
2009/2010
Overall Work Program
(DRAFT)

Prepared by the
Tulare County Association of Governments

Adoption date: DRAFT

ABBREVIATIONS AND ACRONYMS

AASHTO	<i>American Association of State Highway and Transportation Officials</i>	NARC	<i>National Association of Regional Councils</i>
ADA	<i>Americans with Disabilities Act</i>	NEPA	<i>National Environmental Policy Act of 1969</i>
APTA	<i>American Public Transit Association</i>	NHS	<i>National Highway System</i>
ARB	<i>Air Resources Board</i>	OWP	<i>Overall Work Program</i>
ATC	<i>Automated Toll Collection</i>	PAC	<i>Policy Advisory Committee</i>
ATIS	<i>Advanced Traveler Information Systems</i>	PMS	<i>Pavement Management System</i>
AVR	<i>Average Vehicle Ridership</i>	RTIP	<i>Regional Transportation Improvement Program</i>
CAA	<i>Clean Air Act</i>	RTP	<i>Regional Transportation Plan</i>
CAAA	<i>Clean Air Act Amendment of 1990</i>	RTPA	<i>Regional Transportation Planning Agency</i>
CALCOG	<i>Calif. Assoc. Councils of Govts.</i>	SAFETEA-LU	<i>Safe, Accountable, Flexible, Efficient Transportation Equity Act- Legacy for Users</i>
CALTRANS	<i>California Department of Transportation</i>	SEE	<i>Serv. for Ed. and Employment</i>
CARB	<i>California Air Resource Board</i>	SHOPP	<i>State Highway Operation & Protection Plan</i>
CBT	<i>Californians for Better Transp.</i>	SIP	<i>State Implementation Plan</i>
CCAA	<i>California Clean Air Act of 1988</i>	SOV	<i>Single-Occupancy Vehicle</i>
CEQA	<i>California Environmental Quality Act of 1970</i>	SRTP	<i>Short-Range Transit Plan</i>
CHP	<i>California Highway Patrol</i>	SSTAC	<i>Social Service Transportation Advisory Council</i>
CIP	<i>Capital Improvement Program</i>	STAF	<i>State Transit Assistance Fund</i>
CMAQ	<i>Congestion Mitigation and Air Quality program</i>	STIP	<i>State Transportation Improvement Program</i>
CMS	<i>Congestion Management Systems</i>	STP	<i>Surface Transportation Program</i>
CNG	<i>Compressed Natural Gas</i>	SJVAPCD	<i>San Joaquin Valley Air Pollution Control District</i>
COG	<i>Council Of Governments</i>	TAC	<i>Technical Advisory Committee</i>
CTC	<i>California Transportation Commission</i>	TCAG	<i>Tulare County Association of Governments</i>
DOT	<i>Department Of Transportation</i>	TCI	<i>Transit Capital Improvement</i>
EIR	<i>Environmental Impact Report</i>	TCM	<i>Transportation Control Measure</i>
FCAA	<i>Federal Clean Air Act</i>	TDA	<i>Transportation Development Act</i>
FHWA	<i>Federal Highway Administration</i>	TDM	<i>Transportation Demand Management</i>
FIP	<i>Federal Implementation Plan</i>	TDP	<i>Transit Development Plan</i>
FTA	<i>Federal Transit Administration</i>	TEA	<i>Transportation Enhancement Activities</i>
FTIP	<i>Federal Transportation Improvement Program</i>	TEA 21	<i>Transportation Equity Act for the 21st Century</i>
HOV lane	<i>High-Occupancy Vehicle lane</i>	TIP	<i>Transportation Improvement Program</i>
HSRA	<i>High Speed Rail Authority</i>	TMA	<i>Transportation Management Association or Transportation Management Area</i>
IRRS	<i>Interregional Road System</i>	TPA	<i>Transportation Planning Agency</i>
ISTEA	<i>Intermodal Surface Transportation Efficiency Act</i>	TP&D	<i>Transportation Planning and Development</i>
ITIP	<i>Interregional Transportation Improvement Program</i>	TSM	<i>Transportation Systems Management</i>
ITS	<i>Institute of Transportation Studies, University of California</i>	VMT	<i>Vehicle Miles Traveled</i>
IVHS	<i>Intelligent Vehicle-Highway System</i>	W.E.	<i>Work Element</i>
LEGACI	<i>Land use, Econ. development, Growth, Agriculture, Conservation, and Investment</i>		
LOS	<i>Level Of Service</i>		
LRT	<i>Light-Rail Transit</i>		
LTC	<i>Local Transportation Commission</i>		
LTF	<i>Local Transportation Fund</i>		
MPO	<i>Metropolitan Planning Org.</i>		
MTC	<i>Metropolitan Transportation Commission (San Francisco Bay</i>		

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The Tulare County Association of Governments (TCAG) has prepared a federally funded Overall Work Program each year since FHWA designated as a Metropolitan Planning Organization (MPO) following the 1980 census. This work program will continue the comprehensive transportation planning required of each MPO in the United States.

Description of Region

Tulare County, comprised of 4,824 square miles, is located in the southern portion of the San Joaquin Valley. The Valley is between the Coast Range on the west and the Sierra Nevada Range on the east. The Valley extends from Sacramento on the north, to the Tehachapi Range on the south. The San Joaquin Valley is one of the richest farmlands in the world.

Tulare County has approximately one third of its land area in the Valley. The remaining portion is in the Sierra Nevada Range. This offers an abundance of scenic and recreational opportunities for residents and visitors. The land in the Valley produces a wide variety of agricultural products. Tulare County ranks 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 total county's approximate population of 435,254

Tulare County contains approximately 4,800 miles of maintained roadway as follows:

- 3,065 miles county roads (fifth largest in the state);
- 787 miles of city streets;
- 352 miles of State Highways;
- 4 miles of State Parks and recreation;
- 31 miles of U.S. Bureau of Indian Affairs;
- 31 miles of Sate Forestry Service;
- 23 miles maintained by the Army Corps of Engineers
- 388 miles U.S. Forest Service; and
- 102 miles National Park Service.

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

The entire San Joaquin Valley continues to undergo significant changes from its rural past. Recent years have seen considerable population increases in the south Valley. Tulare County has experienced unprecedented increases in population over the past decade. This growth has been produced by the influx of new industries, among other factors.

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 rapid urbanization taking place in the County, an increasing percentage of commuter and business trips are developing.

The existing State Highway System in Tulare County was originally completed in the 1950s and 60s. Over the past ten years, TCAG has continued to work with Caltrans to improve the State Highway System. Improvements have occurred or are planned for SR-198, SR-63, SR-99, SR-65, and SR-190. Improvements are, or will be, funded with local, regional and interregional funds. TCAG will continue to work with Caltrans to provide timely improvements to the Regional Road system of Tulare County.

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

In light of this growth and the impacts associated with it, TCAG has endeavored to develop a process which addresses the transportation planning issues of the region. This process focuses on the development of local expertise and planning tools. The regional traffic model and congestion monitoring are examples of this activity.

TCAG continues to work with both the California Transportation Commission and the Department of Transportation to participate in the systems planning and State Transportation Improvement Program (STIP) preparation process. This activity will continue in Work Elements 604.01 Transportation Improvement Program (RTIP & FTIP), 601.02 Administration, 602.01 Regional Transportation Plan (RTP), 650.01 Public Information and Citizen Participation, and 620.01 Valleywide Coordination.

The evaluation of unmet transit needs will continue to be conducted under Work Element 608.06 Unmet Transit Needs - SSTAC. The evaluation and monitoring of existing transit services will be performed in Work Element 605.01—Monitor System.

Organization of TCAG

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

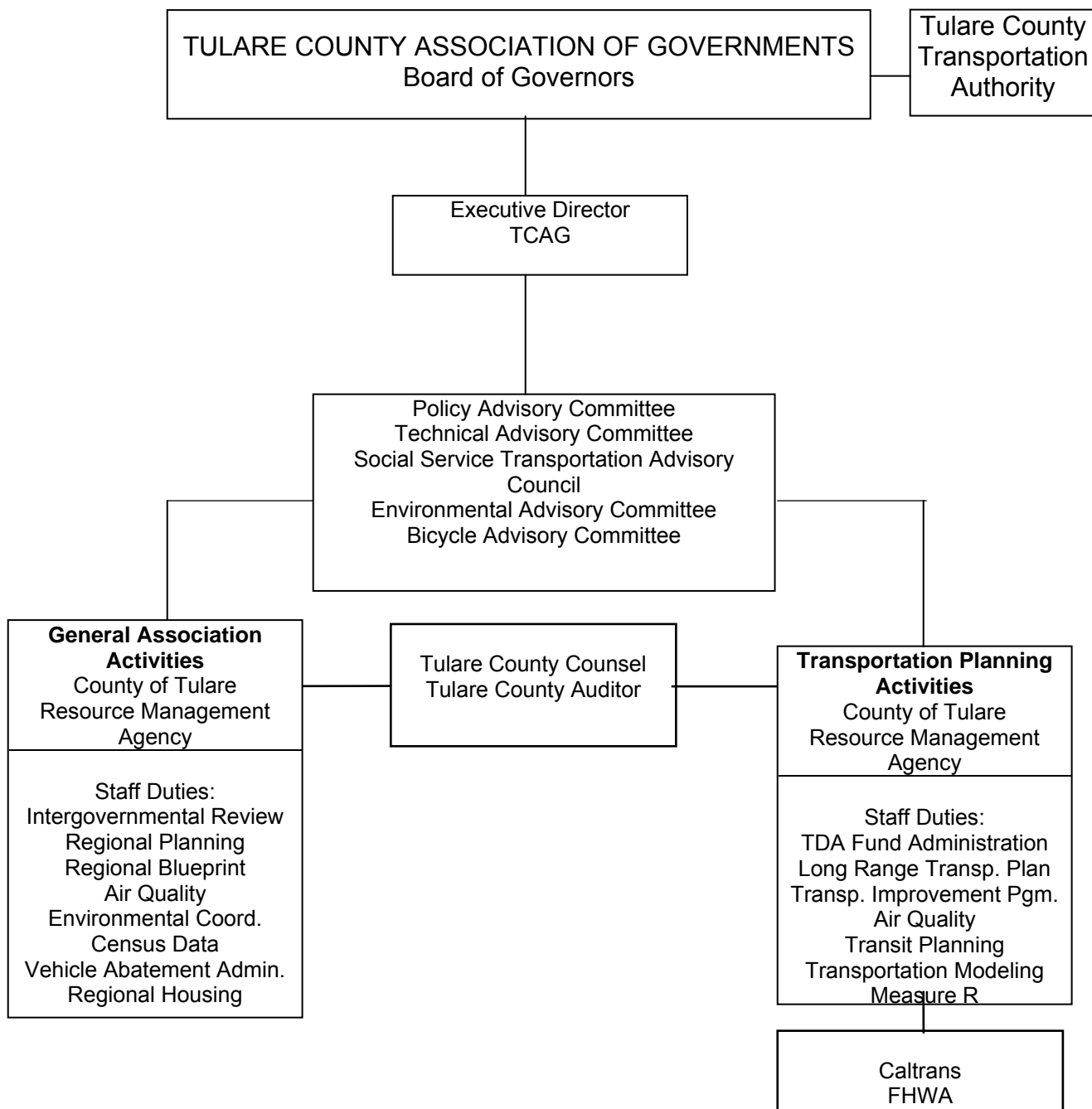
- 1) Assist local jurisdictions in obtaining federal assistance by providing advice, counsel and professional direction;
- 2) Review and coordinate applications for programs utilizing federal funding; and
- 3) Provide a clearinghouse for the coordination and review of all state funded projects.

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

The Board of Governors directs TCAG. This group is composed of one representative from each of the eight cities, the five members of the County Board of Supervisors, and three members-at-large. These sixteen members act as the Council of Governments, the Regional Transportation Planning Agency, and the Metropolitan Planning Organization. These members, plus the District Director of Caltrans, sit as the Policy Advisory Committee. This body offers advice on issues that will be presented to the Board of Governors.

The 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. The Technical Advisory Committee also includes a representative from the Tule River Tribal Council.

TCAG
Organizational Chart



The membership of the Board and each committee is shown below:

Board of Governors

Terry McKittrick	City of Dinuba
Charlie Norman	City of Exeter
Paul Boyer	City of Farmersville
Pamela Kimball	City of Lindsay
Felipe Martinez	City of Porterville
Richard Ortega	City of Tulare
Bob Link	City of Visalia
Rudy Mendoza	City of Woodlake
Bill McKinley	Member-at-large
Bob Zimmerman	Member-at-large
Clifford Dunbar	Member-at-large
Allen Ishida	Supervisor, District 1
Pete VanderPoel	Supervisor, District 2
Phil Cox	Supervisor, District 3
J. Steven Worthley	Supervisor, District 4
Mike Ennis	Supervisor, District 5

Policy Advisory Committee

Board of Governors
District Director, Caltrans District 6

Technical Advisory Committee

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

Ted Smalley	Executive Director, TCAG
Henry Hash	County of Tulare, RMA
Ed Todd	City of Dinuba
John Kunkel	City of Exeter
Rene Miller	City of Farmersville
Scot Townsend	City of Lindsay
John Longley	City of Porterville
Darrel Pyle	City of Tulare
Steven Salomon	City of Visalia
William Lewis	City of Woodlake
Paul Marquez	Caltrans, District 6
Ronal Martin	Tule River Tribal Council

Social Service Transportation Advisory Council

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

Samuel Hurtado	Potential Transit User Over 60 Years of Age
Mary Wheeler	Potential Transit User, Handicapped
Cheri Taylor	Social Service Provider for Seniors
Vacant	Social Service Provider for Seniors
Robert Stephenson	Social Service Provider for Handicapped
Steve Ramsey	Social Service Provider for Handicapped
Sylvia Franco	Social Service Provider for Persons of Limited Means
Jean Brou	Consolidated Transport. Service Agency (Non-urbanized area)
Michael Miller	Consolidated Transportation Service Agency (Urbanized area)
Lisa Bongardt	Center for Independent Living
Vacant	Potential Transit User Youth

Environmental Advisory Committee

The purpose of the Tulare County Environmental Advisory Committee is to observe, analyze, and report 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, and any federal, state, or local agency proposal that affects environmental issues in Tulare County, including important NEPA and CEQA documents, and any particular project TCAG may assign to the Committee.

John Austin	Sequoia National Park
Dick Schafer	Irrigation Districts
Bill McKinley	Tulare County Association of Governments. (TCAG)
Bob Zimmerman	Tulare County Association of Governments. (TCAG)
Darrel Pyle	Tulare County City Mangers
Soapy McCarthy Mulholland	Sequoia Riverlands Trust
Gary Kunkel	Agricultural Commissioner/Sealer
Susan Jones	U.S. Fish and Wildlife Service
Annette Tenneboe	California Department of Fish and Game
Steve Juavez	California Department of Fish and Game
Tim Kroeker	California Department of Fish and Game
Loretta Felstien/Steve Horton	Tulare County Redevelopment Agency
Jean Brou	County of Tulare
Neil Pilegard	County of Tulare, Parks Department
Ted Smalley	Tulare County Association of Governments
Jason Waters/Elizabeth Wright	Tulare County Association of Governments
Larry Dotson	Kaweah Delta Water Conservation District
Stephen Laymon	Bureau of Land Management
	Caltrans

Railroad Advisory Committee

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

Tom Sparks	Tulare County Association of Governments. (TCAG)
Jack Allwardt	City of Exeter, TCAG
Pam Kimball	City of Lindsay, TCAG
Felipe Martinez	City of Porterville, TCAG
Jesus Gamboa	City of Visalia, TCAG
Richard Ortega	City of Tulare, TCAG
Joey Morales	City of Dinuba
Chuck Littlefield	Richard Best Transfer, Inc.
Bob Bloomer	West COSAT Railcar Service, Inc.

Staff Support:	
Paul Saldana	Tulare County Economic Development Corporation
Scott Cochran	Tulare County RMA – Community Development
Benjamin Giuliani	TCAG
Ted Smalley	TCAG
Danny Vota	City of Dinuba
Mike Olmos	City of Visalia

Bicycle Advisory Committee

The Bicycle Advisory Committee (BAC) 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.

Measure R Citizens Oversight Committee

The Measure R Citizens Oversight Committee meets monthly 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), 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).

TCAG has two primary functions:

- (1) The Areawide Planning function is responsible for intergovernmental review, environmental review, and areawide planning activities. TCAG Staff are provided by the Tulare County Resource Management Agency.
- (2) The Transportation Planning function is responsible for the comprehensive transportation planning process in the region. This function prepares the Overall Work Program (OWP) and works to satisfy state and federal transportation requirements. TCAG Staff are provided by the Tulare County Resource Management Agency.

TCAG also receives staff support from other County Departments, such as the Auditor, County Counsel and Human Resources and Development. These departments provide support on an as-needed basis.

Certification Procedure and Criteria

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

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

A certification statement is annually contained in this document (the OWP). Other documentation will be submitted to Caltrans throughout the year, certifying TCAG's planning process. Such documentation includes the following:

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

Any additional documents requested by Caltrans will be provided as appropriate.

TCAG Funding Priorities

Implementation of the **2009 Interim Federal Transportation Improvement Program (FTIP)** will be an important part of TCAG's agenda for 2009/2010. The TCAG Board will be faced with difficult decisions related to continued delays to regionally significant projects. Work will begin on the Draft **2011 Regional Transportation Plan (RTP)**. This includes a comprehensive update of the Performance Measures, a new Goods Movement chapter, addressing greenhouse gas requirements from SB375 and working with the other San Joaquin Valley COGs to update the Valleywide chapter.

Another major project that will be on-going in 2009/2010 is the San Joaquin Valley Regional Blueprint. TCAG along with the seven other Valley COGs started a regional planning process in February 2006. The process will develop a vision for the Valley on not just transportation, but many important aspects of planning such as smart growth principles and the preservation of resources. (Following completion of the Regional Blueprint, TCAG will develop an implementation plan.)

Improving the **air quality** continues to be a high priority for the Tulare County Association of Governments. In January 2002, the Board approved a commitment of five Reasonable Available Control Measures (RACM's) for the Severe Ozone Attainment Plan for the Year 2000 - 2005. In January 2004, the TCAG Board adopted under the Extreme Ozone Attainment Designation, the same five commitments with an extension until year 2010. The RACMS were related to: Bicycle program, Alternative fuels, expanded outreach, ITS, and monitoring. In 2009/2010, TCAG will continue with efforts to encourage air quality improvements including funding the regional rideshare program and continued investment in Compressed Natural Gas. TCAG will continue to assist member agencies as requested. An example is the investment in CNG infrastructure in many areas of the County.

Environmental Justice/Title VI is a priority for the Tulare County Association of Governments and is programmed as a function of both the Administration and Special Studies work elements. Staff will evaluate Title VI & Environmental Justice compliance and outreach efforts. Also, TCAG will review the distribution of CMAQ and TE funding to Title VI communities.

Public participation/information and valley-wide coordination remain high priority planning areas. TCAG is proud of the accomplishments in these areas and is committed to continuing the high profile efforts in 2009/2010. Approximately 7-8% of the TCAG budget is for the Public Outreach work element. This year, a major outreach effort will continue to be conducted to make the public aware of steps to improve the air quality in Tulare County. In addition, other work elements such as the RTP and TDA Administration, provide funds for public outreach. In advance of the 2011 RTP, a comprehensive review and update of the Public Participation Plan will be completed.

State and Federal Funding Priorities

TCAG staff has considered each of the funding priorities issued by Caltrans and the Federal Highway Administration and included those appropriate for Tulare County. In some cases, such as Public Participation/Information, a separate work element has been assigned. Congestion monitoring in Tulare County is another area of importance and is a task under the Monitor System work element. In cases such as vehicle travel reduction or financial planning, the RTP, TIP, TDM or Air Quality planning work elements are broad enough to include these important emphasis areas. Work Elements in this OWP that are related to the State and federal funding priorities are shown on the following pages.

REGIONAL PLANNING PRIORITIES (STATE)

Overview

Regional Transportation planning in California is a dynamic process. It involves the collaboration of Federal, State, regional and local agencies, the private sector and the public. All involved in transportation planning have the opportunity to provide leadership in any one or more phases of the regional transportation planning program.

Transportation planning considers multiple, complex and evolving goals, objectives, plans and programs. Regional transportation planning results in the development of Regional Transportation Plans (RTPs), and ultimately programs and projects. Regional planning studies, activities, consensus efforts and documents provide the basis for project decisions including mode choice and general alignment. These decisions, in turn, lead to environmental and design approvals, and project delivery and construction. Regional transportation planning focuses on:

- 1) Maintaining or improving mobility, quality of life, and economic opportunities;
- 2) Developing and assessing technical and policy issues involving air quality, environmental impacts, public involvement, preliminary engineering, alternatives analysis and scoping, and funding; and
- 3) Providing quality assurance of administrative efforts to maintain the flow of federal planning and project funds to California.

Based on both the assessment of regional transportation planning needs and the federal and state goals to provide regional flexibility, following are the regional planning priorities for the FY 2009-10 Overall Work Program (OWP).

Priorities

Project Monitoring (601.10, 602.01, 602.03, 604.01, 604.02)

Project Monitoring is a Planning Emphasis Area for 2009/2010 OWP. Effective project monitoring is critical to the planning process and to project delivery. Project monitoring activities should do the following:

- 1) Support efforts by the FHWA and Caltrans to reduce inactive obligations for federal-aid projects;
- 2) Lead to the development of the annual listings of obligated projects in accordance with SAFETEA-LU; and,
- 3) Help in the development of the 2010 Federal Transportation Improvement Program.

In 2006 TCAG implemented a new monitoring process that includes the tracking of projects from obligation until final invoice. Staff time has been dedicated to help insure that projects are obligated and expended in a timely manner. TCAG will continue with quarterly meetings with each agency. Caltrans District 6 has also made a commitment to work with TCAG to improve communication and look for ways to improve the funding process.

Highway Performance Monitoring System (HPMS) data collection (602.01, 602.02, 605.01)

The HPMS is a national level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of the Nation's highways.

The importance of HPMS data gathering activities is shown by a dedicated Work Element (605.01). TCAG continues to provide funding for member agencies to assist with data collection. TCAG staff is also available to provide technical training on the use of traffic counters. Traffic counters have been provided to member agencies. TCAG also has four counters that may be used by any of our member agencies.

Financial Planning / Financial Constraint (602.01, 603.02, 604.01, 604.02, 620.01, 650.01, 670.01, 670.05, 670.06, 670.08, 670.10)

Financial planning and fiscal constraint continue to be a high priority and are included as a Planning Emphasis Area for 2009/2010. FHWA and FTA issued joint guidance on fiscal constraint on June 30, 2005. Subsequently, the FHWA California division office identified areas for increased emphasis or improvement related to this issue. These included:

- 1) Properly reflecting advance construction projects and their conversion to federal-aid funding in the FTIP;
- 2) Assuring that project cost estimates are updated to reflect the latest available information; and, reflecting the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system, including portions of the system owned and operated by local governments, in financial plans.

TCAG has continued to provide financial planning/constraint summaries in both the FTIP and RTP. Every effort is made to use tables as approved by FHWA and Caltrans. Revenue assumptions are based on estimates provided by FHWA, FTA, and the CTC. Costs for projects are reviewed and escalation factors are used for all projects where appropriate. TCAG receives quarterly updates from Caltrans on costs for major widening projects. For the upcoming 2010 FTIP, TCAG is reviewing options for providing information on local maintenance. As part of the 2011 RTP, project cost estimate forms will be utilized to meet new federal requirements for the RTP financial tables.

Regional Congestion Partnerships (602.01, 605.01, 620.01 670.05)

While this requirement does not apply to Tulare County, we continue with regional partnerships to relieve existing and plan for the future. We work with Kern County to the south to review opportunities for improvements to the SR-65 corridor. To the west we have worked with Kings County for decades on the SR-198 corridor. The two counties working together has led to full funding of a four-lane widening project between the two counties. On the north we are working on a comprehensive two county, three city plan to review congestion that occurs across jurisdictional boundaries.

SAFETEA-LU Implementation (602.01, 604.01, 620.01, 650.01, 670.05, 690.05)

SAFETEA-LU implementation is a critical issue this year for TCAG. We will continue to work with FHWA to review our GAP Analysis and determine areas that require updating or further refinement in 2009/2010. TCAG is committed to having a SAFETEA-LU compliant RTP and FTIP this summer. TCAG will also implement any new requirements if a transportation reauthorization bill is passed in 2009/2010.

The following table relates the two state priorities to the 2009/2010 OWP work elements:

STATE PLANNING FACTORS	CONSIDERED BY TCAG/TPA WORK ELEMENT:
Project Monitoring.	601.10, 602.01, 602.03, 604.01, 604.02
Highway Performance Monitoring System (HPMS)	602.01, 602.02, 605.01
Financial Planning/Fiscal Constraint	602.01, 602.02, 602.06, 604.02, 610.01

The following table relates the TCAG 2002 and 2004 Ozone Attainment RACMs to the 2009/2010 OWP work elements:

TCAG RACM	CONSIDERED BY TCAG/TPA WORK ELEMENT:
1. Support the Regional Rideshare Program	602.01, 609.02, 610.01
2. Preparation of Regional Bicycle Transportation Program	602.01, 602.03, 610.01
3. Preparation of East County alternative fuel feasibility study	602.01, 602.06
4. Conduct expanded outreach	602.01, 610.01, 650.01
5. Adopt ITS Strategic Deployment Plan	602.01, 603.02, 610.01
6. Provide continued monitoring efforts in Tulare County	602.01, 602.01, 603.01, 605.01, 610.01

SUB CATEGORY 601 ADMINISTRATION

WORK ELEMENT: **601.01 TDA Fund Administration**

PURPOSE: To manage the Local Transportation Fund and the State Transit Assistance Fund as prescribed by the Transportation Development Act. To conduct an independent, objective evaluation of the efficiency and effectiveness of public transit services in Tulare County, and to provide transit management and decision makers with constructive and practical recommendations for improvement.

PREVIOUS WORK: Completed LTF and STA Transit Claims for the Cities and County for 2008-09 and prior years. Completed Triennial Performance Audits for fiscal years 2000-2003, 2003-2006, and 2006-2009.

PRODUCTS: 1. Complete LTF and STA transit claims for the cities and county for 2009-10
2. Final LTF and STA apportionments for 2009-10
3. Unmet Transit Needs Process (hearing and findings)
4. Revised Unmet Transit Needs definition (as necessary)
5. SSTAC Meetings

DISCUSSION:

Every year, the Tulare County Association of Governments (TCAG) allocates Local Transportation Funds to member agencies in proportion to their respective populations as set forth in Section 99231 of the Transportation Development Act—Statutes and California Code of Regulations. When the Transportation Development Act (TDA) claims are received they are processed and adopted by the TCAG Board. An audit is conducted on each of the agencies that receive TDA funds for compliance with TDA regulations. Agencies may submit a request for TDA funding upon completion of the Unmet Needs process and appropriate fund transfer agreements with other transit agencies. All Unmet Needs determined reasonable to meet by the SSTAC must be satisfied prior to release of TDA funding for streets and roads purposes. Agencies may submit requests for streets and roads after funding is received for transit. TCAG as an agency does not receive funding for capital projects or transit operations.

In March of each year, TCAG holds at least two public hearings to invite the public to come forward and comment on any unmet transit needs. There is extensive outreach conducted to advertise the Unmet Transit Needs process. Outreach includes newspaper and radio ads, local press releases, and posters with comment cards distributed throughout the county. The posters have resulted in a large increase of public participation. As result TCAG continues to enjoy increased public participation from the Hispanic and other minority communities.

The Social Service Transportation Advisory Council (SSTAC) is convened after the public hearing(s) to review the unmet needs . The SSTAC makes recommendations to the TCAG board on whether the needs expressed are either not an unmet need, an unmet need that is reasonable to meet, or an unmet need that is not reasonable to meet. In June, the TCAG board reviews the findings from SSTAC and adopts the unmet needs for the year.

In 2003-04, the SSTAC, Caltrans, and staff worked together to develop a revised Unmet Needs definition. The revised definition was adopted at the February 2004 TCAG Board meeting. The definition was again revised in 2008 to provide more flexibility to the SSTAC in making the determination if an unmet need is reasonable to meet.

SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: **601.06 Overall Work Program and Budget**

PURPOSE: To prepare and administer the annual work program, budget and quarterly reports; to maintain an ongoing transportation planning process; to involve local technical staff, administrative officers, Caltrans, Tribal Government, and elected officials, in the transportation planning process.

PREVIOUS WORK: This is an ongoing work element. Work completed in 2008/2009 included administration of the OWP, completion and submittal of Quarterly Reports, and preparation of the 2009/2010 OWP and ICAP.

PRODUCTS:

1. Fourth Quarter Report for 2008/2009
2. Quarterly Reports for the 2009/2010 Fiscal Year
3. 2009/2010 OWP and related Public Participation documentation
4. Administer transportation planning funds
5. Conduct weekly staff meetings
6. Prepare draft 2010/11 OWP
7. Prepare Cost Allocation Plan

DISCUSSION:

Work Element 601.06 Overall Work Program and Budget allows for the preparation and administering of the annual Work Program and the future year Work Program. The annual Work Program is created and adopted yearly before the Fiscal Year (FY) begins.

As part of the administering of the Work Program quarterly financial reports and reimbursements are created and submitted to Caltrans, FHWA, and FTA. These reports and reimbursements allow for the funding of TCAG to continue. Work Element 601.06 also allows for the daily administering of the Work Program throughout the year. Necessary budget adjustments, transfers and journal vouchers are prepared daily to maintain a working budget.

Work is also done yearly on the next year's budget to deliver it in a timely manner. A thorough review of the current year Work Program is done and adjustments are made as necessary to improve the upcoming budget. The review of the current budget process allows for a better budget for the upcoming year that covers all the necessary changes that occur from year to year in the TCAG Work Program.

The TCAG Cost Allocation Plan for the FY 2009/2010 will be completed and implemented as previously done in FY 2008/2009. This Cost Allocation Plan will help in the distribution of indirect costs to their appropriate Work Elements, which will minimize the total amount of administration costs. An Indirect Cost Rate will be annually calculated for TCAG and approved by FHWA. This rate is calculated by dividing TCAG's Indirect Costs by its Direct Costs to come up with a Cost Allocation Rate. A Cost Allocation Plan will allow TCAG to improve its cost recovery process for the FY 2009/2010 and the years to come.

SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: **601.08 Government Relations**

PURPOSE: Travel to various local, regional, statewide, Tribal Council and national meetings as required. Allows training for staff in the general area of transportation planning and its relationship to air quality, land use and socio-economic activity. Staff Participation in CALCOG, NARC, CTC, SJVAPCD and State, Great Valley Center, Valley COG and local RTPA meetings is a large part of our government relations outreach.

PREVIOUS WORK: TCAG Delegates to Washington D.C.
TCAG Delegates to One Voice Sacramento
CalCOG Meetings and other statewide efforts

PRODUCTS:

1. Representation at national, statewide, valleywide, and local transportation planning meetings.
2. Staff training and educational seminars.
3. Member Agency training and education seminars.
4. Staff training retreat
5. TCAG/Valley Voice Delegates to Washington D.C./Sacramento
6. CalCOG meetings
7. Memberships

Work Element 601.08 Government Relations allows for staff to attend local, regional, and statewide meetings to further transportation planning and funding knowledge that staff requires. All meetings attended under this W.E. are considered to be unallowable for PL and TDA reimbursement. These meetings are funded by membership dues and local contributions.

One major trip that is taken by staff and local leaders is the, "One Voice Delegation to D.C." This trip allows for Tulare County leaders to travel to D.C. and advocate for Tulare County transportation issues. The annual trip has been seen as a success in helping support the future funding of transportation projects throughout the County, both for specific projects and for national policy that would benefit Tulare County. Sponsorships assist with trip financing. TCAG leaders also travel to Sacramento with a Tulare County delegation, and to Washington D.C. and Sacramento as part of a valleywide effort.

Trainings and seminars by staff are also regularly attended. Staff takes pride in assisting member agencies by staying well informed on all major transportation issues and policies that affect Tulare County. Under this work element, funding is also provided for member agencies to attend transportation training.

TCAG staff maintains communication between the TCAG Board, the Technical Advisory Committee (TAC), committees involved in areawide planning, Tulare County representatives and the administrative staffs of each member city. TCAG also coordinates with other regional Councils of Governments (COGs) as well as with various state, Tribal, and federal agencies involved in transportation, air quality and areawide planning matters, grant funding programs, and selected economic development organizations.

Through the California Association of Councils of Government (CalCOG), TCAG staff reviews and reports on state legislation that may affect its members. This includes legislation on transportation, housing, the state budget, government restructuring, infrastructure banks, environmental issues, and a wide range of regional issues such as water and air quality. TCAG also is involved in similar tracking of federal legislation through its membership in the National Association of Regional Councils (NARC). Staff also

works with the San Joaquin Valley Air Pollution Control District to provide review and comment, and to promote the interests of Tulare County and its cities regarding any air quality plans and proposals.

SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: **601.09 FTA Grant Programs Administration**

PURPOSE: To apply for Federal Transit Administration Metro and Discretionary Transportation Planning (DTP) Grants in a timely manner, to prepare the annual FTA Section 5311 and 5311(f) Program of Projects, and Program Section 5310. 5316(JARC), 5317(NF) funds, and implement the Tulare County Coordinated Transportation Plan.

PREVIOUS WORK: Applications for Federal Transit Administration Metropolitan (Section 5303) and DTP (Section 5313) Grants.
Annual FTA Section 5311, 5311(f) Program of Projects.
Programmed DTP Section 5310, 5307, and 5311 funds.
Score and evaluate FTA 5316 and FTA 5317 applications for local agencies.
Provide assistance to local agencies with preparing and finalizing FTA 5310, 5311 and 5307 grant applications.

PRODUCTS:

1. 2009-10 FTA DTP Grant (Section 5313) Application.
2. 2009-10 FTA Section 5311 and 5311(f) Program of Projects.
3. Selection criteria for FTA 5310, 5316, and 5317 projects.

DISCUSSION:

FTA Section 5311 provides for Federal grants, made through the states, for public transportation projects in non-urbanized areas (i.e., areas not part of a designated urbanized area over 50,000 population). TCAG staff informs all transit providers of the availability of funds to help in purchasing capital or to cover operations expenses for their transit systems. Staff reviews the requests received and programs the 5311 funds based on the transit providers with the greatest need and amount of funds available. In order to receive FTA transit funds, an agency must adopt a Short Range Transit Plan. This plan details the capital and operating needs of a transit agency over a five-year period of time. TCAG staff assists the transit providers in preparation of FTA grant applications.

The Department of Transportation as directed by the California Transportation Commission allocates Federal funds to the Section 5310 Program which provides money for transit services for elderly persons and persons with disabilities. The funds allow private non-profit organizations, and public agencies under certain circumstances, to purchase accessible vans and buses or other transportation related equipment to serve individuals with special needs. TCAG staff has hired a consultant to assist any interested non-profit organization or public agency to submit a 5310 Grant application. There is an extensive outreach campaign that is conducted to encourage agencies within Tulare County to submit applications for the program.

Under SAFETEA-LU, The federal transportation reauthorization act, FTA Section 5310 (Elderly & Disabled), 5316 (Job Access Reverse Commute), and 5317 (New Freedom), projects must be derived from a locally developed Coordinated Public Transit-Human Services Transportation Plan. TCAG completed and adopted the Tulare County Coordinated Transportation Plan in October 2007. The plan will serve as a guideline for submitting projects for possible funding under the FTA 5310, 5316, and 5317 programs. TCAG staff will work to establish project selection criteria for FTA 5310, 5316, and 5317 grant programs. Updates of the plan will coincide with updates of the Regional Transportation Plan.

The Department of Transportation has transferred its "designated recipient" status to the regional MPO's, including TCAG. In order to receive funds from the 5307 Program, there must be an agency designated

as the grant recipient. The Executive Director (or designee) will act as the designated recipient of the 5307 funds and is responsible for “pinning” (i.e. approving) local 5307 grant applications.

SUBCATEGORY: 601 ADMINISTRATION
WORK ELEMENT: **601.10 Transit Coordination**
PURPOSE: To provide regional transit coordination and assistance to member agencies

PREVIOUS WORK: Previous work completed under this work element included monitoring of transit planning requirements, coordination of the Tulare County Transit Forum, assistance to local agencies with transit planning and funding issues, attendance at CalAct training conferences and other training opportunities, implementation of a Regional Transit Pass (T-Pass), a Regional Transit Marketing Plan, a Planning-Level Study for a transit stop/station in Three Rivers and transit infrastructure improvements in Earlimart, Cutler-Orosi and other rural communities, and the 2007 Triennial Performance Audit.

PRODUCTS:

1. Tulare County Transit Forum meetings.
2. 2009 Tulare County Transit Guide
3. 2009 Tulare County Regional Transit Pass – *T-Pass*
4. Rural community transit improvements in Cutler-Orosi, Earlimart, and other communities.
5. 2010 Triennial Performance Audit (TPA)
6. Countywide transit improvements using Proposition 1B funds

DISCUSSION:

In an effort to better assist the various transit operators within Tulare County, TCAG staff facilitates the Tulare County Transit Forum which meets six (6) times throughout the year to discuss various issues related to transit and transit funding.

The Tulare County Transit Guide is distributed annually throughout the county and has a listing of all the transit services provided within Tulare County. The next edition of the Transit Guide (August 2009) will reflect continued transit expansion under Measure R. In 2009-10 TCAG staff will prepare a grant to revise and upgrade the Transit guide and continue to assist Tulare County Area Transit staff with monitoring and implementation of the Regional Transit Pass (T-Pass)

In 2009-10 TCAG staff will work with the local transit agencies to implement a Regional Transit Marketing Plan which was developed in 2008-09. The goal of the plan is to improve transit awareness in the county and increase transit ridership. TCAG will also continue to work with the Community of Three Rivers, City of Visalia Transit, and Tulare County Area Transit in developing a transit stop/station in Three Rivers and in making transit infrastructure improvements in Earlimart, Cutler-Orosi and other rural communities in the county.

TCAG staff will continue to assist local transit agencies in applying for, and using their Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) and the Transit System Safety, Security, and Disaster Response Account (TSSSDRA) funds. These bond accounts provide money to local agencies and entities to improve and enhance public transit services.

Preparation of a Triennial Performance Audit (TPA) is required every three (3) years by the Transportation Development Act (TDA) for agencies that claim TDA funds for transit. In 2009-10 TCAG staff will select a qualified consultant through a competitive process to conduct the 2010 Triennial Performance Audit for all Tulare County transit agencies and TCAG while continuing to monitor the recommendations in the 2007 TPA

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: **602.01 Regional Transportation Plan**

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

PREVIOUS WORK: Regional Transportation Plans (1975-2007)

PRODUCTS:

1. Monitor and amend as needed 2007 RTP and related environmental report
2. Host Public Workshops and coordinate with local agencies in the development of the 2010/11 RTP
3. Prepare a Draft 2010/11 RTP
4. Prepare a Draft Environmental Impact Report (EIR) for the 2010/11 RTP (consultant)
5. Coordinate Valley-wide RTP planning efforts

DISCUSSION:

The Regional Transportation Plan (RTP) is its 20-year, long-range transportation vision for the region. The Plan is required by the State of California through California Government Code Sections 14522 and 65080 “...each transportation planning agency shall adopt and submit, every four years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation.....When applicable, the plan shall be consistent with Federal planning and programming requirements and shall conform to the regional transportation plan guidelines adopted by the CTC.” TCAG prepared its first RTP in 1975.

As part of preparing the 2007 RTP, staff added a section on the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) compliance. TCAG is coordinating with Federal Highway Administration (FHWA) to ensure that Tulare County’s RTP is in compliance with SAFETEA-LU. To attain SAFETEA-LU compliance, the 2007 Public Participation Plan was developed and adopted by TCAG in December 2007. In addition, financially constrained summary sheets with escalated values were completed in April 2008. FHWA determined that TCAG’s RTP was SAFETEA-LU compliant in 2008. TCAG will continue to be in compliance with FHWA and SAFETEA-LU requirements in the development of the 2010/11 RTP. The RTP will be consistent with the 2009 Interim Federal Transportation Improvement Program, Regional Transportation Improvement Program, and Air Quality Conformity findings.

Some of the significant updates and additions for the 2010/11 RTP include a new Goods Movement chapter, updated Performance Measures and addressing SB 375 requirements regarding Greenhouse Gas emissions. The San Joaquin Valley MPOs will also coordinate the update of the Valleywide chapter. Depending on the timing of the new transportation reauthorization, the 2010/11 RTP may need to address additional issues and federal requirements.

Staff will continue to participate in the Tulare County Fair to receive input on regional transportation issues. Staff will conduct other outreach venues to maximize public input through service clubs and valleywide coordinated (Blueprint) out reach efforts. Staff will conduct several public out reach meetings in the development of the 2010/11 RTP.

TCAG also will conduct a formal consultation and collaboration meeting with the Tule River Indian Tribal Council. As part of the formal consultation, the status of various projects will be provided to the Tribal Council. TCAG will continue to encourage the participation of the Tule River Indian Tribal Council in the development of the RTP and other transportation issues.

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: **602.02 Travel Forecasting/Model Development**

PURPOSE: To develop a traffic model to project current and future traffic volumes for 50 years in the future

PREVIOUS WORK: Long range financial and planning policies and project identification.
 Completed current employment and housing for the 2007 Travel Forecast Model Update using available demographic data.
 Conducted 48-hour traffic counts for the 2007 model update.
 Provided forecast data for new Air Quality EMFAC model 2009 RTP model runs
 Initial forecast efforts for projects such as the Cartmill Interchange, Rd 154/SR-198 (E. Visalia) interchange, Traffic Impact fee study for the City of Visalia
 Upgraded modeling software to Cube/Voyager and added 1 license

PRODUCTS:

1. Regional traffic model updates.
2. 2007-2050 socio-economic files.
3. Provide member agencies traffic forecast data, as required for development of traffic impact studies, PSRs, MISs, etc.
4. Maintenance contract with Travel Forecast Software Provider.
5. Attend statewide (CIA) modelers meetings and SJV Model Users Group meetings.
6. Attend training for use of new EMFAC Model
7. Attend training for upgraded modeling software
8. Attend Signal Timing and Operations training
9. Attend Highway Capacity Analysis training
10. Model documentation and update reports

DISCUSSION:

In the year 2007 a major update of the model was initiated. The update includes current and future employment information, latest Census and DOF data, existing road ADT counts, peak hour counts, and truck traffic percentages. Traffic Analysis Zones and the Transportation Network will be validated to current and future levels. TCAG will continue consulting with local agencies for updates on current and future development. The use of the current data will assist with federal and state requirements to use the "latest planning assumptions" requirements for conducting regional travel forecasts. The completion of the update efforts will occur in 2009. The model documentation and model update will be completed in 2009.

Traffic analysis zones and the traffic network are being updated to current development levels on an ongoing basis. TCAG has initiated the new aerial photo layer beneath traffic model layers and has also initiated the realignment of the traffic network to match the aerial photo layer. TCAG will look at the feasibility of adding peak hour (hot spot) traffic count maps and possibly photo links to the TCAG website or a link to the county GIS server. TCAG will also explore adding traffic signals and timing into the traffic network and will consider using field GPS/PDA units with GIS software for use of information data traffic counts and modal updates. In 2009, TCAG will explore the possibility of adding a transit layer and freight modeling to the traffic model. These efforts may be required for (SB-375). Additionally, TCAG staff participates with other COGs and local agencies in Valleywide committees targeted toward utilizing travel forecasting and traffic modeling to address current and future transit issues.

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: **602.03 Regional Bike Plan**

PURPOSE: Administer the 2007 Regional Bike Plan for Tulare County

PREVIOUS WORK: Review of local agency bike plans.
Completion and adoption of 2007 Regional Bike Plan
Updates to the 2007 Regional Bike Plan

PRODUCTS:

1. Amend and update the 2007 Regional Bike plan as necessary
2. Coordination with local agencies including Tribal Government and area bike clubs
3. Quarterly Bicycle Advisory Committee meetings
4. Provide grant assistance to member agencies

DISCUSSION:

The Regional Bike Plan provides a long range transportation vision for bicycle facilities in the region. The Plan is required by the California Department of Transportation (Caltrans) in order for an agency to receive Bicycle Transportation Account (BTA) funds.

The TCAG Board approved the Regional Bicycle Plan Update in fall 2007 and an update to the Plan in 2008. The Regional Bike Plan allows member agencies to create a local bicycle plan for adoption and approval by the State. The State has approved the Plan which makes eligible to apply for State Bicycle Transportation Account (BTA) funds related to bicycle projects identified in the bicycle plan. Agencies are also eligible to apply for other state/federal funding sources, with a plan for a bicycle network in place. As of 2008, all member agencies of TCAG have adopted bicycle plans.

TCAG meets quarterly with the Bicycle Advisory Committee made of the cities and special interest groups to discuss bicycle projects and plans to develop the bicycle system throughout Tulare County and the cities. Participation is voluntary and the cities benefit from TCAG staff assistance and guidance in developing their city's specific bicycle plan and network.

The cities of Farmersville, Exeter, Tulare, Dinuba, Woodlake, Porterville and the County of Tulare have adopted the Tulare County Regional Bicycle Plan. The City of Visalia and the City of Lindsay have individual bicycle plans, both of which are incorporated into the Regional Bicycle Plan. TCAG encourages all member agencies to apply for funds that fund bikeways and bicycle amenities that can be used to complete or compliment their bicycle network.

TCAG will continue to work with member agencies to encourage bicycle planning and construction of bicycle facilities. Projects will be established from the Regional Bicycle Transportation Plan and city's planning documents. The Bicycle Advisory committee will continue working together to implement regional projects.

Measure R funds will greatly enhance the development of the Tulare County bicycle network. Funds for Measure R bicycle projects across the county will be distributed to agencies, including the Santa Fe Trail Connection. (Measure R Santa Fe Trail Connection: Work Element 700.02)

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: **602.05 San Joaquin Valley Regional Blueprint**

PURPOSE: To provide a planning process and products to support long-range regional planning for the eight (8) MPOs in the San Joaquin Valley region and to complement the work of the California Partnership for the San Joaquin Valley.

PREVIOUS WORK: Implement Local Outreach Plan
Inventory GIS data
Train Users Group on Modeling Tools
Establish Media and Modeling Subcommittees
Participate in Statewide Blueprint Learning Network and
Blueprint Regional Advisory Committee
Adopt Local Vision and Values
Adopt Local Goals and Objectives
Evaluate Status Quo and Alternative Scenarios
Adopt Local Blueprint Preferred Scenario
Valley Professional Planners Group Established.
Metro Rural Loop Feasibility Study Initiated
San Joaquin Valley Housing Trust Established

PRODUCTS: 1. Regional Scenario Development and Evaluation
2. Blueprint Outreach and Local Agency Approval
3. Blueprint Implementation

DISCUSSION: The San Joaquin Valley (SJV) is a large, diverse, and complex area that houses over 3.3 million people, contains millions of acres of the world’s most fertile farmland, a wealth of natural resources, and large urban environments. The 240-mile long valley stretches from the cities of Stockton to Bakersfield and encompasses the eight-county valley region (Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus and San Joaquin).

Today, 3.3 million people live in the SJ Valley. According to the Department of Finance, the SJ Valley’s population will have grown to 9.5 million by 2050. How will the region accommodate this anticipated growth? Will it be through expansion of current cities or the development of new ones? How will existing cities change to accommodate new growth? How will intra and interregional transportation accommodate commuters, travelers, and goods movement while not continuing to degrade our air quality? How can the Valley achieve a better jobs:housing balance? And how will the balance be maintained between the development of new infrastructure and the need to preserve the region’s most important resources?

A look at the current economy of the region points to agriculture as the SJ Valley’s economic base. While growth of agriculture has altered some of the natural environmental landscape over time, perhaps even more concerning is the rate at which prime agricultural land is being converted to urban uses. Much of the land conversion is due to the attractiveness of SJV home prices to residents of the Bay Area and Los Angeles regions. However, these new Valley residents often commute back to their place of origin for employment, compounding transportation impacts, air quality dynamics, reducing employment based tax revenues, and presenting significant civic engagement challenges.

Highway 99 bears a very large share of commuter traffic, and is also burdened with extraordinary truck traffic transporting goods. Insufficient for current traffic loads, Highway 99 is further impacted by industrial growth and new distribution centers, especially in the Southern San Joaquin Valley.

At both the federal and state levels, policymakers have begun to recognize the extraordinary challenges facing the Valley. Through executive orders issued by two presidents, the Federal Interagency Task Force was formed to help coordinate federal efforts within the region. The *California Partnership for the*

San Joaquin Valley, created by Governor Schwarzenegger via executive order, is a state effort to direct resources to the region. Through the Blueprint process, regional leaders will work closely with the Partnership to address the significant issues facing the region. Teaming with the SJ Valley Partnership will enable pooling of resources, consistency of vision, and combined momentum to bring solutions to the forefront.

In Tulare County, the Blueprint began as a local, bottom-up process. Values, a vision, goals, and objectives, have been approved that fit the needs and are the will of the County's residents. Throughout this process, TCAG will work with the seven other San Joaquin Valley MPOs to synthesize the respective Blueprint products and to create a San Joaquin Valley Regional Blueprint that will represent the needs and views of the entire Valley region. The Blueprint process also entails a land use/modeling component that will allow residents to envision possible future scenarios, from the current development "status quo" to a variety of different alternative choices.

Many efforts are taking shape in the San Joaquin Valley that are linked to the Blueprint process. A San Joaquin Valley Housing Trust has been established, a Blueprint Regional Advisory Committee is actively involved in the regional effort, and other plans and studies, such as the Metro Rural Loop, a regional agriculture plan and a regional water plan, are in the beginning phases.

Over the next year, TCAG will continue to further local and regional modeling efforts to prepare and evaluate alternative scenarios for the year 2050. Outreach will continue to state and local agencies as well as to elected officials and the general public. Methods of outreach include: newspaper, radio, direct mailings, email, advertising within communities for local meetings, and more. A Blueprint Summit was held in January 2009 to give residents from all over the Valley a chance to vote on their preferred alternative. Staff will review best practices in regional blueprint planning nationwide and developing implementation principles that are the best fit in Tulare County. During fiscal year 2009/10, TCAG staff will be working with member agencies and local governmental bodies to adopt, accept, and/or implement Regional Blueprint principles into their local plans. The strategy for implementation will begin to be established both locally and valley-wide during this fiscal year.

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SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: **602.06 Special Transportation Project Studies**

PURPOSE: To conduct ad hoc transportation studies on the regional system.

PREVIOUS WORK: South-County East-West Corridor Study
City of Tulare interchange feasibility analysis
Regional Transportation Improvement Study for the Tule River Reservation Area
Operational Analysis and Long Range Plan for State Route 99/Prosperity Interchange in Tulare.
SR-99-City of Tulare Corridor Study/Ave. 200 (Paige Avenue) and related
Project Study Report
Light Rail Feasibility Study
Goshen/Visalia area Transportation Financing Study
SR-99 south County traffic study phase II
City of Farmersville regional access study

PRODUCTS: 1. On-call traffic engineering services
2. On-call transportation studies services

DISCUSSION:

Previous Project Study Reports and Corridor Studies were prepared for various potential projects in Tulare County. In order for projects to be considered for programming with Federal/State funds by TCAG, PSRs must be completed or updated.

TCAG completed a light-rail feasibility study, which analyzed the potential for light rail in Tulare County. Route selection, interim implementation options, and land use implications will be discussed during the next phase among TCAG and the affected local agencies.

It is anticipated that one or more special studies will be needed in fiscal year 2009/2010 to evaluate or improve the transportation system in Tulare County. In order to function efficiently, funding has been budgeted to consultant work and staff time in this work element.

SUBCATEGORY: 603 TRANSPORTATION SYSTEM MANAGEMENT (TSM)

WORK ELEMENT: **603.01 Countywide TSM Activity**

PURPOSE: To develop and implement TSM strategies for the Visalia, Tulare and Porterville areas.

PREVIOUS WORK: Visalia Downtown Parking Study.
COS/Civic Center Parking Study.
City of Tulare Signal Timing Study.

PRODUCTS: 1. TSM Planning Studies (as needed) and Improvements in the Visalia, Tulare, and Porterville areas.

DISCUSSION:

The funding of Transportation System Management (TSM) activities is a Reasonable Available Control Measure (RACM) commitment by TCAG and is implemented by the Cities of Visalia, Tulare and Porterville.

TCAG funds annually, a monitoring program evaluating 25 intersections a year (605.01 Monitor System) as a part of the monitoring efforts of the RACM commitment by TCAG through 2010. The monitoring program identifies projects based on existing condition as well as projected congestion. TCAG monitors level of service ratings on roadway segments and provides an analysis for potential alternative routes.

SUBCATEGORY: 603 TRANSPORTATION SYSTEM MANAGEMENT

WORK ELEMENT: **603.02 Intelligent Transportation Systems (ITS)**

PURPOSE: To develop and implement ITS strategies in Tulare County

PREVIOUS WORK: Adopted the 2002 Valleywide ITS deployment plan
Participated in Focused Urban Area ITS deployment plan
Provided member agencies with ITS information
Assisted with the development of the SJV ITS Maintenance Plan

PRODUCTS: 1. San Joaquin Valley ITS Maintenance Plan
2. Updated San Joaquin Valley ITS Maintenance Plan
3. 511 National Travelers Information System for Tulare County

DISCUSSION:

Tulare County Association of Governments (TCAG) adopted the San Joaquin Valley ITS Strategic Deployment Plan in November 2001 along with the other seven other COGs in the Valley. As part of the adoption of the plan, each agency agreed to provide "maintenance of effort" for continued review and amendment to the Deployment Plan. TCAG staff will participate with the other Valley COGs in maintenance efforts for the San Joaquin Valley ITS Strategic Deployment Plan.

The adoption of the San Joaquin Valley ITS Strategic Deployment Plan in November 2001 was a Reasonable Available Control measure (RACM) commitment by TCAG. TCAG staff participated in the development of the SJV ITS Maintenance Plan amendment procedures. The goal of the SJV Maintenance Plan will be to integrate regional ITS plans and create a "seamless" network of compatible ITS projects and technology. Systems include: transportation management, traveler information, public transportation, goods movement, electronic payment and vehicle safety control. TCAG completed the 2006 ITS Maintenance Plan before the April 5, 2006 deadline and meets with the Valleywide ITS group to perform the annual review of the Strategic Deployment Plan.

TCAG staff will review our ITS document in 2009 for possible updates. For projects anticipated to have major ITS components, the ITS plan will be amended to include appropriate documentation, description, and analysis. Projects with minor and major ITS components will also be compiled in the 2010 final Federal Transportation Improvement Program (FTIP).

SAFETEA-LU, signed by the President in 2005, requires that all areas of the nation deploy a 511 Traveler Information System by 2010. TCAG staff will continue to participate with, and provide in kind support to, other regional agencies in deploying a 511 system in the San Joaquin Valley.

SUBCATEGORY: 604 PROGRAMMING

WORK ELEMENT: **604.01 Transportation Improvement Program**

PURPOSE: Amend the Federal Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP) as required and submit amendments to State and Federal agencies.

PREVIOUS WORK: FTIPs (1982-2008) and RTIPs (1982-2008).
Presentations to the California Transportation Commission.
Air Quality Conformity for FTIPs.

PRODUCTS:

1. Amendments and updates to the 2008/09 Interim FTIP and 2008 RTIP
2. Prepare the draft 2010 FTIP.
3. Prepare Amendments: Notify the Interagency Consultation (IAC) members by email, Publish public notice, hold public hearing, respond to comments, approve amendment at TCAG Board, and submit for Caltrans approval and FHWA approval.
4. Monitor projects for timely obligation (E-76), project expenditures, and final invoicing
5. Document Tribal government-to-government relations.

DISCUSSION:

TCAG Staff provides continued project monitoring for federally funded projects and assists member agencies with programming projects. The 2009 Interim FTIP will be updated and amended as needed with amendments to Caltrans and FHWA/FTA for approval. TCAG staff will participate with California Financial Planning Group (CFPG) meetings held monthly to discuss programming issues statewide. TCAG will coordinate with the eight San Joaquin Valley cogs with Inter-Agency Consultations (IAC) and participate with conference calls as needed. TCAG will coordinate with the Valley-wide air quality consultant (Cari Anderson Consulting) Staff will continue with quarterly meetings with member agencies to help reduce or eliminate obligation delays on projects programmed in the 2009 Interim FTIP.

The 2009 Interim FTIP has been determined to be SAFETEA-LU compliant. The 2009 Interim FTIP contains a discussion of timing, updated frequency and time span, participation plan, visualization techniques, publication of annual list of obligation projects, system preservation and operation, and expanded consultation requirements. Staff will work with FHWA to ensure that the 2009 Interim FTIP maintains SAFETEA-LU compliance and will address federal funding issues with the 2009 Federal Stimulus program to include all requirements in the FTIP.

The 2009 Interim FTIP (4 years of projects) was federally approved on November 17, 2008, and amendments will be completed as needed during 2009/10. The 2009 Interim FTIP amendments will be submitted to Inter Agency Consultation members, Caltrans, and FHWA for formal approval as needed.

The Draft 2010 FTIP will be prepared in April 2010 with anticipated adoption in June 2010. The Draft 2010 FTIP will be submitted to Inter Agency Consultation members, publish a public notice, hold a public hearing and submitted to Caltrans and FHWA for comments and final approval.

Staff attends Project Development Team (PDT) meetings for the various projects which have received past or current STIP funding. These include, Cartmill Interchange, Betty Drive, Road 80, Road 108, Avenue 416, Avenue 280, SR 198 and SR-99. Staff is also participating in the Self-Help Coalition, Regional Transportation Planning Agencies (RTPA) sub-groups and California Transportation Commission (CTC) meetings monthly.

SUBCATEGORY: 604 PROGRAMMING

WORK ELEMENT: **604.02 STP/CMAQ/TE Programming**
(Surface Transportation Program, Congestion Mitigation and Air Quality, Transportation Enhancement)

PURPOSE: To administer and prioritize the programming of STP, CMAQ, and TE funds.

PREVIOUS WORK: STP Exchange for State Highway Account funds
CMAQ project emission reduction calculations
Ranking and Programming of CMAQ funds
Ranking of TE project applications

PRODUCTS:

1. 2009/10 STP Exchange Agreement.
2. Monitor CMAQ and TE projects for AB 1012 compliance
3. Prepare amendments for CMAQ and TE projects
4. Assist Member Agencies in Project Implementation
5. Complete Interagency Consultation and Hot-Spot Analyses as necessary for implementation
6. Program new projects for cost savings from existing projects
7. Implement Federal SAFETEA-LU procedures for future CMAQ and TE funds
8. Provide project eligibility information and emissions calculations for CMAQ projects

DISCUSSION:

TCAG staff will continue to program and monitor CMAQ and TE projects for completion and timely use of funds. As part of the monitoring process, an annual obligation plan is submitted to Caltrans to help ensure the obligation of funds has commenced to comply with the provisions of AB 1012- (timely use of funds). Staff conducted meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed.

In April 2007, TCAG adopted new CMAQ policy due to the passage of Measure R as well as a commitment to allocate funding to highly cost-effective emissions reductions projects. Beginning fiscal year 2011/2012, fifty-percent of available CMAQ funds will be programmed to Measure R projects. Projects selected within that category will be based on cost-effectiveness., Beginning in fiscal year 2010/2011, 20% will be dedicated to projects with a cost-effectiveness of \$30/lb or better. The remaining 30% of available funds will to be used for other qualifying projects at TCAG's discretion, also based on cost-effectiveness within that category.

In December 2007, TCAG announced a "call for projects" for both CMAQ and TE federally funded projects. Member agencies were provided with deadline dates, eligibility information, and examples of grant applications. Project applications were received, ranked and programmed. Those projects have been included in the 2009 Interim Federal Transportation Improvement Program and staff is assisting member agencies with implementation. In 2009 staff will review CMAQ guidelines regarding rail project eligibility.

The ranking of TE projects is based on the Caltrans TE guidelines and criteria. The TE program has come under the jurisdiction of the California Transportation Commission (CTC) and projects may require additional time to be obligated. TCAG has revised TE policy in light of the passage of Measure R, and 50% of TE funding, beginning in 2011/2012, will go to fund Measure R projects.

STP funds continue to be exchanged for state dollars and distributed each spring to member agencies. This is made possible through the Regional Surface Transportation Program (RSTP).

SUBCATEGORY: 605 MONITOR SYSTEM

WORK ELEMENT: **605.01 Monitor System**

PURPOSE: To monitor the transportation system and the implementation of projects.

PREVIOUS WORK: Highway Performance Monitoring System Report.
Public Transit Productivity Improvement Committee Review, analysis and comment on the development of projects with high regional significance.
Analysis and solution recommendations for transportation facilities and transit operations.
2008 Regional Count Book
Purchase of traffic counters for member agencies & TCAG use.
SR-99 South County Corridor Interchange Study

PRODUCTS:

1. HPMS Update Report.
2. Traffic volume and turning movement counts.
3. Traffic studies.
4. 2008 Regional count book
5. Attend HPMS training

DISCUSSION:

TCAG utilizes four traffic counters for use in data collection in the HPMS program and for traffic model updates. TCAG staff conducts traffic counts in strategic areas countywide with four Trax I Plus traffic counters. TCAG is in the process of acquiring a radar traffic counter in addition to the four tube counters to enable staff to conduct traffic counts safely at more busy locations. Data obtained in these traffic counts is used in model validation efforts by comparing the count data to the model's outputs to evaluate the model's accuracy. The HPMS Annual Update has become a multi-jurisdictional effort in Tulare County.

The funding of the peak hour intersection program is a Reasonable Available Control Measure (RACM) commitment for TCAG. At least 50 intersections are monitored each year for congestion and safety purposes. Other duties include intersection traffic counts as requested by each of the number of the agencies and as needed for the TCAG model update.

SUBCATEGORY: 606 ALTERNATIVE TRAVEL MODE PLANNING

WORK ELEMENT: **606.03 Other Modes - Rail and Pedestrian**

PURPOSE: Coordinate with the Caltrans Division of Rail, the San Joaquin Valley Rail Committee, and TCAG Rail Advisory Committee on rail issues. Also work with member agencies and the High Speed Rail Authority on high speed rail implementation.

PREVIOUS WORK: 2006 Walkable Communities workshops
Creation of the San Joaquin Valley Rail Advisory Committee

PRODUCTS:

1. Monitor and report to TCAG Board on High Speed Rail, railroad abandonments and other rail issues.
2. Assist Lindsay/Porterville Area Rail Group (LPARG) with rail line issues
3. Participate on San Joaquin Valley Rail Committee (TAC)
5. Participate on the TCAG Rail Advisory Committee

DISCUSSION:

TCAG will continue to monitor issues related to rail and pedestrian modes of travel. Information will be provided to member agencies on grant programs and other important issues related to alternative modes of travel. This work element originally included aviation and bicycle transportation which are now listed under separate work elements (aviation is in Work Element 670.05 – Regional Coordination and bicycle transportation is in Work Element 602.03 – Regional Bike Plan).

TCAG has reviewed and provided comments on the draft High-Speed Rail Program EIR/EIS related to route selection. The High Speed Rail Bond was approved in November 2008, and TCAG will be actively involved in all High Speed Rail implementation developments including but not limited to: creation of a county-wide committee that will evaluate and likely advocate for a local stop, commenting on EIRs/EISs and station stop criteria as necessary, and attending High Speed Rail Authority meeting to monitor policies, route selection, and expenditure of funds.

TCAG Staff also participates in the San Joaquin Valley Rail (TAC) Committee. This committee (SJVRC) reviews and promotes commuter rail opportunities in the San Joaquin Valley. This would include review and recommendations to promote commuter and intercity passenger rail opportunities in Tulare County. TCAG supports studying a Bakersfield-Visalia-Fresno-Merced passenger train service along the SR-99 corridor. The San Joaquin Valley Rail Committee, Caltrans' Division of Rail made a formal presentation of the San Joaquin Corridor Strategic Business Plan to inform the TCAG Governing Board of plan for passenger rail service in Tulare County.

TCAG Staff also participates on the TCAG Rail Advisory Committee. This committee provides a forum to identify, discuss and make recommendations regarding commercial rail in Tulare County. This includes rail abandonments, rail goods movement, rail consolidation and other pertinent issues related to commercial rail in the County.

SUBCATEGORY: 608 PUBLIC TRANSIT PLANNING

WORK ELEMENT: **608.01 Special Transit Planning – Metro Planning**

PURPOSE: Short Range Transit Planning.

PREVIOUS WORK: 1983-2004 Visalia Transit Plans.
1995 Visalia City Coach Database Management Study.
2004 City of Visalia Short Range Transit Plan.
2001/02 Visalia Transit Center Implementation Plan
Initiate Operations & Maintenance Facility Environmental Assessment
Completion of Porterville 2006 Short Range Transit Plan
Preparation of Porterville Transit Program Database
Completion of Visalia Operations & Maintenance Facility Environmental Assessment
Prepare evaluation of Visalia transit operations subsequent to opening of transit center
Review and evaluation of Visalia major transit changes completed in 2003-04
Evaluation of Visalia transit service to revised Urbanized area.
2007 City of Visalia Transit Planning Study
Completed City of Visalia 2008 Short Range Transit Plan
Completed City of Porterville 2008 Short Range Transit Plan

PRODUCTS: City of Porterville 2010 Short Range Transit Plan
Updated City of Porterville Transit Database
City of Visalia 2010 Short Range Transit Plan

DISCUSSION:

The City of Visalia, together with the cities of Exeter and Farmersville, constitute the Visalia Urbanized Area (UA). The City of Porterville makes up the Porterville UA. These Urbanized Areas were established as part of the 2000 Census and determine what federal programs a city will receive transit funding through.

The City of Visalia transit division will begin work on their 2010 Short Range Transit Plan. The plan will provide guidance in revising transit goals and objectives; assessing current performance measures with an evaluation of the fixed route and demand responsive system based on the assessment; expanding community outreach, and making revisions to their financial plan and emergency preparedness plan.

The City of Porterville will also begin preparation of their 2010 Short Range Transit Plan. The plan will provide a basis from which to provide an additional route to serve emerging growth areas of the City not currently served by fixed route, improve the fleet's reserve vehicle ratio, make necessary adjustments to fare ratios for seniors, and scale back the existing demand-responsive fleet to a size that is more appropriate to the service provided. The City will also update their existing transit database as per federal requirements.

SUBCATEGORY: 608 PUBLIC TRANSIT PLANNING

WORK ELEMENT: **608.02 Special Transit Planning – Non-Metro Planning**

PURPOSE: Short Range Transit Planning.

PREVIOUS WORK: 2004 City of Exeter Short Range Transit Plan
2008 City of Exeter Short Range Transit Plan
2004 City of Dinuba Short Range Transit Plan
2005 City of Woodlake Short Range Transit Development Plan
2003 County of Tulare Transit Development Plan
2008 County of Tulare Transit Development Plan
2004 City of Tulare Transit Development Plan
2008 City of Tulare Transit Development Plan
2009 City of Dinuba Short Range Transit Plan

PRODUCTS: 1. City of Woodlake 2010 Transit Development Plan
2. Revised Tulare County Transit Infrastructure Plan

DISCUSSION:

Upon request, TCAG staff is available to assist the smaller, non-metro transit agencies in the county with their transit planning needs. This includes assisting the agencies with preparation of their Short Range Transit Plans required under the Transportation Development Act. The Short Range Transit Plans must be updated every five years and TCAG assists the agencies with consultant selection and contract administration for their individual plans.

In 2009 the City of Woodlake will update their current 2005 Short Range Transit Development Plan. The Transportation Development Act requires that Short Range Transit Development Plans be updated every five years to remain a viable guidance document for short range transit planning. TCAG will administer the contract on behalf of Woodlake to prepare the 2010 Plan, and will solicit proposals from qualified consultants to complete this the update.

In 2008, TCAG retained a qualified consultant to prepare a Transit Infrastructure Plan for Tulare County Area Transit which identified potential capitol projects and associated expenses to guide transit infrastructure improvements through FY 2012-13. It was determined that certain revisions to the plan were necessary to bring the plan into closer alignment with the County's needs. The consultant will complete a revision to the Transit Infrastructure Plan in 2009 to address the County's needs.

These Work Element efforts are in coordination with Work Element 601.10 Transit Coordination.

SUBCATEGORY: 609 RIDESHARE

WORK ELEMENT: **609.02 Transportation Demand Management**

PURPOSE: To assist in the Regional rideshare effort as it relates to Tulare County.

PREVIOUS WORK: Tulare County Rideshare Program
Employer Outreach
Rideshare Week
Transportation Alternatives Fairs
Clean Air Week
Speaking engagements
Vanpool Development (MOU with KCAPTA)

PRODUCTS: 1. Southern San Joaquin Valley Rural Vanpool and Rideshare Program Assessment Program.
2. Valleyrides.com updates and improvement.

DISCUSSION:

The Kings County Area Public Transit Agency (KCAPTA) has initiated The Southern San Joaquin Valley Rural Vanpool and Rideshare Assessment Program to assess the demand for TDM services on a valley-wide basis. KCAPTA serves Tulare County residents (primarily prison and agricultural workers) who commute to via vanpools. TCAG will continue to participate in the Regional Transit Working Group. KCAPTA is working with neighboring counties (including Tulare) to establish a separate agency to manage the program through an MOU agreement. TCAG staff will continue to participate in the project on behalf of the residents of Tulare County.

TCAG has also partnered with Fresno COG staff to join efforts and make a region-wide rideshare website (ValleyRides.com) that provides free, personalized rideshare match lists for commuters. Maintenance and management of the website will be conducted by AR Technologies Company, Inc. (ARTCO). TCAG will monitor and manage the contract and work performed by ARTCO.

The Regional Rideshare Program is a Reasonable Available Control Measure (RACM) commitment for TCAG. As such, TCAG provides funding to Kings County Transit for implementation of the program.

SUBCATEGORY: 610 AIR QUALITY PLANNING

WORK ELEMENT: **610.01 Air Quality Planning**

PURPOSE: To analyze mobile sources for air quality impacts and to track and inform member agencies of evolving and upcoming air quality programs, rules and regulations.

PREVIOUS WORK: Prepare air quality statements in the RTP and other applicable documents.
Prepare Federal Conformity Findings in relation to the RTP and FTIP.
Evaluate implementation of the Clean Air Act.
Prepare Ozone RACM commitments for Tulare County
Complete boilerplate Air Quality Element

PRODUCTS:

1. Air Quality Conformity Determinations using EMFAC 2007
- 2.. Work with the SJVAPCD, CARB, and US EPA on development of emissions budgets as required.
3. Attend training and workshops on Air Quality Conformity and Greenhouse Gas Issues
4. Work with SJVAPCD, CARB, and US EPA to provide model activity data as required.
5. Attend and participate in statewide Air Quality meetings and San Joaquin Valley meetings (Air Quality and Model Users Groups).
6. Monitor TCAG Ozone Attainment RACMs and projects for timely implementation.
7. Provide Air Quality Information to the public as necessary or by request.
8. Assist member agencies with implementation of ISR and other Air Quality rules and regulations.
9. Monitor and report on Green House Gas requirements and developments, particularly as they relate to Assembly Bill 32.

DISCUSSION:

TCAG is continuing to work with other San Joaquin Valley MPOs, the San Joaquin Valley Air Pollution Control District (SJVAPCD), the California Air Resources Board (ARB), and the Environmental Protection Agency (EPA) in a collaborative effort to address and resolve air quality issues and requirements affecting the San Joaquin Valley.

TCAG staff participates in monthly interagency conference calls as part of the valley Model Coordinating Committee to address specific air quality issues affecting transportation and transportation funding in the Valley. Included in these calls are discussions and updates on the development and implementation of new rules and plans by the SJVAPCD, the status and implementation of RACM measures by MPOs in local air quality plans, updates on SIP development, perform interagency consultation and PM_{2.5} Hotspot Analysis assessments, and related legislative issues.

TCAG staff monitors the development of rules and regulations by the SJVAPCD and ARB, including the 2003 PM₁₀ Plan, 1-Hour Extreme Ozone Attainment Demonstration Plan, the 8-hour Ozone and PM_{2.5} Plans, amendments to Regulation VIII, the "burn rule", and the Indirect Source Rule (ISR). Staff also updates the Board on important state and federal legislation affecting transportation and air quality in the valley. TCAG staff will also monitor and report on developing greenhouse gas requirements.

SUBCATEGORY: 620 VALLEYWIDE COORDINATION

WORK ELEMENT: **620.01 Valleywide Coordination**

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

PREVIOUS WORK: Established the San Joaquin Valley COG (Councils of Governments) Directors Association, Valleywide Modeling Coordinating Committee (MCC), and Programming Coordination Group (PCG). Executed SJVTPA Memorandum of Understanding (MOU) and SJVTPA/SJVUAPCD MOU, Adopted of the San Joaquin Valley Goods Movement Action Plan.

PRODUCTS:

1. Participate in the Valleywide Transportation/Air Quality Planning Process.
2. Participate as a member of the Quad County Freight Advisory Committee
3. Monitor and amend as needed the San Joaquin Valley Goods Movement Action Plan
4. Attend San Joaquin Valley COG Directors Quarterly Meetings.
5. Participate in the Western State Freight Movement efforts.
6. Coordinate planning and programming efforts with KCAG on SR-198 improvement efforts
7. Participate in SR-99 Master Plan implementation
8. Participate in the SR-99 Business Plan Update
9. Participate in the development of the SR-99 and SR-198 Corridor System Management Plans (CSMPs)
10. Participate and monitor status of potential Interstate designation for SR-99
11. Work with other San Joaquin Valley COGs to elevate SR-99 as a corridor of national significance for agricultural goods movement in the next federal transportation bill
12. Legislative Tracking and Reporting

DISCUSSION:

TCAG will continue to participate in the Quad Valley Freight Advisory Committee and the Valleywide Goods Movement Study. Participation will provide an opportunity to ensure consistency with the local goods movement, the ITS program, and the RTP. TCAG staff also participates in the Great Valley Center Highway 99 Committee Beautification planning efforts.

Much of the valleywide coordination centers around the economic and transportation lifeline of the valley – SR-99. Over the course of 2009/10, TCAG will work with Caltrans in the development of the SR-99 CSMP and the Business Plan Update. The SR-99 CSMP will be a guide to help manage the corridor such as identifying factors for congestion, proposing the best mix of improvements, strategies and actions to restore throughput, improve travel times, reliability, safety, and preserve the corridor. The Business Plan will be used to identify long-term goals for SR-99 and developing a list of prioritized projects to achieve those goals. This Plan will also recommend strategies that could enhance the continuity of the corridor, while reducing overall costs and time in the project development process. At the federal level, TCAG will be working with the other Valley COGs in trying to see that SR-99 is eligible as a nationally significant goods movement corridor in a goods movement program within the next federal transportation bill. This valleywide effort is essential to help SR-99 receive much needed funding for widening and other improvements throughout its length from south of Bakersfield to Sacramento. TCAG also studies other valleywide transportation issues, including east-west corridors like SR-198 and goods movement systems throughout the valley. All of these improvements are vital to the Valley's and State's economy.

SUBCATEGORY: 650 PUBLIC INFORMATION

WORK ELEMENT: **650.01 Public Information and Participation**

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

PREVIOUS WORK: Presentations to various community groups and organizations.
Public meetings and public hearings on transportation projects and transportation planning documents.
Quarterly newsletters and an Annual Report
Establish TCAG Website
Conduct Annual RACM Outreach Program
Publish and distribute TCAG Directory
Publish and distribute Tulare County Transit Guide
Public Participation Plan

PRODUCTS:

1. TCAG Annual Report
2. Public hearings and public meetings
3. Presentations to local community groups
4. On the Move quarterly newsletters
5. Maintain and improve TCAG web site
6. Conduct Annual Air Quality Essay/Poster Contest
6. Provide outreach for the Unmet Transit Needs Process
7. Public information booth at Tulare County Fair
8. Conduct Annual RACM outreach program
9. Conduct Employee Incentive Program
10. TCAG Directory
11. Tulare County Transit Guide
12. Comprehensive review and update of the Public Participation Plan

DISCUSSION:

Public input is obtained to help identify transportation problems, issues and priorities in Tulare County. The input is gathered through public advisory groups, hearings, and workshops in various communities. In addition, flyers, local radio and newspaper announcements, internet postings, and direct mailings are used on a regular basis. Newsletters and directories are provided for communities throughout the county. Efforts also include providing announcements and fliers in Spanish and providing an interpreter at hearings and public meetings. Presentations are also made in minority communities, and the Tule Reservation as requested. Public input is used in consideration of developing solutions such as new transit routes or revisions to the Regional Transportation Plan. As part of achieving SAFETEA-LU compliance of the RTP, the 2007 Public Participation Plan was developed and adopted by TCAG in December 2007. This Plan details how TCAG will involve the public, agencies, organizations and tribes in RTP and FTIP amendments and updates. The Plan will be comprehensively reviewed and updated prior to the adoption of the 2010/11 RTP.

Air quality outreach includes TCAG's annual Make a Difference in Air Quality essay and poster contest, the Employee Incentive Program, and presentations to various organizations as requested.

SUBCATEGORY: 670 General Association

WORK ELEMENT: **670.01 Environmental Information**

PURPOSE: To regularly review, monitor, and report on federal, state, or local environmental programs which may affect Tulare County.

PREVIOUS WORK: This Work Element replaces the Habitat Conservation Plan project. The HCP Advisory Committee's study and preparation of the HCP process and program was initiated from 1991 to 1995. TCAG may reactivate work on the HCP at a future date. The project is currently suspended as TCAG is monitoring possible Congressional amendments to the Federal Endangered Species Act (ESA). These ESA amendments may have an effect on the Endangered Species Act Section 10(a) incidental take permit process, and California Endangered Species Act Section 2081 permit process.

PRODUCTS:

1. Monitor environmental proposals and provide regular reports to TCAG.
2. Facilitate the Environmental Advisory Committee with its meetings, agendas, meeting preparation, and reports to TCAG.
3. Monitor environmental legislation changes and provide updates to the member agencies.
4. Tulare County Mitigation Banking Program Implementation Study

DISCUSSION:

The Environmental Advisory Committee's role consists of observing, analyzing, and reporting on new programs such as the 1997 amendments to the California Endangered Species Act, the Recovery Plan for Upland Species of the San Joaquin Valley, Sequoia National Forest Service Management Plans, new listing or delisting proposals, proposed changes to the California Environmental Quality Act, and any federal, state, or local agency proposal that affects environmental issues in Tulare County, including important NEPA and CEQA documents, and any particular project TCAG may assign to the Committee.

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

The committee has reviewed the Mitigation/Conservation Banking Program. It hopes to recommend bank sites and/or conservation easements to the Tulare County Transportation Authority using available Measure R money. The committee will also assist in development of environmental, open space and habitat goals, objectives and implementation programs for the Tulare County Regional Blueprint.

SUBCATEGORY: 670 General Association

WORK ELEMENT: **670.05 Regional Coordination**

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

PREVIOUS WORK: 2001 Tulare County Central California Aviation System Plan
2005 Capitol Improvement Program (CIP) Recommendations

PRODUCTS:

1. Monitor, analyze and report on new planning requirements.
2. Coordinate regional planning efforts as required.
3. Assist member agencies with General Plan updates when applicable.
4. Coordinate regional land use planning efforts.
5. AB 170 assistance to member agencies.
6. Assist the County of Tulare in the update of the Comprehensive Airport Land Use Plan (CALUP)
7. Assist public airports with aviation issues and concerns.
8. Update the Tulare County Airport Capital Improvement Program.
9. Regional Ag Mitigation Study

DISCUSSION:

The Regional Coordination Work Element provides member agencies with the ability to have TCAG coordinate regional planning issues. Examples include: the investigation of developing a mitigation bank program for Tulare County; a storm water permit (NPDES) outreach process (see W.E. 670.06), application of a Land Use, Economic Development, Growth, Agriculture and Community Investment (LEGACI) grant to track affordable housing development in Tulare County, and regional smart growth coordination. TCAG will also provide assistance to member agencies with the preparation of General Plan updates.

TCAG Staff will assist the County of Tulare with the update of the CALUP. This plan provides for the orderly growth and protection of the public health, safety and welfare within the planning area of each public use airport within the County of Tulare. TCAG is providing the funding match needed to update the CALUP.

TCAG has been asked to coordinate a regional effort in Agricultural Land Mitigation in Tulare County. The initial effort included the cities of Visalia and Tulare, but has been expanded to include all jurisdictions in the Tulare County region.

SUBCATEGORY: 670 General Association

WORK ELEMENT: **670.07 Abandoned Vehicle Abatement**

PURPOSE: Implement the Abandoned Vehicle Abatement program within Tulare County while insuring that all State requirements are adhered to.

The program will be evaluated late in the fiscal year to determine if it is operating properly and to the satisfaction of the participants.

PREVIOUS WORK: Tulare County Abandoned Vehicle Abatement programs (1991-2008).

PRODUCTS: Quarterly reports received from each jurisdiction will be compiled into a Countywide report that will be provided to the TCAG Board for use in distributing funds. Funding will be sent to TCAG based on vehicle registration and then distributed to member agencies based on each agency's population and proportion of the total number of abatements, in accordance with the requirements of section 22710 of the California Vehicle Code.

DISCUSSION:

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

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

The California Vehicle Code requires AVA funds to be distributed based upon the population of participating jurisdictions and percentage of vehicles abated. California Vehicle Code also mandates annual reports by all Service Authorities and their member agencies and requires that program expenditures exceed revenues each fiscal year, or funding will be suspended by the state for one year. Although the AVA program in Tulare County was originally scheduled to sunset in April 2002, SB 106 was approved in August 2001, authorizing extension of the AVA program in 10 year increments subject to a two-thirds approval vote by the county Board of Supervisors and approved by a majority of the cities having a majority of the incorporated population within the county. TCAG approved the extension of the AVA program on November 19, 2001, so that continuous appropriations to TCAG will be available through 2012.

SUBCATEGORY: 670 General Association

WORK ELEMENT: **670.08 Census Coordination / Regional Data Center**

PURPOSE: Demographic information from the State Census Data Center and U.S. Census Bureau is maintained in the areas of population, housing, race/ethnicity, income, and employment. This element will include pre-Census 2010 activities, such as Local Update of Census Addresses (LUCA), and Statistical Area Program (SAP) updates. It will also include 2010 Census work involving modeling and examining TAZ boundaries.

PREVIOUS WORK: Maintenance and updates to 1990 & 2000 Census and Department of Finance files, verification of Census 2000 statistical area boundaries and provision of data to requesting entities.
Production of Census data book for 2000 and TCAG website.
LUCA program review and submittal.

PRODUCTS:

1. All 1990 and 2000 Census and Department of Finance files will be maintained.
2. Demographic information will be provided to TCAG member agencies periodically and any specific data requested will be provided.
3. Assist State and Federal agencies with pre-2010 Census activities.
4. Maintain census data book and electronic format on the TCAG website
5. Process public requests for census/demographic information
6. LUCA feedback response
7. SAP boundary update and submittal
8. Boundary and Annexation Survey (BAS) boundary update and submittal

DISCUSSION:

TCAG provides many diverse information services to its member agencies, including census data, legislative analysis, limited mapping services, and other public information and assistance. TCAG staff also coordinates with the U.S. Census Bureau and State Census Data center to maintain current census information. In addition, TCAG staff will continue pre-2010 Census coordination activities, including LUCA feedback phase, SAP boundary updates, BAS updates, and Complete Count Committee preparation. Lastly, because of The Joint Statistical Agreement between TCAG and the Department of Finance, TCAG will continue to serve as a State Census Data Center Affiliate.

SUBCATEGORY: 670 General Association

WORK ELEMENT: **670.10 Regional Housing**

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

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

PRODUCTS: Assist member agencies with the development of housing strategies to achieve affordable housing.

DISCUSSION:

Section 65584 of the California Government Code requires each Council of Governments to determine the share for each city or county of the projected housing need for its region. The distribution of regional housing needs includes consideration of housing needs of all income levels (market rate as well as non-market rate housing), market demand for housing, employment opportunities, the availability of suitable sites and public facilities, commuting patterns, type and tenure of housing need, the loss of units contained in assisted housing developments that changed to non-low-income use, and the housing needs of farm workers. The local share of housing needs should be considered during preparation of local housing element updates by the eight incorporated cities and the County of Tulare. TCAG will continue to help as needed to prepare the Housing Element updates or edits to the respective plans.

In 2009/10, TCAG will assist member agencies in the development of housing strategies consistent with the RHNA.

TCAG is currently participating with the San Joaquin Valley Affordable Communities Initiative, which is working on the implementation of the land use, Agriculture and Housing Work component of the Strategic Action Proposal of the California Partnership for the San Joaquin Valley.

TCAG will also continue to participate in the San Joaquin Valley Regional Housing Trust, which will engage in activities that increase, preserve, and improve the supply of affordable and workforce housing in the San Joaquin Valley.

SUBCATEGORY: 670 General Association

WORK ELEMENT: **670.12 Mitigation Banking**

PURPOSE: To review, monitor, and report on opportunities for mitigation banking in Tulare County.

PREVIOUS WORK: Tulare County Mitigation Banking Program Implementation Study

PRODUCTS: 1. Mitigation Banking Tracking System

DISCUSSION:

TCAG retained the firm of Wildlands Inc. to prepare a Tulare County Mitigation Banking Feasibility Study. The Phase I study was completed and will assist TCAG in determining the feasibility of establishing mitigation banks to address biological impacts from both public and private development within the County. The study provides an inventory on the biological resources that may be available for mitigation banks. The TCAG Board accepted the Phase I feasibility of program and inventory of lands. The TCAG Board then directed staff to proceed with Phase II of the program (logistics). The second phase has been completed with letters sent to city managers and community development directors of the process and to list the city's short, mid, and long term needs for such banks.

The Environmental Advisory Committee (EAC) will prepare an action plan which establishes inventory of lands (i.e. large parcels, linear frontage of creeks and rivers) and recommends site selection criteria and potential projects to be funded through Measure R Environmental funds or other funding sources as applicable. This action plan will be presented to TCAG in fiscal year 2009/10 and next steps in the mitigation process will begin to be discussed and/or implemented.

TCAG is working with member agencies on an agricultural mitigation study. For information on this item, please see Regional Coordination 670.05.

SUBCATEGORY: 680 Extra Activities

WORK ELEMENT: **680.01 Geographic Information System**

PURPOSE: The Geographic Information System will provide cities and the County with the ability to jointly utilize geographic information gathered at local, regional, state and federal levels. The advanced mapping capability of the system functions to assist staff, decision makers and the general public with understanding spatial relationships and trends within the region and allows comparative analysis of environmental, economic and social characteristics of different jurisdictions or subregions.

PREVIOUS WORK: Tulare County GIS database and data layers including Dairy use.

PRODUCTS:

1. Develop and maintain a fully integrated and compatible geographic information system.
2. Provide TCAG staff and member agency staff with support in the process of establishing compatible interagency GIS hardware and software connections and training of agency staff.
3. Maintain the County-based central data depository, update the centralized databank as needed.
4. Advise member agencies on developing agency-specific mapping layers and provide assistance with the quality-control processes necessary to produce meaningful, regionally-useful mapping and analysis.
5. Participate in Valley wide GIS effort

DISCUSSION:

The Tulare County Geographic Information Systems (GIS) Division provides support to TCAG projects and member agencies through compilation, integration and mapping of regional and public agency-specific data. The Division's three-person staff is working under the direction of the Tulare County Board of Supervisors to develop a county-wide standardized geographic information system usable by all public agencies as well as private entities and eventually the general public. TCAG Staff are provided with GIS training by the County of Tulare.

SUBCATEGORY: 680 Extra Activities

WORK ELEMENT: **680.02 Film Promotion**

PURPOSE: To provide funding for the promotion of Tulare County through multiple economic development activities including: the Tulare County Film Commission; the Sequoia Regional Visitors Council; and other activities resulting in direct and indirect economic benefit to Tulare County. Tulare County Film Commission is now certified by the Association of Film Commissioners International (AFCI). Represented Tulare County at the Locations 2008 Trade Show.

PREVIOUS WORK: Film location photo library.
Film services and supplies directory.
Film ordinance drafted for Tulare County. The ordinance (when adopted) will create a permitting procedure and fee structure for issuing film location permits.
Coordination with other California county Film Commissions.
Active membership in the Sequoia Regional Visitors Council.
Promotion of Tulare County through different mediums to encourage business development, tourism and filming within the County.
Economic development of Tulare County in conjunction with Tulare County Economic Development Corporation.

PRODUCTS:

1. Continued development of the digital photo library highlighting Tulare County as possible film locations and tourist destinations.
2. "Film Services and Supply Resources Directory" update.
3. Promotion of Tulare County for business, recreation, tourism, film.
4. Respond to requests for tourist information about Tulare County.
5. Respond to all possible Location Requests.

DISCUSSION:

Along with the typical tasks completed, the tourism and film production efforts include priorities like the adoption of Film Ordinance, better track filming activities in Tulare County, re-organize existing library to develop an up-to-date, user-friendly digital photo library on the County website, Tulare County Film Commission as support/administrator, increased interaction with other California Film Commissions and increased awareness and exposure for Tulare County Film Commission.

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

Filming activity provides widespread economic benefits to Tulare County. The temporary influx of a film crew is like a shot in the arm for local hotels, motels, restaurants, and retail businesses. Film projects also occasionally hire local residents to work on different aspects of the filming process.

The Sequoia Regional Visitors Council provides economic benefits to the County by promoting tourism and travel throughout the area. These activities translate into increased occupancy of local hotels and motels, more customers for local restaurants and retail stores.

SUBCATEGORY: 700 Measure R

WORK ELEMENT: **700.01 Measure R Implementation**

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

PREVIOUS WORK PRODUCTS:

1. Implementation of the 2008 Strategic Work Plan
1. Continuous involvement with the Citizens Oversight Committee
2. Continuous involvement with the Measure R Finance Committee
3. Quarterly Updates on Expenditures and Revenues
4. Distribution of Measure R Funds
5. Tracking and reporting of Measure R Funds
6. Multiple Measure R Presentations to interested parties

DISCUSSION:

Measure R was passed by Tulare County voters in November 2006. Fiscal Year 2009/2010 will be the third year of expenditures and revenues for Measure R. Over the next year, review of procedures will continue and edits will be made to continue improving the policies and procedures that implement the Measure. A finance committee has been established to review potential bonding and short term lending scenarios for the early delivery of projects. The committees' main task is to provide recommendations that will allow for the best use of Measure R funds. Along with the Measure R Finance Committee, the Measure R Citizens Oversight Committee has continued to meet regularly and provide input on the implementation of Measure R.

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

Measure R funds will continue to be used for Regional Projects, Local Programs, and Transit/Bike/Environmental Projects. Regional Projects have been dedicated 50% of all the Measure R funds. These funds will be used for things such as: freeway interchange improvements, adding additional lanes, increasing safety and the improvement and reconstruction of major commute corridors. The projects will allow for the movement of goods, services, and people throughout Tulare County. Some examples of the projects that are due to begin construction in the near future are the Scranton/Indiana widening project in the City of Porterville and the Santa Fe Overcrossing in the City of Visalia.

The Local Program of Measure R will be allocated 35% of all Measure R Funds. The purpose of this program is to improve transportation in all member cities of TCAG plus the County. This funding will be distributed to the cities based on a formula that will take into consideration population, maintained miles, and vehicle miles traveled. This funding will help cities and the County to meet scheduled maintenance needs and aid in the rehabilitation of their aging transportation systems. Such repairs will include: pothole repair, repaving streets, bridge repair or replacement, traffic signals, addition of lanes, improvement of sidewalks, and the separation of street traffic from rail traffic.

The last portion of Measure R funds will be used for transit, bikes, and an environmental mitigation projects. This program will use 14% of all Measure R funds. The goal of this program is to expand and enhance public transit programs that address the transit dependent population. Mobility will also be improved through the construction of bike lanes which have a demonstrated ability to get people out of their cars and improve air quality and the environment.

*No federal PL funds used

SUBCATEGORY: 700 Measure R

WORK ELEMENT: **700.02 Measure R: Santa Fe Trail Connection***

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

PREVIOUS WORK

- PRODUCTS:
1. Project coordination with the City of Visalia, County of Tulare, and City of Tulare.
 2. Consultant was selected to aide in the development and progress of the Santa Fe Trail Connection.*

DISCUSSION:

Measure R was passed by Tulare County voters in November 2006. Fiscal Year 2009/2010 will be the third year of expenditures and revenues for Measure R. As part of the Measure R Expenditure Plan 14% of Measure R funds will be allocated to Bike/Transit/Environmental projects over the next thirty years. These funds have allowed for the creation of a Measure R Work Plan that will allow for the delivery of such projects as the Santa Fe Trail Connection.

RRM Design Group was selected in 2008 for Phase 1 (preliminary design and environmental compliance) of the Santa Fe Trail Connection. TCAG has been serving as the projects lead agency and coordinates efforts between the consultant, the City of Visalia, the City of Tulare, and the County of Tulare.

*No federal PL funds used

OTHER PLANNING ACTIVITIES WITHIN THE REGION
To be updated by Caltrans with final OWP

Informational Element Matrix

The following is a list of planning activities for which Caltrans is responsible within the MPO metropolitan planning area. (From OWP excel file)

PRODUCT TIMETABLE

PRODUCT (Work Element)	Completion Date	PL	FTA
Approved TDA Claims (601.01)	5/2009		
Unmet Transit Needs Findings (601.01)	5/2009		
Annual TPA Audit (601.01)	1220/08		
Circular A-128 Audit (601.01)	2/2009		
LTF and STAF Audits (601.01)	2/2009		
Financial Transactions Report of Special Districts (601.01)	12/2008		
Quarterly Progress Reports (601.06)	6/2009	X	X
2009/2010 Overall Work Program (601.06)	5/2009	X	
Traffic Model Update (602.02)	6/2009	X	
Amendments to Federal TIP (604.01)	6/2009	X	
Regional Traffic Count Pgm. (605.01)	6/2009	X	
Congestion Monitoring (60501)	6/2009	X	
TPA "Year In Review" Annual Report (650.01)	9/2008	X	
"On The Move" newsletter (650.01)	6/2008	X	

APPENDIX

Notes:

OWP Approval Resolution

TCAG Cost Allocation Plan

Notes: 1-5

Certifications and Assurances Statement

MPO Boundary Map

FTA/FHWA Comments

Caltran Comments

MOU between San Joaquin Valley RTPAs and the SJVUAPCD

MOU between San Joaquin Valley RTPAs

MOU between TCAG and Valley COGs for the Regional Blueprint

Glossary of Terms and Definitions

Common Conversion Factors to metric

Abbreviations and Acronyms

NOTES

Note 1

“County of Tulare” in the TCAG Administration Work Element is made up of the following:

- County RMA Administrative charges \$ 13,903
RMA COWCAP \$4,776
- COWCAP Charge for TCAG \$ 9,127

COWCAP, the Countywide Cost Allocation Plan, is a formalized set of methodologies used by the County and approved by the State Controller's Office for allocating indirect overhead and support service costs to County departments. As a State approved plan, COWCAP costs may be included as the costs of County departments for further allocation to federal grants and contracts (they are costs which are eligible for reimbursement).

The indirect costs are services that have been rendered to departments, but not billed and include services from the Auditor-Controller, County Administrative Officer, County Counsel, Purchasing, Personnel, Treasurer, Data Processing, RMA, Building Use Allowance, Equipment Use Allowance, annual audits, ADP and HRizon.

In summary, COWCAP charges are the difference between actual costs for services provided and what was billed to departments.

Total County Indirect Administration expense \$13,903

Note 2

\$15,000 Contingency for General Association activities. (100% Member Dues)

Contingency funds are spent as authorized by the TCAG Executive Secretary.

*Unallowable costs to be covered by local funds in W.E. 601.08

NOTES

Note 3

"Other" in the Office Expense Work Element is made up of the following:

•	Property Insurance	\$ 1,150
•	Telephone Repair	\$ 1,050
•	Insurance (TCAG)	\$ 4,000
•	Office Copies & maintenance	\$ 6,500
•	Office Supplies and Equipment	\$ 32,500
	Misc. Computer equipment	\$10,000
	Traffic Counters and Hardware	\$ 2,500
	Modeling Software Upgrade	\$3,000
	Misc. supplies	\$7,000
	Office partitions & furniture	\$10,000
•	Local Newspaper Subscription	<u>\$ 1,000</u>
	TOTAL	\$ 46,200

Note 4

All expenses below for training and travel are considered to be indirect:

Travel expenses have been estimated as follows:

Transportation Research Board	1	@	\$ 2500/trip	\$ 2,500
Western States Regional Planning Conference	1	@	\$ 1000/trip	\$ 1,000
Miscellaneous in-county	5000 mi.	@	\$.585/mile	<u>\$ 2,925</u>
	Total			\$ 6,425
• Training Courses (Course fee)	10	@	\$450/course	\$ 4,500

NOTES

Note 5

All expenses below are considered to be unallowable:
Travel expenses have been estimated as follows:

• Statewide COG Directors	6 @	\$ 300/trip	\$ 1,800
• CALCOG meetings (Delegates)			
2 TCAG staff per meeting	6 @	\$ 600/trip	\$ 3,600
2 Board members	4 @	\$ 600/trip	\$ 2,400
• Valleywide COG Directors	8 @	\$ 300/trip	\$ 2,400
• Various State and Federal			
Safety Conscious Planning	2 @	\$ 200/trip	\$ 400
Workshops and seminars	18 @	\$ 200/trip	\$ 3,600
NARC Workshops	4 @	\$ 125/trip	\$ 500
• Staff Retreat & Training	1 @	\$ 2000/trip	\$ 2,000
• TCAG Delegation to Sacramento	2 @	\$ 1000/trip	\$ 2,000
• TCAG Delegates to Wash. DC	1 @	\$35,000/trip	<u>\$ 35,000</u>
	Total		<u>\$53,700</u>
• Local Agency Training Fund			\$ 15,000

*capital assets in excess of \$5,000 no PL funds used

County RMA Administrative Charges:

• RMA Telephone Expense	\$ 525
• RMA Mail Expense	\$ 8,000
• RMA Admin Data Processing	\$ 21,091
• RMA Indirect Costs	\$ 21,217
• RMA Direct Costs for support of TCAG tasks	<u>\$ 8,000</u>
Total County RMA Administrative Charges	\$ 58,833

County RMA Services/Utilities

• Maintenance	\$ 3,400
• Utilities	\$ 8,300
• Custodial	\$ 1,750
• Grounds	\$ 1,300
• Rent	\$ 7,200
• General Liability (county)	\$ 3,050
• Payroll Administration	\$ 900
• Computer Maintenance/Internet Service	\$ 9,000
• Mailroom	<u>\$ 5,000</u>
Total County RMA Services/Utilities	<u>\$ 39,900</u>

GLOSSARY OF TERMS AND DEFINITIONS

Advance Construction

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

Advance Construction (Retirement of/Conversion of)

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

Aeronautics Account

Funds the Aeronautics Program which promotes the use of existing airports by assuring adequate air service for small and medium-sized communities, overseeing a statewide system of safe and environmentally compatible airports that are integrated with other surface transportation systems and evaluation of statewide aviation needs. Principle sources of funds: a seventeen-cent-per-gallon excise tax on aviation gasoline and a two-cent-per-gallon excise tax on jet fuel. Supports the: "Fair Share" transfer to the State Highway Account equal to a pro-rata portion of planning costs; state operations, or the cost of administering the Aeronautics Program; reports and studies required by Public Utilities Code 21632; grants to Local Agencies with qualifying airports; Acquisition and Development (A&D) for aeronautics facilities.

Allocation

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

Allocation Capacity

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

Apportionment

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established the annual apportionment levels for each Federal funding category: Surface Transportation Program (STP); Congestion Mitigation & Air Quality (CMAQ); Bridge Replacement (BR). Funding can remain available for use up to 4 years.

Article XIX

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

Blueprint Legislation

Also referred to as the "Ten Year Funding Plan of 1989", established a 10-year state transportation funding plan so that the Legislature and the administration can plan for an orderly and predictable revenue stream and that local and regional governments, as well as the private sector, can better plan for their transportation needs.

BT&H Agency

Business, Transportation and Housing Agency.

Capital Outlay

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

CEQA (California Environmental Quality Act)

1970 act which requires that State agencies regulate activities with major consideration for environmental protection.

CMAQ (Congestion Mitigation & Air Quality)

A new funding program established by ISTEA specifically for projects and programs that will contribute to the attainment of a national ambient air quality standard. The funds are available to non-attainment areas to reduce ozone and carbon monoxide based on population and pollution severity. Eligible projects will be defined by the approved State Implementation Program (SIP). State statutes make Regional agencies responsible for administering the CMAQ funds.

CTC (California Transportation Commission)

The body established by AB 402 to advise and assist the Secretary of the Business, Transportation and Housing Agency and the Legislature in formulating and evaluating State policies and plans for transportation Programs.

Escalation Factors

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

Executive Order

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

Federal-Aid Highway Program

Transportation financing programs created by Federal legislation. ISTEA identified 64 Highway Trust Fund programs, some of which have "set-asides" for specific purposes.

Federal Highway Administration Planning (FHWA- PL)

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

Federal Minimum Allocation

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

Federal TIP

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

Federal Transportation Program

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

Fiscal Year (FY)

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

Fund Estimate

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

Guideway

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

Highway System

Network of streets which carry automotive vehicles on local, arterial, ramps, and freeway-type facilities.

Highway Trust Fund

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

Intermodal Facilities and Systems Management System

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

IRRS (Interregional Road System Plan)

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

Katz/Killea

Passage of legislation sponsored by Senators Katz and Killea providing for seismic retrofit projects to be funded by the sale of short-term notes.

Major Project

Project costing more than \$300,000.

Matching Funds

The share of funds provided by the State or local applicant to supplement the Federal share of funds to finance a Federal project. Match does not imply a 50/50 share.

Minor Projects

Projects that cost a maximum of \$350,000 each.

MPO (Metropolitan Planning Organizations)

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

Obligation

A commitment by the Federal government to reimburse the States the Federal share of Federal-Aid projects. Obligation occurs when FHWA has approved the PS&E for a project prior to advertisement of the construction contract.

Obligation Authority (OA)

Obligation Authority is the ceiling Congress places on all commitments of apportionments for any given year. Individual States receive OA in proportion to their apportionments and allocations. From a fund estimate point of view, OA is the prime determinant of usable Federal funds. OA is only available for the current year. Typically, Congress provides the OA limits at less than ISTEA's total annual apportionment level.

PS&E

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

Programming

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

R&D Funds

Research and Development funds.

ROW (Right of Way)

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

RTIP (Regional Transportation Improvement Program)

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

RTP (Regional Transportation Plan)

State-mandated documents to be developed biennially by all RTPAs, describing existing and projected transportation conditions, needs, alternatives and their consequences. The RTP also serves as the Metropolitan Planning Organizations' long-range plan.

Seismic Retrofit

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

SPR Funds

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

State/Local Partnership & Reservation

The program reservation is established by Streets & Highways Code 2600. Reserve for current-year funding needed for State/Local Partnership projects begun in prior years.

State Highway Account (SHA)

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

State Highway Operation and Protection Program (SHOPP)

Projects programmed in the Department's State Highway Operation and Protection Program (SHOPP). A program created by State legislation that includes State highway safety and rehabilitation projects, Seismic Retrofit projects, land and building projects, landscaping, some operational improvements, bridge replacement and the minor program -- generally those types of projects that Caltrans as the owner-

operator of the system uses to maintain the integrity of the system. Unlike STIP projects, SHOPP projects may not increase roadway capacity. SHOPP is a four-year program of projects, adopted separately from the STIP cycle. The 1989 State gas tax increase partially funds the program, but it is primarily funded through the "old 9 cents-per-gallon State gas tax and from Federal funds. (Note: The name of this program changed to SHOPP [State Highway Operation and Protection Program] in 1994 per SB 1435-Kopp.)

State Transportation Improvement Program (STIP)

The STIP includes the following programs:

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

State Transit Assistance (STA)

TP&D account funds allocated by RTPAs to transit operators, cities and counties for transit planning, capital and operations.

Subventions

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

Transit Capital Improvement Program (TCI)

Provides funding from the TP&D account for transit capital projects.

TDA (Transportation Development Act)

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

Transportation Equity Act for the 21st Century (TEA 21)

The TEA-21 of 1997 was the next Federal program to succeed ISTEA.

Toll Bridges & Toll Bridge Funds

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

Transportation Enhancement Activities (TEA)

The ISTEA of 1991 requires that 10 percent of all Federal Surface Transportation Program Expenditures be used for defined transportation enhancement activities. Projects are nominated by Caltrans, Regional Agencies and others. The CTC adopts an annual program and it is included within the STIP for administrative purposes.

Transportation Planning & Development Account (TP&D)

Funds that support costs for the Department's Mass Transportation, Rail and Planning Programs. The TP&D Account also funds administrative and operational costs for intercity rail services, commuter and urban rail services and the Transit Capital Improvements (TCI). Principle sources of funds: sales tax on diesel fuel and sales tax on gasoline known as "Prop 111" funds. this account also derives revenues from gasoline sales tax known as "spillover". The formula for spillover is calculated based on the level of gasoline sales relative to all taxable sales. The account also derives revenue from "Fair Share" transfers from the State Highway Account equal to transportation planning duties attributable to highway and guideway planning and research. The Aeronautics Account contributes \$30,000 annually to reimburse the TP&D Account for the aeronautics portion of the 20-Year Plan. Supports the: State Transit Assistance (STA) support costs from the sales tax revenues (determined by formula), with balance of sales tax revenues divided equally between STA and those programs shown as the Committed Program

(those eligible for funding pursuant to the Public Utilities Code 99315); such as Intercity Rail Services and Bus Operations.

Transportation System Management (TSM) Plan

A process oriented approach to solving transportation problems considering both long- and short-range implication, which is service and operations oriented in which low capital, environmentally-responsive, efficiency-maximizing improvements are implemented on existing facilities in urban areas.

Unmet Needs

Terms Related to Air Quality

Area sources

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

Attainment Demonstrations

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

Build/No-build test

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

Carbon Monoxide (CO)

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

Conformity finding

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

Emissions budget

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

Emissions Budget Conformity Period

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

Emissions budget test

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

Emissions inventories

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

Federal Implementation Plan (FIP)

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

Hotspots

A poorly ventilated area, such as a tunnel or intersection, where mobile source emissions (usually carbon monoxide or PM-10) are particularly high.

Hydrocarbons

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

Mobile sources

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

National Ambient Air Quality Standards (NAAQS)

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

Nitrogen Oxides (NO_x)

A precursor of ozone in addition to hydrocarbons. Recent EPA policy has begun to emphasize control of NO_x.

Number of trips

The number of trips traveled by vehicles within a given region over a given period of time. Because emissions are particularly high when vehicles are turned on and off, emission reduction strategies emphasize trip reduction in addition to VMT reduction.

Offsets

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

Ozone

The major component of smog. Ozone is formed when hydrocarbons and nitrogen oxides (NO_x) combined in the presence of sunlight. Ground level ozone is a harmful pollutant, while stratospheric ozone protects life on earth from harmful ultraviolet rays. CO is one of three pollutants linked to motor vehicle emissions that are regulated by the Clean Air Act.

PM₁₀ (PM_{2.5})

Solid or liquid particles that measure less than 10 (or 2.5) microns. A micron is one millionth of a meter. PM₁₀ is one of three pollutants linked to motor vehicle emissions that are regulated by the Clean Air Act.

Precursors

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

Sanctions

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

Single Occupant Vehicle (SOV)

Vehicles with just one occupant. The reduction of SOVs is a major goal of many transportation control measures(TCMs).

State Implementation Plan (SIP)

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

Stationary sources

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

Technological mobile source reduction measures

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

Transitional Conformity Period

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

Transportation Control Measures (TCM)

A measure that alters personal travel patterns or traffic flow to reduce emissions. As an umbrella label, TCM includes transportation systems management (TSM) and transportation demand management (TDM).

Vehicle Miles Traveled (VMT)

The sum of distances traveled by all motor vehicles in a specified region.

Volatile Organic Compounds (VOC)

Another name for hydrocarbons, a precursor of ozone.

Comments received from the Intermodal Planning Group (IPG)

Federal Transit Administration (FTA)

California Department of Transportation (Caltrans)

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SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: **601.02 TCAG Administration**

PURPOSE: To develop and manage the transportation planning effort in Tulare County and the Urbanized Areas of Visalia and Porterville. Coordinate work with the CTC, Tule River Indian Tribal Government and Caltrans. Serve as the Areawide Clearinghouse for Agencies and projects seeking grant funds.

PREVIOUS WORK: This is an ongoing function of TCAG.

PRODUCTS:

1. Administration and support of the transportation planning process.
2. All TCAG files and records will be produced and maintained.
3. Local clearinghouse

DISCUSSION:

The administration program provides direction and management of the numerous routine and special projects that comprise the TCAG Work Program. This includes; project scheduling, funding allocations, personnel recruitment and training, budget tracking, preparation and monitoring, record maintenance, and the preparation of necessary plans and studies consistent with comprehensive planning goals and objectives.

SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: **601.04 Office Expenses/Fixed Assets**

PURPOSE: To procure and manage the assets of the Tulare County Association of Governments.

PREVIOUS WORK: Purchase traffic counters and equipment for cities and the County.
Purchase personal computers, printers and associated equipment necessary to carry out the functions of TCAG.
Purchase of a digital camera
Purchase of Office partitions and furniture
Monthly occupancy expenses
Postal expense

PRODUCTS:

1. Procurement of supplies and equipment.
2. Maintenance of existing equipment.
3. Inventory of TCAG assets.
4. Minor purchase of traffic counter equipment materials/replacement parts.
4. Purchase of new computers.
5. New computer software and modeling software upgrades.
6. Additional office partitions and furniture upgrades

SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: **601.07 Training and Travel**

PURPOSE: Travel to various local, valley, statewide, Tribal Council and national meetings as required. Allows training for staff in the general area of transportation planning and its relationship to air quality, land use and socio-economic activity.

PREVIOUS WORK: This is an ongoing work element.

PRODUCTS:

1. Attendance at Tule River Indian Tribal Council Meetings
2. Attendance of multiple planning seminars by staff

DISCUSSION:

Work Element 601.07 Training and Travel allows for staff to attend local, regional, and statewide meetings that allow for the enhancement of transportation knowledge that staff requires. Multiple level meetings are attended throughout the year. These meetings are necessary to attend by staff to keep them up to date in the daily changing transportation issues.

Trainings and seminars by staff are also regularly attended. Staff takes large pride in maintaining themselves well informed on all major transportation issued that affect Tulare County.

