

## CHAPTER 10

### TRANSPORTATION CONTROL MEASURES

#### I. OVERVIEW

The San Joaquin Valley Air Basin (SJVAB) experiences some of the poorest air quality in the nation. The Valley's long and narrow 250 mile bowl shape collects and holds emissions from vehicles, industry, agriculture, and various other sources. The long hot summers, ideal for agriculture production and stagnant foggy winters, contribute to the region's ability to produce and retain harmful air pollutants. The San Joaquin Valley Air Pollution Control District (SJVAPCD) was created as an agency with authority to regulate sources of air pollution and develop plans that will achieve and maintain air quality standards.

The SJVAB exceeds many of the health-based standards set by both the United States Environmental Protection Agency (EPA) and California's Air Resources Board (CARB) for criteria pollutants such as ozone, carbon monoxide, nitrogen dioxide, and particulate matter 10 microns or less (PM 10) and particulate matter 2.5 microns or less (PM 2.5). Specifically, the Valley is designated as a non-attainment area for meeting federal and state 1-hour and 8-hr ground level ozone and non-attainment for PM 2.5. Announced in October 2006 by the U.S. EPA, the previous status of serious non-attainment for PM-10 has improved to the attainment level for the standard. The SJVAB will continue to work towards achieving and maintaining the attainment status of all criteria pollutants.

For designated areas that do not meet established air quality standards including the SJVAB, the 1990 Federal Clean Air Act Amendments (FCAAA) and the California Clean Air Act (CCAA) of 1988 required the implementation of transportation control measures (TCM). The goal of a TCM is to bring a region into compliance with state and federal air quality standards. TCMs are defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling or traffic congestion for the purpose of reducing motor vehicle emissions. The remainder of this section will be devoted to TCMs that the San Joaquin Valley has identified.

#### II. ASSUMPTIONS AND INVENTORIES

The Regional Transportation Plan must provide for the expeditious implementation of TCMs included in the State Implementation Plan (SIP). Opportunities to support federal and statewide goals concerning air quality in transportation plans must also be identified. As a Regional Transportation Planning Agency (RTPA), KCAG will continue to fulfill their responsibility in developing, funding, and implementing transportation control strategies that will collectively improve the Valley's air.

##### A. TRANSPORTATION CONTROL MEASURES

The FCAAA defines a TCM as including, but not limited to: programs for improved public transit; high occupancy vehicle lanes; employer-based transportation management plans; trip reduction ordinances; traffic flow improvements; park-a-ride lots; programs to restrict vehicle use during peak periods; rideshare services; bicycle and pedestrian programs; programs to control vehicle idling; flexible work schedules; programs and ordinances to facilitate non-automobile travel; and programs to encourage the voluntary removal of pre-1980 light duty vehicles and trucks. Best available control measures (BACM) are an example of a transportation control measure.

B. AIR QUALITY ATTAINMENT PLANS

1. 1979 Kings County Air Quality Plan

Following the federal Clean Air Act Amendments of 1977, the Kings County Air Pollution Control Board prepared and adopted the “Nonattainment Area Plan for Ozone”. This air quality plan made several findings and requests, and recommended several actions in an attempt to meet attainment by 1982. No specific TCMs were identified beyond the request to the California Legislature to authorize and fund the implementation of an annual motor vehicle inspection and maintenance program in Kings County.

Since attainment was not expected before the December 31, 1982 deadline, the air quality plan identified additional measures necessary for attainment before December 31, 1987. The air quality plan recommended nine actions, including the analysis of emissions and the development of TCMs to reduce ROG emissions.

2. 1991 Air Quality Attainment Plan

The SJVAPCD prepared and adopted the “1991 Air Quality Attainment Plan” to satisfy the requirements of the CCAA to reach ozone attainment standards by December 31, 1997. The strategy outlined in this Plan included all feasible control measures to reduce emissions and specifically included TCMs to address mobile source emissions.

This Plan identified the TCMs recommended for implementation by applicable areas, including: traffic flow improvements; public transit; passenger rail and support facilities; rideshare; park-and-ride lots; bicycling programs; trip reduction programs; parking management programs; telecommunications; alternative work schedules; alternative fuels; and rapid rail and support facilities.

3. San Joaquin Valley Transportation Control Measure Program

The TCMs identified in the “1991 Air Quality Attainment Plan” were further evaluated for their effectiveness, implementation, funding, monitoring, and enforcement with the preparation of the “San Joaquin Valley Transportation Control Measure Program”. This document was prepared for the SJVAPCD and the eight regional transportation planning agencies in the Valley to provide guidance for jurisdictions to develop and implement local TCMs.

4. Rate of Progress Plans

As required by the FCAAA, the SJVAPCD adopted the “1993 Rate of Progress Plan” to provide a base year inventory of volatile organic compound (VOC) emissions and to show how the District will achieve a 15% reduction in these emissions between 1990 and 1996 through the adoption of rules and contingency measures. The “1993 Rate of Progress Plan” included as contingency measures, Rule 9001 - Commute Based Trip Reduction and the Auto Buy-Back program.

The SJVAPCD was also required to prepare and submit a “Post 1996 Rate of Progress Plan” to demonstrate how the District achieves a 9% reduction in VOC emissions between 1996 and 1999. Applicable TCMs included in the “San Joaquin Valley Transportation Control Measure Program” were identified in the “Post 1996 Rate of Progress Plan” as a means to meet this mandate.

5. Ozone Attainment Demonstration Plans

1-Hour Ozone

The 1990 Federal Clean Air Act Amendments required the SJVAPCD to develop a plan to show how it would achieve attainment of the federal ozone standard by November 15, 1999. The "Ozone Attainment Demonstration Plan" was prepared and adopted in 1994. The plan showed how it would demonstrate attainment and included TCMs as Rules 9001 - Commute Based Trip Reduction; Rule 9010 - Fleet Inventory; and Rule 9011 - Light and Medium Duty Low Emission Fleet Vehicles, in addition to contingency measures identified as TCM projects already programmed and funded by the RTPAs.

The San Joaquin Valley Basin (SJVAB) did not attain the federal air quality standard for ozone by November 15, 1999. As a result, in November 2001 the Environmental Protection Agency (EPA) reclassified the SJVAB from "serious" to "severe". The EPA at this time also required implementation of six emission control measures from the 1994 Ozone Plan and established a May 31, 2002 deadline for a severe ozone non-attainment plan. This plan was to document attainment of the federal 1-hour ozone standard by November 15, 2005.

The SJVAPCD was not able to demonstrate the federal 1-hour ozone standard by the May 2002 target. In October 2002, the EPA issued severe area requirements which included the outstanding 1-hour ozone attainment plan by November 15, 2005, creditable emission reductions, Reasonably Available Control Technology for lime kilns, an emissions inventory, and contingency measures. In addition, the EPA's 2002 action triggered both 18 and 24 month timetables or "clocks" for imposing emissions and highway funding sanctions respectively. A Federal Implementation Plan was also to be prepared within a 24 month period from October 2002. The 1-hour ozone attainment was required to be submitted by March 18, 2004. Failure to put forth this document by the extension would trigger sanctions. All of the EPA requirements were submitted in 2003 except the plan demonstrating the federal 1-hour ozone standard.

In preparation for the federal 1-hour ozone plan, computer modeling illustrated that reductions from the SJVAB alone would not be enough to attain the ozone standard. For the SJVAB to show attainment, the SJVAPCD and CARB would have to implement rules for emission reductions. As many of CARB's upcoming rules were scheduled for enactment after November 15, 2005, other options had to be explored. On December 18, 2003 after much research and discussion with applicable parties, EPA was asked by the SJVAPCD and CARB to reclassify the SJVAB from severe to extreme non-attainment for the federal 1-hour ozone standard. This designation reflects a more serious air quality problem for the ozone health-based standard, but allows for more time to demonstrate attainment.

The classification to extreme non-attainment for the federal 1-hour ozone standard became final on May 17, 2004. The attainment date for the SJVAB is now November 15, 2010. Any previously imposed sanctions or the Federal Implementation Plan have been superseded by the extreme non-attainment classification. The Extreme Ozone Attainment Demonstration Plan was adopted on October 8, 2004 and amended in October 2005.

### 8-Hour Ozone

On April 15, 2004, the EPA designated and classified the SJVAB as serious nonattainment for the federal 8-hour ozone standard. As of June 15, 2004 the Valley officially became a serious non attainment area and had until June 15, 2013 to show that it can achieve the 8-hour ozone standard. The initial 8-hour ozone plan for the Valley, *2007 Ozone Plan*, was due to EPA by June 15, 2007. This plan is the first step in the Valley's path towards attainment to be followed by subsequent plans, rules, and programs that reduce emission to bring the area into attainment.

While many areas of the SJVAB currently meet this standard, several areas including Arvin and norwest Fresno would not reach attainment by June 2013. Based on the evidence, it was necessary to reclassify the SJVAB as an extreme nonattainment classification. On April 30, 2007 the governing board of the SJVAPCD approved an 8- hour ozone plan that would extend the attainment date from June 15, 2013 to June 15, 2024. The SJVAB must reduce 75% of nitrogen oxides, which come from such sources as motor vehicles. Under an extreme classification, an 8-hour ozone plan can take advantage of future advancements in technology in regards to emission reduction.

#### 6. PM-10 Nonattainment Area Plan of 1991

The FCAAA classified the San Joaquin Valley as a “moderate” PM-10 nonattainment area, thus requiring the adoption and implementation of a “PM-10 Nonattainment Area Plan” to reach attainment by 1994.

On-road mobile sources of emissions do not contribute greatly to the problem of primary PM-10. However, mobile sources do contribute to the oxides of nitrogen (NOx) and reactive organic gases (ROG), which are considered to be significant precursors affecting the creation of PM-10. Therefore, the implementation of TCMs to reduce VMT and increase vehicle occupancy can aid in the attainment of PM-10 standards.

The SJVAPCD submitted a plan that contained reasonable available control measures as required for moderate areas, but was unable to demonstrate attainment by the December 31, 1994 deadline. Due to the magnitude of the PM-10 problem, it was determined that SJVAB could not feasibly achieve the standard, and therefore was reclassified as a “serious” nonattainment area effective February 8, 1993.

#### 7. 1994 Serious Area PM-10 Plan

Classification as a “serious” nonattainment area mandated the SJVAPCD to adopt a plan that contains more stringent strategies and rules which would enable attainment of the PM-10 standard by December 31, 2001. Specifically the plan was to include implementable best available control measures (BACM).

The SJVAPCD adopted the 1994 Serious Area PM-10 Plan on September 13, 1994 which identified the only TCM considered to provide measurable benefits for PM-10 reductions as the Trip Reduction Ordinance. Individual TCMs would provide insignificant reductions in PM-10 emissions. Since several TCMs are included as part of any trip reduction program, their cumulative effect would produce favorable results.

8. PM-10 Attainment Demonstration Plan

Because the SJVAPCD could not show that the air basin could reach attainment by 2001, a "PM-10 Attainment Demonstration Plan" was prepared to describe existing and future efforts pursued by the District to attain the standard by December 31, 2006. The plan was finally submitted by the SJVAPCD on May 15, 1997 and requested an extension until 2006 to attain the 24-hour standard at all monitoring sites.

The EPA indicated that it intended to disapprove this Plan, because it did not include an adequate BACM demonstration and a "most stringent measures" demonstration required for an extension. Realizing that there was insufficient time to correct the deficiencies, the SJVAPCD withdrew the Plan.

Although the District's Rule 9001 - Commute Based Trip Reduction is no longer enforced, this plan continues the emphasis on the implementation of ongoing TCMs, which the District funds through the REMOVE program.

9. 2003 PM-10 Plan

Because of the failure to submit the previously required PM-10 Plan, the SJVAPCD adopted the "2003 PM-10 Plan" on June 19, 2003 and approved amendments on December 18, 2003. The EPA approved the plan effective June 25, 2004 under the condition that the SJVAPCD would submit a SIP revision. This was required to evaluate if the identified emission reductions in the 2003 Plan would be enough to obtain the air quality standards for PM 10.

10. 2006 PM-10 Plan

The 2006 PM 10 Plan includes the SIP revision as stipulated for approval of the 2003 PM 10 Plan. The SIP revision is to specifically include from the California Regional Particulate Air Quality Study an inventory, the latest technical information, monitoring data, and modeling evaluation. The SJVAPCD was to submit the plan to the EPA by March 31, 2006. The EPA has six months to determine if the plan is complete and one year to find the plan in compliance within finding it complete. The plan was adopted by the SJVAPCD on February 16, 2006.

Most recently in May of 2006, it was requested by California that the EPA consider the SJVAB in attainment of the PM-10 standards. This request of attainment was based on the air quality data from the years 2003-2005. The EPA concluded on October 17, 2006 that indeed the Valley had reach attainment and that the related contingency measures would be suspended. The SJVAB will be re-designated to an attainment or maintenance area with the submittal of a maintenance plan.

California Air Resources Board and the San Joaquin Valley Air Pollution Control District will continue with their commitment to keep the SJVAB in attainment of the PM-10 standard and work towards the attainment of all other identified air quality standards.

III. ACTION ELEMENT

A. KINGS COUNTY TCM PROGRAMS

KCAG and each local jurisdiction has under taken TCM programs and projects to implement the SJVAPCD air quality plans at the local level. The following is a summary of those efforts.

1. Traffic Flow Improvements

Traffic flow improvements will ease congestion and reduce pollutants. New signals, signal synchronization, addition of turn lanes, smoother railroad crossings, and construction of interchanges are being carried out to facilitate smooth, uncongested traffic flow. The process of widening road shoulders will also decrease the amount of dust in the air that cars and trucks produce as they travel on roads.

Local jurisdictions have sought to improve traffic operating conditions by replacing four-way stop signs with traffic-actuated signals or by upgrading existing traffic signals. Other improvements that have been implemented include adding turn lanes and pockets, median barriers, and other channelization techniques.

Actions to improve vehicle traffic flow should be carefully evaluated because they may become counterproductive to other methods in reducing air pollution by encouraging more VMT. Traffic flow improvements should be accompanied by actions to improve and encourage the use of transit and rideshare services.

2. Public Transit

Public transit is an alternative to the private automobile to reduce pollution. It is also an essential service that provides transportation to those of low-mobility so that they may be able to take advantage of what the county offers in commercial, business, medical, educational, employment, and social/recreational opportunities. Increasing the ridership of local transit systems to reduce the use of single-occupant autos can be accomplished through monitoring transit routes and making changes where indications suggest they be made, adding routes, providing better passenger information systems, increasing marketing efforts, and integrating transit modes for improved convenience.

Public transit improvements by the Kings Area Rural Transit (KART) and Corcoran Area Transit systems have been implemented and are ongoing as a result of increased ridership from past successful improvements. Expanded fixed routes, changes in route schedules, addition of commuter routes, acquisition of newer and larger buses, and the placement of passenger amenities at bus stops have all made a positive impact on ridership. The city of Lemoore completed the construction of a transit center in 2004, located in the central business district next to the SJVRR tracks. The centerpiece of the project is a renovated 1912 SPRR depot painted the original railroad colors to be used as the transit center complete with waiting area, kitchen, and bathrooms.

Contributions from the private sector can be utilized to reduce government cost in providing public transit. While new developments have traditionally provided parking facilities to accommodate vehicle trips, such developments have also provided facilities that encourage and accommodate transit as a means of mitigating increased vehicle traffic produced by their development.

3. Rideshare Programs

Ridesharing is an alternative and compliment to local public transit for reducing single-occupant vehicle travel. Ridesharing reduces air pollution, automobile congestion, fuel consumption, and the need for additional road and parking capacity by increasing the vehicle occupancy rate.

Kings County residents can utilize the convenient online ridesharing services through either the Valley Rides (<http://www.valleyrides.com/>) or South Valley Rideshare (<http://southvalleyrideshare.com/>) services. These programs provide computerized commuter matching, employer outreach, and public awareness through marketing efforts. Signs along major highways provide the toll free phone number for commuters to request rideshare information. KCAG staff takes part in various special events to promote ridesharing and is involved in committees to develop commuter options.

Employer sponsored vanpools with tax incentives for vehicle purchase is another form of ridesharing. Local governments could make employers aware of these programs through their local development regulations. Where a large employer proposes a new plant or land use, part of the traffic and circulation concerns could be addressed through ridesharing and vanpool programs supported by the employer. KART has implemented a vanpool program that utilizes 295 vans which transport workers from throughout the Central Valley to job sites. Most of the job sites of vanpool participants include the California State prisons in Avenal, Corcoran, Kern County, and Coalinga.

Kings County has implemented an "Emergency Ride Home Program" to encourage ridesharing by its employees. Often times people are not willing to carpool for fear that they could be stranded at their workplace and be unable to return home for an emergency. This program offers a sense of security to potential rideshare participants by offering a choice of options for a return home for unexpected emergencies.

4. Bicycles

Bicycle use can be promoted for commuter and recreational travel that has the primary benefits of reducing traffic congestion and providing a non-polluting transportation mode.

Bicycle facilities in the unincorporated county area consist mainly of bike routes on a shared-use basis with automobiles. Within the urban areas, Class II facilities have been provided, along with shared-use routes. Generally road resurfacing improvements and the provision of wider road shoulders offer a good riding surface that benefits both the motorist and the cyclist.

The Kings County Bicyclists is a local bicycling group has been organized to among other things, encourage the implementation of bicycle facilities in Kings County. With their assistance, bicycle plans have been prepared for the region that will guide the development and installation of bicycle facilities throughout the county and each city.

Since bicycles must use the roadway with automobiles, safety plays a key in bicycle use. Promoting bicycle safety is generally carried out by local police departments within Kings County. For example, every year the Hanford Police Department presents the "Stop on a Dime" Program to elementary schools in Hanford. Many Police Departments also provide bicycle registration programs on a continual basis with no fee charged. Bicycle safety programs are also offered at the request of local schools.

Measures to encourage the use of bicycle and walk modes and measures to increase transit ridership mutually assist each other, because the modes are often complimentary.

5. Alternative Fuels

Although it does not impact travel behavior, decreases in vehicle emissions can be made through the use of cleaner burning fuels. Until recently, the developing technology and lack of a network of alternative fueling facilities has made it difficult to implement the use of alternative fuels in Kings County. A significant number of alternative fuel projects have been funded by the SJVAPCD and utility companies which have made it possible to further the implementation of alternative fuels throughout the Valley.

Kings County has constructed a compressed natural gas (CNG) fueling facility at its corporation yard and has converted a major portion of its vehicle fleet to CNG. KART has also converted a portion of its fleet to CNG use. Other public agencies and school districts within Kings County have also constructed alternative fueling stations and are in the process of converting their vehicle fleets.

6. Passenger Rail and Support Facilities

Passenger rail and support facilities are provided to give travelers an alternative to the automobile for longer trips. Amtrak intercity passenger rail service is available with the *San Joaquins*. This service provides an ideal opportunity for inter-modal connections in support of other regional public and private transportation providers at station locations.

Two stations are located within Kings County at Hanford and Corcoran. These stations have been upgraded into intermodal facilities that include options to transfer to other transportation providers for increased transit efficiency. Caltrans has implemented rail and signal projects to speed up the trains to reduce travel time in an effort to increase ridership. The new "California Cars" have been placed in service on the *San Joaquins*, which included new passenger amenities. Over time, trains have been added to the service to provide six daily round trips between Bakersfield and Oakland/Sacramento. Marketing campaigns are used to promote the *San Joaquins* train through television and radio advertisements. Fare promotions have also contributed to increased ridership.

7. Park and Ride Lots

To help promote ridesharing, designated park and ride lots provide a meeting place for commuters to form carpools for the majority of their trip. Park and ride lots are best located near major highways and arterials and are most effective on corridors of sufficient length serving metropolitan areas, or specific employment designations.

Most park and ride lots are constructed and designated with signs and used exclusively for that purpose, while others spring up in underused parking lots. Existing parking areas used by carpoolers should be located and plans made to designate these areas as park and ride lots with the Caltrans dispatch number posted. This may encourage others to carpool if they are aware that these lots exist.

A formal park and ride lot has been constructed at the intersection of State Highway 43 and 10th Avenue on the north end of Hanford for commuters traveling to Fresno and Corcoran.

8. Telecommunications

The availability of a telecommunication system or center enables commuters to eliminate or reduce the length of their trips to work. Telecommunications generally include both teleconferencing and telecommuting.

A trip to attend a meeting could be eliminated by the use of teleconferencing equipment by an employee to participate in the meeting from the current employment site. Telecommuting could also eliminate a trip to work altogether by allowing an employee to use a personal computer to conduct work activities at home.

Caltrans and the SJVAPCD have developed telecommunications systems that may be used by other agencies to reduce the need for trips to meetings of a regional nature.

9. Alternative Work Schedules

To encourage employee travel to and from work outside the peak period, employers can offer alternative work schedules. The effect could be reduced congestion and smooth traffic flow during peak commuting hours by spreading the period over a greater range of time.

Efforts should be made to maintain existing carpools and to encourage new carpools to increase the effectiveness of alternative work schedules.

B. VALLEYWIDE TCM PROGRAMS

The SJVAPCD has developed TCM programs that have been implemented Valleywide and affect emission reductions in Kings County.

1. Auto-Buyback Program

The SJVAPCD has provided funding for a program to purchase pre-1974 light duty vehicles and trucks which are considered to be gross polluters, thereby reducing some of the worst on-road vehicle emissions. This program is considered to be one of the most effective short-term emission reduction measures available. Cars registered to owners in Kings County are eligible to take advantage of this program.

2. Smoking Vehicle Program

To encourage vehicle operators to maintain their vehicles and improve tailpipe emissions, the SJVAPCD has implemented a program that will notify owners that their vehicle is visibly emitting excessive tailpipe smoke. A toll-free number is available for people to call and report “smoking vehicles”. The SJVAPCD then contacts the vehicle owner and asks them to voluntarily have the vehicle checked or repaired. This program is districtwide and includes Kings County. Since 1993, there have been more than 32,000 reports of smoking vehicles. About 50% of vehicle owners who respond to a notification sent to them say they have repaired their vehicles.

3. Trip Reduction Programs

The SJVAPCD adopted Rule 9001 - Commute Based Trip Reduction as a requirement for certain employers to develop programs and create incentives for their employees to reduce single-occupant vehicle trips to work. Employers could choose from some of the options and programs noted above, and any others to meet specific levels of vehicle occupancy rates.

Rule 9001 is no longer enforced by the SJVAPCD because legislation was passed prohibiting air districts from imposing such a requirement. This program continues voluntarily by Valley employers.

4. Spare the Air Program

The SJVAPCD developed an educational program to notify the public when unhealthy levels of air pollution are forecasted during the summer months. On these days, the public is encouraged to reduce emissions by avoiding the use of gas-powered garden equipment, aerosol spray cans, charcoal lighter fluid for barbecue grills, oil-based paint, and non-essential automobile use. The public is notified by radio and television and through employers who sign up to participate and notify their employees. There are nearly 700 employers, representing 300,000 employees that are participating in the Spare the Air Program. KCAG participates in the program and notifies all of the Kings County employees. In the winter months, particulate matter pollution from lighting a fireplace or stove that burns wood, pellets, or manufactured logs contributes to unhealthy air quality. The “Check Before You Burn” Program is initiated between November and February each year. This program helps to discourage or prohibit the use of burning when the air quality is expected to be unhealthy. Residents who disregard the program may receive a Notice of Violation and be subject to fines. Fines for first-time violations start at \$50. There are several exemptions to this program including homes in areas with out natural-gas service or homes above 3,000 feet elevation. More information on any program sponsored by the SJVAPCD can be found online at [www.valleyair.org](http://www.valleyair.org).

IV. FINANCIAL ELEMENT

To finance the implementation of TCMs, various local, regional, state, and federal funding programs are available.

A. FEDERAL SOURCES

1. Congestion Mitigation and Air Quality

Congestion Mitigation and Air Quality (CMAQ) program funds are allocated to a Metropolitan Planning Organization (MPO) in designated non-attainment areas such as the San Joaquin Valley Air Basin. These funds are to be directed toward transportation projects that will contribute to meeting air quality standards in non-attainment areas for ozone, carbon monoxide, and PM-10. Priority is to be given to implementing those projects that have documented emissions reductions associated with them and are included in the approved State Implementation Plan (SIP) for air quality as a TCM.

2. SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the largest surface transportation investment in our Nation's history, was signed into law on August 10, 2005. SAFETEA-LU builds on the foundation of the Transportation Enhancement Activities (TEA-21) program and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Several specific provisions are now required under SAFETEA-LU and include but are not limited to, incorporating visualization techniques to assist the public in understanding a project from early on and going to the general public and stakeholders with an extensive public participation effort in the beginning phases and throughout the development of a plan or project. The planning process must now consider and incorporate the existing resources available to an agency, rather than creating a transportation plan or developing a project with the historical isolated practices. SAFETEA-LU guarantees \$244.1 billion for highways, highway safety, and public transportation.

3. Federal Transit Act

This act provides funds to non-urbanized areas for various transit operating and capital assistance projects. Funds are available on a competitive basis or by regional apportionments under several programs for public and private non-profit transit providers, elderly and handicapped transit services, and intercity bus services. Eligible projects include those that provide access to mass transit facilities or to install racks or other equipment for transporting bicycles on mass transit.

4. Surface Transportation Program

This program provides funds that can be used for construction, rehabilitation and operational improvements for highways and bridges. This would include projects that are necessary to accommodate other transportation modes like transit and for bicycle transportation and pedestrian walkways principally for transportation, and for carrying out nonconstruction projects related to safe bicycle use. Funds could also be used to support transportation demand management, or rideshare programs.

B. STATE SOURCES

1. Bicycle Transportation Account

The amount of funding made available statewide each year through the Bicycle Transportation Account (BTA) is \$5 million per year. Funds are to be used for discretionary grants to fund the construction of non-motorized transportation facilities. No single agency may receive more than 25% of the amount deposited in the BTA in a single fiscal year. Grant funds cover up to 90 percent of a project's costs.

To be eligible for funding, a city or county must have an adopted bicycle plan that is consistent with the Regional Transportation Plan and the California Bikeways Act. The "Kings County Regional Bicycle Plan" and the "Lemoore Bikeways Plan" have both been certified by Caltrans. Therefore, local agencies are able to apply for these funds for projects that are included in the certified bike plans.

2. Environmental Enhancement and Mitigation Program

This program is designed to fund environmental enhancement and mitigation projects which are directly or indirectly related to the environmental impact of modifying existing transportation facilities, or for the design, construction, or expansion of new transportation facilities beyond the scope of the lead agency. Typical projects that may be eligible for funding include highway landscaping, acquisition of resource lands to mitigate the loss of land for right-of-way purposes, and roadside recreational opportunities. These funds are often used to match federal TEA funds.

C. REGIONAL SOURCES

1. REMOVE II

The Reduce Motor Vehicle Emissions (REMOVE II) funds are administered by the SJVAPCD to fund projects in the region that reduce emissions from motor vehicles. Funds are derived from a \$4 vehicle registration fee and are selected for funding on a competitive basis.

2. Heavy Duty Vehicle Emission Reduction Incentive Program

The SJVAPCD also allocates funds annually through the "Heavy-Duty Motor Vehicle Emission Reduction Incentive Program". Eligible funding categories include heavy-duty on-road vehicles, off-road vehicles, locomotives, marine vessels, electric forklifts, electronic airport ground support equipment and stationary agricultural irrigation pump engines. To be eligible, on-road vehicles must have a gross vehicle weight rating greater than 14,000 pounds. The program provides incentives to purchase new vehicles powered by low-NOx diesel and alternative fuel engines, or to repower or retrofit vehicles with reduced emission diesel technologies. In FY 1997-98, the SJVUAPCD allocated almost \$5 million to eligible projects that reduce oxides of nitrogen (NOx). The Kings Area Rural Transit (KART) system received funding through this program to convert 5 diesel powered buses to cleaner burning engines.

D. LOCAL SOURCES

1. Transportation Development Act (TDA)

The Transportation Development Act of 1971 instituted a regular funding source for various local transportation programs. Special emphasis is given to local transit systems through the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

Of the LTF revenue that becomes available each year in Kings County, about 40 percent is normally directed to support local transit services. Up to two percent of each county's annual LTF can also be claimed by local jurisdictions to be used for installing or maintaining bicycle and pedestrian facilities and bicycle safety programs. STA funds can only be used for transit.