tcag

5961 S. Mooney Blvd.
Visalia, California 93277
(559)733-6291
FAX (559)733-6720

Tulare County Association of Governments

October 26, 2007

Steve Curti, FTIP Coordinator
Caltrans, District 6
Advance Planning and Programming
1352 W. Olive
PO Box 12616
Fresno, CA 93778-2616

Dear Mr. Curti:

The Tulare County Association of Governments approves the following formal amendment to the Federal Transportation Improvement Program (FTIP). The following Amendment will be known as Amendment No. 10 to the 2007 FTIP amending one Congestion Mitigation and Air Quality (CMAQ) project and two Highway Bridge Rehabilitation and Repair (HBRR).

> "The project(s) included in the FTIP by this amendment has/have been demonstrated to satisfy the requirements of 40 CFR 93.118 and 93.119 without a new regional emissions analysis in accordance with the provisions of 40 CFR 93.122(e)(2)(ii). Accordingly, the Project(s) has/have been included in the regional emissions analysis of the Regional Transportation plan's regional emissions at the time of the transportation plan's conformity determination, and that the design concept, scope, and implementation schedule of the project(s) is/are not significantly different from that described in the transportation plan. In addition, the funding or the project(s) will not delay the implementation of projects in the metropolitan transportation plan or FTIP."

Amendment No. 10 (Formal Amendment)

This part of the amendment satisfies the following conditions, which allows this action to proceed as an administrative amendment:

1. The change only affects projects which are presently air quality conformed in the TCAG 2007 Regional Transportation Plan and the 2007 Federal Transportation Improvement Program SAFETEA-LU Compliance Amendment No. 8;
2. The change will not affect the 2007 FTIP financial plan, as it will be entirely funded by revenues made specifically available for these purposes;
3. The changes will not interfere with the timely implementation of transportation control measures;

4. The project is consistent with the adopted and federally approved Regional Transportation Plan; and
5. The changes are consistent with TCAG Board's Federal Transportation Improvement Program Local Adjustment and Administrative Amendment Procedures approved on November 23, 1998 and Expedited Project Selection Procedures adopted on August 20, 2007. .

Formal Amendment No. 10

Amendment No. 10 – Congestion Mitigation and Air Quality (CMAQ)

The County of Tulare has requested one (1) currently programmed CMAQ project be amended to change the description from the purchase of a CNG Bucket Truck to a newer technology cleaner burning diesel bucket truck to replace an existing 1987 Bucket Truck (in service Truck). This request is a TYPE 3 project (scope change) and a FTIP Formal Amendment is required.

This request is being made under the CMAQ-Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Interim Program Guidance as of October 31, 2006, which allows Diesel Engine Retrofits and other Advanced Truck Technologies (page 22 section 12) (23 U.S.C Statute 149(f)(2) (SAFETEA-LU Statute 1808 (d)). Note: Truck must be decommissioned or retired out service and not re-sold with verification of this equipments retirement. Attached is the emissions calculation for this project, the above mentioned SAFETEA-LU guidance and the FHWA graph displaying cleaner burning diesel engines cost effectiveness. *(If you have any question regarding this project contact Niel Pilegard of Tulare County Parks at 559-733-6291 or Ted Smalley of TCAG at 559-733-6653 ext 4876).*

***Scope change (Description change) – CMAQ-TUL04-024:* -County of Tulare: Purchase 1 light-duty on road new diesel bucket truck-Replace one 1987 Ford Bucket Truck with one bucket truck with new technology cleaner burning diesel engine for Tulare County Park Department** *(was Replace one 1987 Ford Bucket Truck with one Bucket Truck with John Deere 280 HP CNG Engine for County Park Department)*. The programmed project total is $95,000 and is distributed as follows:

1. FY 06/07 Con $95,000 (Loc $35,000, Fed $60,000)

Amendment No. 10 – Highway Bridge Rehabilitation Repair (HBRR)

Caltrans and TCAG have agreed to place all Tulare County HBRR projects under the Lump Sum Category in the FTIP by deleting the individual project listing to prevent double counting in the Lump Sum Category. Caltrans Local Assistance Bridge Department will maintain the list of Bridge projects using the HBRR program.

Delete Project from CTIPs (project funded under HBRR Lump Sum)-HBRR-TUL04-120:- City of Porterville-HBRR-Bridge No. 46C0099, Road 244 (Bridge No. 46C0099, Road 244-Jaye St., Over Tule River, O.4 Mi N of SR 190. Widen from 2 to 4 lanes and add sidewalks, rehabilitate bridge and upgrade bridge railings. : The programmed project total is $4,264,000 and is distributed as follows:

1. FY 06/07 PE $630,000
2. FY 07/08 RW $50,000
3. FY 10/11 Con $3,584,000

Delete Project from CTIPs (project funded under HBRR Lump Sum)-HBRR-TUL04-122:- City of Porterville- Bridge No. 46C0076, Road 252 Plano St. (Bridge No. 46C0076, Road 252-Plano St. Over Tule River & Poplar Ditch, 0.4 Mi N of SR 190. Widen from 2 to 4 lanes and add sidewalks, rehabilitate bridge and upgrade bridge railing. The programmed project total is $8,125,000 and is distributed as follows:

1. Prior Year PE/RW $545,000
2. FY 10/11 Con $7,580,000

Thank you for your assistance with the FTIP amendment process. If you have any questions regarding these changes and additions, please contact Eddie Wendt at (559) 733-6653, extension 4876.

Sincerely,

Ted Smalley
TCAG Deputy Director

TS:EW

cc: Penny Gray, Caltrans
Steve Luxenberg, FHWA
Alex Smith, FTA
Doug Thompson, CAPCD
Jim Perrault, Caltrans
Devin Nunes, 21st District, US Congressman, Attn Justin Stoner
Jean Rousseau, Tulare County CAO
Neil Pilegard, Tulare County

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

IN THE MATTER OF APPROVAL OF AN	)	
AMENDMENT TO THE 2007 FEDERAL	)	RESOLUTION NO. 1731
TRANSPORTATION IMPROVEMENT	)	
PROGRAM.	)	

WHEREAS, the Tulare County Association of Governments (TCAG) was designated a Metropolitan Planning Organization (MPO) by the Governor of California on March 17, 1982; and

WHEREAS, TCAG approved the 2007 Federal Transportation Improvement Program (FTIP) SAFETEA-LU Compliant Amendment No. 8 on May 21, 2007 (Resolution 1698) updating the July 24, 2006, (Resolution No. 1629); and

WHEREAS, said FTIP contains a listing of federally funded projects; and

WHEREAS, this Amendment modifies the Congestion Mitigation and Air Quality Program (CMAQ) and Highway Bridge Program (HBP); and

WHEREAS, this amendment satisfies the following conditions, which allow this action to proceed as a formal amendment:

1. The change only affects projects which are presently air quality conformed in the TCAG 2007 Regional Transportation Plan and the 2007 Federal Transportation Improvement Program;

2. The change will not affect the 2007 FTIP Financial plan, as it will be entirely funded by revenues made specifically available for these purposes;

3. The changes will not interfere with the timely implementation of transportation control measures;

4. The projects are consistent with the adopted and federally approved Regional Transportation Plan;

5. The changes are consistent with TCAG Board's Federal Transportation Improvement Program Local Adjustment and Administrative Amendment Procedures approved on November

23, 1998, and FTIP Administrative Approval process as approved by Resolution No. 1608 on March 20, 2006; and

WHEREAS, said Amendment No. Ten (10) to the Tulare County 2007 FTIP complies with the San Joaquin Valley Interagency consultation and Public Review for a TYPE Three (3) amendment; and

WHEREAS, said Amendment No. Ten (10) was publicly noticed in the Visalia Times Delta on September 11. 2007 for a public hearing on October 15, 2007; and

WHEREAS, the Tulare County Association of Governments has coordinated with Caltrans and FHWA the said financial changes in the Federal Transit Administration (FTA); and

WHEREAS, this amendment to the 2007 FTIP shall henceforth be known as Amendment Number Ten (10) to the 2007 Tulare County Federal Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED AND DETERMINED, that the 2007 Federal Transportation Improvement Program is hereby amended as shown in Attachment 1.

The foregoing Resolution was adopted upon motion of Member Link, seconded by Member Ennis, at a regular meeting held on the 15th day of October 2007, by the following vote:

AYES: Ishida, Conway, Ennis, McKittrick, Boyer, Kimball, Martinez, Ortega, Link, Ritchie, Sparks, Dunbar

NOES:

ABSENT: Cox, Norman, McKinley, Worthley,

ABSTAIN:

TULARE COUNTY ASSOCIATION
OF GOVERNMENTS

Allen Ishida
Chairman, TCAG

George Finney
Executive Director, TCAG

Financial Summary Form 2007 FSTIP
MPO: TCAG

(Dollars X $1,000)

Table 1-2 Federal Revenues

Revenue	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP	$5,983	$42,744	$0	$11,235	$59,962
SHOPP (AC)	*$0*	*$0*	*$0*	*$0*	$0
STIP includes TEA (Add 580 Hes for SR 63/Ave 408 signal)	*$31,910*	*$32,988*	*$88,336*	*$186,704*	$339,938
STIP (AC)	*$0*	*$0*	*$0*	*$0*	$0
STIP Prior (includes: AB 3090(2 @ 750),	*$750*	*$0*	*$0*	*$0*	$750
Local Assistance					
Congestion Mitigation and Air Quality	**$4,133**	**$4,355**	**$4,420**	**$4,420**	$17,328
Regional Surface Transportation Program	*$0*	*$0*	*$0*	*$0*	$0
Highway Bridge Program	*$0*	*$263*	*$0*	*$18*	$281
Highway Safety Improvement Program (HES, HR3, HSIP)	*$795*	*$423*	*$0*	*$0*	$1,218
Safe Routes to School Program	*$416*	*$2,477*	*$0*	*$0*	$2,893
Railway - Highway Crossings-Sec 130	*$350*	*$0*	*$0*	*$0*	$350
Other Federal Highway Programs					
Federal Lands Highway Program [1]	*$0*	*$0*	*$0*	*$0*	$0
High Priority Projects Program (Ben Maddox, TC Farm, SR 99-Safetea-lu)	$0	$3,360	$840	$14,039	$18,239
Coordinated Border Infrastructure Program	*$0*	*$0*	*$0*	*$0*	$0
Recreational Trails Program	*$160*	*$0*	*$0*	*$0*	$160
National Cooridor Infrastructure Improvement Program	*$0*	*$0*	*$0*	*$0*	$0
Ferry Boat Discretionary	*$0*	*$0*	*$0*	*$0*	$0
National Scenic Byways Program	*$0*	*$0*	*$0*	*$0*	$0
Projects of National and Regional Significance	*$0*	*$0*	*$0*	*$0*	$0
Emergency Relief Program	*$100*	*$100*	*$100*	*$100*	$400
Other (Describe) HR 2299, HR 3058, SAFETEA-LU	*$2,978*	*$0*	*$0*	*$0*	$2,978
Federal Transit Administration Funds					
5303 - Metropolitan Planning Program	*$0*	*$0*	*$0*	*$0*	$0
5307 - Urbanized Area Formula Program	$3,618	$2,529	$2,478	$2,546	$11,171
5308 - Clean Fuel Formula Program	*$0*	*$0*	*$0*	*$0*	$0
5309 - Bus and Bus Facility Grants	*$0*	*$0*	*$0*	*$0*	$0
5309 - Capital Investment Grants "New Starts"	*$0*	*$0*	*$0*	*$0*	$0
5310 - Formula Program for Elderly & Persons with Disabilities	*$150*	*$0*	*$0*	*$0*	$150
5311 - Other Than Urbanized Area Formula Program	*$1,585*	*$881*	*$797*	*$564*	$3,827
5311 © - Public Transportation on Indian Reservations	*$0*	*$0*	*$0*	*$0*	$0
5316 - Job Access and Reverse Commute Program	*$0*	*$0*	*$0*	*$0*	$0
5317 - New Freedom Program	*$0*	*$0*	*$0*	*$0*	$0
5320 - Transit in the Parks	*$0*	*$0*	*$0*	*$0*	$0
Non-Title 23/Federal Transit Funds (Describe)					
Other State Funds					
Traffic Congestion Relief Program	*$0*	*$0*	*$0*	*$0*	$0
Other (Describe)	*$0*	*$0*	*$0*	*$0*	$0
Local Funds	$8,659	$11,692	$15,038	$6,084	$41,473
Total Revenue	$61,587	*$101,812*	*$112,009*	*$225,710*	$501,118

1. *Federal Lands Highway Program includes: Indian Reservation Roads, NPS Parkway and Park Roads, F&WS Refuge Program, Public Lands Program, Forest Highways and Public Land Highway Discretionary*

Financial Summary Form 2007 FSTIP

MPO:TCAG

(Dollars x $1,000)

Table 1-3 Federal TIP Programmed

Programmed	2006/07	20007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP	$5,983	$42,744	$0	$11,235	$59,962
SHOPP (AC)	*$0*	*$0*	*$0*	*$0*	$0
STIP includes TEA (increase $951 for SR 198/65 signal)	*$31,910*	*$32,988*	*$88,336*	*$186,704*	$339,938
STIP (AC)	*$0*	*$0*	*$0*	*$0*	$0
STIP Prior (includes: AB 3090(2), extensions (5), SR-198 prior RW	*$750*	*$0*	*$0*	*$0*	$750
Local Assistance					
Congestion Mitigation and Air Quality	**$4,143**	**$4,363**	**$3,992**	**$4,415**	$16,913
Regional Surface Transportation Program	*$0*	*$0*	*$0*	*$0*	$0
Highway Bridge Program	*$0*	*$263*	*$0*	*$18*	$281
Highway Safety Improvement Program (HES, HR3, HSIP)	*$795*	*$423*	*$0*	*$0*	$1,218
Safe Routes to School Program	*$416*	*$2,477*	*$0*	*$0*	$2,893
Railway - Highway Crossings Sec 130	*$350*	*$0*	*$0*	*$0*	$350
Other Federal Highway Programs					
Federal Lands Highway Program[1]	*$0*	*$0*	*$0*	*$0*	$0
High Priority Projects Program	$0	$3,360	$840	$14,039	$18,239
Coordinated Border Infrastructure Program	*$0*	*$0*	*$0*	*$0*	$0
Recreational Trails Program	*$160*	*$0*	*$0*	*$0*	$160
National Cooridor Infrastructure Improvement Program	*$0*	*$0*	*$0*	*$0*	$0
Ferry Boat Discretionary	*$0*	*$0*	*$0*	*$0*	$0
National Scenic Byways Program	*$0*	*$0*	*$0*	*$0*	$0
Projects of National and Regional Significance	*$0*	*$0*	*$0*	*$0*	$0
Emergency Relief Program	*$100*	*$100*	*$100*	*$100*	$400
Other (Describe) HR 2299 & 3058, SAFETEA-LU	*$2,978*	*$0*	*$0*	*$0*	$2,978
Federal Transit Administration Funds					
5303 - Metropolitan Planning Program	*$0*	*$0*	*$0*	*$0*	$0
5307 - Urbanized Area Formula Program	$3,618	$2,529	$2,478	$2,546	$11,171
5308 - Clean Fuel Formula Program	*$0*	*$0*	*$0*	*$0*	$0
5309 - Bus and Bus Facility Grants	*$0*	*$0*	*$0*	*$0*	$0
5309 - Capital Investment Grants "New Starts"	*$0*	*$0*	*$0*	*$0*	$0
5310 - Formula Program for Elderly & Persons with Disabilities	*$150*	*$0*	*$0*	*$0*	$150
5311 - Other Than Urbanized Area Formula Program	*$1,585*	*$881*	*$797*	*$564*	$3,827
5311 © - Public Transportation on Indian Reservations	*$0*	*$0*	*$0*	*$0*	$0
5316 - Job Access and Reverse Commute Program	*$0*	*$0*	*$0*	*$0*	$0
5317 - New Freedom Program	*$0*	*$0*	*$0*	*$0*	$0
5320 - Transit in the Parks	*$0*	*$0*	*$0*	*$0*	$0
Non-Title 23/Federal Transit Funds (Describe)					
Other State Funds					
Traffic Congestion Relief Program	*$0*	*$0*	*$0*	*$0*	$0
Other (Describe)	*$0*	*$0*	*$0*	*$0*	$0
Local Funds	$8,659	$11,692	$15,038	$6,084	$41,473
Total programmed	$61,597	$101,820	$111,581	$225,705	$500,703

1. *Federal Lands Highway Program includes: Indian Reservation Roads, NPS Parkway and Park Roads, F&WS Refuge Program, Public Lands Program, Forest Highways and Public Land Highway Discretionary*

Financial Summary Form 2007 FSTIP
MPO:TCAG

(Dollars X $1,000)

Table 1-4 Federal TIP Revenue vs. Programmed

Revenue versus Programmed	2006/07	20007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP	$0	$0	$0	$0	$0
SHOPP (AC)	$0	$0	$0	$0	$0
STIP includes TEA	$0	$0	$0	$0	$0
STIP (AC)	$0	$0	$0	$0	$0
STIP Prior (includes: AB 3090(2), extensions (5), SR-198 prior RW	$0	$0	$0	$0	$0
Local Assistance	$0	$0	$0	$0	$0
Congestion Mitigation and Air Quality	($10)	($8)	$428	$5	$415
Regional Surface Transportation Program	$0	$0	$0	$0	$0
Highway Bridge Program	$0	$0	$0	$0	$0
Highway Safety Improvement Program	$0	$0	$0	$0	$0
Safe Routes to School Program	$0	$0	$0	$0	$0
Railway - Highway Crossings	$0	$0	$0	$0	$0
Other Federal Highway Programs					$0
Federal Lands Highway Program[1]	$0	$0	$0	$0	$0
High Priority Projects Program	$0	$0	$0	$0	$0
Coordinated Border Infrastructure Program	$0	$0	$0	$0	$0
Recreational Trails Program	$0	$0	$0	$0	$0
National Cooridor Infrastructure Improvement Program	$0	$0	$0	$0	$0
Ferry Boat Discretionary	$0	$0	$0	$0	$0
National Scenic Byways Program	$0	$0	$0	$0	$0
Projects of National and Regional Significance	$0	$0	$0	$0	$0
Emergency Relief Program	$0	$0	$0	$0	$0
Other (Describe) HR 2299, HR 3058, SAFETEA-LU	$0	$0	$0	$0	$0
Federal Transit Administration Funds					$0
5303 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5307 - Urbanized Area Formula Program	$0	$0	$0	$0	$0
5308 - Clean Fuel Formula Program	$0	$0	$0	$0	$0
5309 - Bus and Bus Facility Grants	$0	$0	$0	$0	$0
5309 - Capital Investment Grants "New Starts"	$0	$0	$0	$0	$0
5310 - Formula Program for Elderly & Persons with Disabilities	$0	$0	$0	$0	$0
5311 - Other Than Urbanized Area Formula Program	$0	$0	$0	$0	$0
5311 © - Public Transportation on Indian Reservations	$0	$0	$0	$0	$0
5316 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0
5317 - New Freedom Program	$0	$0	$0	$0	$0
5320 - Transit in the Parks	$0	$0	$0	$0	$0
Non-Title 23/Federal Transit Funds (Describe)					$0
Other State Funds					$0
Traffic Congestion Relief Program	$0	$0	$0	$0	$0
Other (Describe)	$0	$0	$0	$0	$0
Local Funds	$0	$0	$0	$0	$0

1. *Federal Lands Highway Program includes: Indian Reservation Roads, NPS Parkway and Park Roads, F&WS Refuge Program, Public Lands Program, Forest Highways and Public Land Highway Discretionary*

Tulare County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06 COUNTY: Tulare County
ROUTE: PM:
PPNO: KP:
EA: MPO ID: TUL04-024
CTIPS ID: 215-0000-0147

TITLE (DESCRIPTION):
Purchase 1 light-duty on-road new diesel (Replace one 1987 Ford bucket truck with one bucket turck with new technology cleaner burning diesel engine for Tulare County Park Department)

MPO Aprv: / /
State Aprv: / /
Federal Aprv: / /

IMPLEMENTING AGENCY: Tulare County
PRJ MGR: NEIL PILEGARD
PHONE: (559) 733-6291

EPA TABLE II or III EXEMPT CATEGORY:
Non construction related activities.

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

(Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
5	Active	08/17/2007	EWENDT	Amendment - Cost/Scope/Sch. Change	10	95,000		
4	Official	05/21/2007	EWENDT	Amendment - Cost/Scope/Sch. Change	8	95,000		
3	Official	04/21/2006	EWENDT	Amendment - Cost/Scope/Sch. Change	22	134,000		
2	Official	06/20/2005	EWENDT	Amendment - Cost/Scope/Sch. Change	10	117,000		
1	Official	08/09/2004	TSMALLEY	Adoption - New Project		110,000		

		PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: Congestion Mitigation	RW									
• Funding Agency: Federal Highway Administration (FHWA)	CON		60,000							60,000
	TOTAL		60,000							60,000

		PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: County Funds	RW									
• Funding Agency: Tulare County	CON		35,000							35,000
	TOTAL		35,000							35,000

Project Total		PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
	PE									
	RW									
	CON		95,000							95,000
	TOTAL		95,000							95,000

Comments:

******** Version 5 - 08/17/2007 ********Replace an existing 1987 Ford Bucket Truck with a new cleaner burning diesel engine truck as per SAFETEA-LU interm program guidance page 22 Item 12. (23 U.S.C Statute 149(f)(2) (SAFETEA-LU Statute 1808 (d)). Note: Truck must be commissioned or retired out service and not re-sold with verification of this equipment. Requested by Niel Pilegard (TC Parks) through Ted Smalley (TCAG). EW

******** Version 4 - 05/21/2007 ********Carryover-Move funding to 06/07. Requested by Elizabeth Wright TCAG-CMAQ coordinator comments received on 5/14/07. EW

******** Version 3 - 04/21/2006 ********Requested by the County of Tulare Neil Pilegard and approved byTed Smalley of TCAG to increase project cost from 117,000 to 134,000 email to Dennis Mills. EW

******** Version 2 - 06/02/2005 ********Desription Change Diesel engine are not eligible for CMAQ funding, change to CNG. Tulare County Request Neil Pilegard, through TS to EW.

******** Version 1 - 06/10/2004 ********

Tulare County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06 COUNTY: Tulare County
ROUTE: PM:
PPNO: KP:
EA: MPO ID: TUL04-122
CTIPS ID: 215-0000-0195

TITLE (DESCRIPTION):
Bridge No. 46C0076, Road 252 Plano St. (Bridge No. 46C0076, Road 252 Plano St. Over Tule River & Poplar Ditch, 0.4 Mi N of SR 190. Widen from 2 to 4 lanes and add sidewalks, rehabilitate bridge and upgrade bridge railin)

MPO Aprv: / /
State Aprv: / /
Federal Aprv: / /

IMPLEMENTING AGENCY: Porterville, City of

PRJ MGR: BALDO RODRIGUEZ
PHONE: (559) 782-7520

EPA TABLE II or III EXEMPT CATEGORY:
Non capacity widening or bridge reconstruction.

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

(Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
6	Active	09/14/2007	EWENDT	Amendment - Delete Project	10	7,580,000	120,000	425,000
5	Official	05/21/2007	EWENDT	Amendment	8	7,580,000	120,000	425,000
4	Official	07/24/2006	EWENDT	Adoption - Carry Over		4,702,000	345,000	425,000
3	Official	03/06/2006	EWENDT	Amendment - Other (Explain ==>)	19	4,702,000	345,000	425,000
2	Official	01/23/2006	EWENDT	Amendment - Cost/Scope/Sch. Change	17	4,702,000	345,000	425,000
1	Official	01/24/2005	EWENDT	Amendment - Cost/Scope/Sch. Change	5	5,140,000	345,000	425,000

		PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
• Fund Source 1 of 2	PE	49,000								49,000
• Fund Type: City Funds	RW	14,000								14,000
• Funding Agency: Porterville, City of	CON						869,000			869,000
	TOTAL	63,000					869,000			932,000

		PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
• Fund Source 2 of 2	PE	376,000								376,000
• Fund Type: Highway Bridge Program	RW	106,000								106,000
• Funding Agency: Federal Highway Administration (FHWA)	CON						6,711,000			6,711,000
	TOTAL	482,000					6,711,000			7,193,000

Project Total

	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
PE	425,000								425,000
RW	120,000								120,000
CON						7,580,000			7,580,000
TOTAL	545,000					7,580,000			8,125,000

Comments:

******** Version 6 - 09/12/2007 ********** Version 6 - 09/12/2007 ********Bridge is listed under the Lump Sum HBRR program TUL04-119. Deleting this project from the CTIPS database to prevent double counting. Requested by Fayad Almasri. Caltrans maintains the list of HBRR projects. EPSP amendment. -EW

******** Version 5 - 05/04/2007 ********HBRR program Caltrans website update. Requested by Penny Gray through comments email on FTIP Amendment Nol. 8 dated 4/24/2007 to update funding amounts.-EW

******** Version 4 - 05/01/2006 ********Carryover-Funding was carried over from 2004 FTIP Phone call to Baldo (Porterville) and Penny Gray Caltrans 7-10-06. EW & DM

******** Version 3 - 05/01/2006 ********Change local match from state to city requested by Caltrans Abhijit J. Gade, email dated 2/22/06 off Marvin Johnson's comments to Amendment No. 17.-EW

******** Version 2 - 12/19/2005 ********Requested by Caltrans Abhijit Bagde viea e-mail dated 12/14/05 to TS. EW

******** Version 1 - 08/02/2004 ******* Requested by Caltrans e-mail from Muhande Aljabiry dated 11/22/04. EW

Tulare County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06 COUNTY: Tulare County
ROUTE: PM:
PPNO: KP:
EA: MPO ID: TUL04-120
CTIPS ID: 215-0000-0196

TITLE (DESCRIPTION):
HBRR-Bridge No. 46C0099, Road 244 Jaye S (Bridge No. 46C0099, Road 244 Jaye St., Over Tule River, 0.4 Mi N of Sr 190. Widen from 2 to 4 lanes and add sidewalks, rehabilitate bridge and upgrade bridge railings.)

MPO Aprv: / /
State Aprv: / /
Federal Aprv: / /

IMPLEMENTING AGENCY: Porterville, City of
PRJ MGR: BALDO RODRIGUEZ
PHONE: (559) 782-7520

EPA TABLE II or III EXEMPT CATEGORY:
Non capacity widening or bridge reconstruction.

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

(Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
6	Active	09/14/2007	EWENDT	Amendment - Delete Project	10	3,584,000	50,000	630,000
5	Official	05/21/2007	EWENDT	Amendment - Cost/Scope/Sch. Change	8	3,584,000	50,000	630,000
4	Official	07/24/2006	EWENDT	Adoption - Carry Over		3,584,000	50,000	590,000
3	Official	03/06/2006	EWENDT	Amendment - Other (Explain ==>)	19	3,584,000	50,000	590,000
2	Official	01/23/2006	EWENDT	Amendment - Cost/Scope/Sch. Change	17	3,584,000	50,000	590,000
1	Official	01/24/2005	EWENDT	Amendment - Cost/Scope/Sch. Change	5	2,325,000		250,000

		PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
• Fund Source 1 of 2	PE		72,000							72,000
• Fund Type: City Funds	RW			6,000						6,000
• Funding Agency: Porterville, City of	CON						411,000			411,000
	TOTAL		72,000	6,000			411,000			489,000

		PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
• Fund Source 2 of 2	PE		558,000							558,000
• Fund Type: Highway Bridge Program	RW			44,000						44,000
• Funding Agency: Federal Highway Administration (FHWA)	CON						3,173,000			3,173,000
	TOTAL		558,000	44,000			3,173,000			3,775,000

Project Total

	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
PE		630,000							630,000
RW			50,000						50,000
CON						3,584,000			3,584,000
TOTAL		630,000	50,000			3,584,000			4,264,000

Comments:

******** Version 6 - 09/12/2007 ********Bridge is listed under the Lump Sum HBRR program TUL04-119. Deleting this project from the CTIPS database to prevent double counting. Requested by Fayad Almasri. Caltrans maintains the list of HBRR projects. EPSP amendment. -EW

******** Version 5 - 05/04/2007 ********HBRR program Caltrans website update. Requested by Penny Gray through comments email on FTIP Amendment Nol. 8 dated 4/24/2007 to update funding amounts.-EW

******** Version 4 - 05/01/2006 *******Carryover-Funding was carried over from 2004 FTIP Phone call to Baldo (Porterville) and Penny Gray Caltrans 7-10-06. EW & DM

******** Version 3 - 05/01/2006 ****** Change local match from state to city requested by Caltrans Abhijit J. Gade, email dated 2/22/06 off Marvin Johnson's comments to Amendment No. 17.-EW

******** Version 2 - 12/19/2005 ********Requested by Caltrans Abhijit Bagde email dated 12/14/05 through TS. -EW

******** Version 1 - 08/02/2004 ********

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program

under the

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

INTERIM PROGRAM GUIDANCE

October 31, 2006

The guidance contained in this document is intended to be nonbinding, except insofar as it references existing statutory requirements, and should not be construed as rules of general applicability and legal effect or notices of proposed rulemaking.

The transportation function of these freight/intermodal projects should be emphasized. Marginal projects that support freight operations in a very tangential manner are not eligible for CMAQ funding. Warehouse handling equipment, for example, is not an eligible investment of program funds. However, equipment that provides a transportation function or directly supports this function is eligible, such as railyard switch locomotives or shunters.

12. Diesel Engine Retrofits & Other Advanced Truck Technologies

The SAFETEA-LU places a new emphasis on diesel engine retrofits and the various types of projects that fall under this broad category.[26] These efforts are defined as vehicle replacement, repowering (replacing an engine with a cleaner engine), rebuilding an engine, or other technologies determined by the EPA as appropriate for reducing emissions from diesel engines.[27] This latter point, highlighting developing technologies, establishes a degree of flexibility and a need for periodic adjustment in the definition by the EPA. The legislation defines retrofit projects as applicable to both on-road motor vehicles and nonroad construction equipment; the latter must be used in Title 23 projects based in nonattainment or maintenance areas for either PM or ozone.

There are a number of project types in the diesel retrofit area for which CMAQ funds are eligible. Assuming all other CMAQ criteria are met, eligible projects include diesel engine replacement; full engine rebuilding and reconditioning; and purchase and installation of after-treatment hardware, including particulate matter traps and oxidation catalysts, and other technologies; and support for heavy-duty vehicle retirement programs. Project agreements involving replacements of either engine or full vehicle should include a provision for disposal of the engine block and a process to verify the retirement of this equipment.[28]

CMAQ funds may be used to purchase and install emission control equipment on school buses. (Such projects, generally, should be administered by FHWA; see VII.D.5, Transit Improvements, above.)

Refueling is not eligible as a stand-alone project, and is eligible only if it is required to support the installation of emissions control equipment, repowering, rebuilding, or other retrofits of non-road engines. For example, ultra-low sulfur diesel (ULSD) may be purchased as part of a project to install diesel particulate filters on nonroad construction equipment because these devices need ULSD to function properly. Costs associated with ULSD are eligible for CMAQ funding only until the standards are effective and the fuel becomes commonly available through the regional supply and logistics chain, effectively rendering ULSD the only diesel fuel distributed. Eligible costs are limited to the difference between standard nonroad diesel fuel and ULSD.

---

[26] 23 U.S.C. §149(b)(f) (SAFETEA-LU §1808(d))
[27] 23 U.S.C. §149(f)(2) (SAFETEA-LU §1808(d))
[28] Reimbursement of costs for full-vehicle replacement may be limited to those elements that lead to emission reductions.

In addition to equipment and technology, outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit options are eligible investments. Please see Appendix 5 for more detail on diesel retrofits and the various strategies available in this developing air quality field.

The FHWA acknowledges that diesel retrofit projects may include nonroad mobile source endeavors, which traditionally have been outside the Federal-aid process. However, the SAFETEA-LU clarifies CMAQ eligibility for nonroad diesel retrofit projects. Areas that fund these projects are not required to take credit for the projects in the transportation conformity process. For areas that want to take credit, the EPA developed guidance for estimating diesel retrofit emission reductions and for applying the credit in the SIP and transportation conformity processes. The guidance can be found at http://www.epa.gov/otaq/stateresources/transconf/policy.htm#retrofit.

In addition to retrofit projects, upgrading long-haul heavy-duty diesel trucks with advanced technologies, such as idle reduction devices, cab and trailer aerodynamic fixtures, and single-wide or other efficient tires, has been demonstrated by the EPA's *Smart Way Transport Partnership Program* to reduce NOx emissions and save fuel. These strategies also are eligible for CMAQ support. Such projects funded directly by CMAQ that involve the private sector must be part of a Public-Private Partnership, as discussed in Section VII.C.

13. Idle Reduction

Idle reduction projects that reduce emissions and are located within, or in proximity to and primarily benefiting, a nonattainment or maintenance area are eligible for CMAQ investment (The geographic requirement mainly applies to off-board projects, i.e. truck stop electrification (TSE) efforts). However, if CMAQ funding is used for an on-board project (i.e. auxiliary power units, direct fired heaters, etc.) the vehicle—usually a heavy-duty truck—must travel within, or in proximity to and primarily benefiting, a nonattainment or maintenance area.

There have been several instances where operating assistance funds have been requested for TSE services. CMAQ funding to date for TSE projects has been limited to capital costs (i.e. deployment of TSE infrastructure). Operating assistance for TSE projects is not an eligible activity under the CMAQ program because TSE projects generate their own revenue stream and therefore should be able to cover all operating expenses from the accumulated revenue. See Section III.D for information on innovative financing opportunities available for these efforts.

The SAFETEA-LU also permits electrification or other idling reduction facilities and equipment to be constructed or located on rights-of-way of the Interstate system.[29] Prior to the enactment of the SAFETEA-LU, this activity was prohibited.

The EPA issued guidance in January 2004 on methods for calculating emissions reduction credits in SIPs and in the transportation conformity process for long-haul truck

[29] 23 U.S.C. §111(d) (SAFETEA-LU §1412)

APPENDIX 5: CONSIDERATIONS FOR DIESEL RETROFIT PROJECTS

The term diesel retrofit includes any technology or system that achieves emission reductions beyond that required by the EPA regulations at the time of engine certification. Assuming all other criteria are met, eligible diesel retrofit projects include the replacement of high-emitting vehicles/equipment with cleaner vehicles/equipment (including hybrid or alternative fuel models), repowering or engine replacement, rebuilding the engine to a cleaner standard, the purchase and installation of advanced emissions control technologies (such as particulate matter traps or oxidation catalysts) or the use of a cleaner fuel to support eligible nonroad devices. The legislation defines retrofit projects as applicable to both on-road motor vehicles and nonroad construction equipment. Retrofit strategies include:

Emissions Control Technologies

The EPA and the California Air Resources Board (CARB) have retrofit technology verification programs that evaluate the performance of advanced emissions control technologies and engine rebuild kits. CMAQ-funded diesel retrofit projects must use retrofit technologies that are verified under the EPA's Voluntary Diesel Retrofit Program or CARB. A list of EPA-verified technologies is available at http://www.epa.gov/otaq/retrofit/retroverifiedlist.htm. CARB's verification program can be found at http://www.arb.ca.gov/diesel/verdev/home/home.htm.

Refueling

Refueling is eligible only when combined with an overall diesel retrofit project for which the cleaner fuel is required. For example, ultra-low sulfur diesel (ULSD) may be purchased as part of a project to install diesel particulate filters on highway construction equipment only because these devices require ULSD to function properly.

Fuel-related technologies identified in EPA's list of retrofit strategies are eligible only until standards for such clean fuel are effective. For example, ULSD is eligible for CMAQ only until the standard is effective. For on-road use, ULSD is mandated for use in October 2006. According to EPA's regulatory development calendar, low sulfur diesel (500 ppm of sulfur) will be required for nonroad use in 2007, while ULSD (15 ppm of sulfur) will be required for nonroad use in 2010.

Vehicle/Equipment Replacement Projects

Replacement projects occur when older vehicles/equipment are replaced with cleaner vehicles/equipment before they would have been removed through normal fleet turnover or attrition. The vehicle or equipment being replaced should be scrapped or the engine remanufactured to a cleaner standard. For areas that want to take credit in the SIP and transportation conformity processes for these projects, see the EPA's retrofit guidance at: http://www.epa.gov/otaq/stateresources/transconf/policy.htm#retrofit.

Generally, the replacement vehicle or equipment would perform the same function as the vehicle or equipment that is being replaced (e.g., an excavator used to dig pipelines or utility trenches would be replaced by an excavator that continues these duties).

In addition, the vehicle or equipment being replaced would be in good working order and able to perform the duties of the new vehicle or equipment. Removing vehicles that no longer function or are at the end or their useful life will not lead to an emissions reduction.

Repower or Engine Replacement Projects

Engine replacement projects involve the replacement of an older, higher emitting engine with a newer, cleaner engine. Engine replacements can also be combined with emission control technologies. The engines being replaced should be scrapped or remanufactured to a cleaner standard. As noted above, for areas that want to take credit in the SIP and transportation conformity processes for these projects, see EPA's retrofit guidance at: http://www.epa.gov/otaq/stateresources/transconf/policy.htm#retrofit.

New engines also must be EPA-certified. For a complete list of all EPA certified large highway and nonroad engines, please consult the list at http://www.epa.gov/otaq/certdata.htm.

For more information on diesel retrofits, please see the EPA's National Clean Diesel Campaign website at http://www.epa.gov/cleandiesel/.