

2019 Federal Transportation Improvement Program

Fiscal Years

2018/19 - 2021/22

August 20, 2018



City of Dinuba

City of Exeter

City of Farmersville

City of Lindsay

City of Porterville

City of Tulare

City of Visalia

City of Woodlake

County of Tulare



Tulare County Association of Governments

210 N. Church Street, Suite B

Visalia, CA 93291

559.623.0450

2019 Federal Transportation Improvement Program

Fiscal Years 2018/19 through 2021/22

Adopted: August 20, 2018



**210 N. Church Street, Suite B, Visalia, CA 93291
Phone: (559) 623-0450 Fax: (559) 733-6720**

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

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Introduction

The Tulare County Region

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

Among the other San Joaquin Valley counties, Tulare County ranks fifth in total population (471,842) and third in overall land area (4,839 square miles). The western one-third of Tulare County is in the topographically flat agricultural valley region while the remaining area to the east is located within the rolling foothills and peaks of the Sierra Nevada Mountains. From camping, hiking, and water activities in foothills, National Parks and Forests to agricultural tourism in the valley, the landscape offers an abundance of scenic and recreational opportunities for residents and visitors. The land in the Valley produces a wide variety of agricultural products making Tulare County one of the top agricultural producing counties in the nation.

Nearly half of all land in the county is devoted to national parks or national forests. It also has a large agricultural sector, and routinely garners one of the highest crop values in the nation. Its most prevalent commodity is milk, which generates over \$2 billion in annual output. The county is also a large producer of oranges, cattle, and grapes.

Employment

The income per capita is \$36,855 and the average salary per worker is \$46,613. In 2016, employment across Northern California increased by 3.2 percent, whereas employment in the San Joaquin Valley (Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare counties) grew by 2.9 percent. In Tulare County, 3,400 total wage and salary jobs were gained, representing a growth rate of 2.1 percent. The unemployment rate, while still very high, improved from 11.6 percent in 2015 to 11.0 percent in 2016.

In 2016, the largest employment gains were observed in government (+1,200 jobs), education and healthcare (+800 jobs), wholesale and retail trade (+600 jobs), and manufacturing (+600 jobs). The largest losses were in agriculture (-850 jobs).

During the 2011-2016 period, the Tulare County population expanded at a rate of 0.9 percent per year. All of this growth was due to the natural increase (new births), as net migration was negative. (Tulare County Economic Forecast, Caltrans, 2017).

Demographics

The population of Tulare County is concentrated in the Valley region where there are eight incorporated cities. Together, the eight cities comprise approximately 69% (325,566) of the total County population of 471,842 (Table 1-1) (DOF, March 2018).

Table 1-1 Population Estimates 2000-2017 with 2000 Benchmark						
County/City	4/1/2000	1/1/2012	1/1/2017	Percent Change 2000-2017	Percent Change 2012-2017	Annual Growth Rate 2000-2017
Dinuba	16,844	22,649	24,861	47.60%	9.77%	2.82%
Exeter	9,168	10,439	10,985	19.82%	5.23%	1.30%
Farmersville	8,737	10,841	11,248	28.74%	3.75%	1.82%
Lindsay	10,297	12,281	12,984	26.09%	5.72%	1.67%
Porterville	39,615	55,192	59,908	51.23%	8.54%	3.00%
Tulare	43,994	60,722	64,661	46.98%	6.49%	2.79%
Visalia	91,891	127,061	133,151	44.90%	4.79%	2.68%
Woodlake	6,653	7,388	7,768	16.76%	5.14%	1.11%
Tulare County	140,822	144,967	146,276	3.87%	0.90%	0.27%
Incorporated	227,199	306,573	325,566	43.30%	6.20%	2.60%
County Total	368,021	451,540	471,842	28.21%	4.50%	1.79%
California	33,873,086	37,688,804	39,523,613	16.68%	4.87%	1.11%
Source: http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php						

Transportation

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

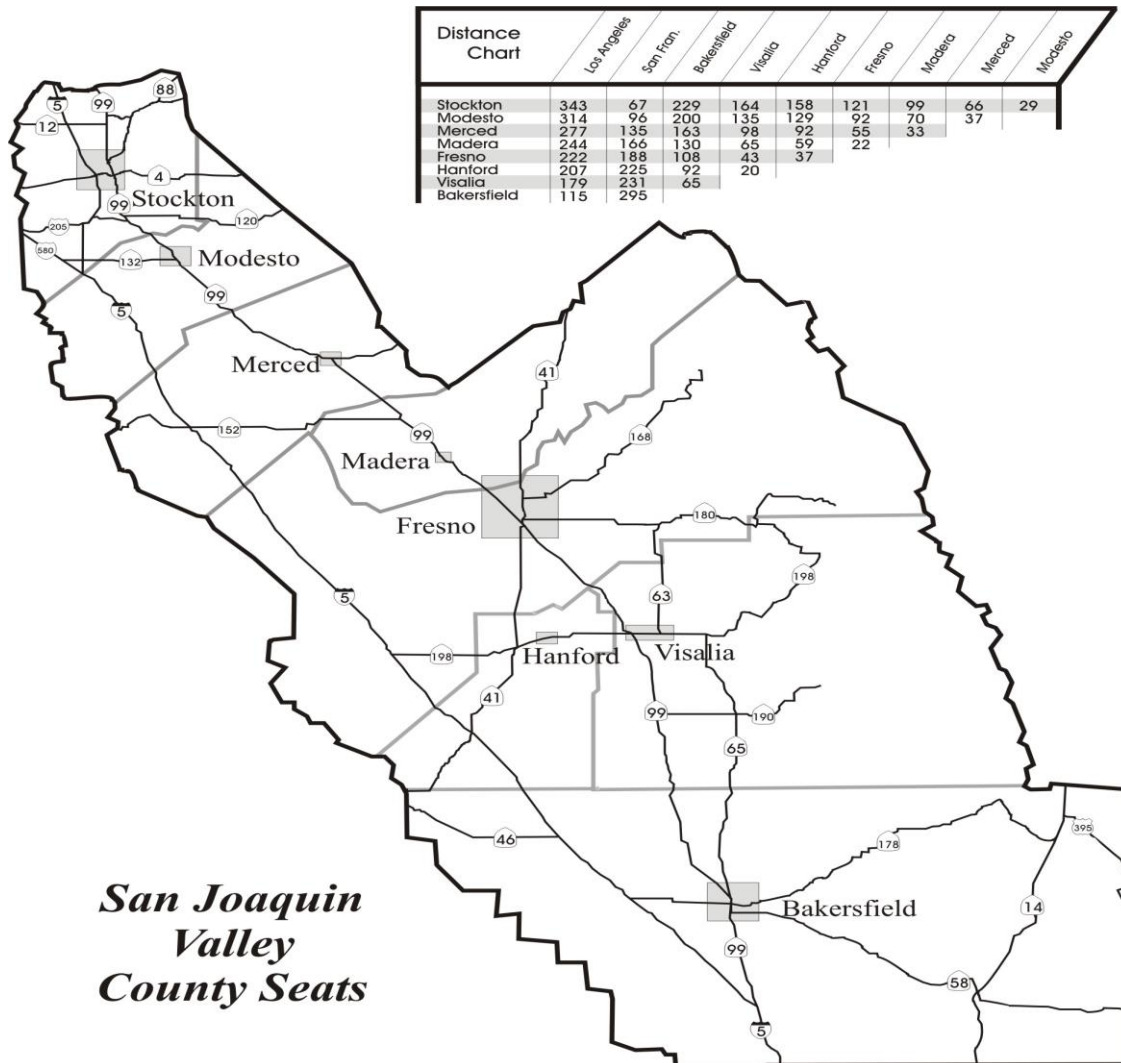
Tulare County contains approximately 3,050 miles of county roads (fourth largest in the State), 930 miles of city streets and 350 miles of State Highways. There is one commercial airport, two regional airports and four public general aviation airports. There are approximately 300 rail line miles in the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

To relieve the current stress on the State Highway system, Tulare County received over \$200 million in Proposition 1B State Bond funds to aid in important transportation projects such as the rehabilitation and widening of SR 99, SR 198 (\$105 million) and three railroad grade separations (\$60 million).

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

The regional transportation model, the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP) and this document, the 2019 Tulare County Federal Transportation Improvement Program (FTIP), are all examples of this activity.

Figure 1-1
San Joaquin Valley County Seats



The Federal Transportation Improvement Program Process and Development

FTIP Process and Development

TCAG prepares the FTIP in cooperation with its member agencies, transit operators, State and federal agencies, Tule River Indian Reservation and through the public participation process which includes outreach to disadvantaged or Title VI populations. Many of the projects in the 2019 FTIP are carried over from the 2017 FTIP. To decide which projects to carry over, TCAG asked sponsors of projects in the 2017 FTIP to indicate which of their projects had been completed, were well underway, or were still in planning or early implementation stages. In addition, project sponsors were asked to review the funding sources, amounts for new projects, and project components of existing projects to ensure that TCAG programming actions are reflected accurately in the 2019 FTIP.

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

Public Involvement Process

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

TCAG provides many methods to fulfill this commitment, as outlined in TCAG's 2015 Public Participation Plan (Appendix J). Some of the methods include: a public participation process whereby citizens and groups may seek membership on various committees; posting of all FTIP documents on TCAG's website; a public awareness program that includes informational advertisements in regional newspapers, television, radio announcements; and transportation surveys conducted at the annual Tulare County Fair to disseminate information and to gather feedback. TCAG staff also regularly conducts speaking engagements with civic organizations throughout Tulare County. Finally, there are public notices and required public hearings prior to adoption of the FTIP and other TCAG documents.

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

Environmental Justice

TCAG is sensitive to the environmental justice and demographics of Tulare County. Much of the population earns at or below the federal poverty level and is made up of various income levels and ethnicities. Given the relatively modest socioeconomic position of residents, access to alternative mobility options such as transit and bicycle facilities is critical. TCAG reaches out to all socio-economic levels by holding public hearings and board meetings throughout the County. TCAG also encourages participation through the unmet transit needs process and through outreach efforts at community centers, clinics, and various social programs throughout the County.

The process by which projects are selected for inclusion in the FTIP considers Title VI and environmental justice requirements. Projects selected for inclusion in the FTIP are consistent with the 2018-2042 Regional Transportation Plan & Sustainable Communities Strategy (2018 RTP/SCS) as required by federal law. As part of the development of the 2018 RTP/SCS, TCAG engaged in a rigorous

outreach process which included over 60 meetings and presentations to boards, city councils, committees, and organizations throughout the County.

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

Community Strategy Outreach efforts were held in the Fall of 2017 in each of the incorporated cities and in unincorporated communities. TCAG staff was also invited to hold workshops at various local community groups and town councils. One of the most successful outreach efforts occurred at the Tulare County Fair in September 2017. In all, over 2,000 surveys were submitted. The surveys were available in Spanish and on-site translators were made available for workshop participants needing translation into Spanish.

The results of these efforts have helped to ensure that the projects included in 2018 RTS/SCS and their incorporation into the 2019 FTIP provide equitable planning and programming for traditionally underrepresented communities.

Performance-Based Planning Requirements

Metropolitan Planning Organizations (MPOs) are required to conduct performance based planning and achieve performance outcomes related to Safety (PM 1), Transportation Asset Management (PM 2) and System Reliability, Freight, Congestion, and Air Quality (PM 3). PM 1 targets were adopted by Caltrans on August 31, 2017 and by TCAG on in February 2018. PM 2 and PM 3 targets are expected to be adopted by Caltrans in May 2018 and by MPOs in November 2018. Given the timing, performance based planning targets and requirements related to PM 2 and PM 3 will be addressed in subsequent FTIP cycles. Performance based planning targets and requirements and how FTIP investments will contribute towards achieving PM 1 targets for safety are addressed below.

Safety Performance Measures (PM 1): Federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21, Public Law 112-141) was signed into law on July 6, 2012. Among other things, MAP-21 amended Title 23, United States Code, Section 150 to include a national goal of “Safety to achieve a significant reduction in traffic fatalities and injuries on all public roads.” On March 22, 2014 the Federal Highway Administration (FHWA) began the rule making process to develop the regulations necessary to implement these provisions of MAP-21. The rulemaking process ended on March 15, 2016 with the publication of 23 Code of Federal Regulations Part 490. The final rule became effective on April 14, 2016. The final rule required state departments of transportation (DOTs) to adopt targets by August 31, 2017. Caltrans adopted their targets on August 31, 2017.

The regulations require MPOs such as TCAG to adopt the performance measure targets within 180 days of adoption of targets by Caltrans. MPOs can either: a) agree to plan and program projects so that they contribute toward the establishment of the state DOT safety target for that performance measure; or b) committing to a quantifiable target for that performance measure for their metropolitan planning area.

In February 2018, TCAG staff hosted a workshop relative to the adoption of the performance measure targets. The audience was the engineering and public works staff of TCAG member agencies. TCAG staff presented information in regards to the safety performance measure target setting. At that time staff advised those in attendance that staff would be recommending that the Board adopt the state established targets and support Caltrans in their achievement of the targets. On February 26, 2018, the TCAG Board approved supporting the safety performance targets approved by Caltrans and agreed to assist agencies to plan and program projects that contribute to these goals. Such assistance includes

coordination with member agencies, Caltrans, and key transportation planning stakeholders to identify and find solutions for critical transportation safety issues. In addition, TCAG will continue to work with its partners to identify and nominate projects for funding under the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), and State Highway Operation and Protection Program (SHOPP). Together, projects funded with ATP, HSIP, and SHOPP help to reduce the severity and frequency of traffic related injuries and fatalities and support Caltrans in the achievement of their safety targets. See Table 1-2 for a sample of safety projects programmed in the 2019 FTIP.

Table 1-2 Sample of Safety Projects Programmed in the 2019 FTIP	
Funding Source: ATP	
Project	Project Description
Traver Jacob Street Improvements	On Jacob Street between Burke and Canal Drive; install curb and gutter, asphalt paveouts, bike lanes, drainage facilities, ADA ramps, signs and markings. (Cost: \$1,790,000)
City of Farmersville: Safe Routes to School Walnut Avenue Project	Installation of Class II bike lanes striping and safety lighting. (Cost \$417,000)
Funding Source: HSIP	
Project	Project Description
At various intersections on Avenue 328 between Road 108 and Road 156 (Ivanhoe).	Installation of left turn pockets. (Cost: \$1,474,000)
On Avenue 232 from Road 36 to Road 76 (Palm Street).	Installation of six (6) left turn lanes in selected intersections and install edge line rumble strips/stripes. (Cost: \$1,422,000)
Funding Source: SHOPP	
Project	Project Description
On Route 63 and 137, near Visalia and Exeter at various locations.	Construct rumble strips. (Cost: \$3,163,000)
In Tulare, from north of Bardsley Avenue to north of Prosperity Avenue.	Roadside safety improvements. (Cost: \$4,033,000)

Inflation

Projects programmed into the FTIP must be financially constrained and are escalated to year of expenditure dollars. The methodology used to determine the inflation factor for each project varies from 3 to 5 percent a year as outlined in the Financial Element of the 2018 RTP/SCS. Inflation is based on a straight-line projection and average cost increases. These numbers are monitored and compared to the inflation factors experienced by Caltrans engineers in District 6.

For Transit projects, a financial capacity report is required to assure continued ability to operate; certification of the assessment is provided pursuant to Federal Transit Administration's Circular 7008.1. Due to the fact that their grants are on an annualized grant cycle, projects shown beyond 20/21 are

“projections.” As the amounts become known for each new fiscal year from the granting agencies, these years are formally amended into the FTIP consistent with the actual grants.

Operations & Maintenance

All projects programmed into the 2019 FTIP have a maintenance plan in place to keep the project operating at its designed purpose.

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

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

Estimated expenditures and revenues for operation and maintenance is shown in Table 1-3 below:

Table 1-3 Estimated Operations & Maintenance Expenditures and Revenues 2018-2022 (in \$1,000s)				
	FFY 2018/19	FFY 2019/20	FFY 2020/21	FFY 2021/22
State Highways				
Expenditures	\$34,000	\$16,000	\$28,000	\$10,000
Revenues ¹	\$34,000	\$16,000	\$28,000	\$10,000
Local Streets & Roads				
Expenditures	\$35,000	\$42,000	\$40,000	\$41,000
Revenues ²	\$35,000	\$42,000	\$40,000	\$41,000
Transit				
Expenditures	\$15,000	\$16,000	\$16,000	\$17,000
Revenues ³	\$15,000	\$16,000	\$16,000	\$17,000
Other⁴				
Expenditures	\$400	\$400	\$400	\$400
Revenues ⁵	\$400	\$400	\$400	\$400
Total Revenues	\$85,400	\$75,400	\$85,400	\$68,400
Total Expenditures	\$85,400	\$75,400	\$85,400	\$68,400
Notes: 1 Derived from local agency estimates (from 2018 RTP Table 3-16) and prior spending (including SHOPP) 2 Measure R, STP, LTF and local sources 3 LTF, Local Contributions, FTA and Measure R 4 Includes off-street bicycle and pedestrian facilities 5 Measure R and local sources				

Conditions of streets and roads are typically graded using the Pavement Condition Index (PCI). The PCI was developed by the Construction Engineering Research Laboratory of the United States Army Corps of Engineers. The ratings are shown on Table 1-4 below:

Table 1-4 PCI Ratings	
Rating	Road Condition
71 to 100	Good/Excellent
51 to 70	Fair (at risk)
26 to 50	Poor
0 to 25	Failed

Tulare County is responsible for the maintenance of over 3,000 miles of roadway. The County uses an in-house pavement management system (PMS) operated through a FoxPro database. Deduction curves and data collection methods are based upon Caltrans, APWA Paver and the MTC systems. The overall PCI of County roads is 59. The PMS estimates it would take \$351 million to implement the rehabilitation strategies identified in PMS that would improve the roads into good condition.

Maintenance needs are determined by a combination of PCI and distress type. Maintenance begins when the PCI is at 92 or below with priorities determined by the PCI and ADT.

The three largest cities (Visalia, Tulare and Porterville) are responsible for the maintenance of 750 miles of roadway. The other five incorporated cities have 181 miles of roadway.

In 2013 the City of Visalia hired a pavement consultant to perform a complete pavement condition survey of the City street network and develop a pavement management program. The City is now using Lucity software to manage the City street system and direct maintenance activities. A significant amount of pavement maintenance activities has been completed since 2014 using the guidance from the new program. The results from the pavement survey showed that the overall PCI (pavement condition index) of the street system is a 60 which is at the low end of the "good" scale of the 7 section condition index. Nationwide the average score for similar cities is between 60 and 65. The survey determined it will take an annual budget of \$7.5M (construction cost only) to maintain the current PCI at a level of 60.

With the City's current budget of \$2.5M per year for street maintenance, the condition of the City street system will continue to decline if additional funding can't be found. In 2017, the City passed Measure N a 1/2 cent sales tax to fund street maintenance in addition to the state authorizing SB-1. These additional funds have all but bridged the gap. The City is now reanalyzing the condition of the pavement and will have a new list of roadways that will require maintenance utilizing these funds.

The City of Tulare uses the Street Saver Online Pavement Management Program to identify the pavement condition of City streets and to determine the most economical type of treatment strategy necessary to improve its street network. Priority for street improvements is based on factors including the Pavement Condition Index (PCI), functional classification and cost effectiveness. The City's overall PCI in January 2018 was 55. The City's pavement management goals include bringing the average PCI to an average rating of 70. The City estimates that there is roughly \$61 million in deferred maintenance with an ongoing annual expenditure of approximately \$6.2 million to maintain current PCI levels.

The City of Porterville is currently responsible for maintaining approximately 205.7 centerline miles of paved roads. During the initial pavement data collection in 2010, the City had 189.5 miles. Those

centerline miles were composed of 72.7% local roads and 27.3% arterial/collector roads. MicroPAVER is the pavement management program used to determine the City's overall PCI as well as individual City street PCI conditions. The pavement conditions analysis showed that the City's overall PCI rating was a 53. This rating falls within the Poor category based on the Standard PCI Rating Scale developed by the U.S Army Corps of Engineers. Streets to receive pavement treatments are selected based on PCI ratings reported through the MicroPAVER software, where it recommends choosing cost effective treatments at an optimal time to maximize the dollars to be spent. The City has implemented various rehabilitation methods such as micro-surfacing, cold in place recycling, and street reconstruction to name a few. The City also dedicates part of the funding to maintenance measures such as cold mix patching, crack sealing, and cold mix overlays to ensure safety and rideability of the City's streets. The City's goal is to bring the City's road network to a satisfactory level, however there is a shortage of funding to reach the desired goal. It would take \$12.5 million dollars per year to obtain a citywide satisfactory condition over a number of years. With the current funding available, PCI conditions will continue to deteriorate throughout the City. The City is due for re-inspection of the City's street network and is seeking to do a pavement condition survey using automated methods. A new pavement condition survey will allow the City to see what improvements have been completed and how they have improved the PCI and reevaluate strategies necessary to continue to manage the City's current pavement network as efficient as possible.

Financial Constraint

The FTIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the 2019 TIP, TCAG has taken into consideration the transportation funding revenues expected to be available during the four years of the 2019 FTIP (Federal FY 18/19 through 21/22), and have determined the 2019 FTIP to be financially constrained. All funds identified in the 2019 FTIP are required to operate and maintain the transportation system for Tulare County.

Relationship of FTIP to Other Federal and State Transportation Programs

Federal Statewide Transportation Improvement Program (FSTIP): Just as each metropolitan region is required to develop a FTIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal regulations. The FSTIP includes all federally funded transportation projects from throughout the state. In California, regional FTIPs are included in the FSTIP without modification once approved by the respective Metropolitan Planning Organization, such as TCAG and after the FHWA and FTA make their required financial constraint and air quality findings. Projects must be in the FSTIP before funding authorities such as FTA, FHWA or Caltrans can "obligate" funds and before sponsors can actually spend and be reimbursed for any of these funds.

State Transportation Improvement Program (STIP): The California Transportation Commission (CTC) is required to biennially adopt, and submit to the Legislature and the Governor, a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs, including certain federal funds that flow directly to the state. As a result, many of the projects that are included in the STIP must eventually be included in the regional FTIPs and the FSTIP as well. The bulk (75 percent) of the STIP consists of spending programs developed at the regional level throughout California called the Regional Transportation Improvement Program (RTIP). The CTC releases a Fund Estimate identifying the programming capacity it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided throughout the state. Once TCAG adopts the RTIP

for the Tulare County region, the CTC must accept or reject the RTIP in its entirety and send it back to the region for revision. Meanwhile, Caltrans proposes the counterpart to the RTIP, being the Interregional Transportation Improvement Program (ITIP) for the remaining 25% of the programming capacity of the STIP. The ITIP is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state's transportation system. For example, connecting the urbanized areas between Visalia and Los Angeles would be an "interregional improvement". The CTC adopted the 2018 STIP Fund Estimate on August 16, 2017 and adopted the 2018 STIP on March 21, 2018.

Fund Sources Programmed in the FTIP

The 2019 FTIP programs transportation funding from a variety of sources. Several of the major sources from which funds are programmed include:

Federal Highway Administration (FHWA) Programs

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

Federal Transit Administration (FTA) Programs

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

State, Regional, and Local Programs

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

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

Consistency with Other Documents

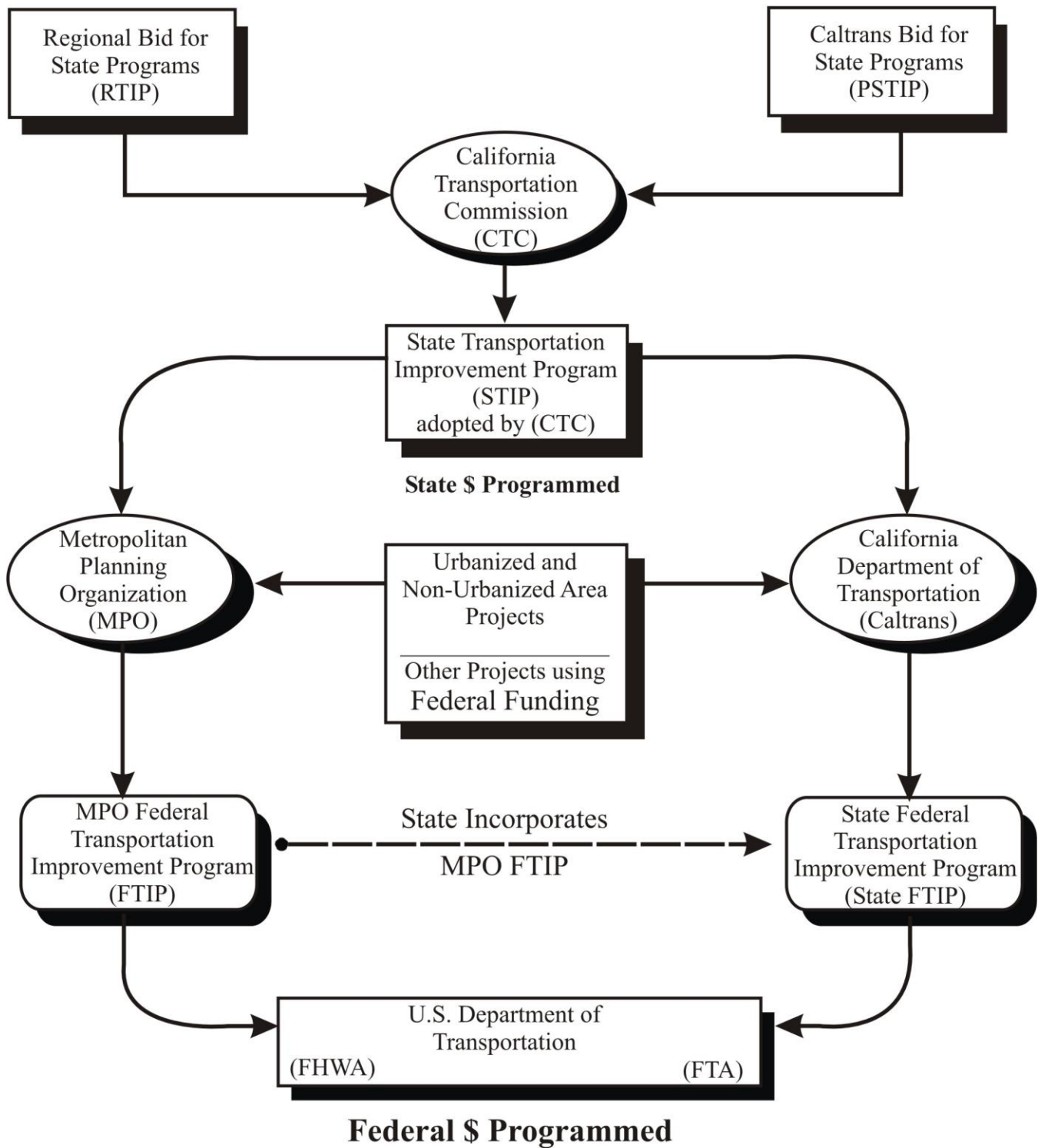
The 2019 FTIP is consistent with the following regional documents:

- The Draft 2018 Tulare County Regional Transportation Plan and Sustainable Communities Strategy (2018 RTP/SCS) (currently out for public review);
- The 2018 Tulare County Regional Transportation Improvement Program (RTIP) adopted by TCAG on December 11, 2017;
- The 2018 State Transportation Improvement Program (STIP) adopted by the California Transportation Commission (CTC) on May 21, 2018; and
- The Tulare County 2012 Measure R Strategic Work Plan

The 2019 Tulare County FTIP is also consistent with county shares for State Highway Account Funds and with federal funding levels identified in MAP-21 and the FAST Act.

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

**Figure 1-2
FTIP Development Process**



Air Quality Assessment

Air Quality Assessment

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

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

The Tulare County Association of Governments, in coordination with the other eight MPOs in the San Joaquin Valley region, prepared a Draft Air Quality Conformity Analysis for the 2019 FTIP and 2018 RTP. The assessment documents that local and Valley wide air planning issues and programs are sufficient to demonstrate that transportation control measures have been identified through a legitimate planning process; that these measures have received the necessary federal, state and local commitment to ensure implementation; and that these commitments are being maintained through identification in the Regional Transportation Plan and the necessary programming of funds in the FTIP. The draft Air Quality Conformity Document is attached as Appendix G.

The San Joaquin Valley

The San Joaquin Valley consists of the Counties of Kern, Kings, San Joaquin, Fresno, Madera, Merced, Stanislaus and Tulare. These eight counties share an air quality basin that currently does not meet the air quality standards set forth in the Federal Clean Air Act or the 1991 California Clean Air Act Amendments (CCAAA) for Ozone, PM10, and PM2.5 (reference Table 1-2 in 1991 CCAAA).

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

The Draft 2019 FTIP and Draft Air Quality Conformity Analysis for the 2019 FTIP and 2018 RTP were released for a 30-day public review period on May 28, 2019 and a public hearing is scheduled for June 18, 2018. The Final 2019 FTIP and Final Air Quality Conformity analysis were adopted on August 20, 2018. The FTIP includes the programming of four years of projects for all appropriate fund types. The 2019 FTIP is compliant with the current federal transportation authorization law called the Fixing America's Surface Transportation Act (FAST Act) and to the requirements set forth by the federal legislation.

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

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

Project Priority

Project Priority

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

- 1) All projects (as a group) shown in the first year of the quadrennial element (2018/19) shall have first priority.
- 2) All projects (as a group) shown in the second year of the quadrennial element (2019/20) shall have second priority.
- 3) All projects (as a group) shown in the third year of the quadrennial element (2020/21) shall have third priority.
- 4) All projects (as a group) shown in the fourth year of the quadrennial element (2021/22) shall have fourth priority.

TCAG's Technical Advisory Committee (TAC) developed a project selection and evaluation criteria for proposed RTIP projects that were modified for the FTIP. The selection process is used to objectively determine how to allocate funding through the Regional Improvement Program.

Out of the county shares, five percent is reserved for non-highway projects such as transit capital, multimodal facilities, TSM/TDM projects, sound walls, etc. Another two and one-half percent is available for safety projects. The remaining amount of the money will be set aside for highway projects, with safety and level of service considerations weighing heavily.

Tulare County is designated a non-attainment area with respect to federal air quality standards for ozone and particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5). Transportation Control Measure (TCM) projects for each year have been identified to be consistent with the approved State Implementation Plan (SIP) and will be implemented in a timely fashion through this FTIP.

Project Selection

Projects in the FTIP were selected using criteria based on various local, state and federal guidelines. For example, the selection of local Active Transportation Projects (ATP) is based on the criteria outlined in the MPO component ATP Guidelines adopted by the TCAG Board. The selection of CMAQ projects is also based on guidelines adopted by the TCAG Board of Directors. Copies and internet links to the selection guidelines for the following list of project types is available in Appendix K:

- Congestion Mitigation Air Quality (CMAQ)
- Active Transportation Guidelines for Statewide component
- Active Transportation Program Guidelines for MPO component
- Highway Safety Improvement Program (HSIP)
- State Transportation Improvement Program (STIP)
- State Highway Operations Preservation Program (SHOPP)
- Measure R

Financial Plan

Financial Constraint and the Financial Plan

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

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

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

AB 1012-“Timely Use of Funds or Use it or Lose it” Legislation

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

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

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

The State Transportation Improvement Program (STIP) is subject to Senate Bill 184 (SB 184). SB 184 permits a local agency to expend its own funds for a STIP project, in advance of CTC's project approval for a project allocation and to be reimbursed for the expenditures. Any amendments to the STIP must be completed the year prior to the fiscal year it is programmed. Whenever programmed funds are not allocated within this deadline, the project programming will be deleted from the STIP. The CTC will adjust the share balance to restore the funds in the next county share period. No more than a twenty-month extension may be granted by the CTC for each project component. For further information regarding this legislation, refer to the CTC STIP Guidelines

Federal Funding (FHWA and FTA Programs)

Federal Highway Administration (FHWA) Funds

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

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

Surface Transportation Block Grant Program (STBGP): Under the FAST Act, the Surface Transportation Program (STP) was renamed the Surface Transportation Block Grant Program (STBGP). The STBGP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBGP includes the Regional Surface Transportation Program (RSTP) which continues to serve the transportation needs of Tulare County. TCAG exchanges STP funds for State Highway Account funds in accordance with the annual Exchange/Match Program. TCAG utilizes the Federal Apportionment Exchange Program with an agreement with the California Department of Transportation (Caltrans). The funds are then used by the local agencies (cities and the County) on street and road maintenance or construction on or off the Federal Aid System roads, providing much need flexibility in the rural county.

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

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

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

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

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

Highway Safety Improvement Program (HSIP): The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a

data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Federal Transit Administration (FTA) Funds

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

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

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

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

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

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

State, Regional and Local Funding

State Transportation Improvement Program (STIP): The California Transportation Commission (CTC) is required to biennially adopt, and submit to the Legislature and the Governor, a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs, including certain federal funds that flow directly to the state. As a

result, many of the projects that are included in the STIP must eventually be included in the FTIP and the FSTIP as well.

The bulk (75 percent) of the STIP, known as the Regional Transportation Improvement Program (RTIP), consists of spending programs developed at the regional level throughout California. Caltrans is responsible for developing a spending program for the remaining 25 percent of STIP funds. Known as the Interregional Transportation Improvement Program or ITIP, it is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state's regional transportation systems. For example, connecting the urbanized areas between Visalia and Tulare to Sacramento and Los Angeles would be an "interregional improvement". The CTC releases the STIP Fund Estimate identifying the programming capacity it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided throughout the state. The CTC adopted the STIP Fund Estimate on August 16, 2017 and adopted the STIP on March 21, 2018.

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

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

Active Transportation Program (ATP): The purpose of the Active Transportation Program is to increase the overall health of individuals by encouraging increased use of active/non-motorized modes of transportation, such as biking and walking and to increase the safety and mobility for non-motorized users. The ATP is a competitive grant program with two funding competitions available for each funding cycle. The first is the statewide competition where each grant application competes against every other application submitted throughout the state. If not funded at the statewide level, the projects have a second opportunity to be funded at the large MPO regional competition which is administered by the respective MPO. Since 2013, agencies in the Tulare County region have received over \$11.2 million in ATP funds for projects totaling over \$14 million.

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

Tulare county Regional Transportation Measure (Measure R): Passed by the voters in Tulare County in 2006, Measure R consists of a ½ cent sales tax measure to fund major regional

transportation needs in Tulare County through the year 2037. The Measure R Expenditure Plan outlines where the funds will be spent and what categories of projects will be funded. The funding categories include Regional Projects, Local Projects, Transit/Bicycle/Environmental (Air Quality) and Administration and Planning.

Local County and City Funds: The County of Tulare and eight incorporated cities also contribute toward transportation funding needs by contributing their own locally generated tax revenues. Combined, over \$14 million in locally generated tax revenues (not including Measure R) are proposed for projects in the 2019 FTIP.

Transportation Demand Management (TDM)

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

- Rideshare Programs;
- Transit Usage;
- Flexible Work Hours;
- Vanpools;
- Bicycling and Walking;
- Telecommuting;
- Guaranteed Ride Home;
- Preferential Treatment for Ridesharing;
- Compressed Work Week; and
- Bicycle Facilities.

FAST Act Compliance

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

- **Timing:** Adoption of the 2019 FTIP is compliant with the federal requirements of the FAST Act. The 2019 FTIP is consistent with the 2018 RTP/SCS scheduled for adoption on August 20, 2018.
- **TIP Update Frequency and Time Span:** The 2019 FTIP will have four years of projects (2018/19 to 2021/22) and a prior year to meet SAFETEA-LU compliance.
- **Participation Plan:** TCAG adopted the Public Participation Plan in November 2007 and amended it in 2009, 2011, and 2015, setting the guidelines and procedures for public involvement in the Transportation Planning process. Public information is provided electronically upon request and online at www.tularecog.org.
- **Visualization techniques and Electronic Publishing:** Documents are currently available online. Visualization techniques include simulated traffic models and real time alternatives for different land use scenarios.
- **Publication of Annual Listing of Obligated Projects:** The annual listing is posted in December each year on the web site and is available at TCAG offices. The annual publication also includes pedestrian and bicycle improvements.

- ***System Preservation, Operation, and Maintenance Costs:*** To the extent operations are funded through the current TIP, the revenues are shown. STP, SHOPP and other rehabilitation projects are shown.
- ***Expanded Consultation requirements:*** The expanded consultation includes giving reviewing agencies and the public time to comment on draft documents through Inter Agency Consultations (IAC). The 2018 FTIP mailing list will be updated as appropriate. TCAG already regularly consults with the tribal organization in Tulare County.

Appendices

Appendix A – Financial Pages

TABLE 1: REVENUE

TULARE COUNTY ASSOCIATION OF GOVERNMENTS
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)

	Funding Source/Program	N O T E S	4 YEAR (FTIP Period)				
			FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
LOCAL	Sales Tax		\$288	\$963	\$502	\$11,487	\$13,240
	City		\$288	\$519	\$502	\$11,180	\$12,489
	County			\$444		\$307	\$751
	Gas Tax						
	Gas Tax (Subventions to Cities)						
	Gas Tax (Subventions to Counties)						
	Other Local Funds						
	County General Funds						
	City General Funds						
	Street Taxes and Developer Fees						
	RSTP Exchange funds						
	Transit						
REGIONAL	Transit Fares						
	Other (See Appendix 1)		\$8,565	\$8,499	\$8,499	\$8,499	\$34,062
	Local Total		\$8,853	\$9,462	\$9,001	\$19,986	\$47,302
	Tolls						
	Bridge Corridor						
REGIONAL	Regional Sales Tax		\$6,943	\$15,359	\$990	\$40,189	\$63,481
	Other (See Appendix 2)						
	Regional Total		\$6,943	\$15,359	\$990	\$40,189	\$63,481
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$21,647	\$29,924	\$24,931	\$16,196	\$92,698
	SHOPP		\$21,647	\$29,924	\$24,931	\$16,196	\$92,698
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$14,763	\$16,000	\$83,150	\$10,500	\$124,413
	STIP		\$14,763	\$16,000	\$83,150	\$10,500	\$124,413
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$5,905		\$1,000		\$6,905
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹			\$4,903		\$153	\$5,056
	Road Repair and Accountability Act of 2017 (SB1)		\$2,435				\$2,435
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Other (See Appendix 3)						
	State Total		\$44,750	\$50,827	\$109,081	\$26,849	\$231,507
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$7,269	\$7,269	\$7,269	\$7,269	\$29,076
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$452				\$452
	5311 - Formula Grants for Rural Areas		\$730	\$730	\$730	\$730	\$2,920
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$757	\$757	\$757	\$757	\$3,028
	FTA Transfer from Prior FTIP						
FEDERAL TRANSIT	Other (See Appendix 4)						
	Federal Transit Total		\$9,208	\$8,756	\$8,756	\$8,756	\$35,476
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	a	\$5,316	\$6,137	\$6,134	\$6,132	\$23,719
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	Highway Infrastructure Program (HIP) - PRIOR						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)		\$520		\$748	\$2,345	\$3,613
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$2,772	\$2,772	\$2,772	\$2,772	\$11,088
	Other (See Appendix 5)						
	Federal Highway Total		\$8,608	\$8,909	\$9,654	\$11,249	\$38,420
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
	Federal Total		\$17,816	\$17,665	\$18,410	\$20,005	\$73,896
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
	Innovative Financing Total						
	REVENUE TOTAL		\$78,362	\$93,313	\$137,482	\$107,029	\$416,186

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

a - CMAQ Revenues in FFY 2018/19 are inconsistent with apportionment estimate dated 5/22/18 due to CMAQ loan repayment to Madera CTC in FFY 2018/19 in the amount of \$700,000.

TABLE 1: REVENUE - APPENDICES

TULARE COUNTY ASSOCIATION OF GOVERNMENTS 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (\$'s in 1,000)

Appendix 1 - Local Other					
Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Local Transportation Funds (LTF)	\$8,314	\$8,248	\$8,248	\$8,248	\$33,058
Transportation Development Act (TDA)	\$251	\$251	\$251	\$251	\$1,004
Local Other Total	\$8,565	\$8,499	\$8,499	\$8,499	\$34,062

Appendix 2 - Regional Other					
Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Regional Other Total					

Appendix 3 - State Other					
State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
State Other Total					

Appendix 4 - Federal Transit Other					
Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Federal Transit Other Total					

Appendix 5 - Federal Highway Other					
Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Federal Highway Other Total					

Appendix 6 - Federal Railroad Administration Other					
Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other					
Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Innovative Other Total					

TABLE 2: PROGRAMMED

TULARE COUNTY ASSOCIATION OF GOVERNMENTS
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)				
			FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
LOCAL	Local Total		\$8,853	\$9,462	\$9,001	\$19,986	\$47,302
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax		\$6,943	\$15,359	\$990	\$40,189	\$63,481
	Other (See Appendix A)						
	Regional Total		\$6,943	\$15,359	\$990	\$40,189	\$63,481
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$21,647	\$29,924	\$24,931	\$16,196	\$92,698
	SHOPP Prior		\$21,647	\$29,924	\$24,931	\$16,196	\$92,698
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$14,763	\$16,000	\$83,150	\$10,500	\$124,413
	STIP Prior		\$14,763	\$16,000	\$83,150	\$10,500	\$124,413
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$5,905		\$1,000		\$6,905
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹			\$4,903		\$153	\$5,056
	Road Repair and Accountability Act of 2017 (SB1)		\$2,435				\$2,435
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Other (See Appendix B)						
	State Total		\$44,750	\$50,827	\$109,081	\$26,849	\$231,507
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$7,269	\$7,269	\$7,269	\$7,269	\$29,076
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$452				\$452
	5311 - Formula Grants for Rural Areas		\$730	\$730	\$730	\$730	\$2,920
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$757	\$757	\$757	\$757	\$3,028
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)						
	Federal Transit Total		\$9,208	\$8,756	\$8,756	\$8,756	\$35,476
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$2,722	\$4,267	\$3,111	\$6,020	\$16,120
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	Highway Infrastructure Program (HIP) - PRIOR						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)		\$520		\$748	\$2,345	\$3,613
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$2,772	\$2,772	\$2,772	\$2,772	\$11,088
	Other (see Appendix D)						
	Federal Highway Total		\$6,014	\$7,039	\$6,631	\$11,137	\$30,821
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$15,222	\$15,795	\$15,387	\$19,893	\$66,297
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$75,768	\$91,443	\$134,459	\$106,917	\$408,587

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TULARE COUNTY ASSOCIATION OF GOVERNMENTS
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 (\$'s in 1,000)

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TABLE 3: REVENUE-PROGRAMMED

TULARE COUNTY ASSOCIATION OF GOVERNMENTS
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
LOCAL	Local Total					
REGIONAL	Tolls					
	Bridge					
	Corridor					
	Regional Sales Tax					
	Other					
	Regional Total					
STATE	State Highway Operation and Protection Program (SHOPP) ¹					
	SHOPP					
	SHOPP Prior					
	State Minor Program					
	State Transportation Improvement Program (STIP) ¹					
	STIP					
	STIP Prior					
	State Bond					
	Proposition 1A (High Speed Passenger Train Bond Program)					
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
	Active Transportation Program (ATP) ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1)					
	Traffic Congestion Relief Program (TCRP)					
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)					
	Other					
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$2,594	\$1,870	\$3,023	\$112	\$7,599
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)					
	Highway Infrastructure Program (HIP) - PRIOR					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)					
	Other					
	Federal Highway Total	\$2,594	\$1,870	\$3,023	\$112	\$7,599
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$2,594	\$1,870	\$3,023	\$112	\$7,599
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$2,594	\$1,870	\$3,023	\$112	\$7,599

TCAG
2018 Metropolitan Transportation Improvement Program
By Fund Type

Tulare County										
	Total	Prior	18/19	19/20	20/21	21/22	Future	PE	RW	CON
Active Transportation Program (ATP) F	\$8,183	\$1,278	\$5,905		\$1,000					\$8,183
Bus and Bus Facilities Program - FTA 5	\$3,028	\$0	\$757	\$757	\$757	\$757				\$3,028
City Funds Fund Total	\$12,533	\$44	\$288	\$519	\$502	\$11,180		\$44	\$16	\$12,473
Congestion Mitigation Fund Total	\$16,906	\$786	\$2,722	\$4,267	\$3,111	\$6,020		\$531	\$120	\$16,255
County Funds Fund Total	\$4,789	\$1,554		\$444		\$307	\$2,484			\$4,789
FTA 5310 Elderly & Disabilities Fund To	\$452	\$0	\$452							\$452
FTA 5311 - Non Urbanized Fund Total	\$2,920	\$0	\$730	\$730	\$730	\$730				\$2,920
FTA5307 - Urbanized Area Formula Pro	\$29,076	\$0	\$7,269	\$7,269	\$7,269	\$7,269				\$29,076
Future Funds Fund Total	\$198,000	\$0					\$198,000		\$53,000	\$145,000
Highway Bridge Program Fund Total	\$83,532	\$14,997		\$4,903		\$153	\$63,479	\$1,050	\$40	\$82,442
Highway Safety Improvement Program F	\$3,950	\$337	\$520		\$748	\$2,345				\$3,950
Local Transportation Funds Fund Total	\$78,251	\$193	\$8,314	\$8,248	\$8,248	\$8,248	\$45,000			\$78,251
Local Transportation Funds - Advance C	\$1,452	\$1,452								\$1,452
Private Funds Fund Total	\$1,500	\$1,500								\$1,500
Regional Sales Tax Fund Total	\$122,333	\$15,452	\$6,943	\$15,359	\$990	\$40,189	\$43,400	\$8,962	\$8,737	\$104,634
Road Repair and Accountability Act of 2	\$2,694	\$259	\$2,435						\$259	\$2,435
SHOPP Advance Construction (AC) Fu	\$106,738	\$14,040	\$21,647	\$29,924	\$24,931	\$16,196				\$106,738
STIP Advance Construction Fund Total	\$146,013	\$9,100	\$14,763	\$16,000	\$83,150	\$10,500	\$12,500	\$29,750	\$22,763	\$93,500
STP Local Fund Total	\$11,288	\$0	\$2,772	\$2,772	\$2,772	\$2,772	\$200			\$11,288
TDA Fund Total	\$1,004	\$0	\$251	\$251	\$251	\$251				\$1,004
Total Programmed for all Funds:	\$834,642	\$60,992	\$75,768	\$91,443	\$134,459	\$106,917	\$365,063	\$40,337	\$84,935	\$709,370

Appendix B – FTIP Project Listings

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Active Transportation Program (ATP)

Route Postmile PIN Dist-EA Fund AQ Lead	Description			Program Schedule							Change Description		
				(Construction costs escalated per Caltrans percentage)							Project Comments		
				Prior Years	Four Year Element					Funding Summary (Current & Prior Years)			
					18/19	19/20	20/21	21/22	22/23	23/24	Local	State	Federal
	Total Escalated Cost												
	Status	Phase											
TUL16-500 ATP/REGSTX/LTF 3.02 Various Agencies	In Tulare County: Grouped Projects for Bicycle and Pedestrian Facilities funded with Active Transportation Program (ATP) funds. (2018 RTP, Table F-7, page C14)	PE									Carry Over		
		RW									***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP.		
		Const	1,666,000	6,485,000	86,000	1,045,000					***** Version 4 - 03/01/2018 ***** Amendment No. 14 (Type 1 A-Mod). Adds two new Cycle 3 ATP		
	\$ 9,282,000												
	DFTIP Amend 0.00	21500000726	Total	1,666,000	6,485,000	86,000	1,045,000				Prior	388,000	1,278,000
											Current	711,000	6,905,000

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Congestion Mitigation and Air Quality Program (Non-transit)

<u>Route</u> <u>Postmile</u> <u>PIN</u> <u>Dist-FA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost									Local	State	Federal
				Status	Four Year Element							
	18/19	19/20	20/21	21/22	22/23	23/24						
TUL10-010 CMAQ/REGSTX 5.07 Dinuba, City of	In Dinuba: along Alta Ave (Road 80) from Kamm Avenue (Avenue 408) to Nebraska Avenue (Avenue 424) and along El Monte Way (Avenue 416) from Englehart Avenue (Road 72) to Alta Avenue (Road 80); Signal	PE	90,000							Carry Over		
		RW								***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** DFTIP Version 1 - 07/11/2016 *****Carry		
	\$ 452,000	Const		362,000						Prior 11,000 79,000		
	DFTIP Amend 0.00 21500000513	Total	90,000	362,000						Current 42,000 320,000		
TUL17-001 CMAQ/REGSTX 5.01 Dinuba, City of	In Dinuba: At intersection of Alta and Nebraska Avenues; construction of roundabout. (2018 RTP, Table F-6, page C-14)	PE		141,000						Carry Over		
		RW			286,000					***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. ***** Version 1 - 02/08/2018 *****Amendment No. 13. New CMAQ proejct for City of Dinuba.		
	\$ 2,077,000	Const				1,650,000				Prior		
	DFTIP Amend 0.00 21500000750	Total		141,000	286,000	1,650,000				Current 616,000 1,461,000		
TUL16-006 CMAQ/REGSTX 4.01 Porterville, City of	In Porterville: Purchase of two (2) CNG-powered municipal solid waste trucks (2018 RTP, Table F-6, page C-14)	PE								Carry Over		
		RW			553,000					***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** Version 2 - 11/28/2017 *****Amendment		
	\$ 553,000	Const			553,000					Prior		
	DFTIP Amend 0.00 21500000734	Total			553,000					Current 64,000 489,000		
TUL17-000 CMAQ/REGSTX 4.01 Porterville, City of	In Porterville: Purchase of three (3) CNG-powered municipal solid waste trucks (2018 RTP, Table F-6, page C-14)	PE								Carry Over		
		RW			906,000					***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. ***** Version 1 - 11/28/2017 *****Amendment No. 11. New project. Split from CTIPS ID		
	\$ 906,000	Const			906,000					Prior		
	DFTIP Amend 0.00 21500000748	Total			906,000					Current 105,000 801,000		
TUL16-003 CMAQ/CITY 4.01 Tulare, City of	In Tulare: Purchase of six (6) diesel-powered municipal solid waste trucks (2018 RTP, Table F-6, page C-14)	PE								Carry Over		
		RW				1,820,000				***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** Version 1 - 07/12/2016 *****New project		
	\$ 1,820,000	Const				1,820,000				Prior		
	DFTIP Amend 0.00 21500000731	Total				1,820,000				Current 209,000 1,611,000		
TUL16-001 CMAQ/REGSTX 3.02 Various Agencies	In Tulare County: Grouped Projects for Bicycle and Pedestrian Facilities funded with CMAQ funds. (Using Toll Credits) (2018 RTP, Table F-6, page C-14)	PE								Carry Over		
		RW								***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** Version 4 - 09/26/2017 *****Amendment		
	\$ 5,360,000	Const	590,000	3,075,000	1,695,000					Prior 335,000 255,000		
	DFTIP Amend 0.00 21500000728	Total	590,000	3,075,000	1,695,000					Current 548,000 4,222,000		

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Congestion Mitigation and Air Quality Program (Non-transit)

<u>Route</u> <u>Postmile</u> <u>PIN</u> <u>Dist-EA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost											
	Status			Four Year Element								
				18/19	19/20	20/21	21/22	22/23	23/24	Local	State	Federal
TUL16-002 CMAQ/REGSTX 5.02 Visalia, City of	In Visalia: At various locations in northwest portion of downtown area; replace existing copper wire traffic signal interconnects with fiber optic cable interconnects. (2018 RTP, Table F-6, page C-14)	PE	132,000							Carry Over		
		RW			658,000					***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** Version 1 - 07/11/2016 *****New Project		
	\$ 790,000	Const								Prior	16,000	116,000
	DFTIP Amend 0.00	Total	132,000		658,000					Current	76,000	582,000
	21500000730											
TUL16-009 CMAQ/CITY 4.01 Visalia, City of	In Visalia: Purchase of 13 CNG-powered municipal solid waste trucks (2018 RTP, Table F-6, page C-14)	PE								Carry Over		
		RW					4,610,000			***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. ***** Version 1 - 07/12/2016 *****New project for 2017 FTIP.//gg		
	\$ 4,610,000	Const								Prior		
	DFTIP Amend 0.00	Total				4,610,000			Current	2,305,000	2,305,000	
	21500000737											
TUL16-011 CMAQ/CITY 5.01 Visalia, City of	In Visalia: at intersection of Tulare Avenue and Santa Fe Street; design and right-of-way acquisition for a roundabout with a Class I multi-use trail along the perimeter. (2018 RTP, Table F-6, page C-14)	PE	380,000							Carry Over		
		RW			136,000					***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** Version 1 - 07/12/2016 *****New project		
	\$ 2,725,000	Const			2,209,000					Prior	44,000	336,000
	DFTIP Amend 0.00	Total	380,000		2,345,000				Current	270,000	2,075,000	
	21500000740											

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Congestion Mitigation and Air Quality Program (Transit Projects)

<u>Route</u> <u>Postmile</u> <u>Pin</u> <u>Dist-EA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description			Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)
	Total Escalated Cost		Prior Years	Four Year Element						
	Status	Phase		18/19	19/20	20/21	21/22	22/23	23/24	Local State Federal
TUL16-008 CMAQ/CITY 2.10 Visalia, City of	In Visalia: Purchase of 17 transit buses for Visalia City Transit. (2018 RTP, Table F-6, page C-14)	PE								Carry Over
		RW								***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP.
	\$ 10,880,000	Const					10,880,000			Project data transferred from 2016 FTIP.
	DFTIP Amend 0.00 21500000736	Total					10,880,000			***** Version 1 - 07/12/2016 *****New project
										Prior
										Current 8,626,000 2,254,000

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Federal Transit Administration Section 5307 Program

<u>Route</u> <u>Postmile</u> <u>PIN</u> <u>Dist-EA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)			
	Total Escalated Cost												
	Status			Four Year Element									
				18/19	19/20	20/21	21/22	22/23	23/24	Local	State	Federal	
TUL16-206 5307/LTF 2.01 Porterville, City of	In Porterville: Porterville City Transit preventative maintenance activities using FTA 5307 funds. (2018 RTP, Table F-4, page C-11)	PE								Carry Over			
		RW											***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP.
	\$ 3,240,000	Const		810,000	810,000	810,000	810,000					***** Version 2 - 03/01/2018 ***** Amendment No. 14. Reduces the FTA 5307 and LTF	
	DFTIP Amend 0.00 21500000742	Total		810,000	810,000	810,000	810,000				Prior		
										Current	1,620,000	1,620,000	
TUL16-200 5307/TDA 2.01 Tulare, City of	In Tulare: Tulare City Transit preventative maintenance activities using FTA 5307 funds. (2018 RTP, Table F-4, page C-11)	PE								Carry Over			
		RW											***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP.
	\$ 4,288,000	Const		1,072,000	1,072,000	1,072,000	1,072,000						***** Version 4 - 08/23/2017 *****Amendment No. 9 (Type 1). Due to a lapse of funds, reduces FFY
	DFTIP Amend 0.00 21500000722	Total		1,072,000	1,072,000	1,072,000	1,072,000				Prior		
										Current	856,000	3,432,000	
TUL15-209 5307/LTF 2.01 Visalia, City of	In Visalia: Visalia City Transit preventative maintenance activities using FTA 5307 funds. (2018 RTP, Table F-4, page C-11)	PE								Carry Over			
		RW											***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP.
	\$ 7,440,000	Const		1,860,000	1,860,000	1,860,000	1,860,000						Project data transfered from 2016 FTIP.
	DFTIP Amend 0.00 21500000701	Total		1,860,000	1,860,000	1,860,000	1,860,000				Prior		
										Current	3,720,000	3,720,000	

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Federal Transit Administration Section 5310 Program

Route Postmile PIN Dist-FA Fund AQ Lead	Description			Program Schedule							Change Description		
				(Construction costs escalated per Caltrans percentage)							Project Comments		
				Prior Years	Four Year Element					Funding Summary (Current & Prior Years)			
					18/19	19/20	20/21	21/22	22/23	23/24	Local	State	Federal
Total Escalated Cost	Status	Phase											
TUL17-200 5310 4.01 Visalia, City of	In City of Visalia; FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - Mobility Management (Using Toll Credits) (2018 RTP, Table F-14, page C-23)	PE									Carry Over		
		RW									***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP.		
	\$ 452,000	Const		452,000							***** Version 2 - 07/24/2017 *****Amendment No. 8. Programs additional FTA 5310 funds for the		
	DFTIP Amend 0.00	Total		452,000							Prior		
	21500000747										Current		452,000

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Federal Transit Administration Section 5339

Route Postmile PIN Dist-EA Fund AQ Lead	Description			Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)
	Total Escalated Cost		Prior Years	Four Year Element						
	Status	Phase		18/19	19/20	20/21	21/22	22/23	23/24	Local State Federal
TUL14-200 5339/TDA 2.04 Porterville, City of	In Porterville: Intelligent Transportation Systems (ITS) Improvements for Porterville City Transit (2018 RTP, Table F-14, page C-23). \$ 736,000 DFTIP Amend 0.00 21500000671	PE								Carry Over
		RW								***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** DFTIP Version 1 - 07/12/2016
		Const		184,000	184,000	184,000	184,000			Prior
		Total		184,000	184,000	184,000	184,000			Current 148,000 588,000
TUL16-205 5339/CITY 2.10 Various Agencies	In Tulare County: Grouped Projects for Purchase of New Buses and Rail Cars to Replace Existing Vehicle or for Minor Expansions of the Fleet. (2018 RTP, Table F-14, page C-23) \$ 3,436,000 DFTIP Amend 0.00 21500000741	PE								Carry Over
		RW								***** DFTIP Version 1 - 03/30/2018*****Carry over from 2017 FTIP./gg ***** Version 4 - 08/23/2017 *****Amendment No. 9 (Type 1). Makes adjustments to FTA 5339 and
		Const		859,000	859,000	859,000	859,000			Prior
		Total		859,000	859,000	859,000	859,000			Current 996,000 2,440,000

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Federal Transit Administration-Transit Operating Assistance

<u>Route</u> <u>Postmile</u> <u>PI/N</u> <u>Dist-FA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)			
	Total Escalated Cost												
	Status			Four Year Element									
				18/19	19/20	20/21	21/22	22/23	23/24	Local	State	Federal	
TUL16-204 5307/5311/LTF 2.01 Various Agencies	In Tulare County: Grouped Projects for Operating Assistance to Transit Agencies. (2018 RTP, Table F-4, page C-11) \$ 50,876,000 DFTIP Amend 0.00 21500000727	PE RW Const Total		12,719,000	12,719,000	12,719,000	12,719,000				Carry Over ***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. ***** Version 4 - 03/01/2018 ***** Amendment No. 14. Increases the FTA 5307 and LTF Prior Current 27,652,000 23,224,000		

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Highway Bridge Replacement / Rehabilitation Program

<u>Route</u> <u>Postmile</u> <u>PIN</u> <u>Dist-EA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost											
	Status			Four Year Element								
				18/19	19/20	20/21	21/22	22/23	23/24	Local	State	Federal
TUL13-125 HBRR-L 1.19 Caltrans	In Tulare County: Bridge No. 46C0208, Ave. 364 Over Cottonwood Creek, 0.2 miles west of SR-245; Replace 1 Lane Bridge with 2 Lane Bridge. (Toll Credits programmed for PE, RW & CON) (2018 RTP, Table	PE	550,000							Carry Over		
		RW			20,000					***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** Version 9 - 01/21/2017 *****Amendment		
	\$ 570,000	Const								Prior 550,000		
	DFTIP Amend 0.00 21500000619	Total	550,000		20,000					Current 20,000		
TUL12-130 HBRR-L 1.19 Tulare County	In Tulare County: Bridge No. 46C0300, Ave. 108, Over Lakeland Canal, 0.5 miles east of SR-43; Replace 1 Lane Bridge with 2 Lane Bridge. (Toll Credits programmed for PE, RW,& CON) (RTP 2018, Table	PE	80,000		420,000			20,000		Carry Over		
		RW								***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** Version 8 - 11/28/2017 *****Amendment		
	\$ 520,000	Const								Prior 80,000		
	DFTIP Amend 0.00 21500000595	Total	80,000		420,000		20,000			Current 440,000		
TUL11-120 HBRR-L/CO/LF-AC 1.10 Various Agencies	In Tulare County: Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program (Using Toll Credits). (2018 RTP, Table F-15, page C-26)	PE								Carry Over		
		RW								***** DFTIP Version 1 - 04/10/2018*****Carry over from 2017 FTIP ***** Version 19 - 11/28/2017 *****Amendment No. 11. Changes made in accordance with HBP		
	\$ 82,323,000	Const	15,873,000		4,907,000		150,000	61,393,000		Prior 1,506,000 14,367,000		
	DFTIP Amend 0.00 21500000549	Total	15,873,000		4,907,000		150,000	61,393,000		Current 2,945,000 63,505,000		

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Safety

Route Postmile PIN Dist-EA Fund AQ Lead	Description			Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description
	Total Escalated Cost		Prior Years	Four Year Element						Project Comments
	Status	Phase		18/19	19/20	20/21	21/22	22/23	23/24	Funding Summary (Current & Prior Years)
										Local State Federal
TUL12-144 HSIP/CO/CITY 1.06 Various Agencies	Grouped Projects for Safety Improvements - HSIP Program. Throughout Tulare County. (2018 RTP, Table F-14, page C-23)	PE								Carry Over
		RW								***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP.
	\$ 4,323,000	Const	337,000	559,000		792,000	2,635,000			Project data transferred from 2016 FTIP.
										***** Version 14 - 03/07/2018 *****Amendment
	DFTIP Amend 0.00	Total	337,000	559,000		792,000	2,635,000			Prior 337,000
	21500000615									Current 373,000 3,613,000

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

State Highway Operations and Protection Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Program Schedule (Construction costs escalated per Caltrans percentage)							Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost		Prior Years	Four Year Element								
	Status			18/19	19/20	20/21	21/22	22/23	23/24	Local	State	Federal
TUL12-170 SHOPPAC 1.06 Caltrans	In Tulare County: Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program (Using Toll Credits). (2018 RTP, Table F-2, page C-7)	PE								Carry Over		
		RW								***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** DFTIP Version 1 - 06/23/2016 *****Carry		
	\$ 36,406,000	Const	1,623,000	6,049,000	5,210,000	7,328,000	16,196,000			Prior	1,623,000	
	DFTIP Amend 0.00									Current	34,783,000	
	21500000381	Total	1,623,000	6,049,000	5,210,000	7,328,000	16,196,000					
TUL12-172 SHOPPAC 1.06 Caltrans	In Tulare County: Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Bridge Preservation Program (Using Toll Credits). (2018 RTP Table F-2, page C-7).	PE								Carry Over		
		RW								***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** Version 11 - 11/28/2017 *****Amendment		
	\$ 53,711,000	Const	9,807,000	12,918,000	13,383,000	17,603,000				Prior	9,807,000	
	DFTIP Amend 0.00									Current	43,904,000	
	21500000383	Total	9,807,000	12,918,000	13,383,000	17,603,000						
TUL12-175 SHOPPAC 1.10 Caltrans	In Tulare County: Grouped Projects for Pavement Resurfacing and/or Rehabilitation-SHOPP Roadway Preservation (Using Toll Credits). (2018 RTP, Table F-2, page C-7)	PE								Carry Over		
		RW								***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP. Project data transferred from 2016 FTIP. ***** Version 16 - 07/21/2017 *****Amendment		
	\$ 16,621,000	Const	2,610,000	2,680,000	11,331,000					Prior	2,610,000	
	DFTIP Amend 0.00									Current	14,011,000	
	21500000501	Total	2,610,000	2,680,000	11,331,000							

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

STIP / Regional Choice

Route Postmile PIN Dist-FA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				18/19	19/20	20/21	21/22	22/23	23/24			
198 10.5/12.0 TUL16-104 REGSTX 0.00 Caltrans	In Visalia: at intersection of State Route 198 and Lovers Lane; operational improvements. (2018 RTP, Table A-13, page B-73) \$ 13,095,000 DFTIP Amend 0.00 21500000745	PE RW Const Total	1,945,000 1,750,000 3,695,000			9,400,000				Carry Over ***** Version 1 - 04/03/18 *****Carryover from 2017 FTIP. ***** Version 1 - 07/28/2016 *****New project for 2017 FTIP.//gg Prior 3,695,000 Current 9,400,000		
65 29.5/38.6 06-43080 REGSTX/STIP-AC 0.00 Caltrans	Near the City of Lindsay, on State Route 65 from Lindsay to Exeter; realignment and operational improvements. (2018 RTP, Table A-13, page B-73) \$ 41,900,000 DFTIP Amend 0.00 11500000075	PE RW Const Total	3,150,000 3,150,000	2,500,000	3,000,000	750,000	5,000,000	27,500,000		Carry Over ***** Version 1 - 04/10/18 ***** Project data transfered from 2018 STIP. ***** VERSION 12 - 04/05/2018 ***** ***** RTIP VERSION 11 - 02/15/2018 ***** Prior 3,150,000 Current 36,250,000 2,500,000		
99 25.4/30.5 06-48950 NO-FUND/STIP-AC 0.00 Caltrans	In and near the city of Tulare, from Avenue 200 to Prosperity Avenue. Widen from 4 lanes to 6 lanes. (2018 RTP, Table A-13, page B-73) \$ 200,150,000 DFTIP Amend 0.00 11500000285	PE RW Const Total			4,150,000		6,000,000	53,000,000 137,000,000		Carry Over ***** Version 1 - 04/10/18 ***** Project data transfered from 2018 STIP. ***** VERSION 3 - 04/05/2018 ***** ***** RTIP VERSION 2 - 01/17/2018 ***** Prior Current 190,000,000 10,150,000		
99 26.3/27.6 06-0U880 STIP-AC/LTF/NO-F 0.00 Caltrans	In Tulare County near Tulare from 0.2 mile north of airport Overcrossing to Paige Road Overcrossing. Construct new interchange. (2018 RTP, Table A-13, page B-73) \$ 62,500,000 DFTIP Amend 0.00 11500000309	PE RW Const Total		4,000,000			5,500,000	53,000,000		Carry Over ***** Version 1 - 04/10/18 *****Project data transferred from 2018 STIP. PE funds are shown in Group Projects for Engineering group list (CTIPS ID 215-0000-0753). Prior Current 53,000,000 9,500,000		
99 30.6/35.2 06-36024 STIP-AC 0.00 Caltrans	Near the city of Tulare, from Prosperity Avenue to 1.2 mile south of Avenue 280. Widen from four to six lanes. (2018 RTP, Table A-13, page B-73). \$ 97,213,000 DFTIP Amend 0.00 11500000308	PE RW Const Total	5,950,000 5,950,000	12,263,000		79,000,000				Carry Over ***** Version 1 - 04/10/18 ***** Project data transfered from 2018 STIP. ***** VERSION 1 - 04/05/2018 ***** ***** Version 1 - 01/16/2018 ***** Prior 5,950,000 Current 91,263,000		
TUL18-100 REGSTX 0.00 Exeter, City of	In Exeter: on W. Visalia Road from Belmont Road to Orange Avenue; widen from two to four lanes (2018 RTP, Table F-14, page C-23) \$ 3,500,000 DFTIP Amend 0.00 21500000754	PE RW Const Total		3,500,000						***** Version 1 - 04/04/2018 *****New project for 2019 FTIP. Prior Current 3,500,000		

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

STIP / Regional Choice

<u>Route</u> <u>Postmile</u> <u>PIN</u> <u>Dist-EA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost											
	Status			Four Year Element								
				18/19	19/20	20/21	21/22	22/23	23/24	Local	State	Federal
99 36.1/36.8 06-48740 STIP-AC/REGSTX 0.00 Tulare County Association of	On Route 99 in Tulare County between 0.3 miles south of the Avenue 280 (Caldwell Avenue) Overcrossing to 0.4 miles north of the Avenue 280 Overcrossing. Re-construct Interchange. (2018 RTP, Table A-13, \$ 53,500,000 DFTIP Amend 0.00 11500000310	PE RW Const Total	3,000,000 3,000,000		4,000,000 4,000,000			5,000,000 35,000,000 40,000,000	6,500,000 6,500,000		Carry Over ***** Version 1 - 04/10/18 ***** Project data transferred from 2018 STIP. PE funds are shown in Group Projects for Engineering group list (CTIPS ID 215-0000-0753). Prior 3,000,000 Current 35,000,000 15,500,000	
TUL18-000 REGSTX/CO/PVT/ 4.05 Various Agencies	Grouped Projects for Engineering. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Engineering to assess social, economic, and environmental effects of the proposed \$ 14,000,000 DFTIP Amend 0.00 21500000753	PE RW Const Total	6,000,000 6,000,000		8,000,000 8,000,000						Carry Over ***** DFTIP Version 1 - 05/23/2018*****Carry over from 2017 FTIP. Funding shown is for PA&ED and PS&E only. Right of way and Construction funds are shown in respective individually listed Prior 6,000,000 Current 8,000,000	
198 6.5/7.1 TUL16-103 REGSTX/SB1 0.00 Visalia, City of	In Visalia: at intersection of State Route 198 and Akers Street; operational improvements. (2018 RTP, Table A-13, page B-73) \$ 6,929,000 DFTIP Amend 0.00 21500000744	PE RW Const Total	849,000 1,210,000 2,059,000	4,870,000 4,870,000							Carry Over ***** Version 1 - 04/03/18 *****Carryover from 2017 FTIP. ***** Version 1 - 07/28/2016 *****New project for 2017 FTIP.//gg Prior 1,800,000 259,000 Current 2,435,000 2,435,000	

Tulare County Association of Governments 2019 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Surface Transportation Program (STP)

Route Postmile PIN Dist-EA Fund AQ Lead	Description			Program Schedule						Change Description		
				(Construction costs escalated per Caltrans percentage)						Project Comments		
				Prior Years	Four Year Element					Funding Summary (Current & Prior Years)		
					18/19	19/20	20/21	21/22	22/23	23/24	Local	State
Total Escalated Cost	Status	Phase										
TUL13-700 STPL/REGSTX 1.10 Various Agencies	In Tulare County Urbanized Area (UZA): Grouped Projects for Pavement Resurfacing and/or Rehabilitaiton - Surface Transportation Block Grant Program (STBGP) (Using Toll Credits). (2018 RTP,	PE									Carry Over	
		RW									***** Version 1 - 04/03/18 ***** Carryover from 2017 FTIP.	
		Const	3,400,000	2,772,000	5,072,000	2,772,000	2,772,000	16,100,000			Project data transfered from 2016 FTIP.	
	\$ 32,888,000										***** Version 10 - 03/07/2018 *****Amendment	
	DFTIP Amend 0.00	21500000624	Total	3,400,000	2,772,000	5,072,000	2,772,000	2,772,000	16,100,000		Prior	3,400,000
										Current	18,200,000	11,288,000

Appendix C – Grouped Project Lists

Tulare County Association of Governments (TCAG)
2019 FTIP

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

(CTIPS ID: 215-0000-0726)

Agency	Project Title	Project Description	Cycle/ATP Component	Fund Source	Amounts in \$1,000's					Total Project Cost
					Funds Programmed "Prior"	FFY 18/19	FFY 19/20	FFY 20/21	FFY 21/22	
Porterville	Olive Avenue Corridor Crosswalk Warning Lights Installation	In Porterville: at various locations along Olive Avenue; intall high visibility crosswalk warning light systems.	2/MPO	ATP	\$307	\$0	\$0	\$0	\$0	\$360
				LTF	\$20	\$0	\$0	\$0	\$0	
				Regional Measure	\$33	\$0	\$0	\$0	\$0	
Porterville	Rails to Trails Corridor Crosswalk Warning Lights Installation	In Porterville; at various locations along Rails to Trails corridor; install high visibility crosswalk warning light systems.	2/MPO	ATP (SOF)	\$107	\$0	\$0	\$0	\$0	\$142
				LTF	\$20	\$0	\$0	\$0	\$0	
				Regional Measure	\$15	\$0	\$0	\$0	\$0	
Farmersville	Safe Routes ot School Walnut Avenue Project	In Farmersville: on and near intersection of Walnut Street and Ventura Avenue; install ADA compliant curb ramps, drive approaches, sidewalks, and Class II bike lane striping and safety lighting. Project includes environmental, design, and ROW acquisition.	2/MPO	ATP (SOF)	\$0	\$322	\$0	\$0	\$0	\$417
				Regional Measure	\$95	\$0	\$0	\$0	\$0	
Tulare County	Earlimart Safe Routes to School Community Projects	In community of Earlimart: install concrete sidewalk, curb & gutter, asphalt paveouts, drainage facilities, ADA ramps.	2/MPO	ATP	\$0	\$159	\$0	\$0	\$0	\$525
				LTF	\$50	\$66	\$0	\$0	\$0	
				Regional Measure	\$0	\$250	\$0	\$0	\$0	
Tulare County	Traver Jacob Street Improvements	In community of Traver: on Jacob Street between Burke and Canal Drive; install curb and gutter, asphalt paveouts, bike lanes, drainage facilities, ADA ramps, signs and markings	2/Statewide	ATP	\$210	\$1,580	\$0	\$0	\$0	\$1,790
Tulare County	Pixley Main Street Improvements	In community of Pixley: on Main Street between Court and Terra Bella Streets; install curb and gutter, asphalt paveouts, bike lanes, drainage facilities, ADA ramps, and signs and markings.	2/Statewide	ATP	\$311	\$707	\$0	\$0	\$0	\$1,018
Farmersville	Safe Routes to School East Walnut Avenue - South Phase	In Farmersville: on East Walnut Avenue between Farmersville Boulevard and Freedom Drive; construction of curb, gutter, and sidewalk on south side of roadway and roadway paving for a future bicycle lane.	3/MPO	ATP (SOF)	\$88	\$432	\$0	\$0	\$0	\$827
				Regional Measure	\$52	\$255	\$0	\$0	\$0	

Tulare County Association of Governments (TCAG)
2019 FTIP

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

(CTIPS ID: 215-0000-0726)

Agency	Project Title	Project Description	Cycle/ATP Component	Fund Source	Funds Programmed "Prior"	FFY 18/19	FFY 19/20	FFY 20/21	FFY 21/22	Total Project Cost
Tulare County	Woodville Sidewalk Improvements along Road 168	In community of Woodville: on Road 168 between Avenue 168 and Woodville Elementary School; construction of curb and gutter and sidewalk improvements, ADA ramps, AC paveouts, and striping and signage improvements.	3/MPO	ATP (SOF)	\$75	\$757	\$0	\$0	\$0	\$837
				LTF	\$5	\$0	\$0	\$0	\$0	
Visalia	Visalia Greenway Belt Trail Connection	In City of Visalia; within So Cal Edision transmission corridor located 1/4 mile north of State Route 198; construct approximate 2/3 mile trail ot provide connections to three existing trails.	3/MPO	ATP (SOF)	\$0	\$0	\$0	\$1,000	\$0	\$1,140
				Regional Measure	\$0	\$9	\$86	\$45	\$0	
Tulare County	Earlimart Sidewalk Improvements	In community of Earlimart: on east and west sides of State Street between Avenue 56 and Sutter Avenue. South side of Washington Street from State Street to Churh Street. West side of Church Street from Washington Street to Clay Avenue; construciton of curb and gutter, sidewalks, asphalt paveouts, ADA ramps, and driveways.	3/Statewide	ATP (SOF)	\$180	\$1,688	\$0	\$0	\$0	\$1,930
				LTF	\$62	\$0	\$0	\$0	\$0	
Tulare County	Allensworth Elementary Sidewalk Improvements	In community of Allensworth:on Young Road in front of Allensworth Elementary School; construciton of curb and gutter, sidewalks, asphalt paveouts, ADA ramps, and driveways.	3/Statewide	ATP (SOF)	\$0	\$260	\$0	\$0	\$0	\$296
				LTF	\$36	\$0	\$0	\$0	\$0	
2019 FTIP Adoption										

Notes: SOF = State Only Funds

Programming Amounts (in \$1,000's)				
Fund Type	18/19	19/20	20/21	21/22
ATP	\$5,905	\$0	\$1,000	\$0
Regional Measure	\$514	\$86	\$45	\$0
LTF	\$66	\$0	\$0	\$0

Tulare County Association of Governments (TCAG)
2019 FTIP

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

(CTIPS ID: 215-0000-0728)

					Amounts in \$1,000's					
Agency	Project Title	Project Description	Fund Source	Phase	Funds Programmed "Prior"	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Total Project Cost
Visalia	Packwood Creek Trail	In City of Visalia: along Walnut Avenue from Santa Fe to Ben Maddox Way; and along Packwood Creek from Walnut Avenue/Cedar Street to Crumal Avenue; construct new Class I multi-use trail	CMAQ	PE						\$1,500
				RW	\$243					
				CON		\$894				
			Regional Measure	PE	\$215					
				RW	\$32					
				CON		\$116				
Porterville	Tule River Parkway, Phase III	In City of Porterville: along the Tule River from the terminus of the existing trail located west of Main Street to just west of Plano Street; construct new Class I multi-use trail .	CMAQ	PE	\$88					\$2,165
				RW						
				CON		\$1,828				
			Regional Measure	PE	\$12					
				RW						
				CON		\$237				
Porterville	Veteran's Park Bike and Pedestrian Trail	In City of Porterville: in Veteran's Park located at southeast corner Henderson Avenue and Newcomb Street; construct new bike and pedestrian trail	CMAQ	PE						\$1,695
				ROW						
				CON				\$1,500		
			Regional Measure	PE						
				ROW						
				CON				\$195		
2019 FTIP Adoption										

Programming Amounts (in \$1,000's)				
Fund Type	18/19	19/20	20/21	21/22
CMAQ	\$2,722	\$0	\$1,500	\$0
Measure	\$353	\$0	\$195	\$0

Tulare County Association of Governments (TCAG)
2019 FTIP

Grouped Projects for Purchase of
New Buses and Rail Cars to
Replace Existing Vehicles or for
Minor Expansions of the Fleet

(CTIPS ID: 215-0000-0741)

				Amounts in \$1,000's					
Agency	Project Title	Project Description	Fund Source	Funds Programmed "Prior"	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Total Project Cost
Dinuba	Dinuba City Transit Bus Purchases	Purchase of four (4) new buses to replace existing Dinuba City Transit buses. Purchase one replacement bus each federal fiscal year during the four-year period of 2017 FTIP	FTA 5339	\$0	\$118	\$118	\$118	\$118	\$556
			Local City Funds	\$0	\$21	\$21	\$21	\$21	
Visalia	Visalia City Transit Bus Purchases	Purchase of four (4) new buses to replace existing Visalia City Transit buses.	FTA 5339	\$0	\$368	\$368	\$368	\$368	\$1,860
			Local City Funds	\$0	\$97	\$97	\$97	\$97	
Tulare	Tulare City Transit Bus Purchases	Purchase of new buses to replace existing Tulare City Transit buses	FTA 5339	\$0	\$124	\$124	\$124	\$124	\$1,020
			Local City Funds	\$0	\$131	\$131	\$131	\$131	
2019 FTIP Adoption									

Programming Amounts (in \$1,000's)				
Fund Type	18/19	19/20	20/21	21/22
FTA 5339	\$610	\$610	\$610	\$610
Local City Funds	\$249	\$249	\$249	\$249

Tulare County Association of Governments (TCAG)
2019 FTIP

Grouped Projects for Engineering

(CTIPS ID: 215-0000-0753)

				Amounts in \$1,000's					
Agency	Project Title	Project Description	Fund Type	Funds Programmed "Prior"	FFY 18/19	FFY 19/20	FFY 20/21	FFY 21/22	Total Project Cost
Caltrans	South Tulare Interchange	In Tulare County on State Route 99 from 0.9 mile north of the Avenue 200 overcrossing to the Paige Avenue overcrossing; Construct new interchange.	Regional Measure	\$1,500	\$0	\$0	\$0	\$0	\$7,000
			Private Funds	\$1,500	\$0	\$0	\$0	\$0	
			STIP-AC	\$0	\$0	\$4,000	\$0	\$0	
Caltrans	Caldwell Interchange	In Tulare County on State Route 99 between 0.3 mile south of Avenue 280 overcrossing (Caldwell Avenue) to 0.4 mile north of Avenue 280 overcrossing; Re-construct interchange	Regional Measure	\$1,500	\$0	\$0	\$0	\$0	\$7,000
			Local County Funds	\$1,500	\$0	\$0	\$0	\$0	
			STIP-AC	\$0	\$0	\$4,000	\$0	\$0	
2019 FTIP Adoption									

Notes: The amounts shown above consist of PA&ED and PS&E only. Right-of-Way and Construction funding for the projects is listed in the respective individually listed project.

Programming Amounts (in \$1,000's)				
Fund Type	18/19	19/20	20/21	21/22
Regional Measure	\$0	\$0	\$0	\$0
Local County Funds	\$0	\$0	\$0	\$0
Private Funds	\$0	\$0	\$0	\$0
STIP-AC	\$0	\$8,000	\$0	\$0

2016/17-2021/22 Highway Bridge Program

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

3/29/2018, 2:42 PM

- Notes: 1) This is the FTIP lump sum “backup” list for HBP funded projects. Please see the Local Assistance web site for the most current listings:
- http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html
- 2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for funding.
- 3) Contractual funding levels are determined at time of federal authorization/obligation for given phase of work. For details see Chapter 3 of the Local Assistance Procedures Manual.
- 4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.
- 5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
- 6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
- 7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.
- 8) Corrections to this report should be addressed to the District Local Assistance Engineer:
- <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 3882 BRIDGE NO. 00L0057, ROAD 224 low water crossing OVER Deer Creek. Replace existing two lane low water crossing with two lane bridge.
11/7/2011: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	500,000	55,000							555,000
R/W	100,000								100,000
CON	5,012,000								5,012,000
Total	5,612,000	55,000							5,667,000

Project #:
NBIL(523)

Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	5,612,000	55,000							5,667,000
Local Match									
LSSRP Bond									
Local AC									
Total	5,612,000	55,000							5,667,000

PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	500,000	55,000							555,000
Local Match									
LSSRP Bond									
Local AC									
Total	500,000	55,000							555,000

R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	100,000								100,000
Local Match									
LSSRP Bond									
Local AC									
Total	100,000								100,000

CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	5,012,000								5,012,000
Local Match									
LSSRP Bond									
Local AC									
Total	5,012,000								5,012,000

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 3923 BRIDGE NO. 46C0004, CO RD D112, OVER NORTH BRANCH TULE RIVER, 1.1 MI N OF AVE 160. Rehabilitate 2 Lane Bridge as 2 Lane Bridge 3/12/2012: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	85,000		340,000						425,000
R/W					20,000				20,000
CON								2,380,000	2,380,000
Total	85,000		340,000		20,000			2,380,000	2,825,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	85,000		340,000		20,000			2,380,000	2,825,000
Local Match									
LSSRP Bond									
Local AC									
Total	85,000		340,000		20,000			2,380,000	2,825,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	85,000		340,000						425,000
Local Match									
LSSRP Bond									
Local AC									
Total	85,000		340,000						425,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					20,000				20,000
Local Match									
LSSRP Bond									
Local AC									
Total					20,000				20,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								2,380,000	2,380,000
Local Match									
LSSRP Bond									
Local AC									
Total								2,380,000	2,380,000

Project #:
5946(138)

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4410 BRIDGE NO. 46C0010, COUNTY RD D112, OVER NORTH BRANCH TULE RIVER, 2.2 MI N AVE 160. Rehabilitate 2 Lane as 2 Lane Bridge.
9/26/2016: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								525,000	525,000
R/W								75,000	75,000
CON								1,800,000	1,800,000
Total								2,400,000	2,400,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								2,400,000	2,400,000
Local Match									
LSSRP Bond									
Local AC									
Total								2,400,000	2,400,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								525,000	525,000
Local Match									
LSSRP Bond									
Local AC									
Total								525,000	525,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								75,000	75,000
Local Match									
LSSRP Bond									
Local AC									
Total								75,000	75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,800,000	1,800,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,800,000	1,800,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4411 BRIDGE NO. 46C0012, COUNTY RD D112, OVER ELK BAYOU, 0.8 MI N AVE 184. Rehabilitate 2 Lane Bridge as 2 Lane Bridge, 9/26/2016:
Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								385,000	385,000
R/W								75,000	75,000
CON								1,320,000	1,320,000
Total								1,780,000	1,780,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,780,000	1,780,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,780,000	1,780,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								385,000	385,000
Local Match									
LSSRP Bond									
Local AC									
Total								385,000	385,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								75,000	75,000
Local Match									
LSSRP Bond									
Local AC									
Total								75,000	75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,320,000	1,320,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,320,000	1,320,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 3927 BRIDGE NO. 46C0013, ROAD D112, OVER BATES SLOUGH, SOUTH OF AVE 196. Replace 2 Lane Bridge with 2 Lane Bridge

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	Project #:
PE	20,000	450,000							470,000	5946(139)
R/W					20,000				20,000	
CON								740,000	740,000	
Total	20,000	450,000			20,000			740,000	1,230,000	
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$	17,706	398,385			17,706			655,122	1,088,919	
Local Match	2,294	51,615			2,294			84,878	141,081	
LSSRP Bond										
Local AC										
Total	20,000	450,000			20,000			740,000	1,230,000	
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$	17,706	398,385							416,091	
Local Match	2,294	51,615							53,909	
LSSRP Bond										
Local AC										
Total	20,000	450,000							470,000	
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$					17,706				17,706	
Local Match					2,294				2,294	
LSSRP Bond										
Local AC										
Total					20,000				20,000	
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$								655,122	655,122	
Local Match								84,878	84,878	
LSSRP Bond										
Local AC										
Total								740,000	740,000	

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4413 BRIDGE NO. 46C0025, AVE 152, OVER TULE RIVER, 1.25 MI W OF RD 224. Replace 2 Lane Bridge with 2 Lane Bridge,

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE					2,210,000				2,210,000
R/W							75,000		75,000
CON								7,564,000	7,564,000
Total					2,210,000		75,000	7,564,000	9,849,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					1,956,513		66,398	6,696,409	8,719,320
Local Match					253,487		8,603	867,591	1,129,680
LSSRP Bond									
Local AC									
Total					2,210,000		75,000	7,564,000	9,849,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					1,956,513				1,956,513
Local Match					253,487				253,487
LSSRP Bond									
Local AC									
Total					2,210,000				2,210,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$							66,398		66,398
Local Match							8,603		8,603
LSSRP Bond									
Local AC									
Total							75,000		75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								6,696,409	6,696,409
Local Match								867,591	867,591
LSSRP Bond									
Local AC									
Total								7,564,000	7,564,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	Project #:
PE	90,000	333,000							423,000	5946(113)
R/W		20,000							20,000	5946(158)
CON		682,000	90,000						772,000	5946(178)
Total	90,000	1,035,000	90,000						1,215,000	
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$	90,000	1,035,000	90,000						1,215,000	
Local Match										
LSSRP Bond										
Local AC										
Total	90,000	1,035,000	90,000						1,215,000	
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$	90,000	333,000							423,000	
Local Match										
LSSRP Bond										
Local AC										
Total	90,000	333,000							423,000	
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$		20,000							20,000	
Local Match										
LSSRP Bond										
Local AC										
Total		20,000							20,000	
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$		682,000	90,000						772,000	
Local Match										
LSSRP Bond										
Local AC										
Total		682,000	90,000						772,000	

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4415 BRIDGE NO. 46C0056, SPRINGVILLE AVE, OVER PORTER SLOUGH, AT SUCCESS RD. Replace 2 Lane timber ridge with 2 Lane Bridge. Change!

Project #:

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								534,000	534,000
R/W								75,000	75,000
CON								1,831,000	1,831,000
Total								2,440,000	2,440,000

Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								2,160,132	2,160,132
Local Match								279,868	279,868
LSSRP Bond									
Local AC									
Total								2,440,000	2,440,000

PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								472,750	472,750
Local Match								61,250	61,250
LSSRP Bond									
Local AC									
Total								534,000	534,000

R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								66,398	66,398
Local Match								8,603	8,603
LSSRP Bond									
Local AC									
Total								75,000	75,000

CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,620,984	1,620,984
Local Match								210,016	210,016
LSSRP Bond									
Local AC									
Total								1,831,000	1,831,000

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4416 BRIDGE NO. 46C0101, D238, OVER DEER CREEK, 0.1 MI N OF A104. Rehabilitate 2 Lane Bridge as 2 Lane Bridge. 9/26/2016: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								1,354,000	1,354,000
R/W								75,000	75,000
CON								4,636,000	4,636,000
Total								6,065,000	6,065,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								6,065,000	6,065,000
Local Match									
LSSRP Bond									
Local AC									
Total								6,065,000	6,065,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,354,000	1,354,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,354,000	1,354,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								75,000	75,000
Local Match									
LSSRP Bond									
Local AC									
Total								75,000	75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								4,636,000	4,636,000
Local Match									
LSSRP Bond									
Local AC									
Total								4,636,000	4,636,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE					500,000				500,000
R/W							75,000		75,000
CON								1,540,000	1,540,000
Total					500,000		75,000	1,540,000	2,115,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					442,650		66,398	1,363,362	1,872,410
Local Match					57,350		8,603	176,638	242,591
LSSRP Bond									
Local AC									
Total					500,000		75,000	1,540,000	2,115,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					442,650				442,650
Local Match					57,350				57,350
LSSRP Bond									
Local AC									
Total					500,000				500,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$							66,398		66,398
Local Match							8,603		8,603
LSSRP Bond									
Local AC									
Total							75,000		75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,363,362	1,363,362
Local Match								176,638	176,638
LSSRP Bond									
Local AC									
Total								1,540,000	1,540,000

Project #:
5946(170)

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4431 BRIDGE NO. 46C0148, AVE 196 (CR J28), OVER FRIANT-KERN CANAL, 0.2 MI WEST OF ROAD 236. Rehabilitate 2 Lane Bridge as 2 Lane Bridge

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								486,000	486,000
R/W								75,000	75,000
CON								1,666,000	1,666,000
Total								2,227,000	2,227,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,971,563	1,971,563
Local Match								255,437	255,437
LSSRP Bond									
Local AC									
Total								2,227,000	2,227,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								430,256	430,256
Local Match								55,744	55,744
LSSRP Bond									
Local AC									
Total								486,000	486,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								66,398	66,398
Local Match								8,603	8,603
LSSRP Bond									
Local AC									
Total								75,000	75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,474,910	1,474,910
Local Match								191,090	191,090
LSSRP Bond									
Local AC									
Total								1,666,000	1,666,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	550,000								550,000
R/W	83,000	16,000							99,000
CON			1,452,000						1,452,000
Total	633,000	16,000	1,452,000						2,101,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	633,000	16,000		1,452,000					2,101,000
Local Match									
LSSRP Bond									
Local AC			1,452,000	-1,452,000					
Total	633,000	16,000	1,452,000						2,101,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	550,000								550,000
Local Match									
LSSRP Bond									
Local AC									
Total	550,000								550,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	83,000	16,000							99,000
Local Match									
LSSRP Bond									
Local AC									
Total	83,000	16,000							99,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$				1,452,000					1,452,000
Local Match									
LSSRP Bond									
Local AC			1,452,000	-1,452,000					
Total			1,452,000						1,452,000

Project #:
5946(117)

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4430 BRIDGE NO. 46C0182, ROAD 204 (SPRUCE) OVER FRIANT-KERN CANAL, 0.5 MI SOUTH OF SR 198. Rehabilitate 2 Lane Bridge as 2 Lane Bridge.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								545,000	545,000
R/W								75,000	75,000
CON								1,868,000	1,868,000
Total								2,488,000	2,488,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								2,202,626	2,202,626
Local Match								285,374	285,374
LSSRP Bond									
Local AC									
Total								2,488,000	2,488,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								482,489	482,489
Local Match								62,512	62,512
LSSRP Bond									
Local AC									
Total								545,000	545,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								66,398	66,398
Local Match								8,603	8,603
LSSRP Bond									
Local AC									
Total								75,000	75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,653,740	1,653,740
Local Match								214,260	214,260
LSSRP Bond									
Local AC									
Total								1,868,000	1,868,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4442 BRIDGE NO. 46C0183, M 220 OVER BEAR CREEK, 6.7 MI E OF BALCH PARKRD. Rehabilitate 1 Lane Bridge as 2 Lane Bridge. No added lane capacity. 9/23/2016: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								280,000	280,000
R/W								75,000	75,000
CON								274,000	274,000
Total								629,000	629,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								629,000	629,000
Local Match									
LSSRP Bond									
Local AC									
Total								629,000	629,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								280,000	280,000
Local Match									
LSSRP Bond									
Local AC									
Total								280,000	280,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								75,000	75,000
Local Match									
LSSRP Bond									
Local AC									
Total								75,000	75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								274,000	274,000
Local Match									
LSSRP Bond									
Local AC									
Total								274,000	274,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4444 BRIDGE NO. 46C0189, D 152 (DRUM VLY) OVER MURRAY CREEK, .25 MI N OF SR245. Rehabilitate 1 Lane Bridge as 2 Lane Bridge, no added capacity. (Scope not clear) 9/23/2016: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								280,000	280,000
R/W								75,000	75,000
CON								480,000	480,000
Total								835,000	835,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								835,000	835,000
Local Match									
LSSRP Bond									
Local AC									
Total								835,000	835,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								280,000	280,000
Local Match									
LSSRP Bond									
Local AC									
Total								280,000	280,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								75,000	75,000
Local Match									
LSSRP Bond									
Local AC									
Total								75,000	75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								480,000	480,000
Local Match									
LSSRP Bond									
Local AC									
Total								480,000	480,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	120,000	328,000							448,000
R/W			20,000						20,000
CON								1,218,000	1,218,000
Total	120,000	328,000	20,000					1,218,000	1,686,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	120,000	328,000	20,000					1,218,000	1,686,000
Local Match									
LSSRP Bond									
Local AC									
Total	120,000	328,000	20,000					1,218,000	1,686,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	120,000	328,000							448,000
Local Match									
LSSRP Bond									
Local AC									
Total	120,000	328,000							448,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$			20,000						20,000
Local Match									
LSSRP Bond									
Local AC									
Total			20,000						20,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,218,000	1,218,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,218,000	1,218,000

Project #:
5946(114)

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	750,000	120,000	600,000						1,470,000
R/W					20,000				20,000
CON								7,082,000	7,082,000
Total	750,000	120,000	600,000		20,000			7,082,000	8,572,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	750,000	120,000	600,000		20,000			7,082,000	8,572,000
Local Match									
LSSRP Bond									
Local AC									
Total	750,000	120,000	600,000		20,000			7,082,000	8,572,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	750,000	120,000	600,000						1,470,000
Local Match									
LSSRP Bond									
Local AC									
Total	750,000	120,000	600,000						1,470,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					20,000				20,000
Local Match									
LSSRP Bond									
Local AC									
Total					20,000				20,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								7,082,000	7,082,000
Local Match									
LSSRP Bond									
Local AC									
Total								7,082,000	7,082,000

Project #:
5946(106)

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4427 BRIDGE NO. 46C0215, ROAD 16, OVER HOMELAND CANAL, 1.0 MI N OF AVENUE 56. Replace 2 Lane Bridge with 2 Lane Bridge.
9/26/2016: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								280,000	280,000
R/W								75,000	75,000
CON								950,000	950,000
Total								1,305,000	1,305,000

Project #:
5946(173)

Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,305,000	1,305,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,305,000	1,305,000

PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								280,000	280,000
Local Match									
LSSRP Bond									
Local AC									
Total								280,000	280,000

R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								75,000	75,000
Local Match									
LSSRP Bond									
Local AC									
Total								75,000	75,000

CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								950,000	950,000
Local Match									
LSSRP Bond									
Local AC									
Total								950,000	950,000

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4426 BRIDGE NO. 46C0216, ROAD 16, OVER HOMELAND CANAL, 3.0 MI N OF AVENUE 56. Replace 2 Lane Bridge with 2 Lane Bridge.
9/26/2016: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								326,000	326,000
R/W								75,000	75,000
CON								1,115,000	1,115,000
Total								1,516,000	1,516,000

Project #:
5946(172)

Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,516,000	1,516,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,516,000	1,516,000

PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								326,000	326,000
Local Match									
LSSRP Bond									
Local AC									
Total								326,000	326,000

R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								75,000	75,000
Local Match									
LSSRP Bond									
Local AC									
Total								75,000	75,000

CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,115,000	1,115,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,115,000	1,115,000

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	Project #:
PE	90,000	364,000							454,000	5946(112)
R/W			20,000						20,000	
CON								1,166,000	1,166,000	
Total	90,000	364,000	20,000					1,166,000	1,640,000	
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$	90,000	364,000	20,000					1,166,000	1,640,000	
Local Match										
LSSRP Bond										
Local AC										
Total	90,000	364,000	20,000					1,166,000	1,640,000	
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$	90,000	364,000							454,000	
Local Match										
LSSRP Bond										
Local AC										
Total	90,000	364,000							454,000	
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$			20,000						20,000	
Local Match										
LSSRP Bond										
Local AC										
Total			20,000						20,000	
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$								1,166,000	1,166,000	
Local Match										
LSSRP Bond										
Local AC										
Total								1,166,000	1,166,000	

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4443 BRIDGE NO. 46C0221, ROAD 138 OVER ALTA CANAL, AT AVE 416. Rehabilitate bridge. Widen 1 Lane Bridge to 2 Lane Bridge (No added capacity) 9/23/2016: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								280,000	280,000
R/W								75,000	75,000
CON								593,000	593,000
Total								948,000	948,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								948,000	948,000
Local Match									
LSSRP Bond									
Local AC									
Total								948,000	948,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								280,000	280,000
Local Match									
LSSRP Bond									
Local AC									
Total								280,000	280,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								75,000	75,000
Local Match									
LSSRP Bond									
Local AC									
Total								75,000	75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								593,000	593,000
Local Match									
LSSRP Bond									
Local AC									
Total								593,000	593,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4439 BRIDGE NO. 46C0224, AVENUE 436 OVER FRIANT-KERN CANAL, 0.1 MI EAST OF ROAD 140. Rehabilitate 2 Lane Bridge as 2 Lane Bridge. 9/23/2016: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								641,000	641,000
R/W								75,000	75,000
CON								2,196,000	2,196,000
Total								2,912,000	2,912,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								2,912,000	2,912,000
Local Match									
LSSRP Bond									
Local AC									
Total								2,912,000	2,912,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								641,000	641,000
Local Match									
LSSRP Bond									
Local AC									
Total								641,000	641,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								75,000	75,000
Local Match									
LSSRP Bond									
Local AC									
Total								75,000	75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								2,196,000	2,196,000
Local Match									
LSSRP Bond									
Local AC									
Total								2,196,000	2,196,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	Project #:
PE	40,000		510,000						550,000	5946(140)
R/W					100,000				100,000	
CON								1,600,000	1,600,000	
Total	40,000		510,000		100,000			1,600,000	2,250,000	
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$	40,000		510,000		100,000			1,600,000	2,250,000	
Local Match										
LSSRP Bond										
Local AC										
Total	40,000		510,000		100,000			1,600,000	2,250,000	
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$	40,000		510,000						550,000	
Local Match										
LSSRP Bond										
Local AC										
Total	40,000		510,000						550,000	
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$					100,000				100,000	
Local Match										
LSSRP Bond										
Local AC										
Total					100,000				100,000	
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$								1,600,000	1,600,000	
Local Match										
LSSRP Bond										
Local AC										
Total								1,600,000	1,600,000	

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4438 BRIDGE NO. 46C0325, AVENUE 32 OVER FRIANT-KERN CANAL, 0.02 MI WEST OF ROAD 184. Rehabilitate 2 Lane Bridge as 2 Lane Bridge. 9/23/2016: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								385,000	385,000
R/W								75,000	75,000
CON								1,317,000	1,317,000
Total								1,777,000	1,777,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,777,000	1,777,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,777,000	1,777,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								385,000	385,000
Local Match									
LSSRP Bond									
Local AC									
Total								385,000	385,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								75,000	75,000
Local Match									
LSSRP Bond									
Local AC									
Total								75,000	75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,317,000	1,317,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,317,000	1,317,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	80,000				420,000				500,000
R/W					20,000				20,000
CON								1,090,000	1,090,000
Total	80,000				440,000			1,090,000	1,610,000

Project #:
5946(142)

Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	80,000				440,000			1,090,000	1,610,000
Local Match									
LSSRP Bond									
Local AC									
Total	80,000				440,000			1,090,000	1,610,000

PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	80,000				420,000				500,000
Local Match									
LSSRP Bond									
Local AC									
Total	80,000				420,000				500,000

R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					20,000				20,000
Local Match									
LSSRP Bond									
Local AC									
Total					20,000				20,000

CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,090,000	1,090,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,090,000	1,090,000

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	209,000	236,000							445,000
R/W			20,000						20,000
CON								1,680,000	1,680,000
Total	209,000	236,000	20,000					1,680,000	2,145,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	209,000	236,000	20,000					1,680,000	2,145,000
Local Match									
LSSRP Bond									
Local AC									
Total	209,000	236,000	20,000					1,680,000	2,145,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	209,000	236,000							445,000
Local Match									
LSSRP Bond									
Local AC									
Total	209,000	236,000							445,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$			20,000						20,000
Local Match									
LSSRP Bond									
Local AC									
Total			20,000						20,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,680,000	1,680,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,680,000	1,680,000

Project #:
5946(109)

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	80,000				420,000				500,000
R/W					20,000				20,000
CON								900,000	900,000
Total	80,000				440,000			900,000	1,420,000

Project #:
5946(143)

Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	80,000				440,000			900,000	1,420,000
Local Match									
LSSRP Bond									
Local AC									
Total	80,000				440,000			900,000	1,420,000

PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	80,000				420,000				500,000
Local Match									
LSSRP Bond									
Local AC									
Total	80,000				420,000				500,000

R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					20,000				20,000
Local Match									
LSSRP Bond									
Local AC									
Total					20,000				20,000

CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								900,000	900,000
Local Match									
LSSRP Bond									
Local AC									
Total								900,000	900,000

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	90,000	355,000							445,000
R/W					20,000				20,000
CON								680,000	680,000
Total	90,000	355,000			20,000			680,000	1,145,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	90,000	355,000			20,000			680,000	1,145,000
Local Match									
LSSRP Bond									
Local AC									
Total	90,000	355,000			20,000			680,000	1,145,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	90,000	355,000							445,000
Local Match									
LSSRP Bond									
Local AC									
Total	90,000	355,000							445,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					20,000				20,000
Local Match									
LSSRP Bond									
Local AC									
Total					20,000				20,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								680,000	680,000
Local Match									
LSSRP Bond									
Local AC									
Total								680,000	680,000

Project #:
5946(115)

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 4437 BRIDGE NO. 46C0370, AVENUE 120 OVER FRIANT-KERN CANAL, AT ROAD 208. Rehabilitate 2 Lane Bridge as 2 Lane Bridge. 9/23/2016:
Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								385,000	385,000
R/W								75,000	75,000
CON								1,317,000	1,317,000
Total								1,777,000	1,777,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,777,000	1,777,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,777,000	1,777,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								385,000	385,000
Local Match									
LSSRP Bond									
Local AC									
Total								385,000	385,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								75,000	75,000
Local Match									
LSSRP Bond									
Local AC									
Total								75,000	75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,317,000	1,317,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,317,000	1,317,000

Project #:

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

Tulare County 3593 BRIDGE NO. 46C0404, ROAD 182 OVER DEEP CK OFF-SHOOT KAWEAH, 0.2 MI S OF AVE 304. Replace 2 lane bridge with 2 lane bridge.
No added lane capacity. 8/29/2010: Toll Credits programmed for PE, R/W & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	273,000	18,191							291,191
R/W	75,000								75,000
CON	1,596,220								1,596,220
Total	1,944,220	18,191							1,962,411
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,944,220	18,191							1,962,411
Local Match									
LSSRP Bond									
Local AC									
Total	1,944,220	18,191							1,962,411
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	273,000	18,191							291,191
Local Match									
LSSRP Bond									
Local AC									
Total	273,000	18,191							291,191
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	75,000								75,000
Local Match									
LSSRP Bond									
Local AC									
Total	75,000								75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,596,220								1,596,220
Local Match									
LSSRP Bond									
Local AC									
Total	1,596,220								1,596,220

Project #:
5946(110)

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE					238,200				238,200
R/W									
CON								985,800	985,800
Total					238,200			985,800	1,224,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					210,878			872,729	1,083,607
Local Match					27,322			113,071	140,393
LSSRP Bond									
Local AC									
Total					238,200			985,800	1,224,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					210,878				210,878
Local Match					27,322				27,322
LSSRP Bond									
Local AC									
Total					238,200				238,200
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								872,729	872,729
Local Match								113,071	113,071
LSSRP Bond									
Local AC									
Total								985,800	985,800

Project #:
5946(168)

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	Project #:
PE					898,700				898,700	5946(169)
R/W										
CON								3,668,300	3,668,300	
Total					898,700			3,668,300	4,567,000	
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$					795,619			3,247,546	4,043,165	
Local Match					103,081			420,754	523,835	
LSSRP Bond										
Local AC										
Total					898,700			3,668,300	4,567,000	
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$					795,619				795,619	
Local Match					103,081				103,081	
LSSRP Bond										
Local AC										
Total					898,700				898,700	
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total	
Fed \$								3,247,546	3,247,546	
Local Match								420,754	420,754	
LSSRP Bond										
Local AC										
Total								3,668,300	3,668,300	

2016/17-2021/22 Highway Bridge Program

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

District: 06 County: Tulare

Responsible Agency HBP-ID Project Description

MPO Summary: Tulare County Association Of Governments

Number of Projects: 32

Totals:

	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	9,840,926	2,925,576	1,600,000	1,452,000	4,463,367		132,795	58,909,489	79,324,153
Local Match	2,294	51,615			443,533		17,205	2,483,611	2,998,258
LSSRP Bond									
Local AC			1,452,000	-1,452,000					
Total for all Phases	9,843,220	2,977,191	3,052,000		4,906,900		150,000	61,393,100	82,322,411

Tulare County Association of Governments (TCAG)
2019 FTIP

Grouped Projects for Safety Improvements-
HSIP Program

(CTIPS ID: 215-0000-0615)

Unique Project ID	HR3 Elig	Agency	Project Location	Description of Work	Fund Source	Funds Programmed "Prior"	2018/19	2019/20	2020/21	2021/22	Current Total Project Cost Estimate
H8-06-003	No	Dinuba	The intersection of Kamm Avenue at Greene Avenue and the northeast and southeast corners.	Reduce the length of the existing crosswalk and narrow the street width to induce slower vehicle speeds; construct other crossing improvements.	HSIP	\$0	\$290,304	\$0	\$0	\$0	\$329,200
					Local City Funds	\$0	\$38,896	\$0	\$0	\$0	
H8-06-014	Yes	Tulare County	Drive 134 (Spacer Drive) between Road 124 and Road 136 (approx. 2.5 miles).	Install edgeline rumble strips on both side of the roadway, and install advance warning flashing beacons at stop controlled intersections.	HSIP	\$0	\$260,000	\$0	\$0	\$0	\$260,000
HSIP7-06-011	No	Porterville	Olive Avenue & Newcomb Street Intersection	Replace existing traffic signal. Add NB/SB protected LT phasing; Add mast arm mounted LT heads for EB/WB. Modify median noses, add ADA ramps at all corners, add crosswalks on south and west legs, add/modify signs, install APS signal.	HSIP	\$0	\$0	\$0	\$400,320	\$0	\$444,800
					Local City Funds	\$0	\$0	\$0	\$44,480	\$0	
HSIP7-06-012	No	Tulare County	Worth Drive (M 146) between Road 278 and Road Road 284, located on the east side of the County near Porterville	Install guardrails, and centerline rumble strips/strips, improve signs and striping	HSIP	\$75,500	\$0	\$0	\$347,500	\$0	\$423,000
HSIP7-06-013	Yes	Tulare County	At various intersections on Avenue 328 between Road 108 and Road 156 (Ivanhoe).	Installation left turn pockets	HSIP	\$144,000	\$0	\$0	\$0	\$1,182,600	\$1,474,000
					Local County Funds	\$0	\$0	\$0	\$0	\$147,400	
HSIP7-06-014	Yes	Tulare County	On Avenue 232 from Road 36 to Road 76 (Palm St.)	Installation of six (6) left turn lanes in selected intersections; and install edge line rumble strips/strips	HSIP	\$117,000	\$0	\$0	\$0	\$1,162,800	\$1,422,000
					Local County Funds	\$0	\$0	\$0	\$0	\$142,200	
2019 FTIP Adoption											

Programming Amounts (in \$1,000's)				
Fund Type	18/19	19/20	20/21	21/22
HSIP	\$550	\$0	\$748	\$2,345
County Funds	\$0	\$0	\$0	\$290
City Funds	\$39	\$0	\$44	\$0

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

Tulare County Association of Governments (TCAG)
2019 FTIP

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

(CTIPS ID: 215-0000-0383)

						(Amounts in \$1,000's)			
Route	Post Miles	Location/Description	EA	PPNO	FY	PE	RW	CON	Project Cost
201		Near Kingsburg, on Route 201 at Sand Creek and Friant-Kern Canal Bridge; also on Route 216 at Kaweah River Bridge. Bridge rail replacement.	0H200	6521	Prior	\$5,628	\$617		\$18,423
					18/19		\$450	\$11,728	
99	19.4	In Tipton, at Avenue 152 Overcrossing (No. 46-0191). Replace bridge.	0Q910	6679	Prior	\$2,183	\$54		\$11,455
					19/20		\$343	\$8,875	
245	1.4	Near Woodlake, at Yokohl Creek Bridge No. 46-0011 (PM 1.39); also at Kaweah River Bridge No. 46-0073 (PM 4.19). Replace bridges to upgrade to current standards, facilitate bike lane shoulders, and upgrade guard railing.	0U280	6787	Prior	\$1,325			\$18,665
					19/20	\$2,260	\$645		
					20/21		\$395	\$14,040	
99		In and near Pixley, at Avenue 48 Overcrossing (OC) No. 46-0165 (PM 6.2), Davis Avenue OC No. 46-0172 (PM 12.6), and Avenue 100 OC No. 46-0173 (PM 12.8). Upgrade bridge railing to current standards and install approach railings.	0U270	6788	18/19	\$740			\$5,168
					19/20	\$1,122	\$138		
					20/21			\$3,168	
2019 FTIP Adoption									

Programming Amounts (in \$1,000's)			
18/19	19/20	20/21	21/22
\$12,918	\$13,383	\$17,603	\$0

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

Tulare County Association of Governments (TCAG)
2019 FTIP

Grouped Projects for Safety Improvements -
SHOPP Collision Reduction Program

(CTIPS ID: 215-0000-0381)

						(Amounts in \$1,000's)			
Route	Post Miles	Location/Description	EA	PPNO	FY	PE	RW	CON	Project Cost
99	28.9/31.0	In Tulare, from north of Bardsley Avenue to north of Prosperity Avenue. Roadside safety improvements.	0R170	6700	Prior	\$879	\$24		\$4,033
					18/19			\$3,130	
190	15.1/16.9	Near Porterville, from west of Route 65 to S. Plano Road. Landscape mitigation.	OS311	3032A	Prior	\$330			\$1,220
					18/19			\$890	
Var		On Route 63 and 137, near Visalia and Exeter at various locations. Construct rumble strips.	0U040	6897	Prior	\$390			\$3,163
					19/20	\$550	\$5		
					20/21		\$5	\$2,213	
65	17.5/22.0	In and near Porterville, from 0.4 mile north of Avenue 136 to 0.2 mile north of Linda Vista Avenue; also on Route 190, from 0.2 mile west of the Route 65/190 Separation to Blue Heron Parkway. Construct Maintenance Vehicle Pullouts (MVPs), gore paving, drainage improvements, new fencing and relocation of pullboxes and controller cabinets.	0U730	6813	18/19	\$610			\$6,691
					19/20	\$940	\$31		
					20/21			\$5,110	

Tulare County Association of Governments (TCAG)
2019 FTIP

Grouped Projects for Safety Improvements -
SHOPP Collision Reduction Program

(CTIPS ID: 215-0000-0381)

99	22.3	Near Tipton, at the Philip S. Raine Safety Roadside Rest Area (SRRA). Upgrade water, sewer and irrigation facilities.	0U770	6885	18/19	\$550			\$12,612
					19/20	\$1,750	\$62		
					21/22			\$10,250	
99	51.6/52.2	Near Kingsburg, from 0.2 mile south to 0.4 mile north of Avenue 384 Overcrossing at the C. H. Warlow Safety Roadside Rest Area (SRRA). Upgrade water and wastewater systems to comply with Federal and State statutes and regulatory requirements.	0V760	6882	18/19	\$869			\$8,687
					19/20	\$1,666	\$206		
					21/22			\$5,946	
2019 FTIP Adoption									

Programming Amounts (in \$1,000's)			
18/19	19/20	20/21	21/22
\$6,049	\$5,210	\$7,328	\$16,196

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

Tulare County Association of Governments (TCAG)
2019 FTIP

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

(CTIPS ID: 215-0000-0501)

						(Amounts in \$1,000's)			
Route	Post Miles	Location/Description	EA	PPNO	FY	PE	RW	CON	Project Cost
190	37.4/39.4	Between Springville and Camp Nelson, from east of Barch Park Road to west of Wishon Drive; Replace deteriorated culverts and upgrade existing guardrail.	0H140	6286	Prior	\$1,750	\$210		\$5,856
					19/20		\$246	\$3,650	
99		In Tulare, Fresno, Madera Counties, on Route 99 at various locations. Upgrade existing pumps and control systems at eleven pumping plants.	0U230	6795	Prior	\$650			\$10,765
					18/19	\$2,060	\$620		
					19/20		\$65	\$7,370	
2019 FTIP Adoption									

Programming Amounts (in \$1,000's)			
18/19	19/20	20/21	21/22
\$2,680	\$11,331	\$0	\$0

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

Tulare County Association of Governments (TCAG)
2019 FTIP

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

(CTIPS ID: 215-0000-0624)

Agency	Project Title	Project Description	Program Year	STBGP Funds	Other Federal Funds	State/Local Funds	Total Project Cost
Visalia	City of Visalia Roadway Rehabilitation	Rehabilitation of various roads throughout the City of Visalia	18/19	\$1,664,978	\$0	\$0	\$1,664,978
	City of Visalia Roadway Rehabilitation	Rehabilitation of various roads throughout the City of Visalia	19/20	\$1,664,978	\$0	\$0	\$1,664,978
	City of Visalia Roadway Rehabilitation	Rehabilitation of various roads throughout the City of Visalia	20/21	\$1,664,978	\$0	\$0	\$1,664,978
	City of Visalia Roadway Rehabilitation	Rehabilitation of various roads throughout the City of Visalia	21/22	\$1,664,978	\$0	\$0	\$1,664,978
Tulare County	County of Tulare Roadway Rehabilitation	Rehabilitation of various roads throughout the County of Tulare	18/19	\$415,397	\$0	\$0	\$606,592
	County of Tulare Roadway Rehabilitation	Rehabilitation of various roads throughout the County of Tulare	19/20	\$415,397	\$0	\$0	\$415,397
	County of Tulare Roadway Rehabilitation	Rehabilitation of various roads throughout the County of Tulare	20/21	\$215,397	\$0	\$0	\$215,397
	County of Tulare Roadway Rehabilitation	Rehabilitation of various roads throughout the County of Tulare	21/22	\$415,397	\$0	\$0	\$415,397
Tulare	City of Tulare Roadway Rehabilitation	Rehabilitation of various roads throughout the City of Tulare	18/19	\$217,816	\$0	\$0	\$217,816
	City of Tulare Roadway Rehabilitation	Rehabilitation of various roads throughout the City of Tulare	19/20	\$691,552	\$0	\$0	\$691,552
	City of Tulare Roadway Rehabilitation	Rehabilitation of various roads throughout the City of Tulare	20/21	\$691,552	\$0	\$0	\$691,552
	City of Tulare Roadway Rehabilitation	Rehabilitation of various roads throughout the City of Tulare	21/22	\$691,552	\$0	\$0	\$691,552

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

Tulare County Association of Governments (TCAG)
2019 FTIP

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

(CTIPS ID: 215-0000-0624)

Agency	Project Title	Project Description	Program Year	STBGP Funds	Other Federal Funds	State/Local Funds	Total Project Cost
Caltrans	SR-137/SR-99 Ramp Intersection Improvements ¹	Signalization of on/off ramps at SR-137/SR-99	18/19	\$473,736	\$0	\$0	\$473,736
	Porterville Intersection Improvements ²	Operational improvements and roadway rehabilitation at various locations on State Route 190 from 0.3 miles west of Weswood Road to 0.3 miles east of Plano Street.	22/23	\$200,000	\$0	\$21,600,000	\$21,800,000
2019 FTIP Adoption							

Notes:

1 - Using FY 18/19 STBGP funds from the City of Tulare

2 - Using \$200k of FY 22/23 STBGP funds from the County of Tulare.

Programming Amounts (\$1,000's)				
Fund Type	18/19	19/20	20/21	21/22
STBGP	\$2,772	\$2,772	\$2,772	\$2,772
Regional Measure	\$0	\$2,300	\$0	\$0

Tulare County Association of Governments (TCAG)
2019 FTIP

Grouped Projects for Operating Assistance
to Transit Agencies

(CTIPS ID: 215-0000-0727)

				Amounts in \$1,000's					
Agency	Project Title	Project Description	Fund Source	Funds Programmed "Prior"	FFY 18/19	FFY 19/20	FFY 20/21	FFY 21/22	Total Project Cost
Tulare	Tulare City Transit Operations Assistance	Transit operating assistance for Tulare City Transit using FTA 5307 funds	FTA 5307	\$0	\$936	\$936	\$936	\$936	\$7,488
			LTF	\$0	\$936	\$936	\$936	\$936	
Porterville	Porterville City Transit Operations Assistance	Transit operating assistance for Porterville City Transit using FTA 5307 funds	FTA 5307	\$0	\$1,350	\$1,350	\$1,350	\$1,350	\$10,800
			LTF	\$0	\$1,350	\$1,350	\$1,350	\$1,350	
Visalia	Visalia City Transit Operations Assistance	Transit operating assistance for Visalia City Transit using FTA 5307 funds	FTA 5307	\$0	\$2,790	\$2,790	\$2,790	\$2,790	\$22,320
			LTF	\$0	\$2,790	\$2,790	\$2,790	\$2,790	
Dinuba	Dinuba City Transit Operations Assistance	Transit operating assistance for Dinuba City Transit using FTA 5311 funds	FTA 5311	\$0	\$267	\$267	\$267	\$267	\$3,868
			LTF	\$0	\$700	\$700	\$700	\$700	
Porterville	Porterville City Transit Operations Assistance (rural routes)	Transit operating assistance for Porterville City Transit rural routes using FTA 5311 funds	FTA 5311	\$0	\$163	\$163	\$163	\$163	\$1,176
			LTF	\$0	\$131	\$131	\$131	\$131	
Tulare County	Tulare County Transit Operations Assistance	Transit operating assistance for Tulare County using FTA 5311 funds	FTA 5311	\$0	\$220	\$220	\$220	\$220	\$4,600
			LTF	\$0	\$930	\$930	\$930	\$930	
Woodlake	Woodlake City Transit Operations Assistance	Transit operating assistance for Woodlake City Transit using FTA 5311 funds	FTA 5311	\$0	\$80	\$80	\$80	\$80	\$624
			LTF	\$0	\$76	\$76	\$76	\$76	
2019 FTIP Adoption									

Programming Amounts (in \$1,000's)				
Fund Type	18/19	19/20	20/21	21/22
FTA 5307	\$5,076	\$5,076	\$5,076	\$5,076
FTA 5311	\$730	\$730	\$730	\$730
LTF	\$6,913	\$6,913	\$6,913	\$6,913

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

Appendix D – 2019 FTIP Resolution

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

In the matter of:

FINDING THAT THE 2018 TCAG RTP/SCS AND)
2019 FTIP CONFORM TO THE APPLICABLE)
STATE IMPLEMENTATION PLAN (SIP) AND)
THAT THE 2018 RTP/SCS MEETS ARB)
GHG REDUCTION TARGETS; AND)
ADOPTING THE TULARE COUNTY)
ASSOCIATION OF GOVERNMENTS 2018)
REGIONAL TRANSPORTATION PLAN/)
SUSTAINABLE COMMUNITY STRATEGY,)
2019 FEDERAL TRANSPORTATION)
IMPROVEMENT PROGRAM, AND THE)
CORRESPONDING CONFORMITY ANALYSIS)

Resolution No. _____

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

WHEREAS, Title 23 Part 450 and Title 49 Part 613 of the Code of Federal Regulations (CFR) require MPOs such as TCAG to prepare and adopt a long range Regional Transportation Plan (RTP) every four years; and

WHEREAS, Section 65080 of the California Government Code requires TCAG as the RTPA to prepare and update a long-range RTP and Sustainable Communities Strategy (SCS) every four years; and

WHEREAS, the SCS must demonstrate how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB), and

WHEREAS, the applicable ARB per capita GHG emission reduction targets applicable to the TCAG RTP/SCS are 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035; and

WHEREAS, the 2018 RTP/SCS has been prepared in accordance with 2017 RTP Guidelines adopted by the California Transportation Commission and;

WHEREAS, the 2018 RTP/SCS integrates a Congestion Management Process identifying the most serious congestion problems and evaluating and incorporating, as appropriate, all reasonably available actions to reduce congestion, such as travel demand management and operational management strategies for all corridors with any proposed capacity increase; and

WHEREAS, a 2018 RTP/SCS has been prepared in full compliance with federal and state statute, regulations, and guidelines; and

WHEREAS, CFR Title 23 Part 450 and Title 49 Part 613 require that MPOs prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, projects submitted in the 2019 FTIP must be financially constrained and the FTIP financial plan affirms that funding is available; and

WHEREAS, the 2019 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the TCAG forum and general public involvement; and

WHEREAS, the 2019 FTIP program listing is consistent with: 1) the 2018 RTP/SCS; 2) the 2018 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2019 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2019 FTIP meets all applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450; and

WHEREAS, TCAG has established performance targets in its metropolitan transportation planning process that address the performance standards per 23 CFR Part 490, 49 United States Code (U.S.C.) 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO; and

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

WHEREAS, the MPO must demonstrate 2018 RTP/SCS and 2019 FTIP air quality conformity per Section 176(c) of the federal Clean Air Act (42 U.S.C. Sec. 7506), and 40 CFR Part 93; and

WHEREAS, the 2018 RTP/SCS and 2019 FTIP include a new Corresponding Conformity Analysis; and

WHEREAS, based on the Corresponding Conformity Analysis, the 2018 RTP/SCS and 2019 FTIP conform to the applicable SIP and do not interfere with the timely implementation of applicable Transportation Control Measures; and

WHEREAS, consistent with federal and state public participation requirements, the 2018 RTP/SCS, 2019 FTIP, and Corresponding Conformity Analysis have been widely circulated and reviewed by TCAG advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including state and federal; representatives of special interest groups; representatives of the private business sector; and residents of Tulare County consistent with the public participation process adopted by TCAG; and

WHEREAS, a public hearing was conducted on June 18, 2018 to hear and consider comments on the Draft 2018 RTP/SCS, 2019 Draft FTIP, and Corresponding Draft Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that the TCAG Board determines that the 2018 RTP/SCS and 2019 FTIP conform to the applicable State Implementation Plan (SIP) and do not interfere with the timely implementation of applicable Transportation Control Measures; and

BE IT FURTHER RESOLVED, that the TCAG Board also finds that the 2018 RTP/SCS meets the ARB passenger vehicle GHG reduction targets of 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035; and

BE IT FURTHER RESOLVED THAT, the TCAG Board adopts the 2018 RTP/SCS, 2019 FTIP, and Corresponding Conformity Analysis.

THE FOREGOING RESOLUTION was passed and adopted by the TCAG Board this 20th day of August 2018.

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Kuyler Crocker
Chair, TCAG

Ted Smalley
Executive Director, TCAG

Appendix E – Public Notice

**NOTICE OF PUBLIC HEARING ON THE
DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
THE DRAFT 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITY STRATEGY, CORRESPONDING DRAFT CONFORMITY ANALYSIS,
AND DRAFT ENVIRONMENTAL IMPACT REPORT**

NOTICE IS HEREBY GIVEN that the Tulare County Association of Governments will hold a public hearing on June 18, 2018 at 1:00 pm at the Dinuba Community Center located at 1390 E. Elizabeth Way, Dinuba, CA 93618 regarding the Draft 2018 Regional Transportation Plan/Sustainable Communities Strategy (2018 RTP/SCS), the 2018 RTP/SCS Draft Environmental Impact Report (Draft EIR), Draft 2019 Federal Transportation Improvement Program (2019 FTIP), and the corresponding Draft Air Quality Conformity Analysis for the 2019 FTIP and 2018 RTP/SCS. The purpose of the public hearing is to receive public comments on these documents.

- The 2019 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Tulare County during the next four years.
- This public notice also satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 dollars) will be the final program.
- The 2018 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Tulare County transportation needs out to the year 2042.
- The Draft EIR document provides an analysis of potential environmental impacts related to the implementation of the 2018 RTP/SCS as required by the California Environmental Quality Act (CEQA).
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2019 FTIP and 2018 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call Amie Kane or Wendy Gutierrez (559-623-0450) of TCAG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A 55-day public review and comment period will commence on May 3, 2018 and conclude on June 26, 2018 for the 2018 RTP/SCS.

A 45-day public review and comment period will commence on May 11, 2018 and conclude on June 26, 2018 for the Draft EIR.

A concurrent 30-day comment period for the 2019 FTIP and corresponding Draft Air Quality Conformity Analysis for the 2019 FTIP and 2018 RTP/SCS will commence on May 28, 2018 and conclude on June, 26, 2018.

The draft documents are available for review at the TCAG office, located at 210 N. Church Street, Suite B, Visalia, CA 93291 and on the TCAG website at www.tularecog.org/rtp2018.

Public comments are welcomed at the hearings, or may be submitted in writing to Benjamin Kimball, TCAG Deputy Executive Officer at the address below by 5 pm on June 26, 2018.

After considering the comments, the documents will be considered for adoption, by resolution, by the Tulare County Association of Governments at a regularly scheduled meeting to be held on August 20, 2018. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Benjamin Kimball, Deputy Executive Officer
210 N. Church Street, Suite B
Visalia, CA 93291
559-623-0450
Contact Email: bkimball@tularecog.org

Appendix F – 2019 FTIP Comments Received and Responses to Comments

Gabriel,

Thank you for the opportunity to review TCAG's Draft 2019 FTIP. Please provide responses to my comments below when submitting the Final 2019 FTIP to me.

1. Performance Based Planning section §450.326 requires the development and content of the FTIP (c) shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d); (d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. Please ensure that the final 2019 FTIP submitted to our office addresses all these federal requirements by demonstrating how projects programmed in the FTIP are helping to achieve the established safety targets.
2. Please use the correct 2019 FTIP Adoption and amendment templates located here: <http://www.dot.ca.gov/hq/transprog/oftmp.htm>
3. Please ensure either that the RTP project number or RTP page number are shown for every programmed project.
4. Per the 2018 STIP, STIP programming (IIP and RIP) for the TCAG region shown in the 2019 FTIP is different for FFYs 2019 and 2020. Please address the discrepancies. http://www.catc.ca.gov/programs/stip/2018-stip/022818_STIP_Staff_Recommendation.pdf

Tulare County Association of Governments

IIP 9,312 71,000 73,000 6,000

RIP 14,651 12,000 10,150 10,500 6,500

5. SHOPP funding programmed is not consistent with the approved funding posted on our website: <http://www.dot.ca.gov/hq/transprog/federal/fedfiles/2019-shopp-grp/tcag/tcag.pdf> Please address the discrepancy.
6. HSIP funding programmed for FY 2018/19 is not consistent with the approved funding, see link: http://www.dot.ca.gov/hq/transprog/federal/fedfiles/variou_s_pgms/hsip_pgm/2019ftip-hsip_backuplist-032718_V0.xlsx Please address the discrepancy.

Lima Huy
Senior Transportation Planner
Caltrans - Division of Transportation Programming
Office of Federal Transportation Management Program
1120 N Street, MS 82
Sacramento, CA 95814
Phone [\(916\) 651-7411](tel:(916)651-7411)
Website: <http://www.dot.ca.gov/hq/transprog/oftmp.htm>

TCAG 2019 Draft Federal Transportation Improvement Program Summary of Comments and Responses

Email from Lima Huy, Senior Transportation Planner, Caltrans – Division of Transportation Programming, June 20, 2018		
Comment	CTIPS ID No's	Response to Comments
Performance Based Planning section §450.326 requires the development and content of the FTIP (c) shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d); (d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. Please ensure that the final 2019 FTIP submitted to our office addresses all these federal requirements by demonstrating how projects programmed in the FTIP are helping to achieve the established safety targets.	N/A	The Performance Based Planning language is found on pages 7 and 8 of the FTIP. A table has also been added to the FTIP to highlight a sample of safety projects included in the FTIP that will help achieve the established safety targets (see Table 1-2 on page 8).
Please use the correct 2019 FTIP Adoption and amendment templates located here: http://www.dot.ca.gov/hq/transprog/oftmp.htm	N/A	The information provided in the financial summary table submitted with the Draft FTIP has been transferred to the correct 2019 FTIP Adoption financial summary table.
Please ensure either that the RTP project number or RTP page number are shown for every programmed project.	All	Comment noted. The relevant page number of the RTP has been added for each project.
Per the 2018 STIP, STIP programming (IIP and RIP) for the TCAG region shown in the 2019 FTIP is different for FFYs 2019 and 2020. Please address the discrepancies: http://www.catc.ca.gov/programs/stip/2018-stip/022818_STIP_Staff_Recommendation.pdf	115-0000-075, 285, 308, 309, and 310	The STIP programming amounts have been revised to be consistent with the STIP programming amounts shown in the CTIPS STIP module.
SHOPP funding programmed is not consistent with the approved funding posted on our website: http://www.dot.ca.gov/hq/transprog/federal/fedfiles/2019-shopp-grp/tcag/tcag.pdf Please address the discrepancy.	215-0000-0381	The SHOPP Collision Reduction Group Listing has been revised and CTIPS updated accordingly per the SHOPP programming reflected in the weblink provided. The programming amounts are now consistent with the approved funding. The other two SHOPP group listings (Bridge Preservation and Roadway Preservation) were programmed consistent with the approved funding and have not been modified.
HSIP funding programmed for FY 2018/19 is not consistent with the approved funding, see link: http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hsip_pgm/2019ftip-hsip_backuplist-032718_V0.xlsx Please address the discrepancy.	215-0000-0615	The HSIP Group Listing has been revised and CTIPS updated accordingly per the HSIP programming reflected in the weblink provided. The programming amounts are now consistent with the approved funding.

Appendix G – Air Quality Conformity Document and Transportation Control Measures

**FINAL CONFORMITY ANALYSIS
FOR THE 2019 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM AND 2018 REGIONAL TRANSPORTATION PLAN**

August 20, 2018



210 N. Church Street, Ste. B
Visalia, Ca 93291
(559) 623-0450

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

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2019 Federal Transportation Improvement Program (2019 FTIP) and 2018 Regional Transportation Plan (2018 RTP). The Tulare County Association of Governments (TCAG) is the designated Metropolitan Planning Organization (MPO) in Tulare County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2019 FTIP and the 2018 RTP; a finding of conformity is therefore supported. The 2019 FTIP, 2018 RTP and the corresponding conformity analysis were approved by the TCAG Policy Board on [August 20, 2018]. Federal approval is anticipated on or before December 31, 2018. FHWA/FTA last issued a finding of conformity for the 2017 FTIP and the 2014 RTP as amended if applicable, on December 16, 2016.

The 2019 FTIP and the 2018 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

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

CONFORMITY REQUIREMENTS

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

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM_{2.5}); and has a maintenance plan for particulate matter under 10 microns in diameter (PM₁₀). Therefore, transportation plans and programs for the nonattainment areas for the Tulare County area must satisfy the requirements of

the Federal transportation conformity regulation. Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, the conformity analysis for the 2019 FTIP and 2018 RTP no longer includes a CO conformity demonstration.

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

- (1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;
- (2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;
- (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and
- (4) interagency and public consultation.

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

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

CONFORMITY TESTS

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

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2018, 2019, 2020, 2021, 2023, 2024, 2027, 2030, 2031, 2035, 2037 and 2042 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of TCAG's Conformity Analysis are:

- For 1997 8-hour ozone¹, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2019 FTIP and the 2018 RTP for all years tested are projected to be less than the approved emissions budgets specified in the *2007 Ozone Plan (as revised in 2015)*. The conformity tests for ozone are therefore satisfied.
- For 2008 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2019 FTIP and the 2018 RTP for all years tested are projected to be less than the adequate emissions budgets specified in the *2016 Ozone Plan*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2019 FTIP and the 2018 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*. The conformity tests for PM-10 are therefore satisfied.
- For the 1997 annual and 24-hour and 2012 annual PM2.5 standards, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP and the 2018 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2008 PM2.5 Plan (as revised in 2011)*. The conformity tests for PM2.5 for the 1997 and 2012 standards are therefore satisfied.
- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP and the 2018 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2012 PM2.5 Plan (as revised in 2015)*. The conformity tests for PM2.5 for the 2006 standard are therefore satisfied.
- The 2019 FTIP and the 2018 RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the

¹ Note that FHWA/FTA *Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS* issued on April 23 does not require that areas in non-attainment of the 2008 Ozone Standard address 1997 ozone in their regional conformity analyses at this time. However, the SJV MPOs have voluntarily included 1997 ozone conformity demonstration for the 2018 RTP/2019 TIP to minimize project delivery risk.

local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

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

Appendix E includes public hearing documentation conducted on the 2019 FTIP, 2018 RTP and corresponding conformity analysis on June 18, 2018. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analyses for the 2019 FTIP and 2018 RTP were prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

TCAG is the designated Metropolitan Planning Organization (MPO) for Tulare County in the San Joaquin Valley. As a result of this designation TCAG prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FY 2018/19 – 2021/22) programming document for the preservation, expansion, and management of the transportation system. The 2018 RTP has a 2042 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

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

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

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

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032 (EPA, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes. However, on February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. While EPA has petitioned for a rehearing on April 23, the ultimate outcome and impacts of this lawsuit are currently unknown. Due to this uncertainty, the conformity analysis for the 2018 RTP and 2019 FTIP addresses the 1997 ozone standard.

On July 29, 2016, EPA released its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM2.5 standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 "multi-jurisdictional" guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that

one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO.

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

With respect to PM_{2.5}, the Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

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

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

B. CONFORMITY REGULATION REQUIREMENTS

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

- 1) *Conformity Tests* — Sections 93.118 and 93.119 specify emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity regulation issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA’s adequacy finding or approval.
- 2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that

becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in December 2017 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC2014 was used in the Conformity Analysis and is documented in Chapter 3. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for use in conformity determinations.

- 3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the new TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.
- 4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the Federal regulations. These include:
 - MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
 - MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. TCAG’s adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public meeting.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

TCAG is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. The conformity analysis for the 2019 FTIP and 2018 RTP includes analyses of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone (1997 and 2008 standards), and particulate matter under 2.5 microns in diameter (PM_{2.5}) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM₁₀). Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, the conformity analysis for the 2019 FTIP and 2018 RTP no longer includes a CO conformity demonstration.

State Implementation Plans have been prepared to address ozone, PM₁₀ and PM_{2.5}:

- The 2007 Ozone Plan (1997 Standard), as revised in 2015, was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017).
- The 2007 PM₁₀ Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM_{2.5} Plan (1997 Standard), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2012 PM_{2.5} Plan (as revised in 2015) was approved by EPA on August 16, 2016 (effective September 30, 2016).

EPA's March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015. However, on February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. While EPA has petitioned for a rehearing on April 23, the ultimate outcome and impacts of this lawsuit are currently unknown. Due to this uncertainty, the conformity analysis for the 2018 RTP and 2019 FTIP addresses the 1997 ozone standard.

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

On December 22, 2017, EPA released a response to state recommendations outlining draft areas designations for the new 2015 ozone standard of 70 ppb. It is anticipated that final designations will be determined by April 30, 2018. Transportation conformity applies one year after the designations effective date and not until 2019. Accordingly, this conformity analysis does not address the 2015 ozone standard.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM_{2.5} standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity began to apply on December 14, 2010. On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM_{2.5} NAAQS* finalizing SJV reclassification to Serious nonattainment effective February 19, 2016. Nonattainment areas are required to meet the standard as expeditiously as practicable, but no later than December 31, 2019. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} standard.

EPA's nonattainment area designations for the new 2012 PM_{2.5} standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM_{2.5} standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} standard.

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

D. CONFORMITY TEST REQUIREMENTS

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

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

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

implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

OZONE

1997 8-Hour Ozone Standard

EPA's final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. However, on February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. While EPA has petitioned for a rehearing on April 23, the ultimate outcome and impacts of this lawsuit are currently unknown. Due to this uncertainty, the conformity analysis for the 2018 RTP and 2019 FTIP addresses the 1997 ozone standard².

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA approved the 2007 Ozone (1997 standard) Plan (as revised in 2015) including conformity budgets on July 8, 2016 (effective September 30, 2016). The revised SIP identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area. For 1997 ozone conformity, the SJV MPOs will continue to conduct demonstrations for subarea emissions budgets as established in the 2007 Ozone Plan (as revised in 2015).

The approved conformity budgets from Table 1 of the August 12, 2016 Federal Register are provided in a table below. These budgets will be used to compare to emissions resulting from the 2019 FTIP and the 2018 RTP.

² Note that FHWA/FTA *Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS* issued on April 23 does not require that areas in non-attainment of the 2008 Ozone Standard address 1997 ozone in their regional conformity analyses at this time. However, the SJV MPOs have voluntarily included 1997 ozone conformity demonstration for the 2018 RTP/2019 TIP to minimize project delivery risk.

Table 1-1:
On-Road Motor Vehicle 1997 Ozone Standard Emissions Budgets ^(a)
 (summer tons/day)

County	2017 ^(b)		2020		2023	
	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	8.7	29.9	6.8	24.3	5.6	14.6
Kern (SJV)	6.9	26.8	5.7	22.4	4.8	12.9
Kings	1.4	5.5	1.1	4.7	0.9	2.7
Madera	2.0	5.5	1.6	4.5	1.3	2.7
Merced	2.7	10.3	2.1	8.5	1.7	5.1
San Joaquin	6.4	14.1	5.1	11.3	4.3	7.3
Stanislaus	4.1	11.3	3.2	9.2	2.7	5.8
Tulare	4.0	10.3	3.1	8.1	2.5	4.9

^(a) Note that EPA did not take action on the 2011 and 2014 budgets of the 2007 Ozone Plan (as revised in 2015).

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

2008 8-Hour Ozone Standard

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

Although EPA has not yet issued a full approval of the 2016 Ozone Plan for the 2008 8-hour ozone standard, the agency found the Plan's transportation conformity budgets adequate on June 29, 2017 (effective July 14, 2017). The EPA adequacy notice identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area. For 2008 ozone conformity, the SJV MPOs will continue to conduct demonstrations for subarea emissions budgets as established in the 2016 Ozone Plan.

The adequate conformity budgets from June 29, 2017 Federal Register are provided in a table below. These budgets will be used to compare to emissions resulting from the 2019 FTIP and the 2018 RTP.

Table 1-2:
On-Road Motor Vehicle 2008 Ozone Standard Emissions Budgets
(summer tons/day)

County	2018		2021		2024		2027		2030		2031	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	8.0	27.7	6.4	22.2	5.4	14.1	4.9	13.2	4.5	12.6	4.3	12.5
Kern (SJV)	6.6	25.4	5.5	20.4	4.8	12.6	4.5	11.7	4.2	10.9	4.1	10.8
Kings	1.3	5.1	1.1	4.2	0.9	2.6	0.9	2.5	0.8	2.3	0.8	2.3
Madera	1.9	5.1	1.5	4.1	1.2	2.6	1.1	2.3	0.9	2.0	0.9	2.0
Merced	2.5	9.4	2.0	7.8	1.6	4.8	1.5	4.4	1.3	4.2	1.3	4.1
San Joaquin	5.9	13.0	4.9	10.3	4.2	6.9	3.8	5.2	3.5	5.7	3.3	5.5
Stanislaus	3.8	10.5	3.0	8.3	2.6	5.6	2.3	5.1	2.1	4.7	2.0	4.7
Tulare	3.7	9.5	2.9	7.2	2.4	4.7	2.2	4.1	1.9	3.8	1.9	3.7

^(a) Note that 2016 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

As noted above, since transportation conformity for the 2015 ozone standard will not apply until 2019, this conformity analysis does not address the 2015 ozone standard.

PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016), which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction. The conformity budgets from Table 2 of the August 12, 2016 Federal Register are provided below and will be used to compare emissions for each analysis year.

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on July 8, 2016, which includes continued approval of the trading mechanism.

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

Table 1-3:
On-Road Motor Vehicle PM-10 Emissions Budgets
(tons per average annual day)

County	2020	
	PM-10	NO _x
Fresno	7.0	25.4
Kern ^(a)	7.4	23.3
Kings	1.8	4.8
Madera	2.5	4.7
Merced	3.8	8.9
San Joaquin	4.6	11.9
Stanislaus	3.7	9.6
Tulare	3.4	8.4

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

PM_{2.5}

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM_{2.5} must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 annual and 24-hour and 2012 annual PM_{2.5} standards and the 2006 24-hour PM_{2.5} standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2017 PM_{2.5} Plan addressing 1997, 2006 and 2012 PM_{2.5} standards is anticipated to be submitted to EPA in the summer of 2018. Since no new PM_{2.5} budgets are available at this time, existing budgets in the approved PM_{2.5} plans will continue to be used as described below.

1997 (24-hour and annual) and 2012 (annual) PM_{2.5} Standards

The 2008 PM_{2.5} Plan for the 1997 PM_{2.5} standard (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from Table 5 of the November 9, 2011 Federal Register are provided in Table 1-4 below and will be used to compare emissions resulting from the 2019 FTIP and the 2018 RTP.

In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM_{2.5} nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM_{2.5} standards, it must

use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. The attainment year of 2021 will be modeled. For this Conformity Analysis, the SJV will conduct determinations for subarea emission budgets as established in the 2008 PM_{2.5} (1997 Standard) Plan.

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

Table 1-4:
On-Road Motor Vehicle 1997 (24-hour and annual) and
2012 (annual) PM_{2.5} Standard Emissions Budgets
(tons per average annual day)

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

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

The trading mechanism will be used only for conformity analyses for analysis years after 2014. To ensure that the trading mechanism does not impact the ability to meet the NO_x budget, the NO_x emission reductions available to supplement the PM-2.5 budget shall only be those remaining after the NO_x budget has been met.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2012 PM_{2.5} areas with adequate or approved 1997 PM_{2.5} budgets to determine conformity for both NAAQS at the same time, using the budget test.

2006 24-Hour PM2.5 Standard

The 2012 (2006 Standard) PM2.5 Plan was first approved by ARB on January 24, 2013 and the Plan Supplement requesting reclassification to Serious and including revised budgets was approved by ARB on October 24, 2014. EPA proposed approval of the plan on January 13, 2015.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM2.5 budgets. Then on August 16, 2016, the 2012 PM2.5 Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016).

The 2012 PM2.5 Plan for the 2006 PM2.5 standard (as revised in 2015) contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the 2012 PM2.5 Plan (as revised in 2015) are provided in Table 1-5 below and will be used to compare emissions resulting from the 2019 FTIP and the 2018 RTP.

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

County	2017	
	PM2.5	NOx
Fresno	1.0	32.1
Kern (SJV)	0.8	28.8
Kings	0.2	5.9
Madera	0.2	6.0
Merced	0.3	11.0
San Joaquin	0.6	15.5
Stanislaus	0.4	12.3
Tulare	0.4	11.2

(a) Note that EPA did not take action on the 2014 budgets of the 2012 PM2.5 Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

The 2012 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using an 8 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation

conformity with the PM_{2.5} SIP for analysis years after 2014. As noted above, EPA approved the 2012 PM_{2.5} Plan budgets (as revised in 2015) on August 16, 2016 (effective September 30, 2016) and the trading mechanism.

E. ANALYSIS YEARS

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

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

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

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. Table 1-6 below provides a summary of conformity analysis years that apply to the 2018 RTP/2019 FTIP conformity analysis.

**Table 1-6:
San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
1997 Ozone	2011, 2014, 2017, 2020	2023	2031/2037	2042
2008 Ozone	2018/2021/2024/2027/2030	2031	2037	2042
PM-10	NA	2020	2027/2035	2042
1997 and 2012 PM2.5	NA	2014/2021 ²	2027/2035	2042
2006 24-hour PM2.5	2014/2017	2019 ³	2027/2035	2042

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

². Note: 2014 is the attainment year for the 1997 PM2.5 standards. 2021 is the attainment year for the 2012 PM2.5 standards.

³Note: The 2006 standard must be met as expeditiously as practicable, but no later than December 31, 2019.

For the 1997 ozone standard³, the San Joaquin Valley has been classified as an Extreme nonattainment area with an attainment date of June 15, 2024. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2023 must be modeled. When using the budget test, the attainment year of the 1997 Ozone standard must be analyzed (e.g. 2023).

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

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2010 unless EPA approves an attainment date extension. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. On February 9, 2016 EPA released its proposed *Approval and Disapproval of California Air Plan; San Joaquin Valley Serious Area Plan and Attainment Date Extension for the 1997 PM2.5 NAAQS*. No final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM2.5 Plan conformity budgets are the only budgets applicable at this time for the 1997 PM2.5 standard.

³ Note that FHWA/FTA *Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS* issued on April 23 does not require that areas in non-attainment of the 2008 Ozone Standard address 1997 ozone in their regional conformity analyses at this time. However, the SJV MPOs have voluntarily included 1997 ozone conformity demonstration for the 2018 RTP/2019 TIP to minimize project delivery risk

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM_{2.5} Standard. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM_{2.5} budgets. Then on August 16, 2016, the 2012 PM_{2.5} Plan was approved by EPA, effective September 30, 2016, inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hour PM_{2.5} standard. The attainment year of 2019 must be modeled.

On April 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM_{2.5} Standards. In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM_{2.5} nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM_{2.5} standards, it must use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. When using the budget test, the attainment year must be analyzed (e.g. 2021). In addition, in areas that have approved or adequate budgets for the 1997 annual PM_{2.5} standards, consistency with those budgets must also be determined. The attainment year of 2021 must be modeled.

CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

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

According to the conformity regulation, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.” The conformity analysis and initial modeling began in May 2016.

Key elements of the latest planning assumption guidance include:

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

TCAG uses the CUBE/VOYAGER (VMIP2) transportation model. The model was validated in 2017 for the 2015 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

**Table 2-1:
Summary of Latest Planning Assumptions for the TCAG Conformity Analysis**

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: Department of Finance (2015) Projections: Department of Finance (2017) Approved by TCAG Governing Board in August 2018 (anticipated).	This data is disaggregated to the TAZ level for input into CUBE/Voyager (VMIP2) for the base year validation.	New data from the Department of Finance is expected to be adopted by TCAG in 2022.
Employment	Base Year: Employment Development Department (2015), InfoUSA (2015), and Woods and Poole (2017) Projections: Employment Development Department (2015) and Woods and Poole (2017)	This data is disaggregated to the TAZ level for input into CUBE/Voyager (VMIP2) for the base year validation.	New data from the Employment Development Department, InfoUSA, and Woods and Poole is anticipated to be included in the next transportation model update in 2022.
Traffic Counts	Approximately 150 traffic counts were collected annually.	CUBE/Voyager (VMIP2) was validated using these traffic counts.	Traffic counts are updated continuously, if funds are available.
Vehicle Miles of Travel	The 2017 transportation model validation for the 2015 base year was approved by the TCAG Board in August 2018 (anticipated).	Cube/Voyager (VMIP2) is the transportation model used to estimate VMT in Tulare County.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Speeds	<p>The 2017 transportation model validation was based on Caltrans Performance Measurement System (PeMS), in addition to TCAG survey data of peak and off-peak speeds, and a TCAG Travel Time Study for SR 198 & 190.</p> <p>Speed distributions were updated in EMFAC2014, using methodology approved by ARB and with information from the transportation model.</p>	<p>Cube/Voyager (VMIP2) includes a feedback loop that assures congested speeds are consistent with travel speeds.</p> <p>EMFAC2014</p>	A speed study will be conducted every five years, if adequate funds are available.

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

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

Supporting Documentation:

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

Population: TCAG utilized the California Department of Finance (DOF) as the primary county-level forecasting reference for a base population and future projections, to be within 3% of the latest DOF projections required by SB375. A linear growth rate with the population interpolated for each year was applied using the DOF forecasts through the planning horizon year of 2042.

Employment: Employment estimates and projections used included the California Employment Development Department (EDD), InfoUSA, and Woods & Poole. Control

totals were derived from these projections and used in the development of Envision Tomorrow scenarios and travel demand model socio-economic detail inputs.

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

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

Future land use patterns were created using a GIS plugin called Envision Tomorrow, a suite of scenario planning tools that tests different land use and transportation options. Utilizing input and coordination with local agencies, parcel data information, city and county general plans, zoning maps, projected outputs in housing and population from the DOF and the Planning Center, and projected employment from the EDD, InfoUSA, and Woods & Poole, scenarios were built to graphically represent the world that would look like. This allowed for a deeper analysis into the study area, allowing the user to measure the scenario's influence on density, land use, housing, sustainability, transportation, and economic conditions. Although Envision tomorrow was not yet used to measure VMT, it was consistent with population and employment projections, and produced richer metrics for comparison amongst scenarios.

B. TRANSPORTATION MODELING

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

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the TP+/CUBE traffic modeling software. The Valley MPO regional traffic models consist of traditional four-step traffic forecasting models. They use land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. Each MPO model covers the appropriate county area, which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In

addition the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

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

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

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

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

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

TRAFFIC COUNTS

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

Supporting Documentation: The model was estimated and calibrated to reflect the base year travel conditions of 2015 and validated to the year of 2017, with 232 directional counts collected regionally between 2014 and 2016. Weekday traffic counts were compared to the model assigned volume for total vehicle trips. The overall Daily model/count ratio landed at .99, 8% closer to counts than the previous model.

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

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

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

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

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

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

SPEEDS

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

Supporting Documentation:

The 2017 transportation model validation was based on Caltrans Performance Measurement System (PeMS), in addition to TCAG survey data of peak and off-peak speeds, and a TCAG Travel Time Study for SR 198 & 190.

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

Speed limits, free flow speed, historical average speeds, and percentage of free flow, along with a time series report and confidence rate score on selected corridors through Iteris' iPems web based software using "Big Data" from Here, are recently available to TCAG which may be used to determine free flow speeds and common practice speed flow curves in the future.

TRANSIT

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

Supporting Documentation:

As part of VMIP 2, the highway network was based on a true shape centerline file in a geodatabase and updated variables to reflect the master network from the RTP/SCS. The transit lines were also updated to match the more detailed highway network and are contained in the geodatabase. The benefits of this are more accurate mapping and distances, easy linkage and comparisons to speed data, and inclusion of local streets for sub-TAZ level analysis. In addition, the GIS network contains many variables to complement those already part of the travel model network, including auto, HOV, transit, truck, bike, and walk accessibility designations. The transit assignment includes the following variables: transit networks, transit attributes (mode, operator, vehicle type), transit access links, fares, user classes, and transfer and wait rules. Higher frequency transit and infill developments lead to increased transit ridership in the future. The mode choice model reflects the household travel survey, as shown in the table below.

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

VALIDATION/CALIBRATION

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

Supporting Documentation:

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

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

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

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

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

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on the 2019 FTIP and the 2018 RTP. Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

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

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

C. TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the TCAG transportation modeling area for each scenario in the Conformity Analysis is presented in Table 2-2.

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

Horizon Year	Total Population	Employment	Average Weekday VMT	Total Lane Miles
2018	478,292	178,046	10,575,671	N/A
2019	483,293	179,803	10,660,825	N/A
2020	488,293	181,560	10,716,374	4,192
2021	493,455	183,317	10,806,930	N/A
2023	504,072	186,830	10,995,728	N/A
2024	508,939	188,587	11,086,016	N/A
2027	524,916	193,858	11,406,584	4,288
2030	541,140	199,128	11,650,102	N/A
2031	546,549	200,885	11,756,385	N/A
2035	568,186	207,912	12,085,473	4,391
2037	578,651	211,426	12,253,801	NA
2042	603,775	220,210	12,699,425	4,461

D. VEHICLE REGISTRATIONS

TCAG does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2014 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2014 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for conformity.

E. STATE IMPLEMENTATION PLAN MEASURES

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

OZONE

Committed control measures in the 2007 8-hour Ozone Plan (as revised in 2015) for the 1997 Ozone standard that reduce mobile source emissions are shown in Table 2-3. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-3:
2007 Ozone Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
Existing Local Reductions: District Rule 9310 (School Bus Fleets)	Summer NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Summer ROG Summer NOx
New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction)	Summer ROG Summer NOx
New/Proposed State Reductions: Smog Check & Reformulated Gas (RFG)	Summer ROG Summer NOx

NOTE: This table is consistent with the 2007 Ozone Plan (as revised in 2015) which was approved by EPA on July 8, 2016 (effective September 30, 2016). State reductions from the Carl Moyer, AB1493, Smog Check and RFG have been included in EMFAC2014.

No committed control measures are included in the 2008 ozone standard conformity demonstration.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-4. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-4:
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis**

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

NOTE: State reductions from the Carl Moyer, Reflash and Idling have been included in EMFAC2014.

PM2.5

Committed control measures in the 2008 PM2.5 Plan (as revised) and 2012 PM2.5 Plan (as revised in 2015) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-5 and 2-6, respectively. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

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

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

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

**Table 2-6:
2012 PM2.5 (2006 Standard) Plan Measures Assumed in the Conformity Analysis**

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

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

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2014. CARB emission factors for PM10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For this conformity analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- The 2007 Ozone Plan (1997 Standard), as revised in 2015, was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by the ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017).
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM2.5 Plan (1997 Standards), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016) inclusive of the revised conformity budgets and PM2.5 trading mechanism.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-7.

A. EMFAC2014

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

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or MPO level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and

season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

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

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

B. ADDITIONAL PM-10 ESTIMATES

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

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

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

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight, and rainfall correction factor remain unchanged. Emissions are estimated for five roadway

classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

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

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

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

PM-10 TRADING MECHANISM

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

C. PM2.5 APPROACH

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

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

EMFAC2014 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October

through February). EMFAC will be run to estimate direct PM_{2.5} and NO_x emissions from motor vehicles for an annual or winter average day as described below.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM_{2.5} annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM_{2.5} areas that are currently using network based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network based travel models are expected and whether these variations would have a significant impact on PM_{2.5} emission estimates.

The SJV MPOs all use network based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials.

In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation.

The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2014 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

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

The regional emissions analyses in PM_{2.5} nonattainment areas must consider directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2014. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NO_x emissions are included; however, VOC, SO_x, and ammonia emissions are not.

1997 Standard – Since EPA did not take action on the 2017 PM_{2.5} Plan, the 2008 PM_{2.5} Plan budgets will continue to be used in this conformity analysis. The 2008 PM_{2.5} Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012) and contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average annual daily

emissions. The annual inventory methodology contained in the 2008 PM_{2.5} Plan (as revised in 2011) and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 Standard – Since EPA did not take action on the 2017 PM_{2.5} Plan, the 2012 PM_{2.5} Plan (as revised in 2015) budgets will continue to be used in this conformity analysis. On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM_{2.5} Standard. On August 16, 2016, the 2012 PM_{2.5} Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016). The 2012 PM_{2.5} Plan (as revised in 2015) contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average winter daily emissions. The winter inventory methodology contained in the 2012 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM_{2.5} include directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 PM_{2.5} standards.

2012 Standard – EPA's nonattainment area designations for the 2012 PM_{2.5} standard became effective on April 15, 2015. Conformity applies one year after the effective date (April 15, 2016). In accordance with Section 93.109(i)(3) of the federal transportation conformity rule, if a 2012 PM_{2.5} area has adequate or approved SIP budgets that address the annual 1997 standards, it must use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. It is important to note that the 2012 annual PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 and 2006 PM_{2.5} standards. Since EPA has not did not take action on the 2017 PM_{2.5} Plan, the 2008 PM_{2.5} Plan (as revised in 2011) budgets will continue to be used in this conformity analysis.

1997 and 2012 PM_{2.5} TRADING MECHANISM

Since EPA did not take action on the 2017 PM_{2.5} Plan, consistent with the PM_{2.5} implementation rule, the 2008 PM_{2.5} Plan budgets and trading mechanism will continue to be used in this conformity analysis.

The 2008 PM_{2.5} SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 1 to 9 ratio. This trading mechanism will be used for the 1997 annual and 24-hour hour and 2012 PM_{2.5} standard conformity analyses for analysis years after 2014.

2006 PM_{2.5} TRADING MECHANISM

Since EPA did not take action on the 2017 PM_{2.5} Plan, consistent with the PM_{2.5} implementation rule, the 2012 PM_{2.5} Plan budgets and trading mechanism will continue to be used in this conformity analysis.

On August 16, 2016 EPA approved the 2012 PM_{2.5} SIP including the PM_{2.5} trading mechanism that allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM-2.5 using an 8 to 1 ratio. This trading mechanism will be used for the 2006 24-hour PM_{2.5} standard conformity analysis for analysis years after 2014.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2014. These instructions were originally provided for interagency consultation in May 2016. EPA, FHWA, and ARB concurred. The EMFAC instructions were subsequently updated to include appropriate conformity analysis years for the 2019 FTIP and 2018 RTP; IAC concurrence was received in January 2018.

Documentation of the conformity analysis for the 2019 FTIP and 2018 RTP is provided in Appendix C, including:

- 2018 RTP Conformity EMFAC Spreadsheet
- 2018 RTP Conformity Paved Road Spreadsheet
- 2018 RTP Conformity Unpaved Road Dust Spreadsheet
- 2018 RTP Conformity Construction Spreadsheet
- 2018 RTP Conformity Totals Spreadsheet
- 2018 RTP PM₁₀ Trading Spreadsheet

CHAPTER 4: TRANSPORTATION CONTROL MEASURES

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

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMs

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

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

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

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

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

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;

- (vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- (viii) programs for the provision of all forms of high-occupancy, shared-ride services;
- (ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- (x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- (xi) programs to control extended idling of vehicles;
- (xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;
- (xiii) employer-sponsored programs to permit flexible work schedules;
- (xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- (xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and
- (xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

“(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.

(2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.”

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

“(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:

- if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
- if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.”

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

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

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2007 Ozone Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). The 2016 Ozone Plan is currently under EPA review. However, both Plans do not include new TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

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

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

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

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

The 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016). The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plans do not include any additional TCMs for the San Joaquin Valley.

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

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

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

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

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

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

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

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

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under “Additional Projects Identified”. This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006, as well as the 2015 TIP and 2014 RTP as amended. The 2002 RACM TID Table has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, TCAG undertook a process to identify and evaluate potential control measures that could be included in the 2018 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

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

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2018 RTP included:

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

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

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. TCAG also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been approved since 2012. New PM-10 plans that have been reviewed include:

- A. West Pinal County, AZ Moderate PM-10 Nonattainment Area SIP, submitted December 21, 2015 (EPA approval effective May 31, 2017). Contingency measures include paving or chemically stabilizing unpaved roads.
- B. Owens Valley, CA Serious PM-10 Nonattainment Area SIP, submitted June 9, 2016 (EPA approval effective April 12, 2017). Road dust was determined to be below de minimis thresholds and no mobile source control measures were adopted.
- C. Mammoth Lake, CA PM-10 Redesignation Request and Maintenance Plan, submitted October 21, 2014 (EPA approval effective November 4, 2015). The Mammoth Lake general plan places a cap on the growth of VMT. Contingency measures include improved street sweeping procedures and reduced use of volcanic cinders on roadways.
- D. Las Vegas, NV Serious PM-10 Redesignation Request and Maintenance Plan, submitted September 7, 2012 (EPA approval effective November 5, 2014). Most stringent measures were introduced in 2001. Stabilization of unpaved roads including paving roads with volumes over 150 vehicles per day. Paved road sweeping and mitigation measures.
- E. Payson, AZ PM-10 Limited Maintenance Plan submitted January 23, 2012 (EPA approval effective May 19, 2014). Contingency measures include paving or chemically stabilizing unpaved roads.
- F. South Coast, CA PM-10 Redesignation Request and Maintenance Plan submitted April 28, 2010 (EPA approval effective July 26, 2013). No PM-10 specific dust control measures cited for mobile sources.
- G. Juneau's Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted February 20, 2009 (EPA approval effective July 8, 2013). The attainment plan control measures included optimizing sanding and de-icing materials to minimize entrainment, spring street sweeping, and paving of dirt roads. No additional measures were identified for the LMP to continue attainment of the NAAQS. Contingency measures include paving of dirt roads and stabilization of unpaved shoulders.
- H. Eugene-Springfield, OR PM-10 Redesignation Request and Limited Maintenance Plan submitted January 13, 2012 (EPA approval effective June 10, 2013). Motor vehicles were not identified as a significant source and no control measures were included for onroad mobile sources.
- I. Sandpoint, ID PM-10 Limited Maintenance Plan submitted December 12, 2011 (EPA approval effective May 23, 2013). Ordinances require the application of certain types of sand in the winter along with increased street sweeping.

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

Based on consultation with CARB and the Air District, TCAG considered priority funding allocations in the 2018 RTP for PM-10 and NOx emission reduction projects in the post-

attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

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

Congestion Mitigation and Air Quality (CMAQ) funding has been utilized by TCAG to fund numerous projects for implementation of Measures 1 through 3 above. The use of rubberized asphalt is at the discretion of the agencies responsible for specific overlay projects; various funding sources, including state, federal, and local measure money, have been and will continue to be utilized for implementation of Measure 4 so long as those funds are available. Requests for funding Measure 1 types of projects have not been brought to TCAG and presumably most, if not all, unpaved road needs have been met. On new or relatively small projects, agencies will likely use local and/or measure funds for these projects.

CHAPTER 5: INTERAGENCY CONSULTATION

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

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

A. INTERAGENCY CONSULTATION

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

The draft boilerplate conformity document was distributed for interagency consultation on January 9, 2018. Comments received have been addressed and incorporated into this version of the analysis.

In addition, the CMAQ Policy Threshold Evaluation was transmitted for interagency consultation on January 25, 2018. No changes to the CMAQ Policy were recommended. The San Joaquin Valley MPO CMAQ policy contains language that says the cost-effectiveness threshold will be evaluated with every FTIP; whereas, the policy itself is to be reviewed with every RTP. As part of the 2019 FTIP development, the threshold was reviewed. The review indicated that a threshold should be retained at the current \$45/lb level. No adverse comments were received

The Draft 2018 RTP was released on May 3, 2018 for a 55-day public comment period. The 2019 FTIP and the corresponding Conformity Analysis were released for a 30-day public comment period on May 28, 2018, followed by Board adoption on August 20, 2018. Federal approval is anticipated on or before December 31, 2018.

The conformity analysis for the 2019 FTIP and 2018 RTP was developed in consultation with TCAG local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

B. PUBLIC CONSULTATION

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

All MPOs in the San Joaquin Valley have standard public involvement procedures. TCAG has an adopted consultation process and policy for conformity analysis which includes a 30-day public notice and comment period followed by a public hearing. Public hearing notices are posted in English and Spanish. Translation services are also available for other languages. Draft documents are provided to the Interagency Consultation (IAC) Group, the TCAG Board and various committees, and all member agencies and transit providers for review. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6: TIP AND RTP CONFORMITY

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

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

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

1997 Ozone:

For 1997 8-hour ozone⁴, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan (as revised in 2015) budgets established for ROG and NO_x for an average summer (ozone) season day. EPA approved the Plan and conformity budgets (as revised in 2015) on July 8, 2016 (effective September 30, 2016). The modeling results for all analysis years indicate that the on-road vehicle ROG and NO_x emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

⁴ Note that FHWA/FTA *Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS* issued on April 23 does not require that areas in non-attainment of the 2008 Ozone Standard address 1997 ozone in their regional conformity analyses at this time. However, the SJV MPOs have voluntarily included 1997 ozone conformity demonstration for the 2018 RTP/2019 TIP to minimize project delivery risk.

2008 Ozone:

For 2008 8-hour ozone, the applicable conformity test is the emissions budget test, using the 2016 Ozone Plan budgets established for ROG and NO_x for an average summer (ozone) season day. EPA found 2016 Ozone Plan conformity budgets adequate on June 29, 2017 (effective July 14, 2017). The modeling results for all analysis years indicate that the on-road vehicle ROG and NO_x emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

PM-10:

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NO_x. This Plan revisions including conformity budgets was approved by EPA on July 8, 2016 (effective September 30, 2016). The modeling results for all analysis years indicate that the PM-10 emissions predicted for the “Build” scenarios are less than the emissions budget for 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 PM2.5 Standards:

Since EPA did not take action on the 2017 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NO_x emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

Since EPA did not take action on the 2017 PM2.5 Plan, the 2012 PM2.5 Plan (as revised in 2015) budgets will continue to be used in this conformity analysis. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using adequate budgets established in the 2012 PM2.5 Plan (as revised in 2015). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NO_x emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 PM2.5 Standard:

In accordance with Section 93.109(c)(2), areas designated nonattainment for the 2012 PM2.5 standards are required to use existing adequate or approved SIP motor vehicle emissions budgets for a prior annual PM2.5 standard until budgets for the 2012 PM2.5 standards are either found adequate or approved. Since EPA has not did not take action on the 2017 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will continue to be used in this conformity analysis. For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using

the 2008 PM2.5 Plan (1997 standard) budgets. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011, effective January 9, 2012. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity Regulation have been satisfied, a finding of conformity for the Conformity Analysis for the 2019 FTIP and the 2018 RTP is supported.

TULARE COUNTY ASSOCIATION OF GOVERNMENTS
FINAL Conformity Analysis for 2019 FTIP and 2018 RTP

**Table 6-1:
Conformity Results Summary**

2018 RTP Conformity Results Summary -- TULARE

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
1997 Ozone*	2020 Budget	3.1	8.1		
	2020	2.9	7.6	YES	YES
	2023 Budget	2.5	4.9		
	2023	2.3	4.6	YES	YES
	2031	1.6	3.3	YES	YES
	2037	1.3	2.9	YES	YES
	2042	1.2	2.8	YES	YES
*1997 Ozone conformity is included due to uncertainty associated with an ongoing litigation related to EPA's revocation of the 1997 ozone standard.					
Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone	2018 Budget	3.7	9.5		
	2018	3.5	9.0	YES	YES
	2021 Budget	2.9	7.2		
	2021	2.7	6.8	YES	YES
	2024 Budget	2.4	4.7		
	2024	2.2	4.4	YES	YES
	2027 Budget	2.2	4.1		
	2027	2.0	3.8	YES	YES
	2030 Budget	1.9	3.8		
	2030	1.8	3.4	YES	YES
PM-10	Adjusted 2020 Budget	3.5	8.3		
	2020	3.5	7.9	YES	YES
	Adjusted 2020 Budget	3.6	8.1		
	2027	3.6	3.9	YES	YES
	Adjusted 2020 Budget	3.7	8.0		
1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards	2035	3.7	3.1	YES	YES
	Adjusted 2020 Budget	3.8	7.8		
	2042	3.8	2.9	YES	YES
2006 PM2.5 Winter 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2014 Budget	0.5	13.8		
	2021	0.3	7.1	YES	YES
	2014 Budget	0.5	13.8		
	2027	0.3	3.9	YES	YES
	2014 Budget	0.5	13.8		
	2035	0.3	3.1	YES	YES
	2014 Budget	0.5	13.8		
	2042	0.3	2.9	YES	YES
2006 PM2.5 Winter 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2017 Budget	0.4	11.2		
	2019	0.3	9.1	YES	YES
	2017 Budget	0.4	11.2		
	2027	0.3	4.1	YES	YES
	2017 Budget	0.4	11.2		
	2035	0.3	3.2	YES	YES
	2017 Budget	0.4	11.2		
	2042	0.3	2.9	YES	YES

Conformity Results Summary Continued

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	0.703	7.946	1.796		0.757		0.205		3.5	7.9
2027	0.697	3.943	1.903		0.757		0.205		3.6	3.9
2035	0.719	3.107	2.013		0.757		0.192		3.7	3.1
2042	0.746	2.892	2.108		0.757		0.149		3.8	2.9

REFERENCES

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

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

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

EPA, 2010a. 40 CFR Part 93. *Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments; Final Rule*. Federal Register, March 24, 2010, Vol. 75, No. 56, p. 14260.

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

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

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

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

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

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

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

APPENDIX A
CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

Checklist for MPO TIPs/RTPs January 2018

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	8-10	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	12	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is not a significant contributor or that the SIP does not establish a budget (otherwise, conformity applies for NOx)	N/A	“Significant contributor” language not used in document...
§93.102 (b)(2)(v)	PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	34-36	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding made by DOT.	1, 47,	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106	Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the based year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)). Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	17-18, 27, 61-69	
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality	9-15, 23-30, 33-36, 39, 41	

40 CFR	Criteria	Page	Comments
	implementation plans (SIPs) and court orders.		
§93.109 (c.)	Provide either a table or text description that details, for each pollutant, precursor and applicable standard, whether the interim emissions test(s) and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	10-15, 47-49	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	12	
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	N/A	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the “time the conformity analysis begins,” including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	19-28	
EPA-DOT guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (December 2008 guidance.)	19-21	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	25, 37-44	
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	20-21, 31	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	45-46, Appendix F	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely	37-44	

40 CFR	Criteria	Page	Comments
	implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.		
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
For Areas with SIP Budgets:			
§93.118, §93.124	Document what the applicable budgets are, and for what years. Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).	10-15, Appendix C	
§93.118 (a, c, e)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	47-51	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	17	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	17-18, 50-51, Appendix C	
For Areas without Applicable SIP Budgets:			
§93.119	<u>Document whether the area must meet just one or both interim emissions tests. If both, document that it is the “less than” form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)).</u>	N/A	
§93.119 ⁹ (a, b, c, d)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline” or “Action/Baseline Year” emissions tests as applicable.	N/A	

40 CFR	Criteria	Page	Comments
§93.119 (e)	Document the appropriate baseline year.	N/A	
§93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	N/A	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	N/A	
For All Areas Where a Regional Emissions Analysis Is Needed			
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	27, Appendix B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2). Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year (a)(3).	37-44, Appendix D	
§93.122 (a)(4,5,6,7)	For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4). Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5). Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7).	31-32, Appendix D	
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the	23-24	

40 CFR	Criteria	Page	Comments
	model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).		
§93.122 (b)(1)(ii) ⁱⁱ	Document the land use, population, employment, and other network-based travel model assumptions.	21-22	
§93.122 (b)(1)(iii) ⁱⁱ	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	21-22	
§93.122 (b)(1)(iv) ⁱⁱ	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	24-25	
§93.122 (b)(1)(v) ⁱⁱ	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	22-25	
§93.122 (b)(1)(vi) ⁱⁱ	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	22-25	
§93.122 (b)(2) ⁱⁱ	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	24-25	
§93.122 (b)(3) ⁱⁱ	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	20, 23-24	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	20-28	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	31-35, Appendix C	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:	N/A	
	(g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan	N/A	
	(g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions	N/A	

40 CFR	Criteria	Page	Comments
	in the previous determination;		
	(g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	27, 66-69	

ⁱ Note that some areas are required to complete both Interim emissions tests.

ⁱⁱ 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR 93.122(d)).

Disclaimers

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

APPENDIX B

TRANSPORTATION PROJECT LISTING

Regionally Significant Project Listing

RTP Project ID	Jurisdiction/ Agency	Facility Name/Rte	Project Limits	Type of Improvement	Open to Traffic	Year(s) Modeled											Estimated Cost (\$1,000's)
						2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042	
TUL12-111	Caltrans	SR 99	30.6/35.2 Tulare/Tagus - Prosperity Ave to 1.2m S of Ave 280	Widen from 4 to 6 lanes	2022					x	x	x	x	x	x	x	\$95,863
CT-RTP07- 004	Caltrans	SR 99	25.5/30.6 Tulare - Avenue 200 to Prosperity Ave	Widen from 4 to 6 lanes	2029								x	x	x	x	\$263,420
CT-RTP07- 005	Caltrans	SR 99	16.0/25.5 South of Tipton to Avenue 200	Widen from 4 to 6 lanes	2038											x	\$192,623
TUL12-122	Caltrans	SR 65	10.9/15.6 Terra Bella - Ave 88 to Ave 124	Widen from 2 to 4 lanes	2029								x	x	x	x	\$52,318
TUL12-123	Caltrans	SR 65	6.1/11.4 Ducor - Orris UP to Ave 92	Widen from 2 to 4 lanes	2034										x	x	\$75,680
TUL12-124	Caltrans	SR 65	0.0/6.6 County Line to Ave 56	Widen from 2 to 4 lanes	2040											x	\$108,309
CT-RTP11- 001	Caltrans	SR 65	29.5/32.3 Near Lindsay-from Hermosa Rd to Ave 244	Realignment and widen from 2 to 4 lanes	2030								x	x	x	x	\$39,978
CT-RTP07- 008	Caltrans	SR 190	8.5/15.0 Poplar/Porterville - Rte 65 to Road 184	Widen from 2 to 4 lanes	2042											x	\$133,532

Regionally Significant Project Listing

RTP Project ID	Jurisdiction/ Agency	Facility Name/Rte	Project Limits	Type of Improvement	Open to Traffic	Year(s) Modeled											Estimated Cost (\$1,000's)
						2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042	
CT-RTP11-002	Caltrans	SR 216 (Houston)	Rd 144 to Rd 148; 0.5 mi.	Widen from 2 to 4 lanes	2030								x	x	x	x	\$7,103
CT-RTP11-003	Caltrans	SR 216 (Houston)	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes	2035										x	x	\$8,234
CT-RTP07-011	Caltrans	SR 99	SR-99 at Caldwell Avenue	Widen on/off ramps and bridge structure	2026							x	x	x	x	x	\$56,721
CT-RTP07-013	Caltrans	SR 99	SR-99 at AgriCenter (Commercial)	Construct new Interchange	2030								x	x	x	x	\$73,250
CT-RTP07-014	Caltrans	SR 99	SR-99 at Paige Ave.	Widen on/off ramps and bridge structure	2030								x	x	x	x	\$83,360
CT-RTP07-021	Caltrans	SR 198	SR-198 at Road 148	Construct new interchange	2032										x	x	\$75,439
CT-RTP07-022	Caltrans	SR 190	SR-190 at Main Street	Widen bridge structure, new ramps	2040											x	\$80,056
DI-RTP07-015	Dinuba	Alta Avenue	Sequoia to Avenue 432	Widen from 2 to 4 lanes	2031									x	x	x	\$8,416

Regionally Significant Project Listing

RTP Project ID	Jurisdiction/ Agency	Facility Name/Rte	Project Limits	Type of Improvement	Open to Traffic	Year(s) Modeled											Estimated Cost (\$1,000's)
						2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042	
TUL00-106	Dinuba	Ave 416 (El Monte)	Road 80 to Road 92	Widen from 2 to 4 lanes	2042											x	\$30,114
FA-RTP07-001	Farmersville	Farmersville Blvd.	Walnut Ave to Noble Ave. - 1 mi	Widen from 2 to 4 lanes	2022					x	x	x	x	x	x	x	\$22,195
PO-RTP14-001	Porterville	Westwood St	South of Orange Ave to South of Tule River	Widen from 2 to 4 lanes	2040											x	\$11,220
PO-RTP18-002	Porterville	Newcomb St	North of Tule River to south of Poplar Ditch	New 4 lane overcrossing	2035										x	x	\$68,982
VI-RTP07-029	Visalia	Riggin Avenue	Road 80 to SR-63 (various sections)	Widen from 2 to 4 lanes	2024						x	x	x	x	x	x	#REF!
TUL00-010a	Tulare Co.	Avenue 280	Santa Fe (Visalia) to Lovers Ln (Visalia)	Widen from 2 to 4 lanes	2022					x	x	x	x	x	x	x	\$26,304
TUL00-010b	Tulare Co.	Avenue 280	Lovers Ln (Visalia) to Virginia (Farmersville)	Widen from 2 to 4 lanes	2024						x	x	x	x	x	x	\$31,167
TUL00-010c	Tulare Co.	Avenue 280	Brundage (Farmersville) to Elberta (Exeter)	Widen from 2 to 4 lanes	2024						x	x	x	x	x	x	\$24,501

Regionally Significant Project Listing

RTP Project ID	Jurisdiction/ Agency	Facility Name/Rte	Project Limits	Type of Improvement	Open to Traffic	Year(s) Modeled											Estimated Cost (\$1,000's)
						2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042	
CT-RTP-07-018	Visalia	SR 198	SR-198 at Akers Street	Minor widening & Safety Improvements	2020			x	x	x	x	x	x	x	x	x	\$5,240
LI-RTP18-001	Lindsay	SR 65	SR-65 at Tulare Avenue	Roundabout and local street improvements	2024						x	x	x	x	x	x	\$38,750

Federally-Funded Non-Regionally Significant Project Listing

RTP Project ID	Jurisdiction/ Agency	Facility Name/Rte	Project Limits	Type of Improvement	Open to Traffic	Year(s) Modeled											Estimated Cost (\$1,000's)
						2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042	
None																	

Exempt Project Listing

Agency	MPO ID	CTIPS ID	Project Title	Project Description	Total Project Cost (in \$1,000's)	Exemption Code
Caltrans	TUL12-170	21500000381	Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program	In Tulare County: Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program .	\$17,356	1.06
Caltrans	TUL12-172	21500000383	Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Bridge Preservation Program	In Tulare County: Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Bridge Preservation Program .	\$48,543	1.06
Caltrans	TUL12-175	21500000501	Grouped Projects for Pavement Resurfacing and/or Rehabilitation-SHOPP Roadway Preservation	In Tulare County: Grouped Projects for Pavement Resurfacing and/or Rehabilitation-SHOPP Roadway Preservation	\$100,337	1.10
Caltrans	TUL13-125	21500000619	Caltrans. Bridge No. 46C0208, Ave 364 Over Cottonwood Creek	In Tulare County: Bridge No. 46C0208, Ave. 364 Over Cottonwood Creek, 0.2 miles west of SR-245; Replace 1 Lane Bridge with 2 Lane Bridge.	\$3,970	1.19
Central Federal Lands Highway Division	TUL16-701	21500000721	CA FTNP SEKI 10 (12) General's Highway	In Tulare County (Sequoia National Park): Between Little Baldy and Pythian Camp Road; Rehabilitate and resurface 8.7 miles of the Generals Highway	\$8,200	1.10
Dinuba, City of	TUL10-010	21500000513	Alta Avenue and El Monte Way Signal Synchronization	In Dinuba: along Alta Ave (Road 80) from Kamm Avenue (Avenue 408) to Nebraska Avenue (Avenue 424) and along El Monte Way (Avenue 416) from Englehart Avenue (Road 72) to Alta Avenue (Road 80); Signal Synchronization.	\$452	5.07
Dinuba, City of	TUL17-001	21500000750	City of Dinuba Alta and Nebraska Roundabout	In Dinuba: At intersection of Alta and Nebraska Avenues; construction of roundabout.	\$2,077	5.01
Porterville, City of	TUL14-200	21500000671	Porterville City Transit ITS Improvements	In Porterville: Intelligent Transportation Systems (ITS) Improvements for Porterville City Transit	\$736	2.04

Exempt Project Listing

Agency	MPO ID	CTIPS ID	Project Title	Project Description	Total Project Cost (in \$1,000's)	Exemption Code
Porterville, City of	TUL16-006	21500000734	City of Porterville Solid Waste Truck Purchases (2)	In Porterville: Purchase of two (2) CNG-powered municipal solid waste trucks	\$553	4.01
Porterville, City of	TUL16-206	21500000742	Porterville City Transit Preventative Maintenance	In Porterville: Porterville City Transit preventative maintenance activities using FTA 5307 funds.	\$3,240	2.01
Porterville, City of	TUL17-000	21500000748	City of Porterville Solid Waste Truck Purchases (3)	In Porterville: Purchase of three (3) CNG-powered municipal solid waste trucks	\$906	4.01
Tulare County	TUL12-130	21500000595	County of Tulare. Bridge No. 46C0300-Ave 108	In Tulare County: Bridge No. 46C0300, Ave. 108, Over Lakeland Canal, 0.5 miles east of SR-43; Replace 1 Lane Bridge with 2 Lane Bridge	\$1,690	1.19
Tulare, City of	TUL16-003	21500000731	City of Tulare Solid Waste Truck Purchases	In Tulare: Purchase of six (6) diesel-powered municipal solid waste trucks	\$1,820	4.01
Tulare, City of	TUL16-200	21500000722	Tulare City Transit Preventative Maintenance	In Tulare: Tulare City Transit preventative maintenance activities using FTA 5307 funds.	\$4,288	2.01
Various Agencies	TUL11-120	21500000549	Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program	In Tulare County: Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program	\$82,323	1.10
Various Agencies	TUL12-144	21500000615	Grouped Projects for Safety Improvements - HSIP Program	Grouped Projects for Safety Improvements - HSIP Program. Throughout Tulare County.	\$4,323	1.06
Various Agencies	TUL13-700	21500000624	Grouped Projects for Pavement Resurfacing and/or Rehabilitation (STBGP)	In Tulare County Urbanized Area (UZA): Grouped Projects for Pavement Resurfacing and/or Rehabilitation - Surface Transportation Block Grant Program (STBGP).	\$13,588	1.10
Various Agencies	TUL16-001	21500000728	Grouped Projects for Bicycle and Pedestrian Facilities funded with CMAQ	In Tulare County: Grouped Projects for Bicycle and Pedestrian Facilities funded with CMAQ funds.	\$5,360	3.02

Exempt Project Listing

Agency	MPO ID	CTIPS ID	Project Title	Project Description	Total Project Cost (in \$1,000's)	Exemption Code
Various Agencies	TUL16-204	21500000727	Grouped Projects for Operating Assistance to Transit Agencies	In Tulare County: Grouped Projects for Operating Assistance to Transit Agencies.	\$50,876	2.01
Various Agencies	TUL16-205	21500000741	Grouped Projects for Purchase of New Buses and Rail Cars to Replace Existing Vehicles or for Minor Expansions to the Fleet	In Tulare County: Grouped Projects for Purchase of New Buses and Rail Cars to Replace Existing Vehicle or for Minor Expansions of the Fleet.	\$3,436	2.10
Various Agencies	TUL16-500	21500000726	Grouped Projects for Bicycle and Pedestrian Facilities funded with ATP	In Tulare County: Grouped Projects for Bicycle and Pedestrian Facilities funded with Active Transportation Program (ATP) funds.	\$9,282	3.02
Visalia, City of	TUL15-209	21500000701	Visalia City Transit Preventative Maintenance	In Visalia: Visalia City Transit preventative maintenance activities using FTA 5307 funds.	\$7,440	2.01
Visalia, City of	TUL16-002	21500000730	Northwest Downtown Traffic Signal Interconnections	In Visalia: At various locations in northwest portion of downtown area; replace existing copper wire traffic signal interconnects with fiber optic cable interconnects.	\$790	5.02
Visalia, City of	TUL16-004	21500000732	City of Visalia School Bus Purchase for Central Valley Christian School	In Visalia: Purchase of one (1) propane-powered school bus. Bus being purchased by City of Visalia on behalf of Central Valley Christian School	\$140	4.01
Visalia, City of	TUL16-008	21500000736	Visalia City Transit Bus Purchases	In Visalia: Purchase of 17 transit buses for Visalia City Transit.	\$10,880	2.10
Visalia, City of	TUL16-009	21500000737	City of Visalia Solid Waste Truck Purchases (13)	In Visalia: Purchase of 13 CNG-powered municipal solid waste trucks	\$4,610	4.01
Visalia, City of	TUL16-011	21500000740	City of Visalia Tulare & Santa Fe Roundabout	In Visalia: at intersection of Tulare Avenue and Santa Fe Street; design and right-of-way acquisition for a roundabout with a Class I multi-use trail along the perimeter.	\$2,725	5.01

Exempt Project Listing

Agency	MPO ID	CTIPS ID	Project Title	Project Description	Total Project Cost (in \$1,000's)	Exemption Code
Visalia, City of	TUL17-200	21500000747	City of Visalia Mobility Management	In City of Visalia; FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - Mobility Management	\$452	4.01

APPENDIX C CONFORMITY ANALYSIS DOCUMENTATION

2018 RTP Conformity EMFAC Spreadsheet

EMFAC Emissions (tons/day)

TULARE

Pollutant	Source	Description											
1997 Ozone	EMFAC 2014 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2020 2.91	2023 2.32							2031 1.64	2037 1.31	2042 1.17
		Conformity Total	2.90	2.30							1.60	1.30	1.20
1997 Ozone	EMFAC 2014 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	7.57	4.56							3.28	2.90	2.79
		Conformity Total	7.60	4.60							3.30	2.90	2.80
Note: State control measures (RFG, Moyer, AB1493 and Smog Check) have been incorporated in EMFAC2014. Rule 9310 and 9410 are not included in this conformity analysis.													
2008 Ozone	EMFAC 2014 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2018 3.50	2021 2.69	2024 2.20	2027 1.94		2030 1.71	2031 1.64	2037 1.31	2042 1.17		
		Conformity Total	3.50	2.70	2.20	2.00		1.80	1.70	1.40	1.20		
2008 Ozone	EMFAC 2014 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	8.99	6.79	4.33	3.78		3.38	3.28	2.90	2.79		
		Conformity Total	9.00	6.80	4.40	3.80		3.40	3.30	2.90	2.80		
PM-10	EMFAC 2014 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	2020 0.70						2027 0.70	2035 0.72			2042 0.75
		Conformity Total	0.70						0.70	0.72			0.75
PM-10	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	7.95						3.94	3.11			2.89
		Conformity Total	7.95						3.94	3.11			2.89
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	2021 0.30						2027 0.29	2035 0.29			2042 0.30
		Conformity Total	0.30						0.30	0.30			0.30
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	7.12						3.94	3.11			2.89
		Conformity Total	7.10						3.90	3.10			2.90
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	2019 0.33						2027 0.29	2035 0.29			2042 0.30
		Conformity Total	0.30						0.30	0.30			0.30
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	9.06						4.05	3.18			2.95
		Conformity Total	9.10						4.10	3.20			2.90

2018 RTP Conformity Paved Road Spreadsheet

Paved Road Dust Emissions (tons/day)

TULARE 2020

	Enter Freeway VMT ==>	Enter Arterial VMT ==>	Enter Collector VMT ==>	Enter Total of Urban and Rural Local VMT Here ==>	VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Freeway					3,253,968	1,188	90.751	88.076	0.241	0.075	0.223
Arterial					6,263,530	2,286	290.685	282.116	0.773	0.282	0.555
Collector					517,806	189	24.031	23.323	0.064	0.407	0.038
Urban					497,181	181	172.863	167.768	0.460	0.324	0.311
Rural					183,889	67	276.571	268.418	0.735	0.090	0.669
Totals				681,070	10,716,374	3,911	854.900	829.701	2.273		1.796

TULARE 2027

	Enter Freeway VMT ==>	Enter Arterial VMT ==>	Enter Collector VMT ==>	Enter Total of Urban and Rural Local VMT Here ==>	VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Freeway					3,475,566	1,269	96.931	94.074	0.258	0.075	0.238
Arterial					6,625,537	2,418	307.485	298.422	0.818	0.282	0.587
Collector					586,109	214	27.201	26.399	0.072	0.407	0.043
Urban					525,142	192	182.585	177.203	0.485	0.324	0.328
Rural					194,231	71	292.125	283.514	0.777	0.090	0.707
Totals				719,373	11,406,584	4,163	906.326	879.612	2.410		1.903

TULARE 2035

	Enter Freeway VMT ==>	Enter Arterial VMT ==>	Enter Collector VMT ==>	Enter Total of Urban and Rural Local VMT Here ==>	VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Freeway					3,646,871	1,331	101.709	98.711	0.270	0.075	0.250
Arterial					7,025,944	2,564	326.068	316.456	0.867	0.282	0.623
Collector					653,455	239	30.326	29.432	0.081	0.407	0.048
Urban					554,218	202	192.694	187.014	0.512	0.324	0.346
Rural					204,985	75	308.299	299.211	0.820	0.090	0.746
Totals				759,203	12,085,473	4,411	959.095	930.825	2.550		2.013

TULARE 2042

	Enter Freeway VMT ==>	Enter Arterial VMT ==>	Enter Collector VMT ==>	Enter Total of Urban and Rural Local VMT Here ==>	VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Freeway					3,850,632	1,405	107.392	104.226	0.286	0.075	0.264
Arterial					7,363,655	2,688	341.740	331.667	0.909	0.282	0.652
Collector					692,103	253	32.120	31.173	0.085	0.407	0.051
Urban					578,915	211	201.281	195.348	0.535	0.324	0.362
Rural					214,119	78	322.037	312.545	0.856	0.090	0.779
Totals				793,035	12,699,425	4,635	1004.570	974.959	2.671		2.108

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

TULARE

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

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

TULARE

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

2018 RTP Conformity Unpaved Road Dust Spreadsheet

Unpaved Road Dust Emissions (tons/day)

TULARE 2020

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

TULARE 2027

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

TULARE 2035

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

TULARE 2042

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

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

TULARE													
	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	8.0	7.3	6.8	4.0	2.0	0.3	0.0	0.0	1.0	2.0	4.8	6.8	42.8
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.74	0.74	0.78	0.87	0.94	0.99	1.00	1.00	0.97	0.94	0.84	0.78	0.88

2018 RTP Conformity Construction Spreadsheet

Road Construction Dust

TULARE

Description								
	2020		2027		2035		2042	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	3986	2020	4192	2027	4288	2035	4391
Horizon	2020	4,192	2027	4,288	2035	4,391	2042	4,461
Difference	15	206	7	96	8	103	7	70
Lane Miles per Year		14		14		13		10
Acres Disturbed		53		53		50		39
Acre-Months		959		958		899		698
Emissions (tons/year)		105.472		105.326		98.880		76.800
Annual Average Day Emissions (tons)		0.289		0.289		0.271		0.210
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.205		0.205		0.192		0.149

2018 RTP Conformity Totals Spreadsheet

2018 RTP Conformity Results Summary -- TULARE

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
1997 Ozone*	2020 Budget	3.1	8.1		
	2020	2.9	7.6	YES	YES
	2023 Budget	2.5	4.9		
	2023	2.3	4.6	YES	YES
	2031	1.6	3.3	YES	YES
	2037	1.3	2.9	YES	YES
	2042	1.2	2.8	YES	YES

*1997 Ozone conformity is included due to uncertainty associated with an ongoing litigation related to EPA's revocation of the 1997 ozone standard.

Pollutant	Scerio	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone	2018 Budget	3.7	9.5		
	2018	3.5	9.0	YES	YES
	2021 Budget	2.9	7.2		
	2021	2.7	6.8	YES	YES
	2024 Budget	2.4	4.7		
	2024	2.2	4.4	YES	YES
	2027 Budget	2.2	4.1		
	2027	2.0	3.8	YES	YES
	2030 Budget	1.9	3.8		
	2030	1.8	3.4	YES	YES
	2031 Budget	1.9	3.7		
	2031	1.7	3.3	YES	YES
	2037	1.4	2.9	YES	YES
	2042	1.2	2.8	YES	YES

Pollutant	Scerio	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	Adjusted 2020 Budget	3.5	8.3		
	2020	3.5	7.9	YES	YES
	Adjusted 2020 Budget	3.6	8.1		
	2027	3.6	3.9	YES	YES
	Adjusted 2020 Budget	3.7	8.0		
	2035	3.7	3.1	YES	YES
	Adjusted 2020 Budget	3.8	7.8		
	2042	3.8	2.9	YES	YES

Pollutant	Scerio	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards	2014 Budget	0.5	13.8		
	2021	0.3	7.1	YES	YES
	2014 Budget	0.5	13.8		
	2027	0.3	3.9	YES	YES
	2014 Budget	0.5	13.8		
	2035	0.3	3.1	YES	YES
	2014 Budget	0.5	13.8		
	2042	0.3	2.9	YES	YES

Pollutant	Scerio	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2017 Budget	0.4	11.2		
	2019	0.3	9.1	YES	YES
	2017 Budget	0.4	11.2		
	2027	0.3	4.1	YES	YES
	2017 Budget	0.4	11.2		
	2035	0.3	3.2	YES	YES
	2017 Budget	0.4	11.2		
	2042	0.3	2.9	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	0.703	7.946	1.796		0.757		0.205		3.5	7.9
2027	0.697	3.943	1.903		0.757		0.205		3.6	3.9
2035	0.719	3.107	2.013		0.757		0.192		3.7	3.1
2042	0.746	2.892	2.108		0.757		0.149		3.8	2.9

2018 RTP PM10 Trading Spreadsheet

PM10 Emission Trading Worksheet

TULARE CONFORMITY ESTIMATES (tons/day)

	2020		2027		2035		2042	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	0.700	7.900	0.700	3.900	0.700	3.100	0.700	2.900
Paved Road Dust	1.796		1.903		2.013		2.108	
Unpaved Road Dust	0.757		0.757		0.757		0.757	
Road Construction Dust	0.205		0.205		0.192		0.149	
Total	3.458	7.900	3.565	3.900	3.662	3.100	3.714	2.900

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	3.4	8.4
2020	3.5	7.9
Difference	-0.1	0.5
* 1.5 (Adjustment to NOx Budget)	0.2	

NOTE: ONLY IMPLEMENT TRADING IF
NECESSARY (I.E., CONFORMITY FAILURE IN
TOTALS WORKSHEET)

Difference (2020 Budget - 2027)

	PM10	NOx
2020 Budgets	3.4	8.4
2027	3.6	3.9
Difference	-0.2	4.5
* 1.5 (Adjustment to NOx Budget)	0.3	

NOTE: ONLY IMPLEMENT TRADING IF
NECESSARY (I.E., CONFORMITY FAILURE IN
TOTALS WORKSHEET)

Difference (2020 Budget - 2035)

	PM10	NOx
2020 Budgets	3.4	8.4
2035	3.7	3.1
Difference	-0.3	5.3
* 1.5 (Adjustment to NOx Budget)	0.5	

NOTE: ONLY IMPLEMENT TRADING IF
NECESSARY (I.E., CONFORMITY FAILURE IN
TOTALS WORKSHEET)

Difference (2020 Budget - 2042)

	PM10	NOx
2020 Budgets	3.4	8.4
2042	3.7	2.9
Difference	-0.3	5.5
* 1.5 (Adjustment to NOx Budget)	0.5	

NOTE: ONLY IMPLEMENT TRADING IF
NECESSARY (I.E., CONFORMITY FAILURE IN
TOTALS WORKSHEET)

1:1.5 PM10 to NOx Trading

Adjusted 2020 Budget	3.5	8.3
2020 Conformity Total	3.5	7.9
Difference	0.0	0.4

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	3.6	8.1
2027 Conformity Total	3.6	3.9
Difference	0.0	4.2

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	3.7	8.0
2035 Conformity Total	3.7	3.1
Difference	0.0	4.9

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	3.7	8.0
2042 Conformity Total	3.7	2.9
Difference	0.0	5.1

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

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

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 7/16)	Conformity Analysis for the 2019 FTIP and 2018 RTP (as of 3/18)
TCAG	TU3.3	Employer Rideshare Program Incentives	TCAG Outreach program through 2006	Commitment complete.	Commitment complete.
Exeter	TU9.5	Encouragement of Bicycle Travel	Implement projects that fund, construct, or promote pedestrian and bicycle facilities.	The City has completed all bike lanes planned with BTA money received. 13,300 feet of Class II lanes along F St., Palm St., and Filbert Rd. and 15,200 feet along Visalia Rd., Firebaugh Ave., and Rocky Hill Road. (See Project TID Table) In addition, the City has been awarded a CMAQ grant for a Class I bicycle path on Belmont Avenue. The project is programmed, design and right of way complete, and is estimated to start construction in 16/17.	The Belmont Avenue bike path construction phase has been obligated. Construction will be underway in 2018/19.
Farmersville	TU1.5	Expansion of Public Transportation Systems	Seek opportunities to ensure more frequent stops of Orange Line in City and encourage ridership by making bus schedules available at City Hall and reminders on utility bills in 2002	Commitment complete.	Commitment complete.
Farmersville	TU5.5	Removal of On-Street Parking	Consider removing on-street parking on Visalia Road and some in downtown during FY 2002/03	Commitment complete.	Commitment complete.

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

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 7/16)	Conformity Analysis for the 2019 FTIP and 2018 RTP (as of 3/18)
Farmersville	TU5.9	Bus Pullouts in Curbs for Passenger Loading	Consider bus pull out on Visalia Road and Downtown during FY 2002/03	Commitment complete.	Commitment complete.
Farmersville	TU5.16	Adaptive traffic signals and signal timing	New traffic signals will have adaptive traffic signals and signal timing as they are installed	Roundabouts are still under construction at the intersections of Noble Ave and Farmersville Blvd, and at Noble Ave and SR 198 eastbound ramps and are 90% complete. Construction completion is still anticipated in the fall of 2016. A traffic signal is proposed at Road 168 and Avenue 288 (Walnut) once a junior high school is constructed. School construction continues to be delayed due to funding. The existing traffic signal at Farmersville Blvd and Avenue 288 (Walnut) will be modified in the future with the Farmersville Blvd widening project. This project is fully funded and currently in design.	The roundabouts at Noble Ave & Farmersville Boulevard and Noble Ave & SR 198 are complete and open to traffic. The traffic signal proposed at Road 168 and Avenue 288 (Walnut) is proposed once a junior high is constructed. The existing traffic signal at Farmersville Boulevard and Avenue 288 (Walnut) is still to be modified. The project is currently in design. The design consultant has updated the project schedule and has indicated the project should be ready to bid (design and right of way completed) in January 2019.
Lindsay	TU1.7	Free transit during special events	Trolley rides will be given during the annual Chili Cook-off celebration through October 2005	Commitment complete.	Commitment complete.

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

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 7/16)	Conformity Analysis for the 2019 FTIP and 2018 RTP (as of 3/18)
Lindsay	TU5.3	Reduce Traffic Congestion at Major Intersections	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Lindsay	TU5.4	Site-Specific Transportation Control Measures	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Lindsay	TU6.1	Park and Ride Lots	Continue to use and maintain two park and ride lots from 2002 - 2005	Commitment complete.	Commitment complete.
Lindsay	TU7.3	Involve school districts to encourage walking to school	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Lindsay	TU9.2	Encouragement of Pedestrian Travel	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Lindsay	TU9.3	Bicycle/Pedestrian Program	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Lindsay	TU9.5	Encouragement of Bicycle Travel	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Lindsay	TCM4	Bicycle Programs	Five pedestrian corridor projects by Fall 2003	Commitment complete.	Commitment complete.
Porterville	TU1.2	Transit Access to Airports	Provide demand response transit to and from the airport through at least 2007.	Porterville COLT continues to provide this service.	Porterville COLT continues to provide this service.
Porterville	TU1.6	Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management	Create a bus stop adjacent to a proposed new Park-and-Ride lot prior to end of 2003.	Commitment Complete	Commitment complete.

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

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 7/16)	Conformity Analysis for the 2019 FTIP and 2018 RTP (as of 3/18)
Porterville	TU1.7	Free transit during special events	Provide free shuttle bus service during the Sutton Iris Farm Festival through at least 2006.	Commitment complete.	Commitment complete.
Porterville	TU5.4	Site-Specific Transportation Control Measures	Construct left turn lanes at designated intersections by 2003.	Commitment complete.	Commitment complete.
Porterville	TU5.9	Bus Pullouts in Curbs for Passenger Loading	Construct one bus pull-out on Olive Avenue at Westwood; construct others as needed.	The City of Porterville routinely evaluates its transit service and has added other needed items to the transit system. The city will continue to evaluate bus pullout locations for feasibility and warrant.	The City of Porterville routinely evaluates its transit service and has added other needed items to the transit system. The city will continue to evaluate bus pullout locations for feasibility and warrant.
Porterville	TU5.16	Adaptive traffic signals and signal timing	Adaptive traffic signals will be installed on designated corridors in the City by 2003.	Commitment complete.	Commitment complete.
Porterville	TU9.5	Encouragement of Bicycle Travel	Hold dedication ceremonies for future phases of Tule River Parkway that encourage public use of bikeways through 2003.	Commitment complete.	Commitment complete.
Porterville	TU10.2	Bike Racks on Buses	Equip new buses with bike racks through at least 2006.	Commitment complete.	Commitment complete.
Porterville	TCM3	Rideshare Programs	Publish an article in "The Pen" that encourages rideshare within the City. Implementation by FY 2002/03.	Commitment complete.	Commitment complete.

**Tulare County Association of Governments
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Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 7/16)	Conformity Analysis for the 2019 FTIP and 2018 RTP (as of 3/18)
Tulare	TU1.1	Regional Express Bus Program	Provide regional express bus service to connect with other transit services through at least 2007.	The Tulare InterModal Express (TIME) fixed route service continues to provide connections to VCC (Visalia Transit) and TCAT.	The Tulare InterModal Express (TIME) fixed route service continues to provide connections to Visalia Transit and TCaT.
Tulare	TU1.2	Transit Access to Airports	Provide transit access to local airports through connection with other transit lines through at least 2007.	The TIME fixed route service continues to provide connections to VCC (Visalia Transit) which provides service to the Visalia Municipal Airport and the Fresno Airport (via the V-Line).	The TIME fixed route service continues to provide connections to Visalia Transit which provides service to the Visalia Municipal Airport and the Fresno Airport (via the V-Line).
Tulare	TU1.5	Expansion of Public Transportation Systems	Provide for the expansion and enhancement of existing transit services within the City through Unmet Needs and updating the City's Transit Development Plan.	The City continues to participate in the Unmet Needs Process. The City continues to implement the 2007 Transit Development Plan and 2014 Short Range Transit Plan.	The City continues to participate in the Unmet Needs Process. The City continues to implement the 2014 Short Range Transit Plan.
Tulare	TU1.6	Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management	The City will provide of adequate parking at transit facilities as park-and-ride lots. Implementation from 1999 through FY 2002/03.	Commitment complete.	Commitment complete.
Tulare	TU1.7	Free transit during special events	Provide free transit service during special events through at least 2007.	Commitment complete.	Commitment complete.
Tulare	TU1.9	Increase parking at transit centers or stops	Encourage transit convenience by providing additional parking at transit centers. Implementation from 1999 through FY 2002/03.	Commitment complete.	Commitment complete.

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

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

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Visalia	TU1.7	Free transit during special events	Provide free trolley service during special events.	The Visalia Trolley continues to provide free service during special events.	The Visalia Trolley continues to provide free service during special events.
Visalia	TU3.3	Employer Rideshare Program Incentives	Provide employee incentives for carpooling, walking, biking to work.	The City of Visalia continues to provide incentives to all employees who carpool, bike, or walk to work.	The City of Visalia continues to provide incentives to all employees who carpool, bike, or walk to work.
Visalia	TU5.2	Coordinate Traffic Signal Systems	Continue to expand the City's coordinated traffic signal system.	<p>The City of Visalia is finalizing an Intelligent Transportation System Strategic Plan for implementation. The construction and installation of the interconnect equipment along the corridors of Walnut Avenue, Conyer Street, and Acequia Avenue has been completed. The installation of the interconnection equipment along the Santa Fe corridor is currently under construction.</p> <p>The City continues to evaluate the transportation system for the implementation of intelligent transportation systems and the coordination of traffic signals.</p>	<p>The City of Visalia has completed the Intelligent Transportation System (ITS) Strategic Plan and has implemented the installation of interconnect equipment along Walnut Avenue, Conyer Street, Acequia Avenue, Santa Fe Street, and School Avenue. The Traffic Management Center (TMC) is currently under construction that will allow all current and future deployed ITS devices to be maintained and operated in real time. Within the next few months, the City will begin construction on interconnect equipment along Center Avenue, Giddings Street and Murray Avenue.</p>

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

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 7/16)	Conformity Analysis for the 2019 FTIP and 2018 RTP (as of 3/18)
Visalia	TU5.3	Reduce Traffic Congestion at Major Intersections	Continue to make use of turn lanes, signalization, and median dividers for traffic control.	The City of Visalia continually evaluates and prioritizes high volume intersections to determine the appropriate traffic control measures to be implemented. The project to install left turn phases at five existing signalized intersections HSIP-5044(096) is currently under construction.	The City of Visalia continually evaluates and prioritizes high volume intersections to determine the appropriate traffic control measures to be implemented. A project at the intersection of Goshen and Demaree will modernize the existing traffic signal, add right turn lanes for all approaches, and provide dual left turn lanes from Goshen to Demaree. In addition, it will reconfigure the 4 lanes currently marked between SR 198 and Goshen along Demaree to a five lane roadway providing a continuous left turn lane. Furthermore, the City will begin construction of three traffic signals at the following intersections; Houston & County Center, Riggins & Mooney, County Center Street & Riggins Avenue and add protected left turns for north and south bound traffic at the existing signalized intersection of Chinoweth Street & Whitendale Avenue. The project to install left turn phases at five existing signalized intersections HSIP-5044(096) is currently under construction.

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

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 7/16)	Conformity Analysis for the 2019 FTIP and 2018 RTP (as of 3/18)
Visalia	TU5.4	Site-Specific Transportation Control Measures	Implement geometric traffic control procedures	The City of Visalia continues to implement various geometric traffic control measures based on the City's evaluation of intersections within the City of Visalia. The project to signalize the intersection of Ben Maddox Way at Douglas Avenue [HSIPL-5044(095)] is under construction.	The City of Visalia continues to implement various geometric traffic control measures based on the City's evaluation of intersections within the City of Visalia. The City is currently in design to install median along Caldwell Avenue between Akers Street and Shady Street. Construction will occur in 2019. The project to signalize the intersection of Ben Maddox Way at Douglas Avenue [HSIPL-5044(095)] is under construction.

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

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Visalia	TU9.5	Encouragement of Bicycle Travel	Expand the City's existing bicycle system; work with TCAG on outreach for bicycle programs	Existing bike lanes are being restriped and signing upgrades occur throughout the year. City staff works with the Waterways & Trails Committee to identify areas needing bike lanes or bike route signage. The Waterways & Trails Committee members actively outreach to educate bicyclists by having manned booths at special events and publishing and distributing a Bike Trail Map with the rules of the road. The City is preparing an Active Transportation Plan for funding eligibility. In new roadway design, roadways are being evaluated for the addition of bike routes or bike lanes as designated in the City's Bikeway Master Plan.	As the City performs pavement preservation, existing bike lanes are being restriped and signing upgrades occur throughout the year. City staff works with the Waterways & Trails Committee to identify areas needing bike lanes or bike route signage. The Waterways & Trails Committee members actively outreach to educate bicyclists by having manned booths at special events and publishing and distributing a Bike Trail Map with the rules of the road. The City has completed an Active Transportation Plan for project identification and possible funding eligibility. This past year about 3.2 miles of Class I multi-use paths were constructed. About 2 miles are anticipated to be constructed within the next year. In new roadway design, roadways are being evaluated for the addition of bike routes or bike lanes as designated in the City's Bikeway Master Plan.
Visalia	TU10.2	Bike Racks on Buses	Continue to provide bike racks on transit buses.	Numerous buses have been purchased for transit services in the City of Visalia. All buses come equipped with bike racks.	Numerous buses have been purchased for transit services in the City of Visalia. All buses come equipped with bike racks.

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

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 7/16)	Conformity Analysis for the 2019 FTIP and 2018 RTP (as of 3/18)
Visalia	TCM1	Traffic Flow Improvements	Continue to identify projects that improve traffic flow through the City's 5-Year Capitol Improvement Program	This measure has been implemented through the City's Circulation Element.	This measure has been implemented through the City's Circulation Element.
Visalia	TCM2	Public Transit	Implement Short Range Transit Plan to enhance and expand transit services.	Implementation continues as warranted.	Implementation continues as warranted.
Visalia	TCM4	Bicycle Programs	Continue to seek funding for, and implement bicycle improvements and programs.	The City continues to seek funding for and evaluate bike plan implementation. Implementation is ongoing.	The City continues to seek funding for and evaluate bike plan implementation. Implementation is ongoing.
Woodlake	TU1.5	Expansion of Public Transportation Systems	Expansion and enhancement of existing public transit through at least 2007.	Commitment Complete. Implementation continues.	Commitment Complete. Implementation continues.
Woodlake	TU3.5	Preferential Parking for Carpools and Vanpools	The City of Woodlake will designate preferential parking for carpools and vanpools at City locations through at least 2007.	Commitment Complete. Implementation continues.	Commitment Complete. Implementation continues.
Woodlake	TU5.8	On-Street Parking Restrictions	Restrict parking where it impacts traffic safety through at least 2007.	Commitment Complete. No additional parking restrictions have been identified.	Commitment Complete. No additional parking restrictions have been identified.
Woodlake	TU5.19	Internet provided road and route information	Post scheduled road construction on City website through at least 2007.	Commitment Complete. Implementation continues.	Commitment Complete. Implementation continues.

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

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Woodlake	TU7.13	Land use/air quality guidelines	Encourage high density development around transportation centers and the downtown through at least 2007.	Commitment Complete. Implementation ongoing.	Commitment Complete. Implementation continues.
Woodlake	TU7.14	Incentives for cities with good development practices	Require new development and major reconstruction to provide energy efficient lighting through at least 2007.	Commitment Complete. Implementation ongoing.	Commitment Complete. Implementation continues.
Woodlake	TU14.2	Special Event Controls	Reduce mobile source emissions from special event centers through at least 2007.	Commitment Complete.	Commitment complete.
Woodlake	TU14.3	Land Use/Development Alternatives	Promote high-density residential and commercial development in downtown area through at least 2007.	See Measure 7.13	See Measure 7.13
Woodlake	TU14.5	Evaluation of the Air Quality Impacts of New development and Mitigation of Adverse Impacts	Evaluate air quality impacts from new development using CEQA/NEPA process through at least 2007.	Commitment complete. Implementation ongoing.	Commitment complete. Implementation ongoing.
Woodlake	TCM1	Traffic Flow Improvements	Investigate the feasibility of regional cross valley rail and a number of signal and corridor improvements.	Signal improvements continue to be unwarranted.	Signal improvements continue to be unwarranted.

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

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	TIP Project Description	Implementation Status (as of 7/16)	Conformity Analysis for the 2019 FTIP and 2018 RTP (as of 3/18)
TU1.1/1.5	County of Tulare	Programs for improved public transit/regional express bus program	FY2002-2003 - operating new service	Local and State transit funding	N.A.	N.A.	Service between Woodville/Poplar/Cotton Center and Lindsay and Porterville	Complete	Complete
TU10.2	County of Tulare	Bike Rack On Buses	2002/2003 - implementation	Local and State transit funding	N.A.	N.A.	Install nine bile racks	Complete	Complete
TU18/TCM2/1 .1/1.5/15.2	County of Tulare	Local Government Control Measures/Improve d Public Transit	varies	FTA Section 5311/ TDA/CMAQ	2000, 2002	TUL00-056, TUL00-021	3-30 Passenger Buses	Complete	Complete
TU1.5/TCM 2	Dinuba	Expansion of Public Transit	2003	FTA 5311	2000	TUL01-011, TUL01-010	Two new buses operating by Jan 2003	Complete	Complete
TU1.5/TCM 2	Exeter	Expansion of Public Transportation System	2003	FTA 5311	2000	TUL01-009	New bus operating by Jan 2003	Complete	Complete

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

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TU5.4	Exeter	Site-Specific Transportation Control Measures		Local	N.A.	N.A.	N.A.	Complete	Complete
TU9.5	Exeter	Encouragement of Bicycle Travel		BTA	N.A.	N.A.	N.A.	Complete	Complete
TU 5.4	Farmersville	Turn pocket at Farmersville Boulevard and Visalia Road	2003	\$2 M STIP	2000, 2002, 2004	TUL00-107	Construct turn lanes & operational improvements	Complete	Complete
TU5.16	Farmersville	Adaptive traffic signals and signal timing		STP, State Cash	2006	TUL00-107	Ave 280-Visalia Road Operational Improvements	Complete	Complete

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

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TU1.6	Lindsay	Transit Improvements in Combination with Park and Ride Lots	2003 - construction complete	Local and State transit funding	N.A.	N.A.	New bus stops along Hermosa Street. Note: this is not an expansion of service but adding stops along an existing route	Complete	Complete
TU 5.1	Lindsay	Five pedestrian corridor projects	2003	\$3.5 M Federal grants	2000, 2002	TUL00-016, TUL00-023, TUL00-067, TUL01-001, TUL02-018	Construct five pedestrian corridor improvements	Complete	Complete
TU5.5	Lindsay	Removal of On- Street Parking	2003 - construction complete	Non- FHWA/FTA funding	N.A.	N.A.	Sweet Brier Plaza	Complete	Complete
TU 1.9	Porterville	Multi-modal transit center	2004	\$1,359,000 STIP (includes local)	2000	8614 (PPNO)	Construct transit station	Complete	Complete
TU 5.1 & 5.2	Porterville	Traffic Signal Coordination & Preemption	2005	\$240,000 includes partial CMAQ funding.	2000, 2002	TUL00-003, TUL00-004, TUL00-005	Implement revised coordination at six locations	Complete	Complete

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

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TU 5.3	Porterville	Reduce traffic congestion at 13 locations	2003	Includes partial CMAQ funding	2000, 2002	TUL00-006, TUL00-007	Thirteen signals or signal modifications	Complete	Complete
TU 6.1	Porterville	Park and Ride lot	2002	\$70,000 CMAQ	2000	TUL00-072	Construct Park and Ride lot	Complete	Complete
TU 9.2	Porterville	Missing sidewalks in core area	2004	\$1.9 M CMAQ	2000, 2002, 2004	TUL00-009	Construct bike path	Complete	Complete
TU 9.3	Porterville	Tule River Parkway (from Indiana St. to Jaye St.) and Rails to Trails Project	2002 & 2003	\$591,000 includes CMAQ	2000, 2002, 2004	TUL00-009	Construct bike path	Complete	Complete
TU14.7 & 7.12	Porterville	Incentives to increase density around transit centers	2003 construction	STIP and local funds	2000	8614(PPN O)	Transit Center	Complete	Complete

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

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TCM2	Porterville	Public Transit	FY2003/2004 - bus operations	FTA 5311/CMAQ and City	2000, 2002	TUL 00- 008, TUL00-008	Four Buses to expand service	Complete	Complete
TU5.4	Porterville	Site-Specific Transportation Control Measures	2003	Local	N.A.	N.A.	N.A.	Complete	Complete
TU5.9	Porterville	Bus Pullouts in Curbs for Passenger Loading	2001	LTF	N.A.	N.A.	N.A.	Complete	Complete
TU1.6	Tulare	Transit Service Improvements in Combination with Park-and-Ride Lots and Management	2002/2003 - construction	STIP, State Rural transit grant, and local funds	2000, 2002, 2004	8631(PPN O)	Parking at Intermodal Transit Facility	Complete	Complete
TU1.8	Tulare	Encourage Use of Transit By City Employee	FY 2002/2003	Local funding	N.A.	N.A.	Bus for free commute trips for city employees	Complete	Complete

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

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TU 5.3	Tulare	Design improvements to Prosperity Avenue interchange on SR 99	No schedule has been specified	No funds specified	1998, 2000, 2002, 2004	6405 (PPNO)	Construct interchange improvements	Complete	Complete
TU 9.1/9.2/9.3/9.4/9.5/TCM 4/9.9	Tulare	Santa Fe Trail	2002	includes CMAQ	2000, 2002	TUL00-014, TUL00-015, TUL00-026	Construct 4.5 mile pedestrian/bicycle path	Complete	Complete
TU5.4	Tulare	Site-Specific Transportation Control Measures		SR2S, Local	N.A.	N.A.	N.A.	Complete	Complete
	Tulare	Bus Pullouts in Curbs for Passenger Loading		LTF	N.A.	N.A.	N.A.	Complete	Complete
TU5.16	Tulare	Install adaptive and emergency vehicle pre-emptive traffic signals.		Local	N.A.	N.A.	N.A.	Complete	Complete

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

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TU5.1	Visalia	Develop Intelligent Transportation System	2005	STIP and local funding	2002, 2004	8688 (PPNO)	ITS System	Complete	Complete
TU5.9	Visalia	Bus Pullouts in Curbs for Passenger Loading	Within ten years	STIP	2000, 2002	6220 (PPNO)	Mooney Blvd. Widening Project/Bus Pullouts	Complete	Complete
TU9.3	Visalia	Bicycle/Pedestrian Program	Not Noted	Used local funding for the extension of the St. John's River bike path	N.A.	N.A.	St Johns River Bike path	Complete	Complete
TU 15.1	Visalia	Pedestrian pathway (from transit center to downtown) & convert Garden Street between Main Street and parking structure to pedestrian plaza	2004 & 2002	TEA grants	2000, 2002	TUL00-027, TUL02-076	Construct two pedestrian corridor improvements	Complete	Complete

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

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TU5.3	Visalia	Reduce Traffic Congestion at Major Intersections		Local	N.A.	N.A.	N.A.	Complete	Complete
TU5.4	Visalia	Site-Specific Transportation Control Measures		Local	N.A.	N.A.	N.A.	Complete	Complete
TU9.5	Visalia	Encouragement of Bicycle Travel		Local	N.A.	N.A.	N.A.	Complete	Complete
TU10.2	Visalia	Bike Racks on Buses		CMAQ, Energy Commission, Local	2006	TUL06-014	Purchase six (6) transit replacement vehicles with CNG buses.	Complete	Complete
TU10.2	Woodlake	Bike Rack On Buses	2002/2003 - implementation	Local Funding	N.A.	N.A.	Equip two buses with bike racks	Complete	Complete
TCM 4	Woodlake	Bravo Lake bicycle path	2007	\$264,000 TEA	2000, 2002	TUL00-028, TUL02-021	Construct bike path	Complete	Complete

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

**NOTICE OF PUBLIC HEARING ON THE
DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
THE DRAFT 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITY STRATEGY, CORRESPONDING DRAFT CONFORMITY
ANALYSIS,
AND DRAFT ENVIRONMENTAL IMPACT REPORT**

NOTICE IS HEREBY GIVEN that the Tulare County Association of Governments will hold a public hearing on June 18, 2018 at 1:00 pm at the Dinuba Community Center located at 1390 E. Elizabeth Way, Dinuba, CA 93618 regarding the Draft 2018 Regional Transportation Plan/Sustainable Communities Strategy (2018 RTP/SCS), the 2018 RTP/SCS Draft Environmental Impact Report (Draft EIR), Draft 2019 Federal Transportation Improvement Program (2019 FTIP), and the corresponding Draft Air Quality Conformity Analysis for the 2019 FTIP and 2018 RTP/SCS. The purpose of the public hearing is to receive public comments on these documents.

- The 2019 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Tulare County during the next four years.
- This public notice also satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 dollars) will be the final program.
- The 2018 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Tulare County transportation needs out to the year 2042.
- The Draft EIR document provides an analysis of potential environmental impacts related to the implementation of the 2018 RTP/SCS as required by the California Environmental Quality Act (CEQA).
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2019 FTIP and 2018 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call Amie Kane or Wendy Gutierrez (559-623-0450) of TCAG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A 55-day public review and comment period will commence on May 3, 2018 and conclude on June 26, 2018 for the 2018 RTP/SCS.

A 45-day public review and comment period will commence on May 11, 2018 and conclude on June 26, 2018 for the Draft EIR.

A concurrent 30-day comment period for the 2019 FTIP and corresponding Draft Air Quality Conformity Analysis for the 2019 FTIP and 2018 RTP/SCS will commence on May 28, 2018 and conclude on June, 26, 2018.

The draft documents are available for review at the TCAG office, located at 210 N. Church Street, Suite B, Visalia, CA 93291 and on the TCAG website at www.tularecog.org/rtp2018.

Public comments are welcomed at the hearings, or may be submitted in writing to Benjamin Kimball, TCAG Deputy Executive Officer at the address below by 5 pm on June 26, 2018.

After considering the comments, the documents will be considered for adoption, by resolution, by the Tulare County Association of Governments at a regularly scheduled meeting to be held on August 20, 2018. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Benjamin Kimball, Deputy Executive Officer
210 N. Church Street, Suite B
Visalia, CA 93291
559-623-0450
Contact Email: bkimball@tularecog.org

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

No comments received on the Draft Conformity Analysis for the 2019 FTIP and 2018 RTP.

Appendix H – Expedited Project Selection Procedures

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

In the matter of:

IN THE MATTER OF ADOPTING THE)	
TCAG EXPEDITED PROJECT)	
SELECTION PROCEDURES (EPSP))	Resolution No. 2014-153
UPDATE FOR THE 2015 FTIP)	
)	

WHEREAS, the Tulare County Association of Governments (TCAG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization (MPO) and the designated Transportation Planning Agency (TPA) for Tulare County, pursuant to State and Federal designation; and

WHEREAS, TCAG is responsible for the preparation of Federal Transportation Improvement Programs, Regional Transportation Improvement Programs, and Regional Transportation Plans; and

WHEREAS, Final 2015 Federal Transportation Improvement Program (FTIP) was approved by the TCAG Board on June 30, 2014; and

WHEREAS, TCAG desires to expedite federal and state funded projects in the 2015 FTIP; and

WHEREAS, TCAG desires to update the current adopted Expedited Project Selection Procedures (Resolution No. 12-042), and

WHEREAS, the adopted expedited project selection procedures update are required for advancing federally funded transportation projects.

NOW, THEREFORE BE IT RESOLVED, that TCAG adopts the attached Expedited Project Selection Procedures update.

BE IT FURTHER RESOLVED, that the TCAG Chair and TCAG Executive Director are authorized to sign the attached expedited project selection procedures.

The foregoing Resolution was adopted upon motion of Member Ennis, seconded by Member Link at a regular meeting held on the 21st day of July, 2014, by the following vote

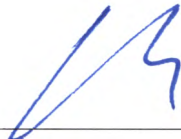
AYES: Ishida, Vander Poel, Cox, Worthley, Ennis, Allwardt, Gurrola, Vejvoda, Link, Stammer, Townsend

NOES:

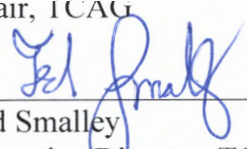
ABSTAIN:

ABSENT: Hinesly, Gomez, Kimball, Mendoza, Holscher

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Phil Cox
Chair, TCAG



Ted Smalley
Executive Director, TCAG

Tulare County Association of Governments Expedited Project Selection Procedures

The original Expedited Project Selection Procedures (EPSP) was adopted by TCAG on March 21, 2005, and subsequently amended on August 20, 2007, May 17, 2010, and June 18, 2012. TCAG has been requested by the State of California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) to update the EPSP to incorporate MAP-21 funds.

Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United States Code (USC) allows for the advancement or delay of projects within the active four-year program schedule planning element of the Federal Transportation Improvement Program (FTIP) subject to procedures agreed upon by cooperating parties. This document certifies that the Tulare County Association of Governments (TCAG) as the Metropolitan Planning Organization (MPO), and the Regional Transportation Planning Agency (RTPA), has in place a formal Expedited Project Selection Process (EPSP) agreed upon by all of the Region's partners.

TCAG and the California Department of Transportation (Caltrans) have implemented an EPSP for its Federal Transportation Improvement Program (FTIP), as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 United States Code (USC). Projects from the first four years of 2015 FTIP have been selected using the approved project selection procedures. An outline of these procedures is identified in the "EPSP Selection Process" table contained within this document.

All partner agencies agree that any project identified within the 4-year program schedule planning element may be advanced or delayed in the existing Federal Statewide Transportation Improvement Program (FSTIP) subject to conditions detailed in the EPSP.

EPSP Eligibility Criteria

1. Projects identified within the State Transportation Improvement Program (STIP) may be advanced or delayed, however the use of the EPSP process is subject to the approval by the California Transportation Commission (CTC).
2. TCAG and Caltrans agree that the Caltrans' State Highway Operation Protection Program (SHOPP) Program Manager may advance or delay projects programmed in the adopted SHOPP project schedule upon notifying TCAG.
3. Projects funded by the Congestion Mitigation and Air Quality Program (CMAQ), Regional Surface Transportation Program (RSTP), Public Lands Highway Program (PLH) may be advanced or delayed within the 4-year program schedule planning element of the FTIP at the request of the sponsor agency and subject to the approval of TCAG.
4. Federal Transit Administration (FTA) administered funds and/or projects may be advanced or delayed within the four-year program schedule planning element of the FTIP at the request of the agency, as long as funding is available and the change does not

negatively impact the delivery or availability of funds for other projects ready for obligation.

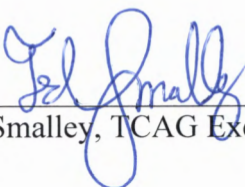
5. The Caltrans Division of Local Assistance has implemented a project selection process in cooperation with the FHWA, TCAG, and the implementing Agency for the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Highway-Railroad Grade Separation Program, the Highway Bridge Program (HBP), Highway Maintenance Program (HM), Minor Program, Hazard Elimination and Safety Program/Highway Safety Improvement Program (HES/HSIP), Local Section 130 Grade Crossings Program, and Recreational Trails Program to produce the four-year FTIP, Program Schedule planning list. Projects funded through the programs listed may be advanced or delayed within the four year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to TCAG.

This process was developed in cooperation and consultation with the implementing agencies, the FHWA, FTA, the MPO, and the HBP Advisory Committee. TCAG and Caltrans agree that the Caltrans Division of Local Assistance may move projects within those programs identified above within the 4-year FTIP Program Schedule Planning Element without formally amending the FTIP/FSTIP.

Caltrans acknowledges that advancing projects under the preceding procedures does not invalidate the financial constraint of the 2015 FSTIP and FTIP.

TCAG Chairman and Executive Director's signature below acknowledges that advancing of projects under such agreement does not invalidate the financial constraint of its FTIP.

By 
Phil Cox, TCAG Chairman

By 
Ted Smalley, TCAG Executive Director

EPSP Selection Process

Region	Project Type	Selecting Agency	Selection Procedure	Consulting/ Cooperating Agency
MPO: TCAG	Projects funded with Title 23 and Federal Transit Act funds except: NHS, HBP, IM, and FLHP funded projects	MPO	Consultation	State, TCAG, and transit agencies
	Projects on the Highway Railroad Grade Separation, NHS, and projects funded under the following programs: HBP, IM Programs	State	Cooperation	TCAG
	Projects funded with Federal Lands Highway Program (FLHP) funds	Selection in accordance with 23 U.S.C. 204		

Appendix I – 2019 FTIP Checklist and Development Guidance

2019 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. Timeline:

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- The *Draft* 2019 FTIP at the start of the FTIP public review period but not later than **September 3, 2018**.
- Three copies of the *Final* 2019 FTIP, along with any amendments and administrative modifications to the 2019 FTIP by **October 1, 2018**.
- Web-link to the Final 2019 FTIP and amendments by **October 1, 2018**.

II. FTIP Package Submittal:

Verify the FTIP package includes the following:

- ☐ Project Listings
 - Projects that are Transportation Control Measures (TCMs) are identified
- ☐ Detailed listings for highway and transit grouped projects (back-up listings)
- ☐ Signed board resolution that addresses the following:
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450
 - Consistency with the Regional Transportation Plan (RTP)____(e.g. 2030)
 - Financial constraint – the enclosed financial summary affirms availability of funding
 - Meets Air Quality Conformity
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan (SIP)
 - Compliance with the performance-based planning requirements
 - Completion of the public participation process in accordance with the MPO's Public Participation Plan (PPP)
- ☐ Project listings included in the Final 2019 FTIP are available in the California Transportation Improvement Program System (CTIPS)
- ☐ Financial Summary
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically (Template is posted at <http://www.dot.ca.gov/hq/transprog/oftmp.htm>)
- ☐ Description of the anticipated effort of FTIP towards achieving the performance targets identified in the RTP
- ☐ Air quality conformity analysis and determination
- ☐ PPP/Interagency Consultation
- ☐ Expedited Project Selection Procedures (EPSP) documentation
- ☐ Three copies of the Final 2019 FTIP mailed to:

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

2019 Federal Transportation Improvement Program (FTIP) Development Guidance

This guidance is not intended to supersede federal regulations. FTIPs must comply with all applicable metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450.

I. Update to the California State Statutes

Government Code 65074

Caltrans is required by state statute to submit the Federal Statewide Transportation Improvement Program (FSTIP) to Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) by December 1 of each even-numbered year.

Streets and Highways Codes 182.6 and 182.7

MPOs are required to submit FTIPs to Caltrans by October 1 of each even-numbered year.

II. Timeline

- a) Submit two copies of the draft 2017 FTIP to Caltrans at the start of the public review period, but not later than September 3, 2018. Except for the signed board resolution, all items listed in the 2019 FTIP Checklist must be included.
- b) Submit the final FTIP to Caltrans by October 1, 2018. Only FTIPs received by the deadline will be included in the draft 2019 FSTIP to the FHWA and FTA. Caltrans will not process late FTIPs until the 2019 FSTIP is approved, which is expected on 12/17/2018. Late FTIPs will be posted separately for 14-days to comply with the FSTIP's Public Participation Plan (PPP).

Amendments and/or Administrative Modifications

Any amendment and/or administrative modification to the board-adopted FTIP received before October 1, 2018, will be included as part of the base 2019 FSTIP. MPOs with delegated authority from Caltrans may only approve administrative modifications to the 2017 FTIP, but not to the 2019 FSTIP during this time. Amendments and/or administrative modifications not received by October 1, 2018, will be processed after the 2019 FSTIP is approved.

III. Maintenance and Operations Costs

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

IV. Performance-Based Planning Requirements for RTP and FTIP

Federal regulations require States and MPOs take a performance based approach to planning and programming, and also requires States, MPOs and transit operators to establish targets in key national performance areas. Title 23 CFR 450.306 requires MPOs to establish performance targets in their metropolitan transportation planning process. The FTIP shall describe efforts toward achieving the targets, located here:

<https://www.federalregister.gov/documents/2016/05/27/2016-11964/statewide-and-nonmetropolitan-transportation-planning-metropolitan-transportation-planning>

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

The FTIP's public involvement process can be used to satisfy the public participation requirement for the development of the POP for the FTA 5307 program. In such case, the transit recipient shall coordinate with the MPO, and ensure the public knows that it is using the public participation plan associated with the FTIP to satisfy the public hearing requirements for the POP. MPO must ensure that the FTIP explicitly states that public involvement activities and time established for public review and comment for the FTIP satisfy the POP requirements of the FTA 5307 Program.

VI. Project Listings

- a) Verify planning studies (non-transportation capital) are included in the Overall Work Program. They do not need to be listed in the FTIP.
- b) Program funding for each phase of a project in the year of obligation (E-76).
- c) Include Grouped Project Listing: See the guidance for grouping projects in air quality nonattainment or maintenance areas for further information, located here:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listing_s.pdf

For MPO areas and Rural non-MPO counties that are classified as air quality attainment (SBCAG, AMBAG, and Shasta), refer to 23CFR771.117 (c) and (d) for additional information on projects that can be classified as "Categorical Exception (CE)." For those areas, projects that are not considered regionally significant and qualify as CE may be grouped together. MPOs are responsible for determining if projects are eligible for inclusion in the grouped project listing. FTA-funded projects can be grouped, provided the detailed project list is made available to the FTA and public. The detailed project list must be included in the FTIP (and in the FTIP amendment) when it is circulated for public review.

- d) Include projects in the FTIP that need environmental approval, even if no funds are identified within the four years of the FTIP. Reference the Regional Transportation Plan (RTP), the project completion date, and add the following language to the project description:

"Project included in the FTIP for environmental approval."

- e) Provide the following information for each project:
 - 1) Sufficient description (i.e., type of work, termini, and length) to identify the

project. (See the section below for more information.)

- 2) Total project cost based on the latest estimates which may extend beyond the four years of the FTIP. Cost estimates must use an inflation rate to reflect the “year of expenditure dollars” based on reasonable financial principals and assumptions, and be included in the financial plan. Projects in air quality nonattainment and maintenance areas can be included in the first two years of the FTIP and FSTIP only if funds are "available" or “committed."
- 3) The amount of federal funds proposed to be obligated during each program year (for the first year, this includes the proposed category of federal funds and source(s) of non-federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of federal funds and source(s) of non-federal funds).
- 4) Required non-federal matching funds.
- 5) Implementing agency.
- 6) Corresponding RTP number or RTP page number. MPOs that use CTIPS to develop their FTIPs may use the “Project Title, Location & Description” field or the “MPO Comments” field to include the RTP information.

Highway Projects (State Highways/Local Roads) Description Format

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	<p>The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with “East, West, North, or South of.”</p> <p>f) <i>In Bakersfield:</i></p> <p>g) <i>South of Bakersfield</i></p>
Limits:	<p>Project limits can be stated as from one road to another. Other boundary landmarks, such as rivers, creeks, state parks, freeway overcrossings, can be used in-lieu of streets or roads.</p> <p>h) <i>Between 1st Street and Pine Boulevard;</i></p> <p>i) <i>North of Avenal Creed to South of Route 33;</i></p> <p>j) <i>At Rock Creek Bridge;</i></p>
Improvement:	<p>Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity).</p> <ul style="list-style-type: none"> • <i>Rehabilitate roadway.</i> • <i>Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.</i> • <i>Construct left turn lane.</i>
Example: In Bakersfield: Between 1 st Street and Pine Boulevard; rehabilitate roadway.	

Transit Project Description Format

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	<p>For work at spot locations for large (statewide) transit agencies:</p> <p>The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with “East, West, North, or South of.”</p> <p>k) <i>In Bakersfield:</i></p> <p>l) <i>North of Bakersfield:</i></p> <p>Otherwise: Skip this step.</p>
Limits:	For work at spot locations (all agencies):

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

VII. Use of Toll Credits

Federal-aid highway projects typically require sponsors to provide non-federal funds as match to federal funds. However, at the MPO's discretion, a project may be funded without the required non-federal match using Toll Credit (TC) provisions. The non-federal share match requirement can be met by applying an equal amount of TCs and therefore *allow a project to be funded at 100% federal* for federally participating costs. TCs can be used for the four-year duration of the 2019 FTIPs.

The current Caltrans policy prohibits the use of TCs for the STIP (IIP), SHOPP, and Highway Maintenance Program projects. TCs do not generate additional federal funding and are limited to the non-federal match required for the federal apportionments available in any given year.

TCs may be used for the following programs:

STIP	TCs may be used only for the RIP projects	Eligible federal funds (e.g. CMAQ, RSTP)
HBP – Off System Projects	TCs are to be used for the “Off federal aid system” projects	HBP
HBP – On System projects	TCs can be used for the “On federal aid system” projects using other eligible federal funds.	Eligible federal funds (e.g. CMAQ, RSTP)
HSIP	TCs can be used for projects from the local HSIP using other eligible federal funds, except for certain countermeasures eligible to use HSIP funds (**See Local Assistance Procedures Manual for more information)	Eligible federal funds (e.g. CMAQ, RSTP)
*CMAQ and RSTP	Projects may be programmed with TCs at MPO's discretion	CMAQ,RSTP
FTA – Funded Projects	Projects funded from the formula programs are eligible to receive TCs. Below are the eligible programs <ul style="list-style-type: none">• 5307 including CMAQ and RSTP FTA transfer projects• 5309• 5310• 5311 including CMAQ and RSTP FTA transfer projects• 5316• 5317• 5337• 5339	Various

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

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

** <http://www.dot.ca.gov/hq/LocalPrograms/lam/LAPM/ch03.pdf>

VIII. 2018 State Transportation Improvement Program (STIP)

The total project cost and all funding, including non-STIP funding, must be shown in the FTIP. (If a phase is programmed outside of the 2019 FTIP period, then the total project cost can be shown in the MPO comment section or in the project description field in CTIPS). When a STIP project is transferred from the STIP into the FTIP in CTIPS through the “CTIPS Transfer Mechanism,” right of way support and construction support costs are added to the corresponding capital costs.

MPOs may choose one of the following options for programming STIP projects:

- a) **Recommended Option:** Use the California Transportation Commission (CTC) adopted 2018 STIP.
- b) Use CTC staff recommendations.
- c) Use the county and interregional shares information from the Revised 2018 STIP Fund Estimate (FE).
http://www.dot.ca.gov/hq/transprog/ctcliaison/misc_OCTCL_Info/FINAL_2018_STIP_FE.pdf
For the first three years of the 2019 FTIP, program only existing projects from the 2016 STIP that are re-programmed in the 2018 STIP. Program new STIP projects, if any, in the fourth year of the 2019 FTIP. The total programmed STIP funding in 2019 FTIP must be constrained to the available STIP targets for the region per FE.
- d) Program only existing projects from the 2016 STIP that are to be re-programmed in the 2018 STIP.

Options b, c, and d, require the MPO to process an amendment to align the FTIP with the 2018 STIP once the CTC adopts the 2018 STIP. The FTIP amendment must be submitted to Caltrans by **October 1, 2018**.

Timeline:

- ✓ February 28, 2018 – CTC staff recommendations for the 2016 STIP projects are expected to be released.
- ✓ March 22, 2018 – CTC adoption of the 2018 STIP.
- ✓ Mid-April 2018 – The 2018 STIP will be available in CTIPS for transfer into the FTIPs.

Ensure projects are programmed using the appropriate “STIP Advance Construction - RIP/IIP” fund type.

Any non-STIP project funding (e.g. Road Repair and Accountability Act Funding, Proposition 1B, local funds) must be programmed consistent with the STIP funding details in CTIPS.

The screenshot shows the 'Fund Table Manager' web application in Google Chrome. The browser address bar shows a secure connection to <https://ctips-prod.dot.ca.gov/ctips/EditTypeFundForm.do>. The main form is titled 'Edit Fund Type' and has a 'Browse All Funds' button. The form is divided into several sections: 'Fund Type Details' with fields for 'Fund ID' (STIP-AC) and 'Fund Name' (STIP Advance Construction); a 'Type' section with radio buttons for 'Federal', 'State', and 'Local'; a 'Blended Fund Type' section with a 'Match %' field (0.00) and a 'Match Fund' dropdown; a 'Detailed Fund Description' text area; a 'Program Category(s) Containing this Fund Type' section with a list of categories and 'Add'/'Delete' buttons; an 'MPO Filter - This Fund Type Applies to ...' section with a grid of checkboxes for various MPOs; and a bottom section with 'Delete Fund Type' and 'Add Fund Type' buttons, navigation buttons ('Top', 'Prior', 'Next', 'Bottom'), and an 'Exit' button.

IX. 2018 State Highway Operation and Protection Program (SHOPP)

For non-attainment areas, projects that are not exempt from air quality conformity determination must be listed individually in the FTIP. For attainment areas, projects that are not classified as Categorical Exclusion (CE) must be listed individually in the FTIP.

- Program all projects with “SHOPP Advance Construction (AC)” fund type.
- Verify in the financial summary that the total revenue is equal to the total programmed.

MPOs are responsible for determining if a project can be classified as non-exempt or CE. Contact the District FTIP Coordinator if more information, such as a detailed project scope, is needed to make that determination.

Timeline:

- ✓ January 31, 2018 – Caltrans to submit proposed 2018 SHOPP to the CTC.
- ✓ April 1, 2018 – CTC adoption of the 2018 SHOPP.

- ✓ July 1, 2018 – The 2018 SHOPP will be available in CTIPS for transfer into the FTIPs.
- ✓ After July 1, 2018 – Caltrans Programming will provide the SHOPP Grouped Project Reports.

Fund Table Manager - Google Chrome

Secure | <https://ctips-prod.dot.ca.gov/ctips/EditTypeFundForm.do>

Edit Fund Type

Browse All Funds

Fund Type Details

Fund ID: SHOPPAC Fund Name: SHOPP Advance Construction (AC)

☐ Blended Fund Type

Match %: 0.00 Match Fund:

☐ Federal ☐ State ☐ Local

☐ Archived Fund Type ☐ State Highway Account

Detailed Fund Description ('Huh?' Button)

SHOPP funding shall be programmed with 100% "SHOPP Advance Construction (AC)" fund type.

Program Category(s) Containing this Fund Type

SHOPP - Bridge Preservation
 SHOPP - Collision Reduction
 SHOPP - Emergency Response
 SHOPP - Mandates
 SHOPP - Mobility
 SHOPP - Roadside Preservation
 SHOPP - Roadway Preservation
 CT Minor Pgm.
 SHOPP - ...

Select Category to Add:

Add Delete

MPO Filter - This Fund Type Applies to ...

<input checked="" type="checkbox"/> AMBAG	<input checked="" type="checkbox"/> BCAG	<input checked="" type="checkbox"/> COFCG	<input checked="" type="checkbox"/> KCOG	<input checked="" type="checkbox"/> MCAG
<input checked="" type="checkbox"/> MTC	<input checked="" type="checkbox"/> SACOG	<input checked="" type="checkbox"/> SBCAG	<input checked="" type="checkbox"/> SCAG	<input checked="" type="checkbox"/> SANDAG
<input checked="" type="checkbox"/> Shasta	<input checked="" type="checkbox"/> SJCOG	<input checked="" type="checkbox"/> SLOCOG	<input checked="" type="checkbox"/> STANCOG	<input checked="" type="checkbox"/> TCAG
<input checked="" type="checkbox"/> Kings	<input checked="" type="checkbox"/> TRPA	<input checked="" type="checkbox"/> Madera	<input checked="" type="checkbox"/> Rural Non-MPO	

Check All ?

Delete Fund Type Add Fund Type

Top Prior Next Bottom

Exit

X. Various State and Federal Programs

Programming information for various federal-aid programs is posted here:

http://www.dot.ca.gov/hq/transprog/federal/var_fed_state_prog.htm

XI. California Transportation Improvement System (CTIPS)

Draft FTIP Module - User's Guide is available here:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/draft-ftip-users032612.pdf

Appendix J – TCAG Public Participation Plan

2015 PUBLIC PARTICIPATION PLAN

May 1, 2015

Prepared by:

Tulare County Association of Governments

210 N. Church St., Suite B

Visalia, CA 93291

P (559)623-0450

F (559)733-6720

<http://www.tularecog.org>



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

2015 PUBLIC PARTICIPATION PLAN

Tulare County
Association of Governments
Metropolitan Planning Organization

Supervisor Phil Cox, TCAG Chair
County of Tulare – District 3

Councilman Craig Vejvoda, TCAG Vice Chair
City of Tulare

Supervisor Allen Ishida
County of Tulare – District 1

Councilwoman Pam Kimball
City of Lindsay

Supervisor Pete VanderPoel
County of Tulare – District 2

Mayor Rudy Mendoza
City of Woodlake

Supervisor J. Steven Worthley
County of Tulare – District 4

Councilman Dale Sally
City of Exeter

Supervisor Mike Ennis
County of Tulare – District 5

Councilman Greg Gomez
City of Farmersville

Councilman Bob Link
City of Visalia

Councilwoman Virginia Gurrola
City of Porterville

Councilwoman Maribel Reynosa
City of Dinuba

Tyrone Holscher
Member-at-Large

Walter Stammer, Jr.
Member-at-Large

Dennis Townsend
Member-at-Large

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

Please direct any questions or comments regarding this plan to Benjamin A. Kimball at the address, phone or fax number listed above or e-mail bkimball@tularecog.org.

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I. Introduction

Tulare County

Tulare County, comprised of 4,824 square miles, is located in the southern portion of the San Joaquin Valley. The Valley is between the Coastal Range on the west and the Sierra Nevada Range on the east. The Valley extends from Sacramento on the north, to the Tehachapi Range on the south. The San Joaquin Valley is one of the richest farmlands in the world producing a wide variety of agricultural products. Tulare County has approximately one third 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 second in the nation in total agricultural income. The population of Tulare County is concentrated in the Valley. There are eight incorporated cities accounting for 67 percent of the county's total approximate population of 435,000.

Tulare County Association of Governments

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

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

The Social Service Transportation Advisory Council (SSTAC), responsible for the annual review of the Unmet Transit Needs in the County, is another permanent committee of TCAG. This review results in a recommendation of findings to the TCAG Board of Governors, who then considers the recommendation and makes the final Unmet Needs Determination. This council meets 3 to 4 times a year and represents the following agencies and groups of people: disabled transit users, transit users – over 60 years of age, social service providers for Seniors, social service providers for the disabled, social service providers for persons of limited means, consolidated transportation service agency for non-urbanized areas, consolidated transportation service agency for urbanized areas and the Center for Independent Living.

The Environmental Advisory Committee (EAC) meets at least quarterly and is responsible for observing, analyzing, and reporting on new programs such as amendments to the State and

Federal Endangered Species Acts, Sequoia National Forest Service Management Plans, new listing or removing proposals, proposed changes to the California Environmental Quality Act (CEQA), and any federal, state, or local agency proposal that affects environmental issues in Tulare County, including important National Environmental Policy Act (NEPA) and CEQA documents, and any particular project TCAG may assign to the Committee. The EAC also makes recommendations to the TCAG Board regarding environmental mitigation banking sites. This committee is represented by the following agencies and organizations: Sequoia National Park, Irrigation Districts, TCAG, Tulare County City Managers, Sierra Los Tules Land Trust, Agricultural Commissioner, U.S. Fish & Wildlife Service, California Dept. of Fish & Game, Tulare County Redevelopment Agency, County of Tulare, County of Tulare Parks Dept., Kaweah Delta Water Conservation District, Bureau of Land Management and Caltrans.

The Rail Advisory Committee meets quarterly or on an as needed basis and provides a forum to identify, discuss and make recommendations regarding commercial rail in Tulare County. This includes rail abandonments, rail goods movement, rail consolidation and other pertinent issues related to commercial rail in the County. The Committee is comprised of members from the cities that are affected by rail, the County and representatives from the rail industry.

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

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

The Bicycle Advisory Committee (BAC) meets quarterly or as needed and is responsible for advising the TCAG Board regarding the development and maintenance of bicycle interests within Tulare County. This committee is comprised of members from the following groups: Planning and Public Works Staff from the County and eight incorporated cities, bicycle facility users, school officials, local service clubs, law enforcement officials, local citizens and TCAG staff.

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

Purpose of this Document

This document is a plan for providing guidance for the Tulare County Association of Governments (TCAG) elected officials and staff in public participation and interagency consultation throughout the regional planning process. It contains the policies, guidelines and procedures TCAG uses in developing the Metropolitan planning process. This includes the development and approval of the Regional Transportation Plan (RTP), Regional and Federal Transportation Improvement Program (FTIP), Overall Work Program (OWP) and environmental review documentation related to growth, transportation, air quality, and any product prepared by TCAG staff that statutorily requires public participation, or for which the TCAG Board of Directors determines is necessary. TCAG carries out its transportation and air quality planning responsibilities in a continuing, cooperative and comprehensive manner in conformance with federal and state Law that determine how Metropolitan Planning Organizations (MPOs) provide for early consultation and public participation. The various laws include but may not be limited to:

Federal

- Transportation and Conformity Regulations of Title 40 CFR Part 93.105
- Title 23 CFR Part 450.316
- Title 23 CFR Part 450.322(g)(1) and (2)
- Title 23 CFR Part 450.216(a)(1)
- Title 23 USC Part 134(g)(4)
- Title 23 USC Section 135(e)
- Title VI of the Federal Civil Rights Act of 1964
- Title 49 CFR Part 21.5
- Title 42 USC Chapter 21 Section 2000(d)
- Executive Order 12898 regarding Environmental Justice (1994)
- Executive Order 13166 regarding Improving Access to Services for Persons with limited English Proficiency
- Executive Order 13175 regarding Consultation and Coordination with Indian Tribes
- US DOT Order 5610.2 (1997)
- US DOT Order 6640.23 (1998)
- 1990 Americans with Disabilities Act
- 1990 Clean Air Act Amendments
- 2005 Safe, Accessible, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
- Moving Ahead for Progress in the 21st Century (MAP-21)

State

- Government Code Section 11135
- Government Code Section 65080
- California Environmental Quality Act (CEQA)

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

Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP requirements.

The public participation process described herein is used to satisfy the public participation process for the Program of Projects (POP) for the following grantees: City of Visalia (Visalia Transit), City of Porterville (Porterville Transit), City of Tulare (Tulare Intermodal Express), City of Dinuba (Dinuba Area Regional Transit), County of Tulare (Tulare County Area Transit), City of Woodlake (Woodlake Dial-a-ride), and City of Exeter (Exeter Dial-a-Ride).

Participation Goals, Strategies and Procedures

A vigorous public information process not only serves TCAG by meeting federal requirements, but also allows for a fruitful exchange of ideas while developing programs or projects that may be controversial. TCAG recognizes that the involvement of the public and agencies, organizations and other groups which represent the public is pivotal in to the success of transportation programs, plans and projects in Tulare County. Listed below are goals, strategies and procedures regarding public participation in TCAG’s planning processes:

Goal: Raise the public’s level of understanding of transportation planning processes in the County.

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

Procedures:

- Use TCAG’s ‘News in a Minute’ email blasts to highlight important transportation issues and announcements.
- Use TCAG’s Social Media accounts on Facebook and Twitter to highlight important transportation issues and announcements.
- Post news stories and important public documents such as the RTP, FTIP, OWP and Special Planning Studies on the TCAG website (<http://www.tularecog.org/>)
- Work with other agencies and organizations to educate and inform the public regarding transportation processes.
- Respond to the public’s requests or questions in a timely and professional manner.

- Use maps, charts and other visualization techniques to convey transportation related information.
- Use TCAG's public relations consultant to issue news releases regarding important transportation processes and accomplishments.

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

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

Procedures:

- Provide timely public notice of meetings.
- Conduct or attend project/process focused meetings outside the usual monthly TCAG Board meeting to gather public input.
- Work with other public agencies and organizations to gather public input regarding transportation processes and issues.
- Respond to public input in a professional, timely and accurate manner.

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

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

Procedures:

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

Goal: Involve other public agencies, organizations and other groups which represent various segments of the public in transportation planning processes.

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

Procedures:

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

II. Participation Plan Updates

The 2015 Public Participation Plan is not intended to be a static document. It will need to be periodically reviewed to evaluate its effectiveness in promoting public participation in TCAG's transportation planning processes. The Plan will be comprehensively reviewed every four years (at a minimum) as part of the adoption of an RTP update. The next currently scheduled RTP update is in 2019. This will ensure that the 2015 Public Participation Plan will be reviewed and revised as necessary preceding the public outreach efforts for the development of each successive RTP update. In addition, the 2015 Public Participation Plan may be subject to additional updates due to changes in state and federal law and to address any needed changes as a result from the input of the public, other public agencies, organizations and other stakeholders which represent various segments of the public in transportation planning processes.

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

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

Level I Procedures

Level I procedures address routine documents that serve as a subset of or facilitate more significant plans or determinations. These documents are implementing long-range direction provided by plans and documents that went through a more intensive public review procedure (Level II or III). These documents are subject to the minimum levels of public outreach under these policies. These procedures become effective once an initial draft document has been produced.¹

All Documents and Formal Meetings including:

- A. Regional Transportation Plan amendments
- B. Federal Transportation Improvement Program amendments (excluding technical or administrative modifications)

- C. State Transportation Improvement Program amendments
- D. Regional Transportation Improvement Program
- E. Air quality conformity determinations
- F. Miscellaneous studies
- G. Transit plans & studies
- H. Environmental Documents, as defined by the California environmental Quality Act and/or the National Environmental Policy Act 1
- I. Congestion Management Program amendments
- J. Active Transportation Plan (ATP)
 - 1. No person shall be denied participation.
 - 2. A legal notice or display ad will be placed in the advertising sections of at least one newspaper of general circulation within the affected community, including a Spanish-language publication, if possible.
 - 3. Display ads will be placed as deemed necessary and targeted specifically to affected communities to encourage involvement and address key decision-making points.
 - 4. Non-traditional approaches, such postal and electronic mailings to non-profit organizations, churches and chambers of commerce will be used to encourage involvement of the underserved and transit dependent in project development and public workshops. Spanish-language advertising will be included in these non-traditional approaches.
 - 5. Public meetings are defined as those regular TCAG meetings normally held monthly.
 - 6. Public workshops are defined as forums established specifically for the public to gain information and provide input on TCAG documents and processes. This definition does not include technical workshops for member agency staff or elected officials even though they are technically open to the public.
 - 7. Announcements dealing with documents and/or meetings and workshops shall be posted on the TCAG web site and social media sites.
 - 8. A mailing list of individuals who have expressed interest shall be maintained.

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

Level II Procedures

Additional Public Involvement Requirements

Level II procedures address core agency plans, programs and declarations. These documents are subject to a higher level of public outreach than Level I documents under these policies. These procedures become effective before an initial draft document has been produced. The following documents must also meet the public involvement requirements listed in Level I:

- A. Congestion Management Program
- B. State Transportation Improvement Program
- C. Federal Transportation Improvement Program
- D. Corridor Studies
- E. Transit Studies

F. Regional Housing Needs Assessment

G. Public involvement procedure amendments

1. Public review by various funding agencies submitting projects for the transportation improvement program will be accepted up to the final determination.
2. A copy of draft transportation plans and draft transportation improvement programs, environmental documents, and the Congestion Management Program will be made available for review at the Tulare County Association of Governments. Individual copies of all documents will also be distributed to any interested parties for a fee to offset printing charges.
3. Public comments and responses, and the disposition of any comments, will be made part of final transportation plans, transportation improvement programs, and environmental documents.
 - a. **Prepare written summary/verbal presentation** – Staff will review all comments, synthesize them and prepare a narrative summary highlighting key points.
 - b. **List all comments** – Using a summary chart format, staff will review and summarize all comments, categorizing them by topic and type of comments (e.g. question, fact, desire, opinion).
 - c. **Respond to comments** – Staff will respond, in writing within 30 days, to significant comments. Those responses will be made part of the final document.
 - d. **Provide the full record** – The decision-making body will be given copies of the meeting notes, the transcript (for public hearings) or recorded transcripts.
4. Transportation improvement programs and environmental documents will be made available for public review for no less than a 30-day public review period.
5. Programs, projects, or plans routed through the State Clearinghouse shall adhere to the public information requirements of the Clearinghouse and also be made available for no less than 30 days.
6. If regionally significant changes are made to the transportation plan, transportation improvement programs, and environmental documents during the review and comment period, the plan(s) will be made available for 30-day public review and comment prior to final adoption.
7. Minor amendments to the transportation improvement programs will have a 14-day public review period and may be approved by the executive director.

8. Regionally significant changes to the transportation plan, transportation improvement programs, and environmental documents during the review and comment period shall also be advertised via press release to all media outlets, through electronic notice to TCAG's address database and on the TCAG web site as deemed necessary prior to final adoption.
9. The executive director or his/her designee will coordinate with the State to improve public awareness of the State Transportation Plan and/or the State Transportation Improvement Plan.
10. Records relating to the transportation plans, transportation improvement programs, and environmental impact reports will be made available for public review upon request.
11. Technical and policy information relating to the transportation plans, transportation improvement programs, and environmental impact reports will be made available for public review upon request.
12. Staff will hold formal public workshops on the Regional Transportation Plan in convenient locations throughout the region. These public meetings/workshops will be announced in a variety of formats, including public notices, display ads, press releases and direct mail and/or electronic mail notices in the affected communities.
13. All project plan amendments not considered administrative in scope shall be advertised via public notice and held for a 30-day review period.
14. Refer to the California Transportation Commission's Regional Transportation Plan Guidelines regarding addendums, supplemental and subsequent environmental documents to the Regional Transportation Plan.

Level III Procedures

Anticipated high-profile projects

The following must also meet the criteria listed in levels I and II. Level III procedures address plans that provide long-range direction for the organization or that TCAG staff determines to be potentially controversial based on their environmental impacts, project scope or other determining factors. These documents are subject to the highest levels of public outreach under these policies. These procedures become effective before an initial draft document has been produced. TCAG staff will:

- A. Develop a Regional Transportation Plan/Sustainable Communities Strategy
- B. Help form a citizens' advisory committee.

- C. Develop a calendar of public workshops.
- D. Identify the appropriate media contact to respond to media inquiries.
- E. Develop regular email blasts specific to the plan or project and send them at regular intervals.
- G. Coordinate a news conference and/or press release highlighting the plan/program and coordination between TCAG and public participation. Press releases will be sent to the appropriate radio stations, television channels, and newspapers.

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

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

1. Outreach efforts encouraging the active participation of a broad range of stakeholders in the planning process, consistent with the agency's adopted Federal Public Participation Plan. This includes, but is not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, healthy and active lifestyle advocates and homeowner associations.
2. Consultation with other regional congestion management agencies, transportation agencies, and transportation commissions.
3. Regional public workshops will be held with information and tools providing a clear understanding of policy choices and issues. To the extent practicable, each workshop shall include urban simulation computer modeling to create visual representations of the SCS and APS.
4. Preparation and circulation of a draft SCS (and APS, if one is required) not less than 55 days before adoption of a final RTP.
5. A process enabling the public to provide a single request to receive notices, information and updates.
6. During the development of the SCS (and APS, if applicable), at least two informational meetings will be held for members of the Board of Supervisors and City Councils. Only one informational meeting is needed if it is attended by representatives of the Tulare

County Board of Supervisors and City Councils that represent a majority of the cities representing a majority of the population in the incorporated areas of the county.

- a. The purpose of the meeting (or meetings) will be to discuss the SCS (and APS, if applicable), including key land use and planning assumptions, with the members of the Board of Supervisors and City Councils and to solicit and consider their input and recommendations.
 - b. Notices of these meetings are to be sent to the Clerk of the Board of Supervisors and City Clerks.
7. In preparing an SCS, TCAG will consider spheres of influence that have been adopted by the Local Agency Formation Commission (LAFCO). TCAG will also consult with LAFCO regarding special districts within the region that provide property-related services such as water or wastewater services, and will consult with these regional special districts, as appropriate, during development of a SCS (and APS if applicable).

III. Process for Receiving Public Comments

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

A. Formal Public Meetings/Workshops

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

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

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

B. Small Group Sessions

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

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

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

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

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

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

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

Focus Groups - TCAG may use this approach to uncover information that is difficult to access. This includes uncovering attitudes, opinions, and emotions on specific issues or topics from a group of 'screened' participants. This method may also be used to clarify issues so as to develop surveys.

C. Internet

Whenever possible, TCAG will provide access to plans and programs through Internet access. When applicable, an e-mail address will be presented and made available for public access to make and receive comments.

D. Fairs and Festivals

TCAG will attend community fairs and festivals to present various aspects of transportation planning, programming and projects as set forth in the RTP, as well as the FTIP. Participants are encouraged to view exhibits, ask questions, consider the information and give comments. Fairs create interest and dramatize a plan, program or TIP project through visualized graphics, audiovisuals, and interaction with TCAG staff.

E. Public Opinion Surveys

Surveys report what people know or want to know. Surveys test whether a plan, program or an element of them is acceptable to the public as it is being developed. An appropriately sized random sample will be drawn from the targeted population and surveyed to develop a sense of general public attitudes. Surveys can be formal such as a direct mailing to citizens, businesses, and community organizations or informal such as a self-administered questionnaire attached within a draft document.

F. Phone/In-person Comments

A period of time may be provided to allow citizens to telephone or walk in their comments. TCAG's phone number and address will be provided to the media and may be included on documents related to the plan or program. TCAG will summarize verbal comments.

IV. Public Involvement Policy Evaluation

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

Evaluation Methodology

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

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

A. Accessibility Indicators:

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

B. Reach indicators

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

C. Diversity indicators

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

D. Impact Indicators

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

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

- ☐ Accessibility to meeting locations.
- ☐ Materials presented in appropriate languages for targeted audiences.
- ☐ Adequate notice of the meetings provided.
- ☐ Sufficient opportunity to comment.
- ☐ Educational value of presentations and materials.
- ☐ Understanding of other perspectives and priorities.
- ☐ Clear information at an appropriate level of detail.
- ☐ Clear understanding of items that are established policy versus those that are open to public influence.
- ☐ Quality of the discussion.
- ☐ Responsiveness to comments received.

V. Legal and Display Ad Minimum Requirements

Legal Notice:

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

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

Notice of Intent to Adopt:

- Period during which comments will be received;
- Date, time, and place of any public meetings or hearings on the proposed project;
- Brief description of the proposed project and its location;
- Address where copies of the proposed negative declaration are available for review;
- The following statement when appropriate – “Individuals with disabilities may call TCAG to request auxiliary aids necessary to participate in the public meeting/hearing.”

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

Notice of Determination: – Filed ONLY with Tulare County Clerk's Office

- Information identifying the project, including common name and location;
- Brief description of the project;
- Date on which TCAG determines the project will not cause any significant adverse environmental effects;
- Address where copy of the negative declaration may be examined;

- The following statement – "TCAG has complied with the California Environmental Quality Act in the preparation of this negative declaration;"
- The following statement when appropriate – "Individuals with disabilities may call TCAG to request auxiliary aids necessary to participate in the public review process."

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

Notice of Preparation:

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

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

Notice of Completion:

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

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

Sample Notice

Notice of Public Hearing

Date

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

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

B. WHEREAS, NAME DOCUMENT AND PURPOSE

NOTICE IS HEREBY GIVEN THAT:

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

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

DATE OF PUBLICATION

Display ads

Newspaper display ads, which may be inserted anywhere in the paper and are not confined to the classified section, will be used for the following documents: Regional Transportation Plan;

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

Sign In Sheets

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

Have TCAG materials available

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

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

Visual Aids

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

Anticipate Questions

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

Appendix A – Outreach Chart

TCAG Public Outreach Chart 2015										
	OWP (Budget)	RTP/SCS	RTP/SCS Amend.	RTP/SCS EIR	RTIP	FTIP	TIP Amend.	Special Studies	RHNA	AQ Conform.
Document and Process Inception										
Display Ads		★				★		★	★	
Direct Mail		★				★		★		
E-Mail		★						★	★	
Press Release		★						★		
Public Meeting	★									
Public Workshops		★				★		★		
Draft Document Process										
Display Ads		★						★	★	
Direct Mail		★						★		
E-Mail		★				★		★	★	
Press Release		★			★	★		★	★	
Public Meeting	★	★			★			★		★
Public Workshops		★			★	★		★		
Final Document Process										
Display Ads		★						★	★	★
Direct Mail	★	★						★		★
E-Mail		★			★	★		★	★	★
Press Release		★			★	★		★		★
Public Meeting	★	★			★	★		★		★
14 - Day Review Period			★				★			
30 - Day Review Period	★	★	★		★	★	★	★	★	★
45 - Day Review Period				★						
55 - Day Review Period		★								
Legal Notice		★	★	★		★	★			★
Public Hearing		★	★	★		★	★			★

Appendix B – Federal Transportation Improvement Program - Development and Circulation

Expedited Project Selection Procedures (EPSP):

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

Amendment Type 1 – Administrative Modification:

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

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

Federal agencies are notified but do not take approval action. Public notification of the administrative modification is posted on TCAG's website (<http://www.tularecog.org/>) at the time of the action and subsequently posted on the Caltrans website (www.dot.ca.gov/hq/transprog) after TCAG approval.

Amendment Type 2 – Amendment (Funding Changes):

Type 2 amendments include project cost changes that are greater than what is allowed in an Administrative Modification. Public notice of the amendment is posted at least 14 days prior to action (delegated to the Executive Director or TCAG Chair) on the TCAG website. The amendment is distributed to local agencies through the TAC and reaffirmed by the Board at the next available meeting following approval by the Executive Director or TCAG Chair (any amendments to the Measure R Expenditure Plan are still subject to direct action by the Tulare County Transportation Authority). TCAG Board approval is required for amendments over \$25 million. The TCAG Chair may approve an amendment over \$25 million if loss of funding may occur. These amendments require

approval by TCAG, Caltrans and FHWA. The approved TCAG amendment is forwarded to Caltrans and FHWA for approval both in hard copy and electronic format.

Amendment Type 3 – Amendment (Exempt Projects):

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

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

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

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

Type 5 amendments are the highest level amendment and involve adding or deleting new projects that result in new modeling for air quality impacts or significantly changing the design concept, scope or schedule of an existing project. These are accompanied by a new Air Quality Conformity document that demonstrates conformity with applicable air quality requirements. If applicable, these amendments may be accompanied by an RTP amendment to maintain consistency. The legally noticed public comment period is 30 days. The legal notice of the public hearing is posted in the Visalia Times-Delta (VTD) and posted on the TCAG website. These notices may be combined as long as they are compliant with state and federal noticing provisions. The amendment is distributed to local agencies through the TAC. These amendments require approval by TCAG, Caltrans and FHWA and are distributed to the California Air Resources Board (CARB) and the San Joaquin Valley Air Pollution Control District. The approving TCAG resolution and amendment is forwarded to Caltrans and FHWA for approval both in hard copy and electronic format.

‘Local agencies’ include the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia and Woodlake, Tulare County and the Tule River Indian Tribe. FTIP updates follow the same process as Type 5 amendments. Copies of all amendments and updates are posted on the TCAG website (<http://www.tularecog.org/>) and hardcopies are provided to other agencies, organizations or individuals upon request.

Appendix C – Development and Update of the Public Participation Plan

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

- On May 1 2015, notice of the 45-day public review period and the public hearing was posted in the Visalia Times-Delta. The Draft 2015 Public Participation Plan was mailed and/or e-mailed to all identified Resource Agencies, the Tule River Tribe and other interested agencies, organizations or individuals. In addition, a letter was sent to all remaining agencies, organizations and individuals on TCAG mailing lists notifying them that the Draft Plan was available for review and is posted on the TCAG website (<http://www.tularecog.org/>).
- May 18, 2015, Public Hearing held at the Lindsay Wellness Center, 860 N. Sequoia Ave, Lindsay, CA 93247. All comments are addressed with the comments and responses included in Appendix B of the final 2015 Public Participation Plan, and anticipated adoption of the updated plan.

Appendix D – Responses to Comments

City of Visalia Comment

Comment 1. The City of Visalia has requested the following be added to the plan:
“Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP requirements.”

“The public participation process described herein is used to satisfy the public participation process for the Program of Projects (POP) for the following grantees: City of Visalia (Visalia Transit), City of Porterville (Porterville Transit), City of Tulare (Tulare Intermodal Express), City of Dinuba (Dinuba Area Regional Transit), County of Tulare (Tulare County Area Transit), City of Woodlake (Woodlake Dial-a-ride), and City of Exeter (Exeter Dial-a-Ride).”

Response: This sentence was added to the document on page 4 (Purpose of the Document Section). No further action is necessary.

Caltrans Comments

Comment 2. TCAG's PPP purpose is to ensure its residents have a structure for public participation involvement and opportunity to provide comments in all transportation planning decisions. This plan involves its citizens more directly in the policy process and promotes encouragement to all its citizens by reaching diverse communities to attend meetings and provide comments on transportation planning projects.

Response: TCAG Agrees with this comment.

Comment 3. TCAG's Introduction, Tulare County Association of Governments, Third Paragraph-Page 1: TCAG should consider adding Environmental Justice and Title VI communities to the listing of groups of people as they are federally protected under the Civil Rights Act of 1964 and Executive Order 12898.

TCAG Agrees with this comment. Tulare County does have a number of unincorporated communities that qualify as Environmental Justice and Title VI communities. They are governed by Tulare County and represented on TAC through the Tulare County Resource Management Agency, which works directly with Town Councils, Legal Representatives and non-profit organizations (such as Self Help and CSET) and brings their issues and needs to TAC meetings and discussions. This has proven to be a very successful way to insure that these groups are represented on official boards as evidenced by the significant amount of planning and federal and state funding going into these communities at this present time.

Comment 4: 11-Participation Plan Updates, First Paragraph-Page 7: Caltrans recommends providing the date of TCAG's most recent Public Participation Plan.

Response: Suggested language added to the text on Page 7 as requested.

Comment 5: 11-Participation Plan Updates, Second Paragraph-Page 7: Caltrans recommends designating an Environmental Justice Coordinator and a Tribal Liaison to the list of establishing procedures and responsibilities.

Response: It is unclear what exactly is being requested here as the list mentioned is a list of tasks for conducting public outreach on a given project and not a list of individuals involved in the process. However, adequate representation of Environmental Justice Groups and Tribes are important to TCAG. The Tulare County Resource Management Agency represents its disadvantaged communities. There is a current position on the Technical Advisory Committee for a Tribal Liaison that would be involved in all Planning Projects and important TCAG business matters. The Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) Roundtable that advised TCAG in the preparation of the RTP and SCS included a member of the Environmental Justice Community and Tribal Governments to represent those interests in the planning process.

Comment 6: Level II Procedure, Additional Involvement Requirements-Page 9: Caltrans recommends TCAG add the Active Transportation Plan (ATP) to the list of documents needing public involvement requirements listed in Level I. Caltrans also made a similar recommendation in TCAG's OWP Draft comment letter dated April 10, 2015 in *Work Element 602.01 Regional Transportation Plan (RTP)*, Page 31 to add A TP to their list of tasks.

Response: Added as Item J on Page 8, as requested.

Comment 7: Level III Procedures, Anticipated high-profile projects-Page 11: Kern COG created a Social Equity Roundtable and Fresno COG has an Environmental Justice Task Force for the work to develop their Regional Transportation Plans/Sustainable Communities Strategies. The Fresno COG Environmental Justice Task Force meets quarterly and addresses transportation planning issues. TCAG should consider creating a roundtable or task force for the purpose of addressing Environmental Justice community concerns within the transportation planning processes, programs and activities. Previous comments were provided on the Caltrans letter Draft OWP dated on April 10, 2015 in *Work Element 650.01 Public Information and Participation, Page 64*: Caltrans recommended TCAG consider creating an Environmental Justice Task Force and include under Level III Procedure.

Response: TCAG recognizes that the Fresno COG task force and Kern COG Roundtable were created to meet a certain need in their regions. In Tulare County, we have been able to meet these needs using a different structure and outreach strategy. Using the same type of task force would be duplicative to work already being done in an existing, highly successful TCAG structure. In essence, the formation of an Environmental Justice Task Force would be a solution in search of a problem in our County.

Tulare County already has a representative from the Environmental Justice Community, Affordable Housing Community, Agricultural Community, Environmental Advocacy

Community, Health Community, Disable Access/ADA Community and Tribal Governments Community, among others on its RTP/SCS Roundtable. These representatives work collaboratively on planning issues that affect their constituencies and provide significant input on the preparation of the RTP/SCS. In addition to this the County Resource Management Agency conducts significant outreach and collaboration with the Environmental Justice Community's Town Councils, Legal Representatives and other non-profit groups. CSET and Self Help are among those groups who regularly collaborate on planning issues and provide assistance, especially in the areas of public outreach.

This has proven to be a highly successful and efficient way to interact with the Environmental Justice Communities in getting their voices heard. In addition to transportation funded projects, the County Resource Management Agency has updated one third of all of the Environmental Justice Community's Community Plans last year, with another third set to adopt this year, and the remaining plans next year or shortly thereafter. Outreach in these communities has been so extensive that many of the residents have grown tired of being contacted about public input, workshops, and outreach and have begged County Resource Management Agency staff to stop contacting them. We are the only county that we know of that the California Rural Legal Assistance (CRLA) organization claims is doing an outstanding job in reaching residents of disadvantaged communities. CRLA has been involved in our Roundtable meetings and has made significant contributions to the planning process here. Replacing Tulare County's highly successful structure and system with what Fresno and Kern County have done, may not be the best approach for meeting the outreach needs of Environmental Justice Communities in Tulare County.

Comment 8: Level III Procedures, Anticipated high-profile projects-Second Paragraph-Number 1, Page 12: Healthy and active lifestyle advocates could be added to the list of stakeholders as they are involved in promoting transportation facilities that encourage walking and bicycling.

Response: TCAG agrees with this comment. Text added as requested.

Comment 9: III. Process for Receiving Public Comments-Small Group Sessions, Page 14: Rural clinics could also be included to hold small group sessions as well as healthy and active lifestyle advocates could be added to the list of stakeholders as they are involved in promoting transportation facilities that encourage walking and bicycling.

Response: TCAG agrees with this comment. Text added as requested.

DEPARTMENT OF TRANSPORTATION

DISTRICT 6
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 445-5421
FAX (559) 488-4088
TTY 711
www.dot.ca.gov

TCAG/LAFCO
210 N. Church Street, Ste. B
Visalia, CA 93291

JUN 12 2015



*Serious drought.
Help save water!*

MAIL RECEIVED

June 10, 2015

Mr. Benjamin A. Kimball
Deputy Executive Director
Tulare County Association of Governments
210 N. Church St. Ste. B
Visalia, CA 93291

Dear Mr. Kimball:

Thank you for the opportunity to review and provide comments on the Tulare County Association of Governments (TCAG) Draft 2015 Public Participation Plan (PPP). Caltrans District 6 offers the following comments:

TCAG's PPP purpose is to ensure its residents have a structure for public participation involvement and opportunity to provide comments in all transportation planning decisions. This plan involves its citizens more directly in the policy process and promotes encouragement to all its citizens by reaching diverse communities to attend meetings and provide comments on transportation planning projects.

TCAG's Introduction, Tulare County Association of Governments, Third Paragraph-Page 1: TCAG should consider adding Environmental Justice and Title VI communities to the listing of groups of people as they are federally protected under the Civil Rights Act of 1964 and Executive Order 12898.

II-Participation Plan Updates, First Paragraph-Page 7: Caltrans recommends providing the date of TCAG's most recent Public Participation Plan.

II-Participation Plan Updates, Second Paragraph-Page 7: Caltrans recommends designating an Environmental Justice Coordinator and a Tribal Liaison to the list of establishing procedures and responsibilities.

Level II Procedure, Additional Involvement Requirements-Page 9: Caltrans recommends TCAG add the Active Transportation Plan (ATP) to the list of documents needing public involvement requirements listed in Level I. Caltrans also made a similar recommendation in TCAG's OWP Draft comment letter dated April 10, 2015 in *Work Element 602.01 Regional Transportation Plan (RTP)*, Page 31 to add ATP to their list of tasks.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Mr. Benjamin Kimball
June 10, 2015
Page 2

Level III Procedures, Anticipated high-profile projects-Page 11: Kern COG created a Social Equity Roundtable and Fresno COG has an Environmental Justice Task Force for the work to develop their Regional Transportation Plans/Sustainable Communities Strategies. The Fresno COG Environmental Justice Task Force meets quarterly and addresses transportation planning issues. TCAG should consider creating a roundtable or task force for the purpose of addressing Environmental Justice community concerns within the transportation planning processes, programs and activities. Previous comments were provided on the Caltrans letter Draft OWP dated on April 10, 2015 in *Work Element 650.01 Public Information and Participation, Page 64*: Caltrans recommended TCAG consider creating an Environmental Justice Task Force and include under Level III Procedure.

Level III Procedures, Anticipated high-profile projects-Second Paragraph-Number 1, Page 12: Healthy and active lifestyle advocates could be added to the list of stakeholders as they are involved in promoting transportation facilities that encourage walking and bicycling.

III. Process for Receiving Public Comments-Small Group Sessions, Page 14: Rural clinics could also be included to hold small group sessions as well as healthy and active lifestyle advocates could be added to the list of stakeholders as they are involved in promoting transportation facilities that encourage walking and bicycling.

TCAG is commended for their development of procedures to address public involvement and public participation in the areas of transportation planning. TCAG's PPP continues to allow its citizens to help create better decisions and provides steps to reach its minority and other underrepresented communities. This is essential in providing an equal and effective plan for all of the County of Tulare. If you have any questions, please contact me at (559) 445-5421.

Sincerely,



LORENA MENDIBLES
North Planning Branch

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Appendix K – Project Selection Guidelines

FTIP Project Selection Guidelines

<i>TCAG Local CMAQ Project Selection Policy</i>	Policy in process of being updated
<i>2019 ATP Guidelines (Adopted May 16, 2018)</i>	http://catc.ca.gov/programs/atp/2019/docs/051618_2019_ATP_Guidelines_Final_Adopted.pdf
<i>2019 MPO Competitive ATP Project Selection Guidelines</i>	To be adopted by CTC in August 2018
<i>Highway Safety Improvement Program (HSIP) Guidelines</i>	http://www.dot.ca.gov/hq/LocalPrograms/HSIP/2018/HSIP-Guidelines.pdf
<i>State Transportation Improvement Program</i>	http://catc.ca.gov/programs/stip/2018-stip/2018-stip-guidelines-adopted-081617.pdf
<i>State Highway Operations Preservation Program (SHOPP)</i>	http://catc.ca.gov/programs/shopp/docs/Interim_SHOPP_Guidelines_101817.pdf
<i>Tulare County Measure R Policies and Procedures</i>	http://www.tularecog.org/2017/07/19/measure-r-policies-and-procedures/