
Other Grants & Misc Revenues	918,490		Special Dept Expense	332,245
TCRTA	325,000		Dues/Subscriptions	15,369
			Utilities	23,000
			Office Equipment	21,150
Total Revenues	6,620,424		Total Expenditures	6,620,424
Toll Credits(5303) (Not Revenues)	47,618			274.0
Toll Credits(PL) (Not Revenues)	169,062			

* FHWA PL Funding

Carryover	\$350,000
Current Year funding:	\$1,210,674
Total Funding	\$1,560,674

Product Timetable

PRODUCT (Work Element)	Completion Date	PL	FTA
Approved TDA Claims (601.01)	5/2025		
Unmet Transit Needs Findings (601.01)	6/2025		
Circular A-128 Audit (601.01)	12/2024		
LTF and STAF Audits (601.01)	3/2025		
Financial Transactions Report of Special Districts (601.01)	3/2024		
Quarterly Progress Reports (601.06)	6/2025	X	X
2024/2025 Overall Work Program (601.06)	5/2024	X	X
Amendments to Federal TIP (604.01)	7/2024	X	X
Congestion Management Program (605.01)	7/2024	X	

PL FUNDS AVAILABLE

YEAR	ALLOCATION	OWP	CARRY-OVER TO NEXT FY
Balance Forward			
1999/2000	\$0	\$0	\$904,420
2000/01	\$583,939	\$581,476	\$906,883
2001/02	\$584,144	\$757,139	\$733,888
2002/03	\$578,423	\$660,737	\$651,575
2003/04	\$702,133	\$693,983	\$659,725
2004/05	\$868,431	\$629,426	\$898,730
2005/06	\$840,292	\$648,482	\$1,090,540
2006/07	\$846,089	\$1,172,121	\$764,508
2007/08	\$815,718	\$789,904	\$790,322
2008/09	\$851,204	\$858,268	\$783,258
2009/10	\$869,450	\$969,915	\$682,793
2010/11	\$1,005,110	\$770,442	\$917,461
2011/12	\$811,171	\$829,045	\$899,587
2012/13	\$924,102	\$1,001,047	\$822,642
2013/2014	\$945,195	\$1,206,713	\$561,125
2014/2015	\$838,284	\$1,013,261	\$386,148
2015/2016	\$903,960	\$1,266,175	\$23,933
2016/2017	\$927,943	\$947,969	\$3,907
2017/2018	\$930,335	\$895,996	\$38,246
2018/2019	\$940,828	\$918,412	\$60,662
2019/2020	\$964,665	\$860,887	\$164,440
2020/2021	\$960,396	\$839,844	\$284,992
2021/2022	\$1,422,962	\$1,125,748	\$582,206
2022/2023	\$1,216,446	\$1,265,530	\$533,122
2023/2024	\$1,233,327	\$1,766,449	\$0
2024/2005	\$1,210,674	\$1,210,674	\$0
⌘ 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

YEAR	ALLOCATION	OWP	CARRY-OVER TO NEXT FY
Balance Forward	0	0	\$48,746.42
1999/2000			
2000/01	\$42,044	\$49,303	\$41,487
2001/02	\$43,519	\$21,164	\$63,842
2002/03	\$45,413	\$86,478	\$22,778
2003/04	\$71,165	\$53,306	\$40,636
2004/05	\$89,260	\$89,260	\$40,636
2005/06	\$88,133	\$27,220	\$101,550
2006/07	\$92,128	\$30,088	\$163,590
2007/08	\$97,721	\$124,811	\$136,500
2008/09	\$102,876	\$93,246	\$146,130
2009/10	\$102,902	\$36,046	\$212,987
2010/11	\$102,689	\$103,094	\$212,581
2011/12	\$178,613	\$110,988	\$280,206
2012/2013	\$148,442	\$26,690	\$401,958
2013/2014	\$151,341	\$134,068	\$419,232
2014/2015	\$150,614	\$486,082	\$83,763
2015/2016	\$152,314	\$192,922	\$43,155
2016/2017	\$155,162	\$193,055	\$5,263
2017/2018	\$156,883	\$162,146	\$0
2018/2019	\$159,817	\$158,396	\$1,421
2019/2020	\$172,534	\$147,293	\$26,662
2020/2021	\$164,450	\$85,878	\$105,234
2021/2022	\$245,015	\$156,640	\$193,608
2022/2023	\$210,165	\$225,136	\$178,637
2023/2024	\$215,077	\$393,714	\$0
2024/2025	\$215,153	\$215,153	\$0
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.			

REVENUE AND EXPENSE TABLES

REVENUES

Fiscal Year 2024/2025 Overall Work Program

WORK ELEMENT	Member Dues	Local	TDA/Transit	FHWA PL (Employee)	FHWA PL (Employer)	FHWA PL	FTA Section 5303 (Carryover)	FTA Section 5303	SBI Sustainable Communities	DMV	Measure R	LAFCO	TORTA	On Funding and Grants	TOTAL	FHWA PL Toll Credits 11.47%	FTA 5303 Toll Credits 11.47%
600.01 TRANSIT ADMINISTRATION & PROJECT IMPLEMENTATION			150,000												150,000		
600.02 TOAG ADMINISTRATION	165,649	399,939												100,000	535,588		
600.04 OFFICE EXPENSES/FIRE/ASSETS	38,119	335,292												91,400	465,811		
600.06 OVERALL WORK PROGRAM AND BUDGET	1,000	20,000				40,500									61,500	4,695	
600.08 POLICY	140,500	88,460													228,960		
600.09 PERFORMANCE MEASURES						5,000									5,000	574	
600.01 REGIONAL TRANSPORTATION PLAN				5,000	198,000										203,000	22,940	
600.02 TRAFFIC FORECASTING/MODEL DEVELOPMENT				68,980	298,619										324,999	37,277	
600.03 ACTIVE TRANSPORTATION PLANNING		78,095		28,669	251,262	30,267	185,363	215,153	40,429						799,811	32,204	46,939
600.04 Active Transportation Planning - BILJANA Complete Streets Set Aside																	
600.06 TRANSIT PLANNING AND COORDINATION		38,937	132,000			38,597	14,697						250,000		472,161	3,472	1,679
600.06 SPECIAL TRANSPORTATION PROJECT STUDIES		2,000													2,000		
600.06 SPECIAL TRANSPORTATION PROJECT STUDIES, NON-FEDERAL		137,500													137,500		
600.10-9623 ABM DEVELOPMENT FY 2023		7,800							58,680						66,480		
600.10-9223 GOODS MOVEMENT		3,850							29,717						33,567		
600.10-9823 CONSOLIDATED TRANSPORTATION AGENCY PLANNING FY 2023		20,799							121,944						142,743		
600.10-9824 MULTIMODAL GOODS MOVEMENT PLAN FY 2024		17,467							192,500						210,000		
600.10-9825 VEHICLE TRANSIT RE-MATCHED STUDY FY 2024		16,995							125,000						141,995		
600.10-9225 ATP		10,615							103,750		2,807				117,162		
600.10-9225 LAND USE		18,434							150,000						168,434	2,888	
600.15 SUSTAINABLE CORRIDOR						25,000									25,000		
600.02 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)						15,000									15,000	1,721	
600.02 TRANSPORTATION IMPROVEMENT PROGRAM				10,783	89,217										100,000	11,470	
600.01 CONGESTION MANAGEMENT PROGRAM (CMP)				10,000	13,350										23,350	2,678	
600.01 AIR QUALITY PLANNING & ANALYSIS				7,645	61,557										69,202	7,994	
600.01 AIR QUALITY WIDE COORDINATION				95,901	16,469										112,370	12,846	
600.03 GOODS MOVEMENT				28,200	31,800										60,000	6,882	
600.01 PUBLIC INFORMATION & PARTICIPATION				8,442	142,966										151,408	17,374	
600.05 LOCAL COORDINATION & PROJECT IMPLEMENTATION				86,722											86,722	9,947	
600.07 UNLICENSED VEHICLE ABATEMENT									3,000					207,060	210,060		
600.01 REGIONAL HOUSING (RHAI)														420,000	420,000		
600.02 REGIONAL HOUSING ELEMENT																	
600.02 PLAT PROMOTION	50,000														50,000		
600.02 MEASURE R ADMINISTRATION & PLANNING									599,500						599,500		
700.02 MEASURE R SANTA FE TRAIL CONNECTION									900						900		
800.01 LAFCO													288,700		288,700		
800.01 MEASURE R SB 025 FUNDING														100,000	100,000		
800.01 TORTA													75,000		75,000		
TOTALS	\$96,280	\$1,175,522	\$262,000	\$859,000	\$1,210,624	\$200,000	\$215,153	\$721,971	\$3,000	\$555,836	\$288,700	\$255,000	\$75,000	\$916,460	\$6,629,424	\$773,899	\$47,616

"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 2024/2025 Overall Work Plan

WORK ELEMENT	TCAG	Exeter	Porterville	Tulare	Visalia	County	TCRTA	Consultant	Other/Print/Legal/T&T	TOTAL
601.01 TRANSIT ADMINISTRATION & PROJECT IMPLEMENTATION	45,000							105,000		150,000
601.02 TCAG ADMINISTRATION	537,518							33,000	65,070	635,588
601.04 OFFICE EXPENSES/FIXED ASSETS						187,105			278,706	465,811
601.06 OVERALL WORK PROGRAM & BUDGET	60,000								1,500	61,500
601.08 ADVOCACY	67,990							119,000	52,000	238,990
601.09 PERFORMANCE MEASURES	3,800								1,200	5,000
602.01 REGIONAL TRANSPORTATION PLAN	150,000							50,000		200,000
602.02 TRAFFIC FORECASTING/MODEL DEVELOPMENT	238,850							40,000	46,149	324,999
602.03 ACTIVE TRANSPORTATION PLANNING	170,076		187,735	200,000	200,000				42,000	799,811
602.03-1000 ACTIVE TRANSPORTATION PLANNING BIL/IIA COMPLETE STREETS SET ASIDE									30,267	30,267
602.04 TRANSIT PLANNING AND COORDINATION	151,661				60,000		250,000		10,500	472,161
602.06 SPECIAL TRANSPORTATION PROJECT STUDIES	2,000									2,000
602.07 SPECIAL TRANSPORTATION PROJECT STUDIES NON FED					22,000			100,000	15,500	137,500
602.10-1623 ABM DEVELOPMENT FY 22/23	6,260							60,000		66,260
602.10-2323 GOODS MOVEMENT	3,850			29,717						33,567
602.10-1823 CONSOLIDATED TRANSPORTATION AGENCY PLANNING FY 22/23	6,000							136,743		142,743
602.10-1924 MULTI MODAL GOODS MOVEMENT PLAN FY 23/24	5,000							144,667		149,667
602.10-2024 VISALIA TRANSIT RE-IMAGINED STUDY FY 23/24	5,000							136,195		141,195
602.10-2125 ATP	10,635							106,557		117,192
602.10-2225 LAND USE	19,434							150,000		169,434
602.15 SUSTAINABLE CORRIDOR	25,000									25,000
603.02 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)	10,000							5,000		15,000
604.01 TRANSPORTATION IMPROVEMENT PROGRAM	88,000								12,000	100,000
605.01 CONGESTION MANAGEMENT PROGRAM (CMP)	5,000							15,000	3,350	23,350
610.01 AIR QUALITY PLANNING & ANALYSIS	30,000							36,000	3,000	69,000
620.01 VALLEYWIDE COORDINATION	87,000							13,000	12,000	112,000
620.02 GOODS MOVEMENT	60,000									60,000
650.01 PUBLIC INFORMATION & PARTICIPATION	98,150								53,328	151,478
670.05 LOCAL COORDINATION & PROJECT IMPLEMENTATION	80,272								6,450	86,722
670.07 ABANDONED VEHICLE ABATEMENT	3,000									3,000
670.1 REGIONAL HOUSING (RHNA)	2,000				205,090					207,090
670.10-1000 REGIONAL HOUSING ELEMENT	20,000							400,000		420,000
680.02 FILM PROMOTION						50,000				50,000
700.01 MEASURE R ADMINISTRATION & PLANNING	415,000							69,000	25,500	509,500
700.02 MEASURE R SANTA FE TRAIL CONNECTION	500			100	100	100		100		900
800.01 LAFCO	178,200								90,500	268,700
810.01 STATE SB 125 FUNDING	100,000									100,000
825.01 TCRTA	75,000									75,000
TOTALS	\$2,760,196		\$187,735	\$229,817	\$487,190	\$237,205	\$250,000	\$1,719,262	\$749,020	\$6,620,424

ENDITURES BY FUNDING SOURCE

Fiscal Year 2024/2025 Overall Work Program

WORK ELEMENT	MEMBER DUES/ TCAG RESERVES		DMV	LOCAL PLANNING CONTRIBUTION			TDA/Transit Admin FUNDS		FHWA PL FUNDS		FTA TPA	SB 1 Sustainable	LEGACI GRANT/OTHER/TOLL	TOTALS		
	TCAG	CO. SPCL		TCAG	CITY/CO.	CONSUL	TCAG	CONSUL	TCAG	CITY/CO.	CONSUL	TCAG	CONSUL		TCAG	CITY
601.01 TRANSIT ADMINISTRATION & PROJECT IMPLEMENTATION							45,000	105,000								150,000
601.02 TCAG ADMINISTRATION	165,649			369,939									100,000			635,588
601.04 OFFICE EXPENSES/FIXED ASSETS	39,119			148,187	187,105								91,400			465,811
601.06 OVERALL WORK PROGRAM & BUDGET	1,000			20,000					40,500							61,500
601.08 ADVOCACY	119,990	25,510			93,490											238,990
601.09 PERFORMANCE MEASURES									5,000							5,000
602.01 REGIONAL TRANSPORTATION PLAN									200,000							200,000
602.02 TRAFFIC FORECASTING/MODEL DEVELOPMENT									284,999	40,000						324,999
602.03 ACTIVE TRANSPORTATION PLANNING				78,085					280,771		80,139	320,377		40,429		799,811
602.03-1000 ACTIVE TRANSPORTATION PLANNING BILJUA COMPLETE STREETS SET									30,267							30,267
602.04 TRANSIT PLANNING AND COORDINATION	30,308			45,216			72,000	60,000			14,637		250,000			472,161
602.06 SPECIAL TRANSPORTATION PROJECT STUDIES				2,000												2,000
602.07 SPECIAL TRANSPORTATION PROJECT STUDIES NON FED					37,500	100,000										137,500
602.10-1623 ABM DEVELOPMENT FY 22/23				6,260	1,340								58,660			66,260
062.10-2323 GOODS MOVEMENT				3,850									29,717			33,567
602.10-1823 CONSOLIDATED TRANSPORTATION AGENCY PLANNING FY 22/23				6,000	14,799								121,944			142,743
602.10-1924 MULTIMODAL GOODS MOVEMENT PLAN FY 23/24		1,279			15,888								132,500			149,667
602.10-2024 VISALUA TRANSIT RE-IMAGINED STUDY FY 23/24					16,195								125,000			141,195
602.10-2125 ATP				10,635									103,750	2,807		117,192
602.10-2225 LAND USE				19,434									150,000			169,434
602.15 SUSTAINABLE CORRIDOR PLANNING									25,000							25,000
603.02 INTELLIGENT TRANSPORTATION SYSTEM (ITS)									15,000							15,000
604.01 TRANSPORTATION IMPROVEMENT PROGRAM									100,000							100,000
605.01 CONGESTION MANAGEMENT PROGRAM (CMP)									8,350	15,000						23,350
610.01 AIR QUALITY PLANNING & ANALYSIS									33,000	36,000						69,000
620.01 VALLEYWIDE COORDINATION									99,000	13,000						112,000
620.02 GOODS MOVEMENT									60,000							60,000
650.01 PUBLIC INFORMATION & PARTICIPATION									151,478							151,478
670.05 LOCAL COORDINATION & PROJECT IMPLEMENTATION									86,722							86,722
670.07 ABANDONED VEHICLE ABATEMENT			3,000													3,000
670.1 REGIONAL HOUSING (RHNA)														207,090		207,090
670.10-1000 REGIONAL HOUSING ELEMENT														420,000		420,000
680.02 FILM PROMOTION		50,000														50,000
700.01 MEASURE R ADMINISTRATION & PLANNING														440,500	69,000	509,500
700.02 MEASURE R SANTA FE TRAIL CONNECTION														800	100	900
800.01 LAFCO														268,700		268,700
810.01 STATE SB125 FUNDING														100,000		100,000
825.01 TCRTA														75,000		75,000
TOTALS	432,855		3,000		1,175,932		282,000		1,524,087		415,153	721,571	2,065,826			6,620,424

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 2024/2025

MPO	FY of Funds	Work Element Number	Project Title	Project Description	Final Work Products/Deliverables	Grant Amount	Local Match Amount
TCAG	24/25	602.10-2125	Active Transportation Plan	Manage Bicycle and Pedestrian Planning in Tulare County	2026 Tulare County Regional Active Transportation Plan	103,750	13,442
TCAG	24/25	602.10-2225	Land Use Transportation Model Update	Improve regional model sensitivity to effects of land use policy scenarios	Special studies Presentations, including corridor beautification studies and Clean California project updates	150,000	19,434

Planning Activities FY 2024-2025

ATTACHMENT A

TULARE COUNTY ASSOCIATION of GOVERNMENTS

PLANNING ACTIVITIES WITHIN THE REGION

FY 2024 - 2025

Informational Element Matrix

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

Pending from Caltrans

111

India, Pakistan, and Southwest Asia	
Bengali বাংলা Bengali is the official language of Bangladesh and West Bengal, India.	বাংলা
Gujarati ગુજરાતી Gujarati is the official language of Gujarat, India.	ગુજરાતી
Hindi हिन्दी Hindi is the official language of India and one of the most widely spoken languages in the world.	हिन्दी
Malayalam മലയാളം Malayalam is the official language of Kerala, India.	മലയാളം
Nepali नेपाली Nepali is the official language of Nepal.	नेपाली
Punjabi ਪੰਜਾਬੀ Punjabi is the official language of Punjab, India, and Pakistan.	ਪੰਜਾਬੀ
Sinhalese සිංහල Sinhalese is the official language of Sri Lanka.	සිංහල
Tamil தமிழ் Tamil is the official language of Tamil Nadu, India, and Singapore.	தமிழ்
Telugu తెలుగు Telugu is the official language of Andhra Pradesh, India.	తెలుగు
Urdu اُردو Urdu is the official language of Pakistan and one of the two official languages of India.	اُردو
Africa	
Acholi Acoli Acholi is a language spoken in the Acholi region of northern Uganda.	Acoli
Amharic አማርኛ Amharic is the official language of Ethiopia.	አማርኛ
Arabic العربية Arabic is the official language of 22 countries in Africa, the Middle East, and Asia.	العربية

© Printed on recycled paper 100%

Africa - continued	
Dinka Dinka Dinka is a language spoken in the Dinka region of South Sudan.	Thok monyjang
French Français French is the official language of 29 countries in Africa.	Français
Hausa Hausa Hausa is the official language of Nigeria and one of the most widely spoken languages in Africa.	Hausa
Italian Italiano Italian is the official language of Somalia.	Italiano
Nuer Nuer Nuer is a language spoken in the Nuer region of South Sudan.	Miligial lucjadda
Oromo Oromo Oromo is the official language of Ethiopia.	Oromo
Portuguese Português Portuguese is the official language of 10 countries in Africa.	Português
Portuguese Creole Português Portuguese Creole is a language spoken in Cape Verde.	Português
Somali Somali Somali is the official language of Somalia.	AF-Somali
Swahili Kiswahili Swahili is the official language of Kenya, Tanzania, and the Democratic Republic of the Congo.	Kiswahili
Tigrinya ትግርኛ Tigrinya is the official language of Eritrea.	ትግርኛ
Wolof Wolof Wolof is the official language of Senegal.	Wolof
Yoruba Yorùbá Yoruba is the official language of Nigeria.	Yorùbá

Middle East	
Arabic العربية Arabic is the official language of 22 countries in the Middle East and North Africa.	العربية
Armenian Հայերեն Armenian is the official language of Armenia.	Հայերեն
Azerbaijani Azərbaycan dili Azerbaijani is the official language of Azerbaijan.	Azərbaycan dili
Dari دري Dari is the official language of Afghanistan.	دري
Farsi فارسی Farsi is the official language of Iran.	فارسی
Hebrew עברית Hebrew is the official language of Israel.	עברית
Kurdish کوردی Kurdish is the official language of Iraq and Syria.	کوردی
Pashto پښتو Pashto is the official language of Afghanistan.	پښتو
Turkish Türkçe Turkish is the official language of Turkey.	Türkçe
Chinese 汉语 Chinese is the official language of China.	汉语
Cantonese 廣東話 Cantonese is a language spoken in Guangdong, China.	廣東話
Chaochow 潮州話 Chaochow is a language spoken in Chaochow, China.	潮州話
Fukienese 福建話 Fukienese is a language spoken in Fukien, China.	福建話
Mandarin 國語 Mandarin is the official language of China.	國語
Shanghai 上海話 Shanghai is a language spoken in Shanghai, China.	上海話
Taiwanese 台灣話 Taiwanese is a language spoken in Taiwan.	台灣話
Toishanese 台山話 Toishanese is a language spoken in Toishan, China.	台山話

Asia - continued	
Burmese မြန်မာစာ Burmese is the official language of Myanmar.	မြန်မာစာ
Hmong Hmong Hmong is a language spoken in Laos and Vietnam.	Hmong
Indonesian Bahasa Indonesia Indonesian is the official language of Indonesia.	Bahasa Indonesia
Japanese 日本語 Japanese is the official language of Japan.	日本語
Karen Karen Karen is a language spoken in Thailand.	Karen
Khmer (Cambodian) ខ្មែរ Khmer is the official language of Cambodia.	ខ្មែរ
Korean 한국어 Korean is the official language of South Korea.	한국어
Laotian ລາວ Laotian is the official language of Laos.	ລາວ
Malay Bahasa Melayu Malay is the official language of Malaysia and Brunei.	Bahasa Melayu
Mien Mien Mien is a language spoken in China.	Mien
Mongolian Монгол Mongolian is the official language of Mongolia.	Монгол
Thai ไทย Thai is the official language of Thailand.	ไทย
Vietnamese Tiếng Việt Vietnamese is the official language of Vietnam.	Tiếng Việt

LanguageLine Solutions

OWP Approving Resolution

TO BE INSERTED

Certifications & Assurances

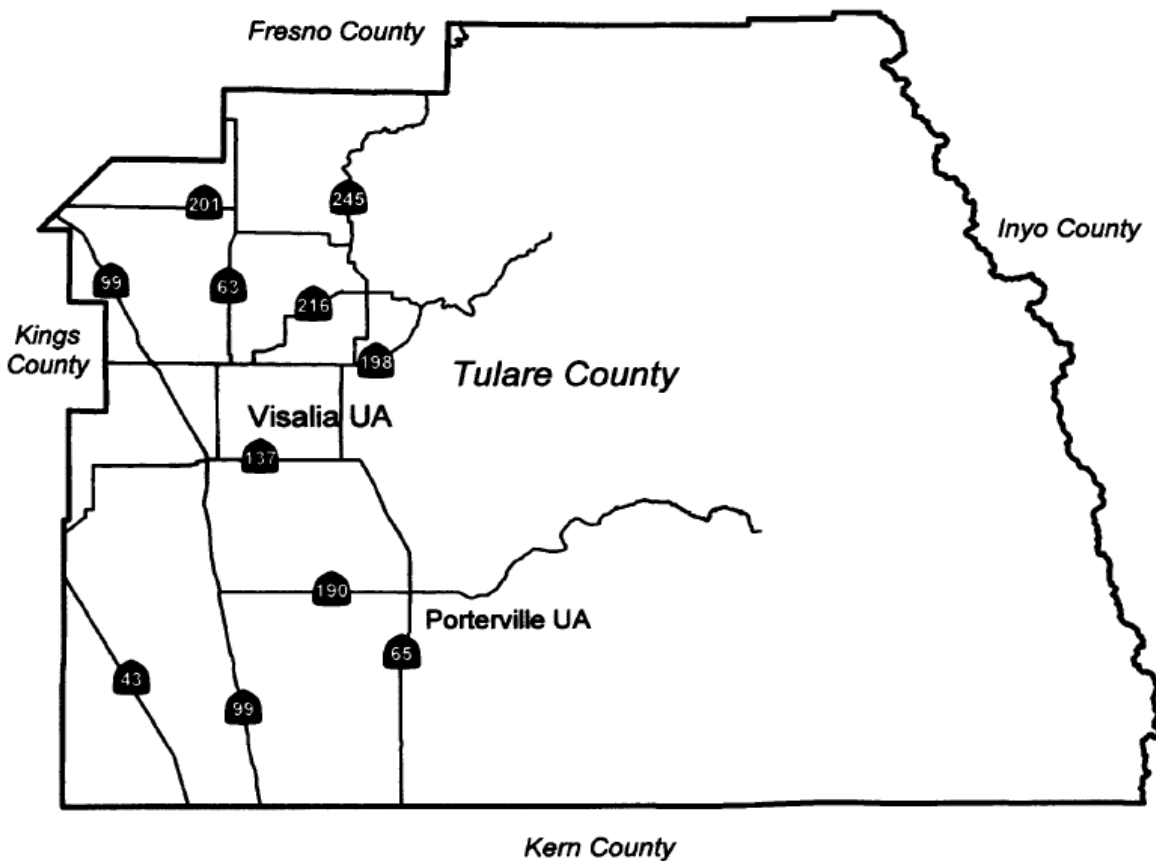
TO BE INSERTED




Caltrans Letter and Responses

TO BE INSERTED

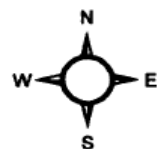
Tulare County Association of Governments

Exhibit A



-  MPO Boundary
-  Urbanized Areas
-  State Highways

0 5 10 15 20
Miles



By: _____ Date: _____

Ted Smalley
Executive Director
Tulare County Association of Governments

By: _____ Date: _____

Brian Kelly
Secretary
California State Transportation Agency

Overall Work Plan Public Review Process and Comments

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

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

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

No comments were received from the public, the TCAG Board, TAC or the COC for the FY 23/24 OWP.

Comments to the FY 24/25 OWP received from Caltrans, FHWA and FTA and the corresponding responses are published herein.

DEPARTMENT OF TRANSPORTATION**DIVISION OF TRANSPORTATION PLANNING**

P.O. BOX 942874, MS-32

SACRAMENTO, CA 94274-0001

PHONE (916) 653-1637

FAX (916) 653-1447

TTY 711

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 garth.hopkins@dot.ca.gov or (916) 654-8175; or Tyler Monson of my staff at tyler.monson@dot.ca.gov or (916) 653-8699.

Sincerely,



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

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

"Caltrans improves mobility across California"

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

October 1

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

November 1 to February 28

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

March 1

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

March 1 to June 1

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

May 31

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

June 30

FHWA and FTA send OWP approval letter to MPOs.

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

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

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

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

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

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

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

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

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

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

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

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

Memorandum of Understanding – San Joaquin Valley Regional Planning Agencies

Page2

Final 2

8. Coordination on rail issues (both passenger rail and goods movement) within the Valley, including the development of plans and policies that affect rail service.
9. Provide a leadership role for all Valley Blueprint activities by planning for future growth and quality of life through the integration of transportation, housing, land use, economic development and environmental protection elements. Such integration to result in a more efficient and effective transportation system and land use pattern to achieve the three outcomes (3Es) that define quality of life- prosperous economy, quality environment, and social equity.
10. Provide a leadership role and act as a forum for Valley issues and concerns, where such issues and concerns transcend boundaries, allowing the development and consensus of policy questions of mutual interest in order to pursue a coordinated course of action without infringing on the jurisdictional powers of the individual governments.

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

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

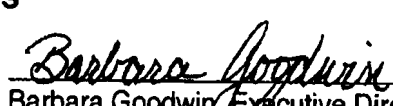
Memorandum of Understanding - San Joaquin Valley Regional Planning Agencies

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

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

COUNCIL OF FRESNO COUNTY GOVERNMENTS


Mayor Pro Tem Trinidad M. Rodriguez, Chairman

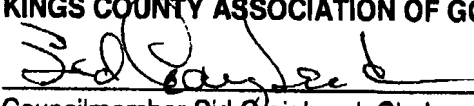

Barbara Goodwin, Executive Director

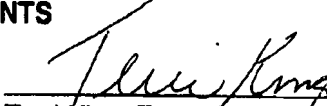
KERN COUNCIL OF GOVERNMENTS


Councilmember David Couch, Chairman


Ronald E. Brummett, Executive Director

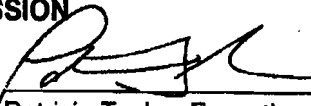
KINGS COUNTY ASSOCIATION OF GOVERNMENTS


Councilmember Sid Craighead, Chairman


Terri King, Executive Director


MADERA COUNTY TRANSPORTATION COMMISSION


Councilman Gordon Skeels, Chairman


Patricia Taylor, Executive Director


MERCED COUNTY ASSOCIATION OF GOVERNMENTS


Councilmember William Spriggs, Chairman


Jesse Brown, Executive Director

SAN JOAQUIN COUNCIL OF GOVERNMENTS


Councilman John W. Harris, Chairman


Andrew Chesley, Executive Director


STANISLAUS COUNCIL OF GOVERNMENTS


Mayor James Ridenour, Chairman


Vince Harris, Executive Director

TULARE COUNTY ASSOCIATION OF GOVERNMENTS


Supervisor Allen Ishida, Chairman


George Finney, Executive Director

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

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

WITNESSETH

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

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

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

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

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

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

1. This Memorandum of Understanding amends that certain agreement entered into the 21st day of September, 2006 between and among the RPAs, to increase the membership of the San Joaquin Valley Regional Planning Agencies' Policy Council by one, in order to accommodate a representative of the SJVUAPCD. No member of the Policy Council shall simultaneously represent both the SJVUAPCD and a RPA.
2. This Memorandum of Understanding supersedes that certain agreement entered into the 29th day of October, 2002 between and among the above listed eight Valley RPAs and the SJVUAPCD.
3. The SJVUAPCD has the lead for air quality planning, but effective air quality strategies require the cooperation and joint actions of the Valley RPAs, other local, regional, state and federal government agencies, and the people of the San Joaquin Valley Air Basin. Toward that end, the Valley RPAs and the SJVUAPCD agree to participate in regularly scheduled conference calls with local, state and federal agencies including the California Air Resources Board (ARB), the California Department of Transportation (Caltrans), the U.S. Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to insure good communication is maintained on issues important to the San Joaquin Valley.
4. The parties involved will comply with the Federal Clean Air Act and related regulations and guidance requiring that transportation-related State Implementation Plan (SIP) development decisions be made through interagency consultation. The parties agree to use the latest planning assumptions and emissions factors, conduct regional emissions analyses, and coordinate on the development of motor vehicle emissions budgets. The Valley RPAs will work with the SJVUAPCD in keeping the Transportation Conformity Rule current with federal requirements and guidance, as appropriate. The SJVUAPCD will also assist the Valley RPAs in obtaining appropriate and timely technical assistance from the ARB.
5. The Valley RPAs and the SJVUAPCD agree that it is in their interest to work closely together and develop joint or consistent policy positions whenever possible when dealing with state and federal air quality and transportation agencies. Each party has the responsibility to notify the other in a timely manner of anticipated or known policy issues with state and federal agencies, and to coordinate their response in an effort to present a unified position.

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

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

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

INDEMNIFICATION

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

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

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT


Councilmember Chris Vierra, Chairman

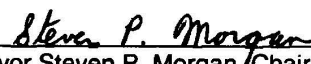

Seyed Sadredin, Executive Director
Air Pollution Control Officer

COUNCIL OF FRESNO COUNTY GOVERNMENTS


Mayor Trinidad M. Rodriguez, Chairman


Tony Boren, Executive Director

KERN COUNCIL OF GOVERNMENTS


Mayor Steven P. Morgan, Chair


Ronald E. Brummett, Executive Director

KINGS COUNTY ASSOCIATION OF GOVERNMENTS


Supervisor Joe Neves, Chairman


Terri King, Executive Director

MADERA COUNTY TRANSPORTATION COMMISSION


Supervisor Max Rodriguez, Chairman


Patricia Taylor, Executive Director

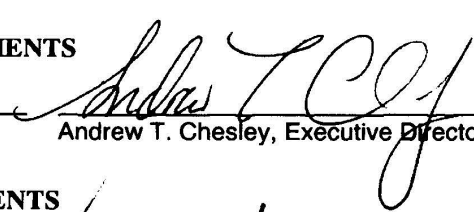
MERCED COUNTY ASSOCIATION OF GOVERNMENTS


Director John Pedrozo, Chairman



Jesse Brown, Executive Director

SAN JOAQUIN COUNCIL OF GOVERNMENTS


Mayor Larry Hansen, Chairman


Andrew T. Chesley, Executive Director

STANISLAUS COUNCIL OF GOVERNMENTS


Mayor Jim Ridenour, Vice Chair


Vince Harris, Executive Director

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

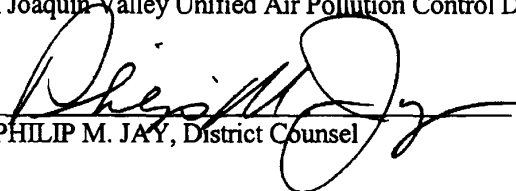

Supervisor Mike Ennis, Chairman


Ted Smalley, Executive Director

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

By 
JANELLE E. KELLEY, Assistant County Counsel

San Joaquin Valley Unified Air Pollution Control District

By 
PHILIP M. JAY, District Counsel

GLOSSARY OF TERMS AND DEFINITIONS

Advance Construction

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

Advance Construction (Retirement of/Conversion of)

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

Allocation

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

Allocation Capacity

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

Apportionment

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

Article XIX

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

Capital Outlay

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

CEQA (California Environmental Quality Act)

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

CMAQ (Congestion Mitigation & Air Quality) Improvement Program

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

CTC (California Transportation Commission)

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

Escalation Factors

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

Executive Order

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

Federal-Aid Highway Program

Transportation financing programs created by Federal legislation.

Federal Highway Administration Planning Funds (PL Funds)

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

Federal Minimum Allocation

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

Federal TIP

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

Federal Transportation Program

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

Fiscal Year (FY)

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

Fund Estimate

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

Guideway

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

Highway System

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

Highway Trust Fund

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

Intermodal Facilities and Systems Management System

The Intermodal Transportation Management System (ITMS) is a decision support system that allows transportation planners to evaluate the relative performance of intermodal transportation investment alternatives for a corridor of statewide significance and system perspective.

Intermodal facility refers to a transportation element that accommodates and interconnects different modes of transportation. Intermodal facilities include, but are not limited to, highway elements, coastal, inland and Great Lakes ports, canals, pipeline farms, airports, marine and/or rail terminals, truck terminals, and intercity bus terminals. Intermodal transportation facilities serve intrastate, interstate, and international movement of goods and passengers. Intermodal system refers to a transportation network for moving people and goods using various combinations of transportation modes.

IRRS (Interregional Road System)

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

Matching Funds

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

MPO (Metropolitan Planning Organizations)

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

Obligation

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

Obligation Authority (OA)

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

PS&E

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

Programming

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

R&D Funds

Research and Development funds.

ROW (Right of Way)

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

RTIP (Regional Transportation Improvement Program)

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

RTP (Regional Transportation Plan)

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

Seismic Retrofit

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

SPR Funds

Highway Planning and Research Funds are the 1-1/2 percent moneys allocated to states by Section 307(c) of Title 24 U.S.C. Caltrans and Local Agencies share to the use of these funds.

State Highway Account (SHA)

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

State Highway Operation and Protection Program (SHOPP)

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

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

State Transportation Improvement Program (STIP)

The STIP includes the following programs:

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

State Transit Assistance (STA)

Transportation Development Act funds provided for transit uses.

Subventions

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

Sustainable Communities Strategy (SCS)

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

TDA (Transportation Development Act)

An act that specifies how the 1/4 percent of local sales tax for transportation purposes is distributed.

TDA is codified in Sections 29530-29536 of the Government Code and Sections 99200-99408 of the Public Utilities Code.

Toll Bridges & Toll Bridge Funds

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

Unmet Needs

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

Terms Related to Air Quality

Area sources

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

Attainment Demonstrations

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

Build/No-build test

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

Carbon Monoxide (CO)

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

Conformity finding

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

Emissions budget

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

Emissions Budget Conformity Period

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

Emissions budget test

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

Emissions inventories

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

Federal Implementation Plan (FIP)

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

Hotspots

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

Hydrocarbons

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

Mobile sources

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

National Ambient Air Quality Standards (NAAQS)

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

Nitrogen Oxides (NO_x)

A precursor of ozone in addition to hydrocarbons.

Offsets

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

Ozone

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

Particulate Matter (PM₁₀ PM_{2.5})

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

Precursors

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

Sanctions

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

Single Occupant Vehicle (SOV)

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

State Implementation Plan (SIP)

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

Stationary sources

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

Technological mobile source reduction measures

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

Transitional Conformity Period

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

Transportation Control Measures (TCM)

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

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

Volatile Organic Compounds (VOC)

Another name for hydrocarbons, a precursor of ozone.

ABBREVIATIONS AND ACRONYMS

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

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

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

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

<u>Certification Factor</u>	<u>Documentation</u>
MPO Boundary Map	Copy of Approved Map
MPO Designation (23U.S.C. 135,49 U.S.C. 5323(k))	Copy of Designation Letter
Regional Transportation Plan (23U.S.C. 135,49 U.S.C. 5323(k))	Available on TCAG website
Regional Transportation Improvement Program (23U.S.C. 135,49 U.S.C. 5323(k))	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

