

Tulare County Association of Governments	Date: Monday, December 6, 2021 Time: 11:00 a.m. (Workshop) 1:00 PM Place: Tulare Ag auditorium 4437 S. Laspina, Tulare, CA 93274
Technical Advisory Committee	Date: Thursday, December 2, 2021 Time: 1:30 PM Place: Tulare County Association of Governments 210 N. Church Street, Suite B (Sequoia Conference Room) Visalia, CA 93291
<p>NOTE: This meeting will allow Board Members and the public to participate in the meeting via Teleconference, pursuant to Assembly Bill 361, available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=20210220AB361</p> <p>Zoom Meeting Direct Link: https://bit.ly/2Zt4BQY</p> <p>Toll Free Call in: 1(888) 475-4499 Meeting ID: 744 710 0343 Passcode: 82243742</p> <p>Call in only instructions: Enter your meeting ID followed by #, Enter # for participant ID, Enter the passcode followed by #.</p>	

In compliance with the Americans with Disabilities Act and the California Ralph M. Brown Act, if you need special assistance to participate in this meeting, including auxiliary aids, translation requests, or other accommodations, or to be able to access this agenda and documents in the agenda packet, please contact the TCAG office at 559-623-0450 at least 3 days prior to the meeting. If information is needed in another language, contact (559) 623-0450. Si se necesita esta información en español, llame (559) 623-0450. Kung ang kailangang impormasyon ay sa Tagalog, tawagan ang (559) 623-0450

Any staff reports and supporting materials provided to the board after the distribution of the agenda packet are available for public inspection at the TCAG office.

TRANSPORTATION WORKSHOP (11:00 A.M. – 12:00 P.M.) (Agenda Subject to Change)

- A. Tulare County Regional Transit Agency (TCRTA) Presentation
- B. Caltrans Presentation
- C. TCAG's 2021 Walk & Roll Art Contest Winners
- D. PACE Federal Government Relations Presentation
- E. Politico Group State Presentation
- F. Director's Report
- G. Special Recognition Awards

- I. **CALL TO ORDER & WELCOME**
- II. **PLEDGE OF ALLEGIANCE**
- III. **PUBLIC COMMENTS**

**NOTICE TO THE PUBLIC
PUBLIC COMMENT PERIOD**

At this time, members of the public may comment on any item of interest to the public and within the subject matter jurisdiction of TCAG but not appearing on this agenda. Under state law, matters presented under this item cannot be discussed or acted upon by the Board at this time. For items appearing on the agenda, the public is invited to make comments at the time the item comes up for Board consideration. Any person addressing the Board will be limited to a maximum of three (3) minutes so that all interested parties have an opportunity to speak with a total of fifteen (15) minutes allotted for the Public Comment Period. Speakers are requested to state their name(s) and address(es) for the record.

Convene as the Transportation Policy Advisory Committee

All items on the Consent Agenda are considered to be routine and non-controversial by TCAG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. Items pulled from the Calendar will be considered separately.

IV. TRANSPORTATION CONSENT CALENDAR –INFORMATION ITEMS

Request Approval of the Transportation Consent Calendar Action Items IV-A through IV-C.

- A. Action: Reaffirm Conditions of State Assembly Bill 361 to Continue Remote Attendance at Public Meetings (Pages 1-2)
- B. Action: Approval of Transportation Development Act (TDA) Audit Extension for Member Agencies (Pages 3-4)
- C. Action: Adoption of Resolution: Approval of TDA Claims for Tulare County Regional Transit Agency (TCRTA), as authorized by the Joint Powers Agreement (JPA) dated August 11, 2020, on behalf of the Cities of Dinuba, Tulare, Woodlake, Exeter, and Farmersville for Fiscal Year 2021/2022 (Pages 5-16)
- D. Information: Implementation Status of Federally Funded Projects (Pages 17-18)

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. Action: Adoption of Resolution: Adoption of the Final 2022 Regional Transportation Improvement Program (2022 RTIP) (Pages 19-22)
- B. Action: Selection of Preferred Sustainable Communities Strategy Scenario to Include in Draft Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (Pages 23-24)
- C. Action: Authorize Executive Director to Sign BUILD Grant Agreement (Pages 25-38)
- D. Information: Status of State Transportation Improvement Program (STIP) Allocations and California Transportation Commission (CTC) Update (Pages 39-40)
- E. Information: Caltrans Monthly Report (No Page)

Adjourn as the Transportation Policy Advisory Committee and Convene as the Tulare County Association of Governments

VI. REQUEST TO REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY ADVISORY COMMITTEE

All items on the Consent Agenda are considered to be routine and non-controversial by TCAG staff and will be approved by one motion if no member of the TCAG Board or public wishes to comment or ask questions. Items pulled from the Calendar will be considered separately. The TCAG/Transportation Authority Board may provide guidance and/or direction to staff on any item listed as information.

VII. ASSOCIATION CONSENT CALENDAR –ACTION AND INFORMATION ITEMS

Request Approval of the Association Consent Calendar Action Items VII-A through VII-E.

- A. Action: Minutes of October 18, 2021 TCAG Board Meeting (Pages 41-46)
- B. Action: Minutes of October 14, 2021 Technical Advisory Committee Meeting (Pages 47-50)
- C. Action: Approve the 2022 Tulare County Association of Governments (TCAG), and Technical Advisory Committee (TAC) Meeting Calendar and Reconfirm the Cancellation Policy (Pages 51-52)

- D. Action: Adoption of Resolution: Approval of Amendment No. 6 to the FY 2021/2022 Overall Work Plan (OWP) (Pages 53-56)
- E. Action: Authorize One Year License Renewal with PublicInput (Pages 57-64)

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

- A. Information: Legislative Update (Pages 65-66)
- B. Presentation: Report from Congressman Nunes' Office (No Page)
- C. Presentation: Report from Congressman Valadao's Office (No Page)
- D. Presentation: Report from Assemblyman Mathis' Office (No Page)
- E. Presentation: Report from Senator Hurtado's Office (No Page)
- F. Action: Regional Housing Needs (RHNA) Allocation Methodology Selection (Pages 67-84)
- G. Action: Adoption of Resolution: Reappointment of Member-At-Large and the Alternate Member-At-Large for Position No. 1 (Pages 85-86)
- H. Information: Vacancy of Alternate Member at Large Positions No. 2 (Pages 87-88)
- I. Information: Tulare County Association of Governments 2021 Walk and Roll Art Contest (Pages 89-90)

IX. CORRESPONDENCE

- A. Tule River Tribe Letter Regarding Active Transportation Program (ATP) Plan (Page 91)

X. OTHER BUSINESS

- A. Information: Items from Staff:
1. TCAG Director's Report
 2. Other Items
- B. Information: Items from Board Members
1. Tulare County Water Commission Update
 2. San Joaquin Valley Policy Council Update
 3. San Joaquin Joint Powers Authority (SJJPA) - Amtrak Update
 4. San Joaquin Valley Housing Task Force Update
 5. TCAG Transit Report
 6. Other Items
- C. Request from Board Members for Future Agenda Items

XI. ADJOURN

The next scheduled Tulare County Association of Governments (TCAG) Board meeting will be held on Monday, **January 24, 2022 at 1:00 p.m. at the Tulare County Human Resources & Development, 2500 W. Burrel Avenue, Visalia, CA 93291.** The Technical Advisory Committee (TAC) will meet on Thursday, **January 20, 2022 at 1:30 p.m. at the Tulare County Association of Governments (TCAG), 210 N. Church Street, Suite B, Sequoia Conference Room, Visalia, CA 93291.**

TULARE COUNTY ASSOCIATION OF GOVERNMENTS
REGIONAL TRANSPORTATION PLANNING AGENCY
METROPOLITAN PLANNING ORGANIZATION

BOARD OF GOVERNORS	AGENCY	ALTERNATE
Larry Micari	Tulare County-District 1	Paula Clark
Pete Vander Poel, III - Chair	Tulare County-District 2	William Cushing
Amy Shuklian	Tulare County-District 3	Bill Whitlatch
Eddie Valero	Tulare County-District 4	Derek Williams
Dennis Townsend	Tulare County-District 5	Terren Brown
Maribel Reynosa	City of Dinuba	Linda Launer
Frankie Alves	City of Exeter	Steve Garver
Paul Boyer	City of Farmersville	Ruben Macareno
Ramona Caudillo	City of Lindsay	Hipolito Cerros
Martha A. Flores – Vice-Chair	City of Porterville	Milt Stowe
Terry Sayre	City of Tulare	Jose Sigala
Brian Poochigian	City of Visalia	<i>Vacant</i>
Rudy Mendoza	City of Woodlake	Florencio Guerra Jr
Greg Gomez	Public Transit Provider*	<i>Vacant</i>
Tyrone Holscher	Member-at-Large*	Shea Gowin
Vicki Riddle	Member-at-Large*	<i>Vacant</i>
Pamela K. Whitmire	Member-at-Large*	Julie Allen
Diana Gomez	Caltrans*	Michael Navarro

* Caltrans serves as an ex-officio member of the TCAG Policy Advisory Committee. At-large TCAG members and the Public Transit Provider representative are not members of the Tulare County Transportation Authority or Abandoned Vehicle Abatement Authority.

TCAG STAFF

Ted Smalley, Executive Director
Ben Kimball, Deputy Executive Director
Ben Giuliani, Executive Officer- LAFCO
Leslie Davis, Finance Director
Elizabeth Forte, Principal Regional Planner
Roberto Brady, Principal Regional Planner
Derek Winning, Senior Regional Planner
Gabriel Gutierrez, Senior Regional Planner
Kasia Poleszczuk, Senior Regional Planner
Steven Ingoldsby, Senior Regional Planner
Giancarlo Bruno, Regional Planner
Sheela Bhongir, Regional Planner
Gail Miller, Associate Regional Planner-EH
Barbara Pilegard, Associate Regional Planner-EH
Maria Garza, Associate Regional Planner-EH
Jennifer Miller, Associate Regional Planner-EH
Michele Boling, TCAG Accountant III
Brideget Moore, TCAG Staff Services Analyst III
Amie Kane, TCAG Administrative Clerk II
Servando Quintanilla, TCAG Administrative Clerk
Holly Gallo, Office Assistant III

Office Address

Tulare County Association of Governments
210 N. Church, Suite B
Visalia, CA 93291
P: (559) 623-0450
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www.tularecog.org
www.tcmeasurer.com

TCRTA STAFF

Richard Tree, Executive Director – TCRTA

Tulare County Association of Governments

AGENDA ITEM IV-A

December 6, 2021

Prepared by Jeff Kuhn, Chief Deputy County Counsel

SUBJECT:

Action: Reaffirm Conditions of State Assembly Bill 361 to Continue Remote Attendance at Public Meetings

BACKGROUND:

In response to the COVID-19 pandemic, the Governor suspended part of the Brown Act concerning the requirements for allowing Governing Board members to remotely participate in Board meetings. The suspended provisions require that (1) Governing Board meeting agendas allowing remote Board Member participation list each of the specific locations from which Board members will be remotely participating, (2) such agendas be posted at each such location, and (3) members of the general public must be allowed to remotely participate in the meeting from each of the listed locations. The suspension was done to promote social distancing and so to help limit the spread of COVID-19.

DISCUSSION:

The Governor's suspension of these Brown Act provisions expired as of September 30 and was replaced by new AB 361, an urgency statute that became effective as of September 30. Under AB 361, Governing Boards can continue to allow remote Board members participation in Brown Act public meetings if several conditions are met:

1. The meeting is held during a declared State of Emergency (Like the Governor's COVID-19 pandemic State of Emergency that's still in effect in California);
2. The Governing Board adopts findings to the effect that allowing remote meeting participation by Governing Board members promotes social distancing, which in turn helps prevent the spread of COVID-19;
3. The Governing Board confirms these conditions continue to be met every 30 days.

The Tulare County Association of Governments Board of Governors passed a resolution adopting a policy of remote attendance pursuant to AB 361 on October 18, 2021.

RECOMMENDATION:

Reaffirm the decision to continue allowing the option to participate in its governing board meetings remotely through the use of the teleconferencing provisions of AB 361.

FISCAL IMPACT:

None

ATTACHMENT:

None

Work Element 601.02 TCAG Administration

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Tulare County Association of Governments

AGENDA ITEM IV-B

December 6, 2021

Prepared by Leslie Davis, TCAG Staff

SUBJECT:

Action: Approval of Transportation Development Act (TDA) Audit Extension for Member Agencies

BACKGROUND:

The Tulare County Association of Governments' (TCAG) member agencies submits annual independent audits to ensure fiscal and reporting compliance in accordance with Federal, State, and Local guidelines. The audits are performed for Measure R funding as well.

DISCUSSION:

TCAG member agencies have until December 31st to complete the audit of the previous year ended June 30th. The Tulare County Association of Governments (TCAG) has the ability to grant a 90-day extension to March 31st of the following calendar year for member agencies to deliver their audits. The independent audit will begin once member agencies are near completion of their own agency audit. The Tulare County Association of Governments may grant a 90-day extension, to March 31st of the following calendar year, to avoid a lapse in the deadline of the member agency audit. All audits should be completed by December 31st and the extension will be activated if necessary.

RECOMMENDATIONS:

Approve Transportation Development Act (TDA) 2020/2021 Audit Extension for member agencies.

FISCAL IMPACT:

No fiscal impact.

ATTACHMENTS:

None

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Tulare County Association of Governments

AGENDA ITEM IV-C

December 6, 2021

Prepared by Leslie Davis, TCAG Staff

SUBJECT:

Action: Adoption of Resolutions: Approve Transportation Development Act (TDA) Claims for Tulare County Regional Transit Agency (TCRTA), as authorized by the Joint Powers Agreement (JPA) dated August 11, 2020, on behalf of the Cities of Dinuba, Tulare, Woodlake, Exeter, and Farmersville for Fiscal Year 2021/2022

BACKGROUND:

The Transportation Development Act (TDA) was passed in 1971 and provides transit funding for local agencies from two sources. The Local Transportation Fund (LTF) is derived through a ¼ cent of general sales tax collected statewide. The State Transit Assistance (STA) Fund is derived from a statewide sales tax on gasoline and diesel fuels and augmented by funds received via SB 1. Tulare County Association of Governments (TCAG) approves the apportionments, accounting for transfer agreements between agencies, for transit services for each fiscal year. TCAG reviews the claims and instructs the County Auditor on the payment of funds to each respective agency. Many requirements exist for approving claims, including items such as budget information and farebox recovery ratios, to vehicle safety inspection reports and compliance with fiscal and performance audits.

It should be noted that STA funds are allocated annually by the State Controller, and LTF funds are a result of sales tax revenues; the available amount of TDA funding available for 2021/22 is an estimate. Claim amounts in excess of actual receipts will not be paid out; conversely, excess revenues can be claimed via a claim amendment or in the following fiscal year.

The Tulare County Regional Transit Agency (TCRTA) Joint Powers Agreement was entered into on August 11, 2020 by and among the County of Tulare and the Cities of Exeter, Farmersville, Lindsay, Porterville, Tulare and Woodlake. The Joint Powers Agreement authorizes the TCRTA to request TDA funding on behalf of its members.

DISCUSSION:

The TCRTA as authorized through the JPA, claims on behalf of the cities of Dinuba, Tulare, Woodlake, Exeter, and Farmersville the STA and SGR funding as listed below:

City of Dinuba

State Transit Assistance (STA) \$211,899.63

State of Good Repair (SGR) \$44,450.87

City of Tulare

State Transit Assistance (STA) \$654,442.49

State of Good Repair (SGR) \$419,907.10

City of Woodlake

State Transit Assistance (STA) \$72,494.40

State of Good Repair (SGR) \$11,990.40

City of Exeter

State Transit Assistance (STA) \$22,332.00

City of Farmersville

State Transit Assistance (STA) \$23,002.00

RECOMMENDATION:

Approve the claim for TCRTA, as authorized by the JPA, on behalf of the cities of Dinuba, Tulare, Woodlake, Exeter, and Farmersville as presented.

FISCAL IMPACT:

Failure to approve the claims will have a negative impact on TCRTA's ability to receive funds as well as on TCAG's operating budget.

ATTACHMENTS:

Resolutions of Approval of 2021/2022 Transportation Development Act (TDA) Claim for TCRTA, as authorized by the JPA. on behalf of the Cities of Dinuba, Tulare, Woodlake, Exeter, and Farmersville.

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

In the matter of:

APPROVAL OF 2021/22 TRANSPORTATION)	
DEVELOPMENT ACT (TDA) CLAIM FOR)	
TULARE COUNTY REGIONAL TRANSIT)	Resolution No. 2021-xxx
AGENCY, AS AUTHORIZED BY THE JOINT)	
POWERS AGREEMENT, ON BEHALF OF)	
THE CITY OF DINUBA)	

WHEREAS, the State of California, through legislative action, has established the Transportation Development Act as enacted and amended by statute which authorized the creation of a State Transit Assistance Fund and Local Transportation Fund in each Regional Transportation Planning Agency (RTPA); and

WHEREAS, such RTPAs are authorized to approve disbursement of State Transit Assistance Funds and Local Transportation Funds under this Act; and

WHEREAS, the Tulare County Association of Governments (TCAG) has been duly authorized as the RTPA for Tulare County; and

WHEREAS, TCAG has adopted rules and regulations for administration of its duties under the Transportation Development Act; and

WHEREAS, the Tulare County Regional Transit Agency (TRCTA) as authorized by the Joint Powers Agreement dated August 11, 2020, on behalf of the City of Dinuba has submitted claims for the following:

- a) State Transit Assistance: \$211,899.63
- b) State of Good Repair: \$44,450.87; and

WHEREAS, claim amounts submitted do not exceed the estimated allocation amounts for 2021/2022; and

WHEREAS, the proposed expenditures are in conformity with the 2018 Regional Transportation Plan and incorporated Sustainable Communities Strategy; and

WHEREAS, comments were solicited, and two public hearings held by the Tulare County Association of Governments to receive Unmet Transit Needs requests; and

WHEREAS, the City of Dinuba did not have any Unmet Transit Needs Reasonable to Meet; and

WHEREAS, TCAG staff has reviewed all claims and found them to be in order and compliant with the Transportation Development Act.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Development Act (TDA) claim for TCRTA , as authorized by the Joint Powers Agreement dated August 11, 2020, on behalf of the City of Dinuba in the amounts specified above is approved and funds shall be allocated as received.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 6th day of December, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

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

In the matter of:

APPROVAL OF 2021/22 TRANSPORTATION)	
DEVELOPMENT ACT (TDA) CLAIM FOR)	
TULARE COUNTY REGIONAL TRANSIT)	Resolution No. 2021-xxx
AGENCY, AS AUTHORIZED BY THE JOINT)	
POWERS AGREEMENT, ON BEHALF OF)	
THE CITY OF EXETER)	

WHEREAS, the State of California, through legislative action, has established the Transportation Development Act as enacted and amended by statute which authorized the creation of a State Transit Assistance Fund and Local Transportation Fund in each Regional Transportation Planning Agency (RTPA); and

WHEREAS, such RTPAs are authorized to approve disbursement of State Transit Assistance Funds and Local Transportation Funds under this Act; and

WHEREAS, the Tulare County Association of Governments (TCAG) has been duly authorized as the RTPA for Tulare County; and

WHEREAS, TCAG has adopted rules and regulations for administration of its duties under the Transportation Development Act; and

WHEREAS, the Tulare County Regional Transit Agency (TRCTA), as authorized by the Joint Powers Agreement dated August 11, 2020, on behalf of the City of Exeter has submitted claims for the following:

- a) State Transit Assistance: \$22,332.00; and

WHEREAS, claim amounts submitted do not exceed the estimated allocation amounts for 2021/2022; and

WHEREAS, the proposed expenditures are in conformity with the 2018 Regional Transportation Plan and incorporated Sustainable Communities Strategy; and

WHEREAS, comments were solicited, and two public hearings held by the Tulare County Association of Governments to receive Unmet Transit Needs requests; and

WHEREAS, the City of Exeter did not have any Unmet Transit Needs Reasonable to Meet; and

WHEREAS, TCAG staff has reviewed all claims and found them to be in order and compliant with the Transportation Development Act.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Development Act (TDA) claim for TCRTA, as authorized by the Joint Powers Agreement dated August 11, 2020, for the City of Exeter in the amounts specified above is approved and funds shall be allocated as received.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 6th day of December, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

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

In the matter of:

APPROVAL OF 2021/22 TRANSPORTATION)	
DEVELOPMENT ACT (TDA) CLAIM FOR)	
TULARE COUNTY REGIONAL TRANSIT)	Resolution No. 2021-xxx
AGENCY, AS AUTHORIZED BY THE JOINT)	
POWERS AGREEMENT, ON BEHALF OF)	
THE CITY OF FARMERSVILLE)	

WHEREAS, the State of California, through legislative action, has established the Transportation Development Act as enacted and amended by statute which authorized the creation of a State Transit Assistance Fund and Local Transportation Fund in each Regional Transportation Planning Agency (RTPA); and

WHEREAS, such RTPAs are authorized to approve disbursement of State Transit Assistance Funds and Local Transportation Funds under this Act; and

WHEREAS, the Tulare County Association of Governments (TCAG) has been duly authorized as the RTPA for Tulare County; and

WHEREAS, TCAG has adopted rules and regulations for administration of its duties under the Transportation Development Act; and

WHEREAS, the Tulare County Regional Transit Agency (TRCTA), as authorized by the Joint Powers Agreement dated August 11, 2020, on behalf of the City of Farmersville has submitted claims for the following:

- a) State Transit Assistance: \$23,002.00; and

WHEREAS, claim amounts submitted do not exceed the estimated allocation amounts for 2021/2022; and

WHEREAS, the proposed expenditures are in conformity with the 2018 Regional Transportation Plan and incorporated Sustainable Communities Strategy; and

WHEREAS, comments were solicited, and two public hearings held by the Tulare County Association of Governments to receive Unmet Transit Needs requests; and

WHEREAS, the City of Farmersville did not have any Unmet Transit Needs Reasonable to Meet; and

WHEREAS, TCAG staff has reviewed all claims and found them to be in order and compliant with the Transportation Development Act.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Development Act (TDA) claim for TCRTA, as authorized by the Joint Powers Agreement dated August 11, 2020, on behalf of the City of Farmersville in the amount specified above is approved and funds shall be allocated as received.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 6th day of December, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

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

In the matter of:

APPROVAL OF 2021/22 TRANSPORTATION)	
DEVELOPMENT ACT (TDA) CLAIM FOR)	
TULARE COUNTY REGIONAL TRANSIT)	Resolution No. 2021-xxx
AGENCY, AS AUTHORIZED BY THE JOINT)	
POWERS AGREEMENT, ON BEHALF OF)	
THE CITY OF WOODLAKE)	

WHEREAS, the State of California, through legislative action, has established the Transportation Development Act as enacted and amended by statute which authorized the creation of a State Transit Assistance Fund and Local Transportation Fund in each Regional Transportation Planning Agency (RTPA); and

WHEREAS, such RTPAs are authorized to approve disbursement of State Transit Assistance Funds and Local Transportation Funds under this Act; and

WHEREAS, the Tulare County Association of Governments (TCAG) has been duly authorized as the RTPA for Tulare County; and

WHEREAS, TCAG has adopted rules and regulations for administration of its duties under the Transportation Development Act; and

WHEREAS, the Tulare County Regional Transit Agency (TRCTA), as authorized by the Joint Powers Agreement dated August 11, 2020, on behalf of the City of Woodlake has submitted claims for the following:

- a) State Transit Assistance: \$72,494.40
- b) State of Good Repair: \$11,990.40; and

WHEREAS, claim amounts submitted do not exceed the estimated allocation amounts for 2021/2022; and

WHEREAS, the proposed expenditures are in conformity with the 2018 Regional Transportation Plan and incorporated Sustainable Communities Strategy; and

WHEREAS, comments were solicited, and two public hearings held by the Tulare County Association of Governments to receive Unmet Transit Needs requests; and

WHEREAS, the City of Woodlake did not have any Unmet Transit Needs Reasonable to Meet; and

WHEREAS, TCAG staff has reviewed the claim and found it to be in order and compliant with the Transportation Development Act.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Development Act (TDA) claim for TCRTA , as authorized by the Joint Powers Agreement dated August 11, 2020, on behalf of the City of Woodlake in the amounts specified above is approved and funds shall be allocated as received.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 6th day of December, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

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

In the matter of:

APPROVAL OF 2021/22 TRANSPORTATION)	
DEVELOPMENT ACT (TDA) CLAIM FOR)	
TULARE COUNTY REGIONAL TRANSIT)	Resolution No. 2021-xxx
AGENCY, AS AUTHORIZED BY THE JOINT)	
POWERS AGREEMENT, ON BEHALF OF)	
THE CITY OF TULARE)	

WHEREAS, the State of California, through legislative action, has established the Transportation Development Act as enacted and amended by statute which authorized the creation of a State Transit Assistance Fund and Local Transportation Fund in each Regional Transportation Planning Agency (RTPA); and

WHEREAS, such RTPAs are authorized to approve disbursement of State Transit Assistance Funds and Local Transportation Funds under this Act; and

WHEREAS, the Tulare County Association of Governments (TCAG) has been duly authorized as the RTPA for Tulare County; and

WHEREAS, TCAG has adopted rules and regulations for administration of its duties under the Transportation Development Act; and

WHEREAS, the Tulare County Regional Transit Agency (TRCTA), as authorized by the Joint Powers Agreement dated August 11, 2020, on behalf of the City of Tulare has submitted claims for the following:

- a) State Transit Assistance: \$654,442.49
- b) State of Good Repair: \$419,907.10; and

WHEREAS, claim amounts submitted do not exceed the estimated allocation amounts for 2021/2022; and

WHEREAS, the proposed expenditures are in conformity with the 2018 Regional Transportation Plan and incorporated Sustainable Communities Strategy; and

WHEREAS, comments were solicited, and two public hearings held by the Tulare County Association of Governments to receive Unmet Transit Needs requests; and

WHEREAS, the City of Tulare did not have any Unmet Transit Needs Reasonable to Meet; and

WHEREAS, TCAG staff has reviewed all claims and found them to be in order and compliant with the Transportation Development Act.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Development Act (TDA) claim for TCRTA , as authorized by the Joint Powers Agreement dated August 11, 2020, on behalf of the City of Tulare in the amounts specified above is approved and funds shall be allocated as received.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 6th day of December, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

AGENDA ITEM IV-D

December 6, 2021

Prepared by Gabriel Gutierrez and Elizabeth Forte, TCAG Staff

SUBJECT:

Information: Implementation Status of Federally Funded Projects

BACKGROUND:

The **Surface Transportation Block Grant Program (STBGP)**, formerly known as STP, is a major source of funds that may be used by local agencies for projects to preserve and improve the transportation system consistent with regional priorities. The funds may be utilized on any Federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. In Tulare County, these funds have been primarily used for street and highway construction, reconstruction, rehabilitation, resurfacing, and operational improvements. Local agencies navigate a sometimes-complicated federal aid funding process to request and spend these funds in a timely manner. However, through our partnership with Caltrans, TCAG has helped local agencies with the timely and efficient delivery of their projects.

The **Congestion Mitigation and Air Quality (CMAQ) Program** has been a longstanding source of funding for TCAG's member agencies. Tulare County agencies qualify for funding due to the region being in a non-attainment area for meeting federal air quality standards for Particulate Matter (PM) and Ozone. The program exists under federal law and is implemented via guidance issued by the Federal Highway Administration and carried out by Caltrans. TCAG received estimates for the receipt of approximately \$6.2 million per year for the next four-year cycle. Project examples include roundabouts, signal coordination, compressed natural gas and electric facilities and vehicles, transit route expansion and bus purchases, etc.

DISCUSSION:

STBGP

As the Metropolitan Planning Organization for the Tulare County region, TCAG is responsible for soliciting projects from eligible agencies for programming in the FTIP and ensuring that the funds are being utilized appropriately and are obligated in a timely manner. In FFY 20/21, \$3.6 million in STBGP funds were obligated on two roadway rehabilitation projects (in the City of Visalia and County of Tulare). For the current fiscal year, \$4.3 million in STBGP is programmed on three road rehabilitation projects in the City of Visalia. Beginning in federal fiscal year 22/23, TCAG will begin distributing federal STBGP funds on a competitive basis. The call for projects was released in November and projects are scheduled to be selected sometime in early 2022. Selected projects will be programmed in the current and future FTIPs.

CMAQ

Two roundabout projects were scheduled for obligation this year and both have been obligated:

City of Dinuba: **Roundabout at Alta and Nebraska**

- CMAQ: \$1,015,000

City of Woodlake: **Roundabout at Sierra and Castle Rock**

- CMAQ: \$1,970,000

Two transit project were able to be advanced this year. Three electric buses were approved for the City of Porterville. The CMAQ amount is \$2,055,000 and the match is \$693,000. Visalia Transit also received \$1,386,000 in CMAQ funds to support a new transit route to the Industrial Park. The route is scheduled to begin on October 3, 2021.

ATTACHMENT:

None

AGENDA ITEM V-A

December 6, 2021

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Adoption of the Final 2022 Regional Transportation Improvement Program (2022 RTIP)

BACKGROUND:

The State Transportation Improvement Program (STIP) is a biennial document which covers five years of programming for transportation projects in California. The STIP is comprised of Regional Transportation Improvement Programs (RTIPs) from each of the counties in California and the Interregional Transportation Improvement Program (ITIP) that is developed by Caltrans. The RTIP accounts for 75% and the ITIP accounts for 25% of the total STIP funding. The public hearing for the Draft 2022 RTIP was held at the October 18, 2021 TCAG Board meeting. No comments were received.

DISCUSSION:

TCAG must submit a Regional Transportation Improvement Program (RTIP) for the 2022 STIP cycle to the California Transportation Commission by December 15, 2021. The RTIP identifies projects selected by TCAG that are to be funded with our county share of STIP funds over a five-year period. The 5-year period for the 2022 cycle consists of fiscal years 2022/23 through 2026/27. The RTIP is submitted to the CTC for approval and incorporation into the new STIP. The CTC is currently scheduled to adopt the final 2022 STIP in March 2022.

2022 STIP Fund Estimate

The CTC adopts a Fund Estimate for the STIP in August of every odd year. Due to advancing future STIP funds in prior STIP cycles and a relatively lower amount of statewide gas tax revenues from the COVID-19 restrictions, the Tulare region has just a \$1.975 million of target share programming capacity in the 2022 STIP. The Tulare region has a \$6,587,000 of maximum share programming capacity. For the 2022 RTIP, TCAG will be requesting to add \$1 million of STIP shares to the design phase and \$1.9 million for the construction support phase of the SR-65 operational improvements project. This would result in a \$925 thousand advancement of STIP shares. The request is likely to be approved subject to how many regions ask for advances. TCAG, in partnering with Caltrans, has also established a long history of positive project delivery. The projects proposed for programming are existing projects being carried over from the 2020 STIP. No new projects are proposed.

There is no additional funding proposed for Tulare County projects in the 2022 ITIP. The SR-99 Tagus-Prosperity widening (under construction) and the SR-99 Tulare City widening (in environmental phase with design in FY 21/22) are active ITIP projects.

Draft 2022 TCAG RTIP Submittal

The following is TCAG's programming proposal for the Draft 2022 Regional Transportation Improvement Program:

SR-99 Tulare City Widening Project:

No RTIP funding is proposed for this project during this RTIP cycle for the widening of State Route 99 between Prosperity Ave and Ave 200. The project is still listed because

it's an active project currently in the environmental phase and is eligible for future funding. \$4.3M of ITIP funding and \$2.07M of Prop 1b savings are programmed for the design phase in FY 21/22.

SR-65 Realignment and Operational Improvements: \$4.4M of RTIP funding to realign State Route 65 and construct a roundabout at the intersection of SR-65, Tulare Road, and Oak Avenue near the City of Lindsay. Proposed RTIP funding would go towards design in FY 23/24 and construction support in FY 25/26.

SR-99/Caldwell Avenue Interchange Improvements: \$11.6M of RTIP funding to construct a new interchange at the intersection of State Route 99 and Caldwell Avenue (Avenue 280). Proposed RTIP funding would go towards right of way and right of way support in FY 22/23 and construction support in FY 23/24.

Construction funding for the SR-99 Tagus-Prosperity widening was allocated in FY 20/21 and construction funding for the SR-99/Commercial Interchange will be allocated in FY 21/22. These projects are shown as “prior” funding in the attached project table but they are still eligible for additional STIP funding for construction cost overruns if necessary.

2022 RTIP Development and Approval Schedule

Here is the schedule that TCAG staff is following for the 2022 STIP cycle.

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Public Notice and Comment Period begins for the 2020 Draft RTIP	September 9, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Public Hearing for TCAG Draft 2020 RTIP	September 16, 2019
Caltrans submits draft ITIP	October 1, 2019
Public Notice and Comment Period ends for 2020 Draft RTIP	October 9, 2019
CTC ITIP Hearing, South	October 15, 2019
TCAG adopts 2020 RTIP	October 21, 2019
TCAG submits RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

RECOMMENDATION:

Approve the 2022 RTIP and authorize Executive Director to make necessary technical adjustments to the 2022 RTIP prior to final submittal to the CTC.

FISCAL IMPACT:

As proposed, the 2022 RTIP will enable projects from the TCAG region access up to \$2.9 million in Regional Improvement Program funding.

ATTACHMENTS:

Attachment 1 – Resolution approving the 2022 RTIP

Attachment 2 – Final Draft 2022 RTIP **(available under separate cover)**

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

In the matter of:

ADOPTION OF THE FINAL 2022 REGIONAL)	
TRANSPORTATION IMPROVEMENT)	Resolution No. 2021-xxx
PROGRAM (RTIP))	

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

WHEREAS, Tulare County Association of Governments (TCAG) finds that the 2022 Regional Transportation Improvement Program (RTIP) is consistent with the 2018 Regional Transportation Plan (RTP); and

WHEREAS, the RTIP is a list of transportation projects submitted by TCAG to the California Transportation Commission (CTC) for programming into the 2022 State Transportation Improvement Program (STIP); and

WHEREAS, a legal notice was published in a local newspaper of general circulation on October 13, 2021 and a public hearing was held on October 18, 2021, at the Tulare County Human Resources and Development Building located at 2500 W. Burrell Avenue, Visalia, CA at 1:00 P.M, to gather testimony or written comments on the 2022 RTIP; and

WHEREAS the RTIP was widely circulated to all agencies and made available to the public through TCAG's website at www.tularecog.org; and

WHEREAS, the TCAG Board reviewed the Draft 2022 RTIP at its October 18, 2021 meeting.

NOW, THEREFORE, BE IT RESOLVED, that the 2022 Regional Transportation Improvement Program (RTIP) is hereby approved and adopted by the Tulare County Association of Governments; and

BE IT FURTHER RESOLVED, that the TCAG Executive Director is authorized to make technical adjustments to the 2022 Regional Transportation Improvement Program (RTIP) prior to final submittal of the RTIP to the California Transportation Commission.

The foregoing Resolution was adopted upon the motion of Member _____, seconded by Member _____, at a regular meeting on the 6th day of December, 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

AGENDA ITEM V-B

December 6, 2021

Prepared by Benjamin A. Kimball, TCAG Staff

SUBJECT:

Action: Selection of Preferred Sustainable Communities Strategy Scenario to include in Draft Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)

BACKGROUND:

The Regional Transportation Plan (RTP) is a 20-year planning document that TCAG updates at least once every four years. The RTP is the highest level and most comprehensive planning document prepared by TCAG. The 2022 RTP will outline transportation improvements and other related planning elements through the year 2047. Planned transportation improvements must be financially constrained, based on funding estimates, and performance measures should be defined. Elements of the RTP include: the Executive Summary, Policy Element, Action Element, Financial Element, Sustainable Communities Strategy, and a Valley-wide Chapter. There are also several associated documents and plans required such as Air Quality Conformity, the Regional Active Transportation Plan, the Regional Long Range Transit Plan, the Cross Valley Corridor Plan, and the Environmental Impact Report (EIR).

DISCUSSION:

As part of the Sustainable Communities Strategy (SCS) process, three growth scenarios were developed to compare how different growth influences and policies can impact greenhouse gas emissions and the transportation system. These scenarios are the foundation of the SCS analysis that complements the RTP. The Three Scenarios are:

1. Trend
2. Blueprint
3. Cross Valley Corridor/Blueprint Plus

A presentation of these scenarios was made at the Board meetings in September and October and all in attendance were invited to participate in the survey. These scenarios were also presented to the public during the public outreach process at multiple locations and events, including social media outreach to residents in the region.

The RTP Roundtable met on October 23, 2021 and was updated on the progress of the outreach. The Roundtable concluded the meeting with a discussion of the development scenarios and voted to recommend the Cross Valley Corridor/Blueprint Plus Scenario as the preferred scenario for the Board's consideration.

The Rural Communities Committee also met on October 23, 2021 and voted to recommend the Cross Valley Corridor/Blueprint Plus Scenario as the preferred scenario for the Board's consideration.

Under federal regulations, the RTP and its supporting documents must be final by July of 2022. There is some risk in adopting the RTP close to this deadline. However, the potential schedule delays or necessary development of responses to comments will most likely be due to state requirements: specifically the Sustainable Communities

Strategy and California Environmental Protection Act (CEQA) challenges. Federal funding sources are not likely to be affected, or are unlikely to be affected for an extended period of time, if this type of delay were to occur.

Up-to-date information on the public outreach survey responses will be made available at the TCAG Board Meeting, including the most popular scenario by the public.

RECOMMENDATIONS:

Request the selection of the preferred Sustainable Communities Strategy Scenario to include in Draft Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)

FISCAL IMPACT:

All three scenarios meet the State's greenhouse gas reductions targets. There is no significant financial impact in choosing between the three.

ATTACHMENTS:

None

AGENDA ITEM V-C

December 6, 2021

Prepared by Benjamin Giuliani, TCAG Staff

SUBJECT:

Action: Authorize Executive Director to Sign BUILD Grant Agreement

BACKGROUND:

TCAG and Caltrans were awarded \$16 million in federal BUILD grant funding in 2020 for the construction of the SR-99/Commercial (International Agri-Center Way) Interchange. The Interchange is scheduled to be obligated for construction funding in May, 2022 with construction beginning in October, 2022.

DISCUSSION:

As part of the BUILD grant award, an agreement that sets the terms and conditions of the funding (attached) needs to be signed by TCAG, Caltrans and the US Department of Transportation. This action item would authorize the TCAG Executive Director to sign the BUILD grant agreement and allow for any technical revisions.

ATTACHMENTS:

BUILD Grant Agreement

TEMPLATE; NOT INTENDED FOR EXECUTION WITHOUT MODIFICATION
Revised 2020-11-05

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
 FISCAL YEAR 2020 BUILD TRANSPORTATION GRANTS PROGRAM**

This agreement is between the United States Department of Transportation (the “**USDOT**”), California Department of Transportation (CALTRANS) (the “**Recipient**”), and the Tulare County Association of Governments (TCAG) (the “**First-Tier Subrecipient**”).

This agreement reflects the selection of the First-Tier Subrecipient to receive a BUILD Grant for the Tulare, CA - SR 99/Commercial Ave Interchange Project.

The parties want the First-Tier Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

**Article 1
 GENERAL TERMS AND CONDITIONS**

1.1 General Terms and Conditions.

- a) In this agreement, “General Terms and Conditions” means the content of the document titled “General Terms and Conditions Under The Fiscal Year 2020 BUILD Transportation Grants Program: FHWA Projects,” dated September 1, 2021, which is available at <http://go.usa.gov/xMcmU>. Articles 8 – 24 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the BUILD Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the BUILD Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

Article 2 APPLICATION, PROJECT, AND AWARD

- 2.1 Application.** The application for funding was dated 5/15/2020, and titled “Tulare, CA – SR99/Commercial Ave Interchange Project.” It contained Standard Form 424 and all information and attachments submitted with that form through Grants.gov.
- 2.2 Project.** In this agreement, the “**Project**” means the project proposed in the application identified in section 2.1 as modified by the negotiated provisions of this agreement, including article 3 and attachments A-E.
- 2.3 Federal Award and Federal Obligation.**
- The USDOT hereby awards a BUILD Grant to the Recipient in the amount of \$16,000,000.00 and obligates that amount for the budget period.
- 2.4 Award Dates.**
- Budget Period End Date: July 1, 2027
- 2.5 Urban or Rural Designation.** The USDOT hereby designates this to be an award to a project in an urban area.
- 2.6 Federal Award Identification Number.** The Federal Award Identification Number will be generated when the FHWA Division authorizes the project in FMIS. The Recipient acknowledges that it has access to FMIS and can retrieve the FAIN from FMIS

Article 3 SUMMARY PROJECT INFORMATION

- 3.1 Summary of Project’s Statement of Work.** (See Attachment A for additional details).
- This project will construct a new four-lane interchange at Commercial Avenue (now called International Agri-Center Way) and State Route 99, and construct auxiliary lanes on State Route 99 between the proposed interchange and the existing Paige Avenue interchange. The project will also install turn lanes on K Street for Commercial Avenue, widen and extend Commercial Avenue to Laspina Street, extend Blackstone Street to Commercial Avenue, install shoulders at on-and off-ramps, construct bike lanes along Commercial Avenue between K Street and Laspina Street, install sidewalk on both sides of Commercial Avenue, install drainage systems, and relocate utilities.

3.2 Project's Estimated Schedule.

Milestone	Schedule Date
Actual NEPA Completion Date:	6/12/19
Planned Right-of-Way Certification Date:	2/1/22
Planned Plan, Specification, & Estimate (PS&E) Approval Date:	3/1/22
Planned Obligation Date for Construction:	5/2/22
Planned Construction Contract Award Date:	9/1/22
Planned Construction Start Date:	10/3/22
Planned Construction Substantial Completion and Open to Traffic Date:	5/1/25
Construction Contract Acceptance	7/1/25

3.3 Project's Estimated Budget. (See Attachment B for additional details).

Eligible Project Costs	
BUILD Grant Amount:	\$16,000,000
Other Federal Funds:	\$0
State Funds ¹ :	\$16,400,000
Local Funds ² :	\$20,400,000
Other Funds:	\$0
Total Eligible Project Cost:	\$52,800,000

¹\$9,000,000 Local Partnership Program, \$7,4000,000 State Transportation Improvement Program

²\$20,400,000 Measure Regional Transportation Sales Tax

Article 4 CRITICAL MILESTONE DEADLINES

4.1 Critical Milestone Deadlines.

None. The parties have not identified any project-specific critical milestone deadlines for this award. The Recipient acknowledges the USDOT may terminate this award under section 16.1(a) on some conditions related to the Project's estimated schedule, as listed in section 3.2.

Article 5
PARTY INFORMATION

5.1 Recipient's Unique Entity Identifier.

Recipient's Unique Entity Identifier: 840881648

5.2 Recipient Contact(s).

James Perrault
District 6 Local Assistance Engineer
California Department of Transportation (Caltrans)
1352 W Olive Ave, Fresno, CA 93728
(559) 289-9587 (Cellphone)
James.Perrault@dot.ca.gov

Hussein Senan
District 6 Project Manager
California Department of Transportation (Caltrans)
2015 E Shields Ave, Fresno, CA 93726
(559) 365-0694 (Cellphone)
Hussein.senan@dot.ca.gov

Bob Baca
Emergency Relief and Other Federal Programs Manager
Division of Local Assistance, Office of Federal Programs
California Department of Transportation (Caltrans), HQ
P.O. Box 942874, MS-1
Sacramento, CA 95274-0001
(916) 653-9151 (Office)
(916) 997-8686 (Cellphone)
Bob.Baca@dot.ca.gov

5.3 Recipient Key Personnel.

None. The parties have not identified any individuals as key personnel for this award.

5.4 USDOT Project Contact(s).

Omar Elkassed
Senior Transportation Engineer and RAISE Program Coordinator
Federal Highway Administration – California Division – CalSouth Office
888 S. Figueroa Street, Suite 440
Los Angeles, CA 90017
(213) 894-6718
omar.elkassed@dot.gov

Article 6
USDOT ADMINISTRATIVE INFORMATION

6.1 Payment System.

USDOT Payment System: FMIS

6.2 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Division

Article 7
SPECIAL GRANT TERMS

7.1 Subaward to First-Tier Subrecipient.

- (a) The Recipient hereby awards a subaward to the First-Tier Subrecipient for the purpose described in section 8.1.
- (b) The Recipient and the First-Tier Subrecipient may enter into a separate agreement, to which the USDOT is not a party, assigning responsibilities, including administrative and oversight responsibilities, among the Recipient and the First-Tier Subrecipient.
- (c) For the purpose of 2 C.F.R. parts 200 and 1201, the Recipient is a pass-through entity.

7.2 First-Tier Subrecipient Statements and Responsibilities.

- (a) The First-Tier Subrecipient affirms all statements and acknowledgments that are attributed to the Recipient under sections 10.1 and 10.2.
- (b) The First-Tier Subrecipient assumes the Recipient's reporting obligations under articles 14 and 15.

7.3 State Oversight Responsibilities. For the purpose of 23 U.S.C. 106(g), the Recipient shall act as if funds under this award are Federal funds under title 23, United States Code.

ATTACHMENT A STATEMENT OF WORK

INSTRUCTIONS FOR COMPLETING ATTACHMENT A: This attachment must describe the project that DOT agreed to fund, which is typically the project that was described in the application or a reduced-scope version of that project. If the project will be completed in segments or phases, describe each segment or phase. If the project has separate functional or geographic components, describe each component.

This project will construct a new four-lane interchange at Commercial Avenue (now called International Agri-Center Way) and State Route 99, and construct auxiliary lanes on State Route 99 between the proposed interchange and the existing Paige Avenue interchange. The project will also install turn lanes on K Street for Commercial Avenue, widen and extend Commercial Avenue to Laspina Street, extend Blackstone Street to Commercial Avenue, install shoulders at on-and off-ramps, construct bike lanes along Commercial Avenue between K Street and Laspina Street, install sidewalk on both sides of Commercial Avenue, install drainage systems, and relocate utilities.

Construction:

Roadway Construction: Construct a new four-lane interchange at Commercial Avenue (now called International Agri-Center Way) and State Route 99, and construct auxiliary lanes on State Route 99 between the proposed interchange and the existing Paige Avenue interchange. The project will also install turn lanes on K Street for Commercial Avenue, widen and extend Commercial Avenue to Laspina Street, extend Blackstone Street to Commercial Avenue, install shoulders at on-and off-ramps.

Sidewalks: Install sidewalks on both sides of Commercial Avenue connecting from K Street to Laspina Street (6-foot wide between K Street and Blackstone and 10-foot wide between Blackstone and Laspina Street).

Bicycle Facilities: Construct bike lanes along Commercial Avenue between K Street and Laspina Street.

Drainage: Construct drainage basins within the proposed project limits. Install a new drainage system (pipes with drainage inlets and side ditches) to direct runoff from the freeway and ramps into the proposed basins.

Utilities: Relocate utilities (water, sewer, storm drain, telecom lines, high pressure gas line, and utility poles).

ATTACHMENT B
ESTIMATED PROJECT BUDGET

1. Supplementary Fund Source Table(s)

Reserved. This attachment B does not contain any supplementary fund source tables.

2. Cost Classification Table

Cost Classification	Total Costs	Non-BUILD Previously Incurred Costs	Eligible Costs
Construction	\$52,800,000	\$0	\$52,800,000
Project Total	\$52,800,000	\$0	\$52,800,000

ATTACHMENT C PERFORMANCE MEASUREMENT TABLE

Study Area: Commercial Ave at SR 99 Interchange (ADT);
Paige Avenue at SR 99 Interchange (ADT and Intersection Delay)
K Street at SR 99 Interchange (ADT and Intersection Delay)

Pre-project Measurement Date: September 1, 2022

Pre-project Report Date: November 1, 2022

Project Outcomes Report Date: May 1, 2029

Table 1: Performance Measurement Table

Measure	Description and Category of Measure	Measurement Period	Reporting Period
Auto Crash Rates by Type/Severity	<p style="text-align: center;">Safety</p> <p>Crash rates will be measured and reported as crashes per 100 million VMT and identified by the following severity categories: fatal, injury, and property-damage-only (PDO) crashes.</p>	<p>Baseline Measurement: Annual average, accurate as of the Pre-project Measurement Date</p> <p>Post-construction Performance Measures: Accurate as of May 1, 2026 May 1, 2027 May 1, 2028</p>	<p>Baseline Measurement: Pre-project Report Date</p> <p>Post-construction Performance Measures: For a period of 3 years, beginning July 1, 2026 July 1, 2027 July 1, 2028</p>
Average Daily Traffic	<p style="text-align: center;">Economic Competitiveness / Quality of Life</p> <p>The total volume of vehicle traffic on a highway or road segment per day as defined by the project study area</p>	<p>Baseline Measurement: Annual average, accurate as of the Pre-project Measurement Date</p> <p>Post-construction Performance Measures: Accurate as of May 1, 2026 May 1, 2027 May 1, 2028</p>	<p>Baseline Measurement: Pre-project Report Date</p> <p>Post-construction Performance Measures: For a period of 3 years, beginning July 1, 2026 July 1, 2027 July 1, 2028</p>

ATTACHMENT D MATERIAL CHANGES FROM APPLICATION

INSTRUCTIONS FOR COMPLETING ATTACHMENT D: Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, budget described in article 3 and Attachments A–B. The purpose of this Attachment D is to clearly and accurately document the differences in scope, schedule, and budget to establish the parties’ knowledge and acceptance of those differences. See section 10.1.

Scope: There are no changes in scope from what is included in the application. The City of Tulare has renamed Commercial Avenue to International Agri-Center Way.

Schedule: The schedule changes are limited to the Closeout milestone, which is now targeted for October 1, 2028 (rather than July 2, 2029 as was listed in the BUILD Application).

Budget: The total project construction cost is \$52,800,000. The BUILD grant funds of \$16,000,000 remain to account for 30% of the total eligible project cost. In the grant application, the non-Federal funds were comprised of \$7,400,000 STIP funds and \$29,400,000 local Measure R funds. However, after submittal of the BUILD grant request, TCAG received \$9 million in competitive funding from the State of California from the Local Partnership Program (LPP). This funding is replacing \$9 million of the Measure R regional transportation sales tax funding that was included in the BUILD application, reducing the Measure R amount from \$29.4 million to \$20.4 million.

The table below provides a summary comparison of the project budget.

Fund Source	Application		Section 3.3 and Attachment B	
	\$	%	\$	%
Total Project Cost	52,800,000	100	52,800,000	100
Total Non-BUILD Previously Incurred Cost	0	0	0	0
Federal Funds	0	0	0	0
Non-Federal Funds	0	0	0	0
Total Eligible Project Cost	52,800,000	100	52,800,000	100
BUILD Funds	16,000,000	30	16,000,000	30
Other Federal Funds	0	0	0	0
Non-Federal Funds	36,800,000	70	36,800,000	70

ATTACHMENT E
APPROVED PRE-AWARD COSTS

None. The USDOT has not approved under this award any costs incurred under an advanced construction authorization (23 U.S.C. 115), any costs incurred prior to authorization (23 C.F.R. 1.9(b)), or any pre-award costs under 2 C.F.R. 200.458. Because unapproved costs incurred before the date of this agreement are not allowable costs under this award, the USDOT will neither reimburse those costs under this award nor consider them as a non-Federal cost sharing contribution to this award. Costs incurred before the date of this agreement are allowable costs under this award only if approved in writing by USDOT before being included the project costs and documented in this Attachment E. See section 19.2(b).

RECIPIENT SIGNATURE PAGE

The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

California Department of Transportation

_____	By: _____
Date	Signature of Recipient's Authorized Representative
	Toks Omishakin

	Name
	CALTRANS Director

	Title

FIRST-TIER SUBRECIPIENT SIGNATURE PAGE

The First-Tier Subrecipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

Tulare County Association of Governments

_____	By: _____
Date	Signature of First Tier Subrecipient's Authorized Representative
	Theodore Smalley

	Name
	Executive Director

	Title

USDOT SIGNATURE PAGE

The USDOT, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

UNITED STATES DEPARTMENT OF
TRANSPORTATION

_____	By: _____
Date	Signature of USDOT's Authorized Representative
	Vincent Mammano

	Name
	FHWA California Division Administrator

	Title

AGENDA ITEM V-D

December 6, 2021

Prepared by Benjamin Giuliani, TCAG Staff

SUBJECT:

Information: Status of State Transportation Improvement Program (STIP) Allocations and California Transportation Commission (CTC) Update

BACKGROUND:

The CTC is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The CTC met via webinar/teleconference and in Riverside on December 8th-9th. The next CTC meeting via webinar/teleconference and in Sacramento is on January 26th-27th. The STIP is a biennial document, which covers five years of programming for transportation projects in California. The STIP is comprised of Regional Transportation Improvement Programs (RTIPs) from each of the counties in California and the Interregional Transportation Improvement Program (ITIP) that is developed by Caltrans. The RTIPs account for 75% and the ITIP accounts for 25% of the total STIP funding.

DISCUSSION:

December CTC Meeting

The CTC agenda for December was not released prior to the printing of the TCAG agenda. Items of interest will be reported at the TCAG meeting.

October CTC Meeting

There were no Tulare County projects on the October CTC agenda.

August CTC Meeting

State Highway Operation and Protection (SHOPP) allocations:

\$15.7 million for construction replacing the Yokohl Creek and Kaweah River bridges on SR-245 near Woodlake.

\$9.89 million for construction at the Raine rest area near Tipton to upgrade water, sewer and irrigation.

\$2.25 million PS&E and \$750k R/W support for the SR-216 rehabilitation/Lovers Ln Interchange (IC) operational improvements project.

June CTC Meeting

State Highway Operation and Protection (SHOPP) Minor Program allocations:

\$1.25 million for drainage improvements along SR-190 near Poplar.

\$1 million for operation improvements for SR-198 between Giddings and Watson in Visalia.

Local Partnership Program (LPP) allocation:

\$1.387 million for the right of way phase of the widening of Caldwell Ave between Santa Fe and Lovers Ln in Visalia.

Active Transportation Program (ATP) programming:

\$1.07 million for the Ivanhoe safe routes to school project (construction in FY24/25).

\$1.218 million for sidewalk improvements in Tipton (construction in FY 24/25).

2020 RTIP/STIP

The CTC adopted the 2020 STIP at the March 25th, 2020 meeting. TCAG's RTIP was included as proposed.

2020 RTIP/STIP

Project	Agency	Phase	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
SR-65 Realignment and operational improvements	Caltrans	PS&E				\$1.5m	
SR-99/Caldwell Interchange	Caltrans	R/W Con			\$4.6m	\$7.0m	
SR-99/Commercial Interchange	Caltrans	R/W Con	\$5.5m	\$7.4 m ¹			
SR-99 Widening (Tagus-Prosperity)	Caltrans	Con	\$69.491 m ²				
SR-99 Widening (City of Tulare)	Caltrans	E&P PS&E	\$4.15m ³		\$6.37 m ⁴		

¹Additionally, \$29.4 million from Measure R and \$16 million from BUILD

²\$62.327 million from Caltrans' Interregional Transportation Improvement Program (ITIP), \$7.164m from RTIP

³\$2.0 million from ITIP, \$2.15 million from RTIP

⁴\$4.3 million from ITIP and \$2.07 million from Prop 1b savings

PS&E = Plans, Specifications & Estimate, R/W = Right of Way, E&P = Environmental Studies and Permits

ATTACHMENTS:

None

AGENDA ITEM VII-A
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
REGIONAL TRANSPORTATION PLANNING AGENCY
METROPOLITAN PLANNING ORGANIZATION

Executive Minutes October 18, 2021

Board Members	Alternates	Present (M)ember/(A)lternate	Agency
Larry Micari	Paula Clark	<u>X</u>	Tulare County-Dist. 1
Pete Vander Poel (Chair)	William Cushing	<u>X</u>	Tulare County-Dist. 2
Amy Shuklian	Bill Whitlatch	<u>X</u>	Tulare County-Dist. 3
Eddie Valero	Derek Williams	<u>X</u>	Tulare County-Dist. 4
Dennis Townsend	Terren Brown	<u>X</u>	Tulare County-Dist. 5
Maribel Reynosa	Linda Launer	<u>X</u>	City of Dinuba
Frankie Alves	Dave Hails	<u>X</u>	City of Exeter
Paul Boyer	Ruben Macareno	<u>X</u>	City of Farmersville
Ramona Caudillo	Hipolito Cerros	<u>-</u>	City of Lindsay
Martha A. Flores (Vice-Chair)	Milt Stowe	<u>X</u>	City of Porterville
Terry Sayre	Jose Sigala	<u>X</u>	City of Tulare
Brian Poochigian	<i>Vacant</i>	<u>X</u>	City of Visalia
Rudy Mendoza	Florencio Guerra Jr.	<u>X</u>	City of Woodlake
Greg Gomez	<i>Vacant</i>	<u>-</u>	Rep. from Public Transit
Tyrone Holscher	Shea Gowin	<u>X</u>	Member-At-Large*
Vicki Riddle	<i>Vacant</i>	<u>X</u>	Member-At-Large*
Pamela Whitmire	Julie Allen	<u>X</u>	Member-At-Large*
Diana Gomez	Michael Navarro	<u>A</u>	Caltrans*

* Caltrans serves as an ex-officio member of the TCAG Policy Advisory Committee. At-large TCAG members and the Public Transit Provider representative are not members of the Tulare County Transportation Authority or Abandoned Vehicle Abatement Authority.

Counsel and TCAG Staff Present (X)

<u>X</u> Jeff Kuhn, Tulare County Deputy Counsel	<u>X</u> Steven Ingoldsby, Associate Regional Planner
<u>X</u> Ted Smalley, Executive Director	<u>X</u> Giancarlo Bruno, Regional Planner
<u>X</u> Benjamin Kimball, Deputy Executive Director	<u>X</u> Sheela Bhongir, Regional Planner
<u>X</u> Benjamin Giuliani, Executive Officer-LAFCO	<u> </u> Gail Miller, Associate Regional Planner/EH
<u>X</u> Leslie Davis, Finance Director	<u> </u> Barbara Pilegard, Associate Regional Planner/EH
<u>X</u> Elizabeth Forte, Principal Regional Planner	<u> </u> Maria Garza, Associate Regional Planner/EH
<u> </u> Roberto Brady, Principal Regional Planner	<u> </u> Michele Boling, TCAG Accountant III
<u> </u> Derek Winning, Senior Regional Planner	<u>X</u> Brideget Moore, TCAG Analyst III
<u>X</u> Gabriel Gutierrez, Senior Regional Planner	<u>X</u> Amie Kane, Administrative Clerk II
<u> </u> Kasia Thompson, Associate Regional Planner	<u>X</u> Servando Quintanilla, Administrative Clerk II
<u> </u> Jennie Miller, Associate Regional Planner EH	<u>X</u> Holly Gallo, Office Assistant III
	<u> </u>

I. WELCOME

The Tulare County Association of Governments Board Meeting was called to order by Chair Vander Poel at 1:00 p.m. on October 18, 2021, at the Tulare County Human Resources and Development, 2500 W. Burrell Avenue, Visalia, CA, 93291.

II. PLEDGE OF ALLEGIANCE

Member Townsend led the Pledge of Allegiance.

III. PUBLIC COMMENTS

Public comments opened/closed at 1:02 p.m. No public comments received.

Convene as the Transportation Policy Advisory Committee

IV. TRANSPORTATION CONSENT CALENDAR – ACTION AND INFORMATION ITEMS

Request Approval of the Transportation Consent Calendar Action Item IV-A.

A. Action: Adoption of Resolution: Consultant Selection for the Transportation Development Act Triennial Performance Audits

Upon a Motion by Member Valero, and seconded by Member Townsend, the Transportation Policy Advisory Committee unanimously approved the Transportation Consent Calendar Action Item IV-A. Absent: Caudillo and Gomez

B. Information: Implementation Status of Federally Funded Projects

C. Information: Status of State Transportation Improvement Program (STIP) Allocations and California Transportation Commission (CTC) Update

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Information: 2022 Draft Regional Transportation Improvement Program (RTIP)

Mr. Gutierrez provided background of the RTIP and explained that it would cover five years of programming for transportation projects. Given the five-year cycle, the 2022 RTIP would consist of fiscal years 2022/23 through 2026/27 and the proposed projects would be carried over from the 2020 STIP.

B. Public Hearing: 2022 Draft Regional Transportation Improvement Program

Chair Vander Poel opened and closed the Public Hearing at 1:07 p.m. no public comments were received.

C. Information: Regional Transportation Plan (RTP) Update

Mr. Kimball provided a brief update on the development of the RTP and focused on sharing the public outreach efforts. Mr. Kimball stated that TCAG staff were currently working with the city of Porterville to arrange outreach with the Tule River Tribal Council.

D. Information: Caltrans Monthly Report

Mr. Navarro stated that a call for projects would be happening, and Caltrans would host a workshop to help those wishing to apply for the Clean California grants. Additionally, he announced the groundbreaking for the Tagus Ranch project had happened and was very successful. Mr. Navarro shared an overview of projects in Tulare County and the region; as well as efforts for widening 99.

Mr. Smalley thanked District 6 staff for their efforts and partnership on so many great projects.

Adjourn as the Transportation Policy Advisory Committee and Convene as the Tulare County Association of Governments

VI. REQUEST TO REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY ADVISORY COMMITTEE

Upon a Motion by Member Townsend, and seconded by Member Valero, the Transportation Policy Advisory Committee unanimously reaffirmed all actions while sitting as the Transportation Policy Advisory Committee. Absent: Caudillo and Gomez.

VII. ASSOCIATION CONSENT CALENDAR-ACTION AND INFORMATION ITEMS

Request Approval of the Association Consent Calendar Action Items VII-A through VII-G

A. Action: Minutes of September 20, 2021 TCAG Board Meeting

B. Action: Minutes of September 16, 2021 Technical Advisory Committee Meeting

C. Action: Cancel the November and Reschedule the December 2021 Tulare County Association of Governments (TCAG) and the Technical Advisory Committee (TAC) Meetings

D. Action: Adoption of Resolution: Approval of Amendment No. 4 to the Fiscal Year 2021/2022 Overall Work Plan (OWP)

E. Action: Adoption of Resolution: Reaffirm Agreement with Trinity Consultants, Inc., for On-Call Air Quality Planning and Conformity Support Services Under a Three-Year Agreement

- F. Action: Adoption of Resolution: Approve Change in Membership of the Tulare County congestion Management Plan (CMP) Steering Committee
- G. Action: Adoption of Resolution: Approval of Amendment No. 5 to the Fiscal Year 2021/2022 Overall Work Plan (OWP)

Upon a motion by Member Shuklian, and seconded by Member Valero, the Association unanimously approved the Association Consent Calendar Items VII-A through VII-G. Absent: Caudillo and Gomez.

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Information: Legislative Update

Mr. Smalley discussed the partnership with Merced and Madera to work on the trade corridor funding. He further discussed the farm bureau support with finishing the 99 and stated that the effort was very much supported by local agencies and businesses. Mr. Smalley announced that further follow up would be had and progress reported at the December Board Meeting.

B. Presentation: Report from Congressman Nunes' Office

No representative present, report not given.

C. Presentation: Report from Congressman Valadao's Office

Clayton Smith, representative for Congressman Valadao's office, provided an update on H.R.-4350 which would increase pay for military families. Other topics discussed were local concerns on water and the work being done by Self-help Enterprises installation projects. Mr. Smith stated that Congressman Valadao had been holding townhalls remotely and that the next one scheduled would be for November 17, 2021.

D. Presentation: Report from Assemblyman Mathis' Office

Rachel Ray, field representative for Assemblyman Mathis' office, discussed the current work that Assemblyman Mathis' was conducting including but not limited to AB-232, AB3, AB-1499, and SB-277.

E. Presentation: Report from Senator Hurtado's Office

Eric Coyne, district representative for Senator Hurtado's office, discussed the Senators involvement in the highway 99/ finish what we started campaign effort and noted that many members had been providing letters of support.

F. Action: Adoption of Resolution: Approve Remote Attendance at Public Meetings Pursuant to State Assembly Bill 361

This item was pulled and heard at the top of the agenda so that members attending remotely would be able to participate in voting. Mr. Kuhn, County Counsel, explained that in order to continue remote participation in public meetings the Board would need to reaffirm conditions are met every 30 days; those conditions were outlined in AB-361 which had been created after the Governor's provision expired on September 30, 2021.

Upon a motion by Member Valero, and seconded by Member Whitmire, the Association unanimously approved Item VIII-F. Absent: Caudillo and Gomez.

G. Action: Adoption of Resolution: Amend and Reinstate the Memorandum of Understanding of the San Joaquin Valley Regional Policy Council and Authorize Reimbursement Agreement Between Stanislaus Council of Governments and Tulare County Association of Governments for Administration of State and Federal Advocacy Contracts

Upon a motion by Member Valero, and seconded by Member Townsend, the Association unanimously approved Item VIII-G. Absent: Caudillo and Gomez.

H. Action: Approve Memorandum of Understanding (MOU) Establishing the Roles and Responsibilities for Integrating the Cross Valley Corridor Plan, San Joaquins, and Connectivity to the Future High Speed Rail Service

Ms. Forte discussed the ongoing efforts and improvements planned with the proposed MOU.

Upon a motion by Member Shuklian, and seconded by Member Valero, the Association unanimously approved Item VIII-H. Absent: Caudillo and Gomez.

I. Information: Vacancy of Alternate Member at Large Position No. 2

Ms. Moore reviewed the current vacancy of the Alternate member for Position No. 2 and that TCAG would continue to solicit interest on the TCAG website and social media, and any applications received would be brought to the Board for consideration.

J. Information: Regional Transit Coordination Update

Ms. Forte provided the monthly update on regional transit highlighting that TCRTA would be discussing the Fare Free 4 All program later at today's Board meeting; and that TCRTA had received approval as a Federal Transit Administration (FTA) funding grantee which would go into effect fiscal year 2022.

Adjourn as the Tulare County Association of Governments and Convene as the Abandoned Vehicle Abatement Authority

IX. ABANDONED VEHICLE ABATEMENT AUTHORITY – ACTION/DISCUSSION ITEMS

A. Information: Abandoned Vehicle Abatement (AVA) 2020/2021 Third and Fourth Quarter Reports

Ms. Davis outlined the quarterly disbursement formula, reporting that the third quarter distribution was \$106,984.99, and the fourth quarter distribution was \$108, 411.13.

Adjourn as the Abandoned Vehicle Abatement Authority and Convene as the Tulare County Association of Governments

X. CORRESPONDENCE

A. None

XI. OTHER BUSINESS

A. Information: Items from Staff

1. TCAG Director's Report

Mr. Smalley announced that before the December Board meeting scheduled for December 6, 2021, a focused workshop would be presented to discuss Transit, and provide a detailed legislative update.

2. Other Items

None

B. Information: Items from Board Members

1. Tulare County Water Commission Update

Member Flores reported that the meeting had been canceled, therefore, she had nothing to report at the time.

2. San Joaquin Valley Policy Council Update

Member Mendoza stated that a meeting had not been held recently therefore he had nothing new to add.

3. San Joaquin Joint Powers Authority (SJJPA) – Amtrak Update

Member Shuklian shared support of the South of Merced study that had been presented earlier by Ms. Forte. Member Shuklian reported that more round trips have been slowly implemented since the Covid-19 pandemic.

4. San Joaquin Valley (SJV) Housing Task Force Update

Member Valero stated that no recent meeting had been held and therefore he had nothing new to add.

5. TCAG Transit Report

Member Gomez was not present, no report was provided.

6. Other Items

None

C. Request from Board Members for Future Agenda Items

None

XII. ADJOURN

The TCAG Meeting was adjourned at approximately 1:53 p.m.

**ADJOURN AS THE TULARE COUNTY ASSOCIATION OF GOVERNMENTS AND CONVENE AS THE
TULARE COUNTY TRANSPORTATION AUTHORITY**

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Item VII-B
TCAG Technical Advisory Committee Meeting
Tulare County Association of Governments - 210 N. Church Street, Suite B, Visalia, CA 93291
October 14, 2021 – Summary Meeting Minutes

ATTENDANCE LIST

City of Dinuba	George Avila
City of Exeter	Eddie Wendt
Cities of Farmersville, Woodlake	<i>Absent</i>
City of Lindsay	<i>Absent</i>
County of Tulare	Karla Artega
City of Porterville	Rich Tree
City of Tulare	<i>Absent</i>
City of Visalia	Dolores Verduzco
Tule River Indian Reservation	<i>Absent</i>
TCAG	Benjamin Kimball
Caltrans	Lorena Mendibles

Others Present: Curt Hatton, Caltrans

TCAG Staff Present: Ted Smalley, Steven Ingoldsby, Elizabeth Forte, Giancarlo Bruno, Sheela Bhongir, Michele Boling, Gabriel Gutierrez, Roberto Brady, Amie Kane, Brideget Moore, Holly Gallo and Servando Quintanilla Jr. Recording.

SUMMARY MEETING MINUTES

(Minutes reflect agenda items discussed only)

I. CALL TO ORDER & WELCOME:

The meeting was called to order by Mr. Kimball at 1:31 p.m.

All action and informational documents were distributed for review and discussion. All actionable items would be voted on at the next Tulare County Association of Governments (TCAG) Board meeting, scheduled for October 18, 2021.

III. PUBLIC COMMENTS

Public comments opened and closed at 1:34pm. No comments were heard.

IV. TRANSPORTATION CONSENT CALENDAR –INFORMATION ITEMS

A. Action: Adoption of Resolution: Consultant Selection for the Transportation Development Act Triennial Performance Audits

Ms. Forte stated that the item was the selection of a consultant for TCAG and that two proposals had been received and Moore & Associates was selected.

B. Information: Implementation Status of Federally Funded Projects

Mr. Gutierrez gave an update on STBGP and how programs would be based on competitive selection process and not population. Mr. Gutierrez reported that in FFY 20/21, \$3.6 million in STBGP funds were obligated on two roadway rehabilitation projects. Beginning in federal fiscal year (FFY) 22/23, TCAG would begin distributing federal STBGP funds on a competitive basis. The call for projects is scheduled for the fall 2021. Ms. Forte gave an update on CMAQ with two roundabout projects that were scheduled for obligation this year and both had been obligated.

C. Information: Status of State Transportation Improvement Program (STIP) Allocations and California Transportation Commission (CTC) Update

Mr. Giuliani stated that the CTC had met on October 14, 2021, with no Tulare County projects on the agenda.

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Information: 2022 Draft Regional Transportation Improvement Program

Mr. Gutierrez explained that the STIP was done every two years for transportation projects in California which was comprised of the RTIP. Mr. Gutierrez informed that the five-year programming period was FY 22/23 through FY26/27 and the Tulare region has just a \$1.975 million of target share programming capacity in the 2022 STIP. The Tulare region had a \$6,587,000 maximum share programming capacity. For the 2022 RTIP, TCAG would be requesting to add \$1 million of STIP shares to the design phase and \$1.9 million for the construction support phase of the SR-65 operational improvements project. This would result in a \$925,000 advancement of STIP shares.

C. Information: Regional Transportation Plan (RTP) Update

Mr. Kimball gave an update on the RTP with lots of outreach at city councils in Dinuba, Exeter and at the Board of Supervisors. Mr. Kimball also gave an update on public outreach in disadvantage communities.

D. Information: Caltrans Monthly Report

Ms. Mendibles stated that there was a grant workshop on September 22 and was glad to see TCAG staff had attended. Further she shared that October 27 was the grant applications deadline. Ms. Mendibles also mentioned that Caltrans would be meeting with Tule River Tribe. Mr. Hatton gave a presentation on Clean California.

VII. ASSOCIATION CONSENT CALENDAR –ACTION AND INFORMATION ITEMS

C. Action: Cancel the November and Reschedule the December 2021 Tulare County Association of Governments (TCAG) and the Technical Advisory Committee (TAC) Meetings

Ms. Kane informed members of holiday schedule changes for TCAG, TCTA, and TAC meetings.

D. Action: Adoption of Resolution: Approval of Amendment No. 4 to the Fiscal Year 2021/2022 Overall Work Plan (OWP)

Mr. Smalley gave an update on Amendment No. 4 noting the increase of Work Element 650.01, Public Information and Participation, in the amount of \$75,000, to include a grant award from State of California, California Kids' Plates Program grant for Tulare County Childhood Unintentional Injury Prevention Activities.

E. Action: Adoption of Resolution: Reaffirm Agreement with Trinity Consultants, Inc., for On-Call Air Quality Planning and Conformity Support Services Under a Three-Year Agreement

Mr. Brady reported that the item was a reaffirmation of selecting Trinity Consultants, Inc., for On-Call Air Quality Planning and Conformity Support Services.

F. Action: Adoption of Resolution: Approve Change in Membership of the Tulare County Congestion Management Plan (CMP) Steering Committee

Mr. Brady gave an update on CMP and a request to approve the appointment of TCRTA Director Richard Tree to the Steering Committee.

G. Action: Adoption of Resolution: Approval of Amendment No. 5 to the Fiscal Year 2021-2022 Overall Work Plan (OWP)

Mr. Smalley gave an update on the redistribution of funding within the Work Element No. 602.01, for Regional Transportation Plan, and allocate \$5,000 to each city and the county to assist with their Regional Transportation Plan efforts.

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Information: Legislative Update

Mr. Smalley stated that the HWY 99 coalition was going to begin and gave updates to HWY 99 widening projects.

F. Action: Adoption of Resolution: Approve Remote Attendance at Public Meetings Pursuant to State Assembly Bill 361

Mr. Smalley gave an update on AB 361 that declares governing boards would need to approve the item to keep remote attendance.

G. Action: Adoption of Resolution: Amend and Reinstate the Memorandum of Understanding of the San Joaquin Valley Regional Policy Council and Authorize Reimbursement Agreement Between Stanislaus Council of Governments and Tulare County Association of Governments for Administration of State and Federal Advocacy Contracts

Mr. Smalley stated that in 2021, the Policy Council approved the concept of adding the San Joaquin Joint Powers Authority to the Policy Council. The San Joaquin Joint Powers Authority had been critical for the implementation of passenger rail in the San Joaquin Valley and share a lobbyist for the region.

H. Action: Approve Memorandum of Understanding (MOU) Establishing the Roles and Responsibilities for Integrating the Cross Valley Corridor Plan, an Joaquins, and Connectivity to the Future High Speed Rail Service

Ms. Forte gave an update on the MOU that would begin the planning process to establish roles and responsibilities for the successful implementation of the goals outlined in the MOU. The MOU had been approved by the SJJPA and TCRTA.

I. Information: Vacancy of Alternate Member at Large Positions No. 2

Ms. Gallo explained that the item was the vacancy of Alternate Member at Large position No. 2 that was vacated when Member Pamela Whitmire was appointed to Member at Large Position No. 2.

J. Information: Regional Transit Coordination Update

Ms. Forte gave an update on Regional Transit Coordination with TCRTA adopting the MOU SJJVA and TCRTA had been an official Federal Transportation Authority (FTA) grantee.

Ms. Forte mentioned that TCRTA was working with Visalia for a cooperative MOU and TCRTA had a free fare for all program until the end of the year.

IX. CORRESPONDENCE

ABANDONED VEHICLE ABATEMENT AUTHORITY – ACTION/DISCUSSION ITEMS

A. Information: Abandoned Vehicle Abatement (AVA) 2020/2021 Third and Fourth Quarter Reports

Ms. Boling gave an update sharing that the amount received for 2020/2021 third Quarter distribution was \$106,984.99 and the amount received for 2020/2021 Fourth Quarter was distribution was \$108,411.13.

XI. ADJOURN

The TCAG Technical Advisory Committee adjourned at 2:24 p.m.

The next scheduled Tulare County Association of Governments (TCAG) Board meeting will be held on **Monday, December 6, 2021, at 11:00 a.m., at the Tulare Ag Auditorium 4437 S. Laspina, Tulare, CA 93274.** The Technical Advisory Committee will meet on **Thursday, December 2, 2021 at 1:30 p.m. at the Tulare County Association of Governments (TCAG), 210 N. Church Street, Suite B, Sequoia Conference Room, Visalia, CA 93291.**

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Tulare County Association of Governments

AGENDA ITEM VII-C

December 6, 2021

Prepared by Amie Kane, TCAG Staff

SUBJECT:

Action: Approve the 2022 Tulare County Association of Governments (TCAG), and Technical Advisory Committee (TAC) Meeting Calendar and Reconfirm Cancellation Policy

BACKGROUND:

Tulare County Association of Governments (TCAG) does not have its own facility to accommodate Board meetings. Past TCAG Chairs and member agencies have requested that the location for the TCAG and TCTA Board meetings rotate throughout the county. However due to COVID-19 meetings have been held at the Board of Supervisors so that facilitation of remote participation can be had. However, if Covid infection rates decrease we are planning to hold meeting in various cities for the last half of 2022 but will maintain that locations are subject to change with notice.

The Technical Advisory Committee (TAC) meeting locations are held at the TCAG office at 210 North Church Street, Suite B, Visalia, CA 93291.

DISCUSSION:

The 2022 Tulare County Association of Governments (TCAG), Tulare County Transportation Authority (TCTA), and Technical Advisory Committee (TAC) meeting schedule is attached for the Governing Board's review and approval. Generally, the TCAG and TCTA Board meeting is held on the third Monday of each month, with a few exceptions. The TAC meeting is held the Thursday, prior to the TCAG Board meeting. Due to occasional conflicts, meetings are subject to change with notice. The Chair in consultation with the Executive Director may cancel or reschedule a meeting.

RECOMMENDATIONS:

Approve the 2022 TCAG, TCTA and TAC Meeting Calendar, including the provision allowing the Chair, in consultation with the Executive Director, to cancel or reschedule a meeting.

ATTACHMENT:

1. 2022 TCAG, TCTA and TAC Meeting Calendar

2022 TCAG/TCTA and TAC Meeting Calendar with Meeting Locations

<u>TAC Meeting (Thursdays, 1:30 p.m.)</u>	<u>TCAG/TCTA Board Meeting (3rd Monday, 1:00 pm)</u>	<u>Location#</u>
January 20, 2022*	January 24, 2022*	Tulare County Human Resources & Development 2500 W. Burrel Avenue Visalia, CA 93291
February 24, 2022*	February 28, 2022*	Tulare County Human Resources & Development 2500 W. Burrel Avenue Visalia, CA 93291
March 17, 2022	^March 21, 2022	Tulare County Human Resources & Development 2500 W. Burrel Avenue Visalia, CA 93291
April 14, 2022*	^April 18, 2022*	Tulare Ag Auditorium 4437 S. Laspina Tulare CA 93274
May 12, 2022	May 16, 2022	Tulare County Human Resources & Development 2500 W. Burrel Avenue Visalia, CA 93291
June 23, 2022	June 27, 2022	Tulare County Human Resources & Development 2500 W. Burrel Avenue Visalia, CA 93291
July 14, 2022*	July 18, 2022*	TBD
August 11, 2022	August 15, 2022	Woodlake Community Center 145 N. Magnolia Street Woodlake, CA 93286
September 15, 2022	September 19, 2022	Lindsay Wellness Center 860 N. Sequoia Lindsay, CA 93247
October 13, 2022	October 17, 2022	Porterville Fire Department Training Facility 500 N. Newcomb Street Porterville, CA 93257
November 17, 2022*	November 21, 2022*	TBD
December 15, 2022*	^December 19, 2022*	Tulare Ag Auditorium 4437 S. Laspina Tulare CA 93274

* Exception to standard board meeting dates is due to Holidays or a meeting conflict.

Meeting locations are subject to change.

^ Times may vary if a workshop precedes a meeting.

AGENDA ITEM VII-D

December 6, 2021

Prepared by Leslie Davis, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Approval of Amendment No. 6 to the FY 2021/2022 Overall Work Plan (OWP)

BACKGROUND:

On April 19, 2021, the Tulare County Association of Governments (TCAG) FY 2021/2022 Overall Work Plan (OWP) was adopted through Resolution No. 2021-123. Amendments throughout the year are necessary to allow TCAG to deliver services as requested by its member agencies.

DISCUSSION:

Amendment No.6 to the FY 2021/2022 OWP is necessary to allow TCAG to deliver services as requested by its member agencies.

1. Increase Work Element No. 601.01 Transit Administration, in the amount of \$49,509 to include work for the Triennial Performance Audit.
2. Increase work Element No. 700.01, Measure R Administration, in the amount of \$25,000 to complete the Cameron Creek Trail Feasibility Study for the City of Visalia.

RECOMMENDATIONS:

Staff recommends the approval of Amendment No. 6 to the OWP.

FISCAL IMPACT:

Funding is provided by Measure R administration dollars and reserves

ATTACHMENTS:

1. Resolution approving FY 2021/2022 OWP Amendment No. 6
2. OWP summary documents as affected by approval

Resolution No. 2021-XXX

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W.E 601.01 Transit Administration & Project Implementation

REVENUES	DOLLARS
Member Dues	
Local Contribution	
TDA	195,688
FHWA PL (carryover)	
FHWA PL	
FTA Section 5303 (carryover)	
FTA Section 5303	
FTA Section 5304	
FTA Section 5305	
DMV	
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	
City of Woodlake	
County of Tulare	
Measure R	
LAFCO	
TCAG Reserves	49,509
SB1 Sustainable Community Grant	
Other Grants	
Total Revenues	245,197
Toll Credits(5303&Carryover) (Not Revenues)	
Toll Credits(PL&Carryover) (Not Revenues)	

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	54,348	5.8
City of Dinuba		
City of Exeter		
City of Farmersville		
City of Lindsay		
City of Porterville		
City of Tulare		
City of Visalia		
City of Woodlake		
County of Tulare		
Insurance		
Memberships		
Office Expense		
Consultant	190,849	
Publications and Legal Notice		
Training		
Transportation and Travel		
Print Services		
County Counsel		
Auditor		
Motorpool		
Rent		
Special Dept Exp		
Dues/Subscriptions		
Utilities		
Office Equipment		
Total Expenditures	245,197	5.8

Consultant

\$45,000 TDA audits(incl Dinuba, Exeter, Farmersville,Lindsay,Porterville,Tulare,Visalia,Woodlake,County)
 \$56,340 (Yr 3 of 3) per year for 3 years Remix Software and Services
 \$40,000 SBLB Transit Coordination Implementation
 \$49,509 Triennial Audit (Moore & Associates)

W. E. 700.01 Measure R Administration and Planning

REVENUES	DOLLARS
Member Dues	
Local Contribution	
TDA	
FHWA PL (carryover)	
FHWA PL	
FTA Section 5303 (carryover)	
FTA Section 5303	
FTA Section 5304	
FTA Section 5305	
DMV	
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	
City of Woodlake	
County of Tulare	
Measure R	442,479
LAFCO	
TCAG Reserves	
SB1 Sustainable Community Grant	
Other Grants	
Total Revenues	442,479
Toll Credits(5303&Carryover) (Not Revenues)	
Toll Credits(PL&Carryover) (Not Revenues)	

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	244,979	26.1
City of Dinuba		
City of Exeter		
City of Farmersville	25,000	
City of Lindsay	33,000	
City of Porterville		
City of Tulare		
City of Visalia		
City of Woodlake		
County of Tulare		
Insurance		
Memberships	2,500	
Office Expense		
Consultant	89,000	
Publications and Legal Notice		
Training	2,000	
Transportation and Travel	3,000	
Print Services	3,500	
County Counsel	2,000	
Auditor	1,500	
Motorpool		
Rent		
Special Dept Expense	36,000	
Dues/Subscriptions		
Utilities		
Office Equipment		
Total Expenditures	442,479	26.1

All the Cities/County

Auditing Services for MR

Memberships

\$2,500 Self Help

Consultant

\$44,000 Audit Services

\$40,000 Financial Services

\$5,000 BLX Arbitrage Services(incld 2020 bond)

Training

2 Self Help Annual Conference/ 2 Self Help Qtrly mtgs

Transportation & Travel

2 Self Help Annual Conference/ 2 Self Help Qtrly mtgs

Special Dept Expense

\$1,000 Quarterly COC meetings

\$10,000 Veterans Transit Discount Program

\$25,000 Feasibility Study Cameron Creek (city of visalia)

Tulare County Association of Governments

AGENDA ITEM VII-9

December 6, 2021

Prepared by Giancarlo Bruno, TCAG Staff

SUBJECT:

Action: Authorize One Year License Renewal with PublicInput

BACKGROUND:

PublicInput is an online community engagement platform designed to facilitate stakeholder outreach and save staff time on related tasks such as creating content, hosting virtual meetings, and tabulating data. TCAG has utilized it extensively for 2022 Regional Transportation Plan outreach and anticipates that the platform will continue to be a useful tool for sharing public information and encouraging stakeholder engagement. TCAG initially acquired a one-year license to use PublicInput beginning in January 2021, which is presently up for renewal.

DISCUSSION:

Staff has obtained a quote for renewal of TCAG's complete license for the Public Input engagement hub along with technical support and training sessions for staff. The quoted cost is \$25,325 for a one-year contract.

RECOMMENDATION:

Authorize TCAG staff to execute a one (1) year license renewal agreement for the PublicInput software suite at a cost of \$25,235.

FISCAL IMPACT:

State planning funds will be used.

ATTACHMENT:

1. PublicInput License Renewal Agreement



Agency: Tulare County Association of Governments
Primary POC: Elizabeth Forte
Phone:
Email: EWright@tularecag.ca.gov

License Type: Enterprise, Engagement Hub, Complete
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SERVICES ORDER FORM

This agreement is entered into between Cityzen Solutions Inc. DBA PublicInput.com with a place of business at 16 W. Martin Street, Suite 812, Raleigh, North Carolina ("Company"), and the Public Organization listed above ("Agency"), also referred to in this document below as "Customer."

Services Term: 1/7/2022 - 1/6/2023
Renewal options: See Terms and Conditions
Services Fees: \$25,235

Agency Name: Tulare County Association of Governments

By: _____

Date: _____

Name: _____

Title: _____

Included with Agency License

Agency will receive access to the platform at the following plan levels (see PublicInput.com/Plans). Overview of included functions and services:



Public | Engagement Hub

Subscription Level: Complete

Price: \$25,235



Engagement Suite

Survey & mapping engagement tools, social media sync, reports & analysis, translation tools, and data import.



Public Meetings

Virtual Meeting/Events, registration, live polling, speaker queue, and meeting storage tools.



Public Comment

Project-specific email endpoints, automated text message engagement, and comment response tools.



Public | CRM

Subscription Level: Complete

Price: \$Included



Citizen Relationship Management (CRM) Database

Centralized management and segmentation of contacts.



Extended Access Controls

Ability to provide selective access to project and CRM data to consultants, partner organizations, and peer agencies (See Terms and Conditions).



Equity Mapping

Mapping layer overlays from the Environmental Protection Agency's (EPA) EJSCREEN tool directly in your participant maps to highlight Environmental Justice (EJ) communities and communities that have been historically disenfranchised.



Public Contact

Subscription Level: Not Included

Price: N/A



Enterprise Email, Text Messaging, and Social Media Subscriber Suite

Centralized marketing campaigns, subscriber alerts, list management, custom email templates, drag/drop email editor, subscription management for a database of up to **N/A** contacts.



Monthly Engagement Consulting

Virtual Office Hours for engagement questions, survey design, and data analysis. \$150/hr

Included: 2 hours per month

Agency License Scope



Organizational

Admin access will be provided for the following Agency departments:

ALL

No cap is set on the number of administrator seats if department admins ensure new administrators complete a virtual training module or attend a regularly scheduled online training.

Included Communication Credits	Included Quantity
Outbound Email Credits	Unlimited
Text Message Credits (Sent/Received Messages)	24,000 credits / 1 year

Optional Add-ons	Block Rate
Additional Email Credits	\$100 per 100,000 additional
Text Message Credits (Sent/Received Messages)	\$250 per 10,000 additional
Targeted Social Media	\$200 per 10,000 paid impressions
1:1 Supplemental Training Hours	1hr / \$150

All add-on credits can be purchased on an as-needed basis via P-Card or digital invoice.

Guaranteed FOIA Compliance

When department-level administrators commit to the following actions during their engagement efforts, PublicInput.com guarantees compliance with FOIA records retention requirements for projects managed on the platform.

- ☒ All admins attend a virtual training or complete relevant “Academy” training programs
- ☒ All project contacts are imported into the organization’s Resident Database (CRM)
- ☒ Project social media activity is synchronized to the project in the Social Media dashboard
- ☒ Outbound email/text responses are sent via the Engagement Hub
- ☒ Public meetings are hosted within or added to the Meetings & Offline dashboard
- ☒ Project email endpoints are used to manage inbound resident comments and questions
- ☒ All offline feedback received is documented within the Manual Data Entry portal

TERMS AND CONDITIONS

1. SERVICES AND SUPPORT

- 1.1 Subject to the terms of this Agreement, Company will use commercially reasonable efforts to provide Customer the Services.
- 1.2 Subject to the terms here of, Company will provide Customer with reasonable technical support services.

2. CONFIDENTIALITY; PROPRIETARY RIGHTS

- 2.1 Customer shall own all right, title and interest in and to the Customer Data, which shall be treated as confidential by Company and shall remain Customer's sole property. Company shall own and retain all right, title and interest in and to (a) the Services and Software, all improvements, enhancements or modifications thereto, (b) any software, applications, inventions or other technology developed in connection with implementation or support, and (c) all intellectual property rights related to any of the foregoing.
- 2.2 Notwithstanding anything to the contrary, Company shall have the right collect and analyze user interaction and response data collected on external publisher websites, data and other information relating to the provision, use and performance of various aspects of the Services and related systems and technologies (including, without limitation, information concerning Customer Data and data derived therefrom), and Company will be free (during and after the term hereof) to (i) use such information and data to improve and enhance the Services and for other development, diagnostic and corrective purposes in connection with the Services and other Company offerings, and (ii) disclose such data solely in aggregate or other de-identified form in connection with its business.
- 2.3 In the event that Company is required or ordered to disclose Customer Data to a third party pursuant to judicial order or other compulsion of law, if legally permitted, Company shall take all commercially reasonable steps to provide the Customer with prompt notice of any relevant order or basis for disclosure so as to allow Customer to take whatever steps it can to object to such compulsory disclosure if Customer so chooses.

3. PAYMENT OF FEES

- 3.1 Company will bill once annually, with the invoice issued greater than 30 days prior to conclusion of existing service period. Full payment for invoices issued in any given month must be received by Company thirty (30) days after the mailing date of the invoice. Customer shall be responsible for all taxes associated with Services other than U.S. taxes based on Company's net income.

4. TERM AND TERMINATION

- 4.1 Subject to earlier termination as provided below, this Agreement is for the Initial Service Term as specified in the Order Form, and shall have the option for renewal for additional periods of the same duration and the same functionality capabilities as defined in the proposal for the Initial Service Term (collectively, the "Term") at the same rate plus 3.0%, so long as additional periods are agreed to at least ninety (90) days prior to the end of the then-current term. If additional periods are not agreed upon at least ninety (90) days prior to the end of the then-current term, Company has the right to adjust fees to represent current market rates.
- 4.2 In addition to any other remedies it may have, either party may also terminate this Agreement upon thirty (30) days' notice (or without notice in the case of nonpayment), if the other party materially breaches any of the terms or conditions of this Agreement. Upon any termination, Company will make all Customer Data available to Customer for electronic retrieval for a period of thirty (30) days, but thereafter Company may, but is not obligated to, delete stored Customer Data.

5. WARRANTY AND DISCLAIMER

- 5.1 Company shall use reasonable efforts consistent with prevailing industry standards to maintain the Services in a manner which minimizes errors and interruptions in the Services and shall perform the Implementation Services in a professional and workmanlike manner. Company shall use reasonable efforts to provide advance notice in writing or by e-mail of any scheduled service disruption. However, company does not warrant that the services will be uninterrupted or error free; nor does it make any warranty as to the results that may be obtained from use of the services.

6. INDEMNITY

6.1 Company shall hold Customer harmless from liability to third parties resulting from infringement by the Service of any United States patent or any copyright or misappropriation of any trade secret, provided Company is promptly notified of any and all threats, claims and proceedings related thereto and given reasonable assistance and the opportunity to assume sole control over defense and settlement; Company will not be responsible for any settlement it does not approve in writing.

7. ACCESS

7.1 Customer shall not, and shall not permit any other Person to, access or use the Service except as expressly permitted by this Agreement. For purposes of clarity and without limiting the generality of the foregoing, Customer shall not, except as this Agreement expressly permits: (a) host content, surveys, communications, or data on behalf of another organization or public agency that is not explicitly licensed to use the Services; (b) rent, lease, lend, sell, sublicense, assign, distribute, publish, transfer or otherwise make available any of the Services without written permission of the Company; (c) share or permit any authorized administrative user to share any Access Credentials with any person other than an authorized administrative user. For additional clarity on 7.1(a), frequently asked questions about agency licenses are provided at <https://blog.publicinput.com/agency-license-sharing>.

7.2 In the event that Customer enters into a contractual relationship with a third party vendor, and the vendor requires access to the Services to perform activities on the Customer's behalf, Customer shall obtain written approval from the Company prior to extending administrative access to the third party vendor. Written approval may be obtained via email or automated message delivered within the Software interface. Vendors that receive access to the Services are subject to all terms and conditions entered into by the Customer.

7.3 Company may require third party vendors to obtain training or certifications prior to receiving access to the platform. Company reserves the right to revoke administrative access of any administrative user or third party vendor it deems to be in violation of the terms and conditions.

8. MISCELLANEOUS

8.1 If any provision of this Agreement is found to be unenforceable or invalid, that provision will be limited or eliminated to the minimum extent necessary so that this Agreement will otherwise remain in full force and effect and enforceable. No agency, partnership, joint venture, or employment is created as a result of this. In any action or proceeding to enforce rights under this Agreement, the prevailing party will be entitled to recover costs and attorneys' fees.

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Tulare County Association of Governments

AGENDA ITEM VIII-A

December 6, 2021

Prepared by Benjamin A. Kimball, TCAG Staff

SUBJECT:

Information: Legislative Update

BACKGROUND:

Every year, TCAG holds one or more One Voice trips to Washington, D.C. to collaborate with administration and legislative bodies on matters of federal policy and financing. TCAG also participates in legislative efforts and Valley Voice trips conducted by the San Joaquin Valley Policy Council, both to Washington, D.C. for federal matters and Sacramento for state matters.

In addition, TCAG works with the California Councils of Government (CalCOG), the Self Help Counties Coalition (Self Help), the American Planning Association (APA) and the National Association of Regional Councils (NARC) to advance the regional agenda and get additional support from the federal and state government.

Assisting TCAG staff in these efforts is our federal lobbyist, Pace Government Solutions, and our State Lobbyist the Politico Group.

DISCUSSION:

The successful awarding of a federal grant for the Commercial Interchange on SR 99 was the capstone achievement of legislative efforts in 2020. TCAG is analyzing our legislative platform for opportunities and strategies to build our state and federal partnerships and find solutions to our needs. TCAG will be involved in any discussions regarding a federal transportation bill and continue to seek policies and funding that is favorable to our projects, especially those serving disadvantaged communities.

ATTACHMENT(S):

None

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AGENDA ITEM VIII-F

December 6, 2021

Prepared by Steven Ingoldsby, TCAG Staff

SUBJECT:

Action: Regional Housing Needs Allocation (RHNA) Methodology Selection

BACKGROUND:

The Regional Housing Needs Assessment (RHNA) is a process by which the State Department of Housing and Community Development (HCD) predicts short-term housing needs for each region of the state using Department of Finance population and household growth projections (i.e., the RHNA Determination). The local Councils of Government (COGs) then work with member agencies to prepare a methodology to distribute the required household numbers (i.e., the RHNA Methodology). Through the RHNA process, each local agency receives a RHNA allocation, which is the number of housing units that each local agency must plan to accommodate during the RHNA planning period. This housing unit number is broken down into four income categories: very low-, low-, moderate-, and above moderate-income. The planning period for this RHNA cycle is January 30, 2023 to December 15, 2031 (8.5-year period).

Local agencies must have the RHNA allocation in order to update their General Plan Housing Elements. To get the Housing Elements certified, the State requires each agency to ensure that there is enough land with the proper zoning and infrastructure to allow those units to be constructed. Failure to have adequate sites zoned to the appropriate densities for low income housing will generally lead to a Housing Element not being certified by HCD. This, in turn, usually leads to a loss of federal funding for housing projects and can expose local agencies to the threat of litigation.

TCAG staff has been working with HCD on the RHNA Determination. HCD has delivered a RHNA Determination for Tulare County based on Department of Finance (DOF) population projections.

A RHNA Committee has been meeting regularly to review progress and to help establish a recommended methodology for distributing the HCD housing allocations among county agencies. As a result of the discussion at the meetings, TCAG staff prepared three alternative methodologies.

DISCUSSION:

RHNA Methodology Committee

TCAG formed the Regional Housing Needs Assessment Methodology Committee to provide input during the development of the methodology used to determine housing allocations in the RHNA. The committee includes a representative from each jurisdiction in the county, an affordable housing advocate and a building and development representative. The Committee met on March 25th, April 22nd, June 24th, September 23rd and October 28th of this year.

RHNA Determination:

The RHNA Determination is the region wide target for the number of housing units that the jurisdictions in the region must plan to accommodate during the RHNA planning period (i.e., June 30, 2023 to December 15, 2031). HCD uses population projections

from the DOF to calculate the projected housing needs for Tulare County. Various assumptions and adjustments are applied to that data to arrive at the total housing unit needs in the County. Generally, HCD considers these numbers to represent the true housing needs of an area; regardless of the amount of housing that the market is anticipated to produce.

For this RHNA planning period, HCD has determined that Tulare County will need to plan for 33,214 over the 8.5 year period. Of those units, 13,735 need to be affordable units. This is higher than the previous RHNA cycle of 26,910 units with 10,870 affordable units. The increased number of units this cycle come from the new adjustment factors from HCD which address overcrowding and cost-burdened households.

RHNA Methodology:

TCAG has coordinated closely with the development of the RTP and SCS to develop a methodology to distribute the region-wide housing needs (i.e., the RHNA Determination) among the county agencies, consistent with the intent of State law. Generally, the total allocations to each agency have been divided up by population and historical housing trends.

The draft RHNA methodology includes a technique known as “regional income parity” that gives a smaller percentage of lower income housing units to jurisdictions that currently have a larger percentage of lower income households compared to the regional average. The intent, which reflect the State’s core objective for the RHNA, is to make sure no single jurisdiction is bearing the brunt of the lower-income housing need and that, over time, every jurisdiction in the county has the same percentage of lower-income households.

TCAG developed three alternative scenarios that use the regional income parity methodology at its core with different horizon years. All three scenarios still achieve the intent of the relevant State statutes. These alternative scenarios are contained in Attachment 1 “TCAG Proposed RHNA Methodology” and summarized as follows:

- Methodology A – Regional Income Parity by 2046. This methodology ties the horizon year for regional income parity with the horizon year for the RTP/SCS.
- Methodology B - Regional Income Parity by 2041. This methodology shortens the time horizon by five years making the transition happen more quickly.
- Methodology C - Regional Income Parity by 2051. This methodology lengthens the time horizon by five years making the transition happen more gradually.

At its October 28, 2021 meeting, the Methodology Committee unanimously recommended Methodology A, Regional Income Parity by 2046.

A 30-day public comment period on the RHNA methodology will begin December 6, 2021.

ATTACHMENTS:

Attachment 1 – Draft TCAG Proposed RHNA Methodology

Work Element: 670.10 – REAP TCAG RHNA Process

TCAG Proposed RHNA Methodology

This document describes three methodologies for the TCAG Regional Housing Needs Assessment (RHNA). The three methodologies consider regional income parity, each with a different target date. Methodology A is TCAG's proposed methodology, while Methodologies B, and C are offered as alternatives.

RHNA Process Overview.

State housing element law assigns the responsibility for preparing the Regional Housing Needs Assessment (RHNA) for Tulare County jurisdictions to the Tulare County Association of Governments. TCAG, and other California councils of government, undertake the RHNA process prior to each housing element cycle. State housing element law (Government Code Section 65584(d) and (e)) states that the RHNA must be consistent with the following objectives:

1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low-income households.
2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.
3. Promoting an improved intraregional relationship between jobs and housing including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction
4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.
5. Affirmatively furthering fair housing.

(e) For the purposes of this section, "affirmatively furthering fair housing" means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

Preparing and adopting a methodology for distributing the RHNA determination to each jurisdiction in the region is the basis for the Regional Housing Needs Plan. The adopted methodology must be consistent with the aforementioned objectives of State housing element law. The methodology, ultimately adopted by the TCAG Board, must be a formula for distributing housing elements by four income categories (i.e., very low, low, moderate and above moderate) to each jurisdiction in the county.

The RHNA for TCAG covers an 8.5-year projection period from June 30, 2023 through December 15, 2031. The following steps and tables document the process of the RHNA methodology. The RHNA process is divided into three steps:

1. Calculating the total RHNA allocation by jurisdiction; and
2. Calculating the affordable housing allocations using one of three target years
3. Calculating the jurisdictional allocation by income tier

Methodologies A, B, and C

An underlying principle of the RHNA Methodology is to ensure that affordable housing is equitably distributed throughout the region. The Methodology applies an adjustment factor based on disparities in household income across the TCAG region. Methodologies A, B, and C reflect the underlying objectives of State housing law by being consistent with the SCS growth pattern and equitably distributing affordable housing among the jurisdictions in the county. They establish a trendline for each jurisdiction to determine the percentage of new housing units that must be affordable in order for all jurisdictions to achieve “regional income parity” (i.e., an equal percentage of affordable housing units) by a specific future date.

Jurisdictions that currently have a higher proportion of lower-income households compared to the current regional average, are expected to plan for a lower proportional share of affordable units. Conversely, jurisdictions that currently have a lower share of lower-income households compared to the regional average are expected to plan for a higher percentage of affordable units. The earlier the income parity date, the more pronounced the affordable allocations for jurisdictions with existing proportions of lower-income households that are significantly higher or lower than the regional average. For example, jurisdictions that have a much lower existing proportion of lower-income households than the regional average would receive a higher affordable allocation with a regional income parity date of 2041 than they would with a regional income parity date of 2051. All methodologies are intended to help the region achieve income parity (the same proportion of affordable units in each community) by a future date.

Methodology A – Regional Income Parity by 2046 (TCAG’s Proposed Methodology)

Methodology A achieves regional income parity by 2046, the horizon year for the RTP/SCS.

Methodology B – Regional Income Parity by 2041

Methodology B achieves regional income parity by 2041, five years prior to the horizon year for the RTP/SCS.

Methodology C – Regional Income Parity by 2051

Methodology C achieves regional income parity by 2051, five years following the horizon year for the RTP/SCS.

Adjustment factors considered:

Other adjustment factors including job/housing balance, transit availability, and affirmatively furthering fair housing characteristics available on HCD’s AFFA Data Viewer were also considered. While these and other factors were considered for incorporation into the methodology as additional adjustment factors,

they have been left out because they would not dramatically change the distribution pattern of affordable housing units as done by the regional income parity method. Effectively, areas with higher incomes also had better access to jobs and transit. Similarly, adjustment factors based on some of the factors available on the AFFA Data Viewer would distribute disproportionately more affordable units to areas with higher incomes, just as the regional income parity model does. Therefore, adding additional adjustment factors would have had little effect on the distribution of affordable units within the county and would primarily serve to unnecessarily complicate and convolute the methodology and make it less understandable to stakeholders and the public.

RHNA Methodologies Summary

A quantitative summary of the RHNA methodologies can be found in Table 1 below. The table summarizes affordable unit allocations for each methodology. A more detailed explanation of the methodologies and their derivation can be found in Attachment A

Table 1: RHNA Methodology Summary Table							
Jurisdiction	Total RHNA (Net New Housing Units)	Affordable Allocations					
		Methodology A: Regional Income Parity by 2046 (Proposed Methodology)		Methodology B: Regional Income Parity by 2041		Methodology C: Regional Income Parity by 2051	
		Affordable Units	Percent of Total RHNA	Affordable Units	Percent of Total RHNA	Affordable Units	Percent of Total RHNA
Dinuba	1588	625	39.4%	606	38.2%	637	40.1%
Exeter	844	318	37.7%	300	35.5%	329	39.0%
Farmersville	654	218	33.3%	188	28.7%	237	36.2%
Lindsay	789	151	19.1%	56	7.1%	211	26.8%
Porterville	4064	1409	34.7%	1260	31.0%	1504	37.0%
Tulare	4749	2319	48.8%	2504	52.7%	2202	46.4%
Visalia	10791	6047	56.0%	6883	63.8%	5515	51.1%
Woodlake	492	122	24.8%	79	16.1%	150	30.5%
Unincorporated County	9243	2526	27.3%	1859	20.1%	2950	31.9%
Total	33214	13735	41.4%	13735	41.4%	13735	41.4%

Statutory Objectives

In compliance with State law, the methodology furthers all statutory objectives as outlined below.

Objective 1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low-income households.

The methodology for allocating units in each income tier to achieve income parity by 2046 supports an equitable distribution of units such that the jurisdictions that currently have a lesser share of low- and very low-income units receive a larger allocation. The methodology allocates units in all four income tiers to each of the region's jurisdictions.

Objective 2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

The methodology places the majority of the units in incorporated cities while still balancing the county's ability to invest in its disadvantaged unincorporated communities. The methodology is able to achieve this and by its incorporation in the RTP/SCS supports its ability to achieve regional GHG emission-reduction targets.

Objective 3. Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

The distribution of housing and jobs for the RTP/SCS was based upon the 2009 Regional Blueprint that sought to achieve livable walkable communities through a greater jobs housing balance and increased residential densities to support investments in transit and active transportation. The 2022 RTP/SCS goes even further and was designed to implement the RHNA and provide for Environmental Justice by introducing Cross-Valley Corridor affordable transit-oriented development with ATP enhancements at station locations and augmented by micro-transit for rural communities.

The 2022 RTP/SCS builds upon recent community planning efforts that plan and invest in all communities to improve the quality of life for residents. Housing, jobs, schools, parks, trails, and other transportation amenities are planned for in the RTP/SCS.

The 2022 RTP/SCS allocates over 2/3 of the growth forecast to the relatively low vmt areas of three (3) largest cities and within their respective spheres of influence where the largest job centers in the region are located. The region is also home to one of the most productive agricultural counties in the country and that workers in that industry tend to live in unincorporated communities near farms and processing plants.

The regional control totals used for the RHNA and RTP/SCS are perfectly consistent and are based upon the DOF/HCD projections for population (within 1.5%) and the exact projection for households.

Objective 4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the

countywide distribution of households in that category from the most recent American Community Survey.

TCAG addresses this objective by focusing the methodology's distribution of affordable units on achieving regional income parity by 2046. The jurisdictions with the lowest proportions of very low- and low-income households received the highest proportions of affordable housing units and the jurisdictions with the highest proportion of very low- and low-income households received the lowest proportion of affordable housing units.

Objective 5. Affirmatively furthering fair housing.

The methodology affirmatively furthers fair housing by allocating a higher proportion of very low- and low-income units to jurisdictions that have fewer low-income households and by setting forth a path to achieve income parity by 2046 across the county. This addresses significant disparities in housing needs and in access to opportunity and integrates rather than concentrates areas of poverty into areas of opportunity throughout the region.

Attachment A – Detailed RHNA Methodologies

This attachment describes three methodologies for the TCAG Regional Housing Needs Assessment (RHNA). All methodologies consider regional income parity. Methodology A, Regional Income Parity by 2046 is TCAG’s proposed methodology while Methodologies B and C are offered as alternatives.

Step 1. Calculating Total RHNA Allocations by Jurisdiction

The regional control totals used for the RHNA and RTP/SCS are perfectly consistent and are based upon the DOF/HCD projections for population (within 1.5%) and the exact projection for households. Subregional allocations were based upon the existing 2021 population, housing, jobs distribution within the region consistent with the 2009 Regional Blueprint.

The 2022 RTP/SCS implements the RHNA through its jobs housing balance and transportation investments in Environmental Justice Communities. The increased residential densities and transit-oriented development envisioned by the RTP/SCS are accomplished with a 52% multifamily housing component thereby increasing accessibility and affordability for each community.

To ensure consistency between the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and the RHNA, under all methodologies, each jurisdiction receives the same total number of housing units that are consistent with the draft RTP/SCS. The difference in the methodologies is only in how they allocate the affordable units (i.e. very low + low-income units).

The following steps show how the proportion of units allocated to each jurisdiction in the housing unit control totals were used to determine the total RHNA allocation for each jurisdiction for the 8.5-year period. *(Note: The letters in parentheses correspond with the columns in Table X)*

Step 2. Calculating the Affordable RHNA Allocations by Jurisdiction

Methodologies A, B, and C reflect the underlying objectives of State housing law by being consistent with the SCS growth pattern and equitably distributing affordable housing among the jurisdictions in the county. They establish a trendline for each jurisdiction to determine the percentage of new housing units that must be affordable in order for all jurisdictions to achieve “regional income parity” (i.e. an equal percentage of affordable housing units by a specific future date) (see Figures 2,3, and 4). Jurisdictions that currently have a higher proportion of lower-income households compared to the current regional average, are expected to plan for a lower proportional share of affordable units. Conversely, jurisdictions that currently have a lower share of lower-income households compared to the regional average are expected to plan for a higher percentage of affordable units.

Methodologies A, B, and C use an Income Parity Trendline to assign the number of units necessary for each jurisdiction to be trending towards regional income parity by a specific future date. TCAG’s preferred methodology is Methodology A, which achieves income parity by 2046, the horizon year for the RTP/SCS. Methodology B achieves regional income parity by 2041, five years prior to the horizon year for the RTP/SCS. Methodology C achieves regional income parity by 2051, five years after the horizon year for the RTP/SCS. The earlier the income parity date, the more pronounced the affordable allocations for jurisdictions with existing proportions of lower-income households that are significantly higher or lower than the regional average. For example, jurisdictions that have a much lower existing proportion of lower-income households than the regional average would receive a higher affordable

allocation in Methodology B than in Methodology C because they need to “catch up” to the regional average by 2041 instead of 2051.

The following steps were used to calculate the affordable allocations for each jurisdiction using Methodologies A, B, and C. (See Tables 2, 3, and 4) *(Note: The letters in parentheses correspond with the columns in Tables 2, 3, and 4)*

1. The 2023 total affordable units (E) by multiple the 2023 total units (A) by the existing percentage of affordable households (D) in each jurisdiction based on the 2019 American Community Survey (ACS) estimate of lower-income households. The Regional Income Parity (G) is based on the existing countywide average percentage of lower-income households from the 2019 ACS.
2. Methodology A – Regional Income Parity by 2046 (Proposed Methodology)

The December 2023 intersection of the income parity trendline (F) was calculated by establishing a trendline between each jurisdiction’s 2023 percentage of affordable households (D) and the 2046 income parity percentage of 40.5 percent (G) (i.e., the existing countywide average percentage of affordable households). This trendline is intersected at December 2031 (F) to determine what percentage of affordable households each jurisdiction should have by December 2031 in order to be trending towards income parity by 2046.

Methodology B – Regional Income Parity by 2041

The December 2023 intersection of the income parity trendline (F) was calculated by establishing a trendline between each jurisdiction’s 2023 percentage of affordable households (D) and the 2041 income parity percentage of 40.5 percent (G) (i.e., the existing countywide average percentage of affordable households). This trendline is intersected at December 2031 (F) to determine what percentage of affordable households each jurisdiction should have by December 2031 in order to be trending towards income parity by 2041.

Methodology C – Regional Income Parity by 2051

The December 2023 intersection of the income parity trendline (F) was calculated by establishing a trendline between each jurisdiction’s 2023 percentage of affordable households (D) and the 2051 income parity percentage of 40.5 percent (G) (i.e., the existing countywide average percentage of affordable households). This trendline is intersected at December 2031 (F) to determine what percentage of affordable households each jurisdiction should have by December 2031 in order to be trending towards income parity by 2051.

3. Total affordable units on December 2031, (H) were calculated by multiplying total housing units in June 2023 (B) with the December 2031 intersection of the income parity trendline (F)
4. The 2023-2031 affordable allocations (I) were calculated by subtracting the 2023 units (E) from the total affordable units in December 2031, needed to reach income parity (H) and then

proportionally scaled to equal the countywide affordable allocation of 13,735 (net new housing units multiplied by 40.5 percent)

Step 3. Calculating the jurisdictional allocation by income tier

The final step is to distribute the remaining income categories proportionately to the allocations assigned to the region from HCD (see Figure 1). Affordable allocations are the combination of very low and low which make up 61.9% and 38.1% of the affordable allocation respectively. Non-affordable allocations are the combination of moderate and above moderate which make up 27.8% and 72.2% of the non-affordable allocation respectively.

For example, in Table 5, Distribution by Income Category for Income Parity by 2046, Dinuba receives an affordable allocation of 625 units from the 2046 Regional Income Parity methodology in Table 2. The very low-income category receives 387 units which is 61.9% of the affordable category and 238 low-income category units which is 38.1% of the affordable category. The non-affordable income category takes the remaining units (1,588 total units less 625 affordable units) and assigns 268 units to the moderate category which is 27.8% of the non-affordable units assigned to Dinuba and 695 units to the above moderate-income category which is 72.2% of the non-affordable units assigned to Dinuba.

Figure 1
HCD Regional Housing Need Allocation (RHNA)
Determination

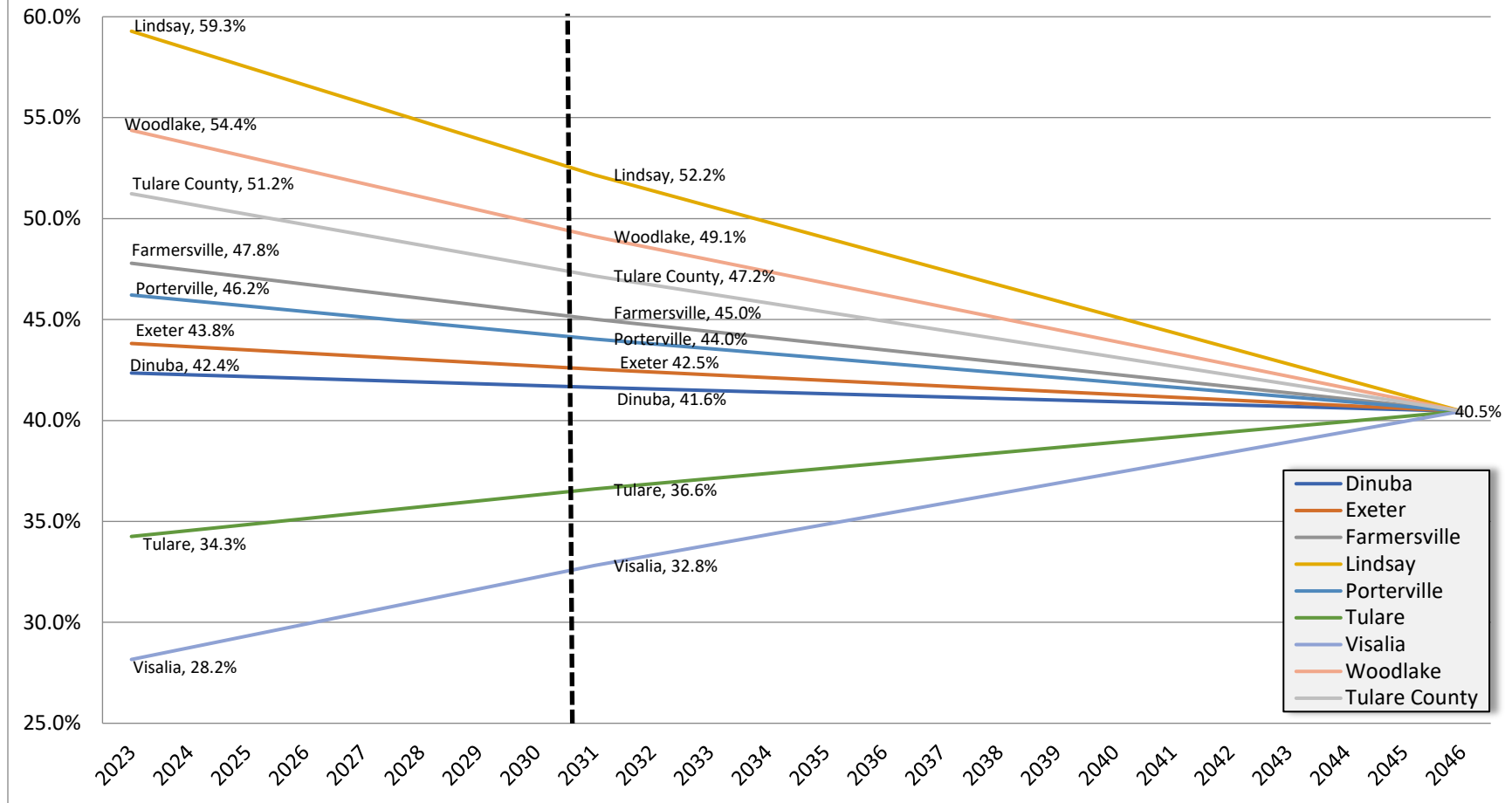
Tulare COG
June 30, 2023 through December 15, 2031

<u>Income Category</u>	<u>Percent</u>	<u>Housing Unit Need</u>
Very-Low *	25.6%	8,497
Low	15.8%	5,238
Moderate	16.3%	5,424
Above-Moderate	42.3%	14,055
Total	100.0%	33,214

* Extremely-Low 12.7% included in Very-Low Category

Income Distribution: Income categories are prescribed by California Health and Safety Code (Section 50093, et.seq.). Percents are derived based on ACS reported household income brackets and county median income.

Figure 2 - Regional Income Parity 2046 - Income Trendline



Sources

2023 affordable percentages: 2019 ACS

2046 income parity percentages: 2019 ACS (existing countywide average)

2031 affordable percentages: Calculated using a trendline between 2023 affordable percentage and 2046 income parity percentage

Table 2 Methodology - Income Parity by 2046

	Total Housing Units June 2023	Total Housing Units December 2031	Net New Housing Units (2023-2031)	Existing Percentage of Affordable Units	2023 Affordable Units	2031 Intersection of 2046 Income Parity Trendline	Regional Parity	Total Affordable Units in 2031 to Reach Income Parity	Draft 2023 - 2031 Affordable Allocation		Percent Affordable Allocation
									Units	Percent of Total	
	A	B	C	D	E	F	G	H	I	J	K
Dinuba	7,181	8,769	1588	42.4%	3041	41.64%	40.5%	3651	625	5%	39.4%
Exeter	3,854	4,698	844	43.8%	1688	42.55%	40.5%	1999	318	2%	37.7%
Farmersville	2,957	3,611	654	47.8%	1413	45.02%	40.5%	1626	218	2%	33.3%
Lindsay	3,715	4,503	789	59.3%	2202	52.17%	40.5%	2349	151	1%	19.1%
Porterville	19,123	23,187	4064	46.2%	8837	44.04%	40.5%	10211	1409	10%	34.7%
Tulare	22,349	27,097	4749	34.3%	7655	36.60%	40.5%	9917	2319	17%	48.8%
Visalia	50,729	61,521	10791	28.2%	14286	32.81%	40.5%	20183	6047	44%	56.0%
Woodlake	2,332	2,824	492	54.4%	1268	49.12%	40.5%	1387	122	1%	24.8%
Unincorporated County	46,589	55,832	9243	51.2%	23868	47.16%	40.5%	26331	2526	18%	27.3%
Total	158,828	192,043	33214	40.5%	64260	40.44%	40.5%	77655	13735	100%	41.4%

Sources:

Column A: Control totals from TCAG Demographic Forecast

Column B: Control totals from TCAG Demographic Forecast

Column C: Column A subtracted from Column B

Column D: 2019 American Community Survey

Column E: Column A multiplied by Column D

Column F: Calculated using a trendline between Column D and Column G

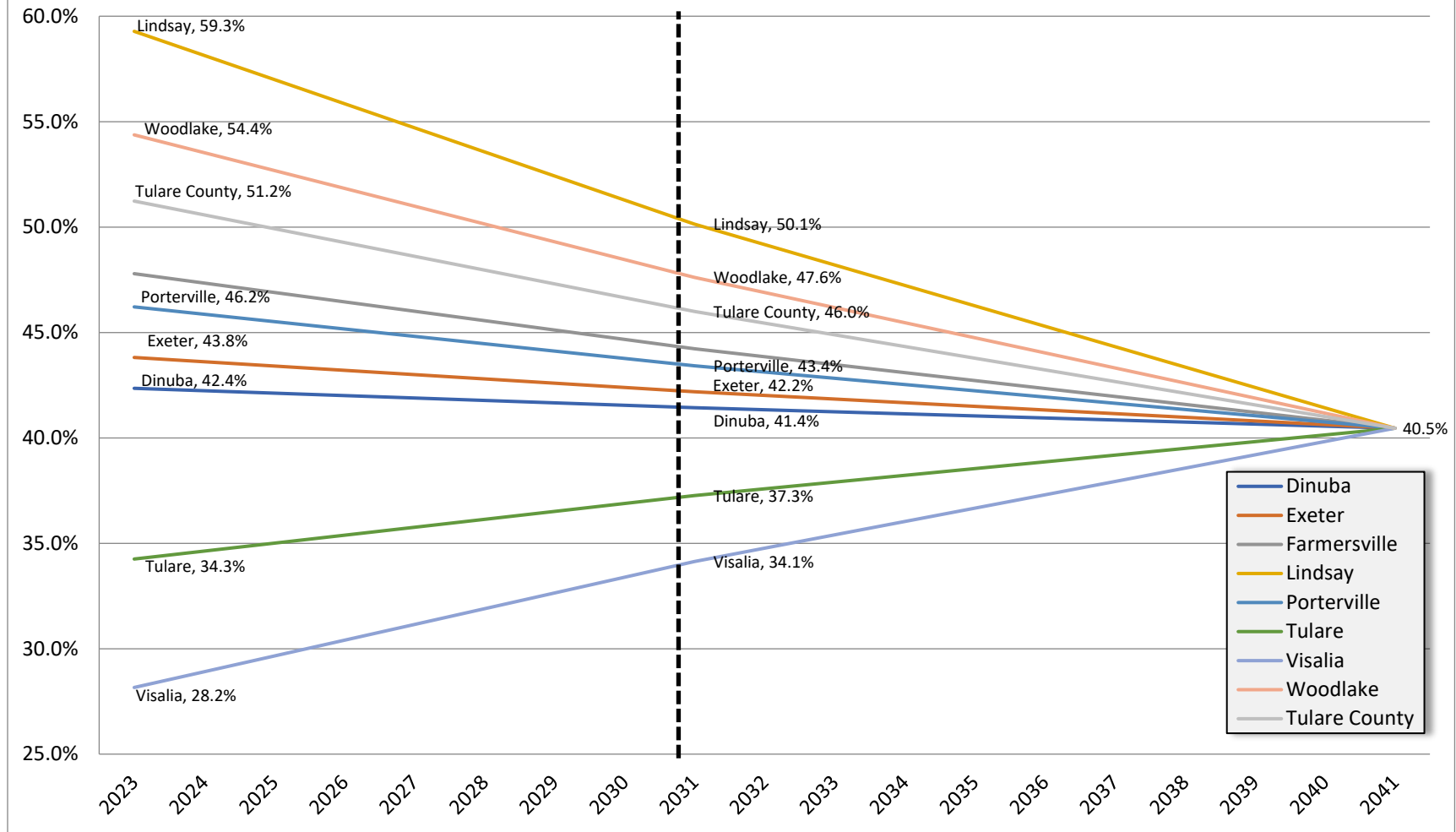
Column G: 2019 American Community Survey (existing countywide average)

Column H: Column B multiplied by Column F

Column I: Column E subtracted from Column H and then proportionally adjusted to add up to countywide total of 13,735

Column K: Column I divided by Column C

Figure 3 - Regional Income Parity 2041 - Income Trendline



Sources

2023 affordable percentages: 2019 ACS

2046 income parity percentages: 2019 ACS (existing countywide average)

2031 affordable percentages: Calculated using a trendline between 2023 affordable percentage and 2041 income parity percentage

Table 3 - Income Parity by 2041

	Total Housing Units June 2023	Total Housing Units December 2031	Net New Housing Units (2023-2031)	Existing Percentage of Affordable Units	2023 Affordable Units	2031 Intersection of 2046 Income Parity Trendline	Regional Parity (Current)	Total Affordable Units 2031 to Reach Income Parity	Final 2023 - 2031 Affordable Allocation		Percent Affordable Allocation
									Units	Percent of Total	
	A	B	C	D	E	F	G	H	I	J	K
Dinuba	7,181	8,769	1588	42.4%	3041	41.43%	40.5%	3633	606	4%	38.2%
Exeter	3,854	4,698	844	43.8%	1688	42.18%	40.5%	1982	300	2%	35.5%
Farmersville	2,957	3,611	654	47.8%	1413	44.23%	40.5%	1597	188	1%	28.7%
Lindsay	3,715	4,503	789	59.3%	2202	50.14%	40.5%	2258	56	0%	7.1%
Porterville	19,123	23,187	4064	46.2%	8837	43.42%	40.5%	10067	1260	9%	31.0%
Tulare	22,349	27,097	4749	34.3%	7655	37.27%	40.5%	10099	2504	18%	52.7%
Visalia	50,729	61,521	10791	28.2%	14286	34.13%	40.5%	21000	6883	50%	63.8%
Woodlake	2,332	2,824	492	54.4%	1268	47.61%	40.5%	1345	79	1%	16.1%
Unincorporated County	46,589	55,832	9243	51.2%	23868	46.00%	40.5%	25682	1859	14%	20.1%
Total	158,828	192,043	33214	40.5%	64260	40.44%	40.5%	77655	13735	100%	41.4%

Sources:

Column A: Control totals from TCAG Demographic Forecast

Column B: Control totals from TCAG Demographic Forecast

Column C: Column A subtracted from Column B

Column D: 2019 American Community Survey

Column E: Column A multiplied by Column D

Column F: Calculated using a trendline between Column D and Column G

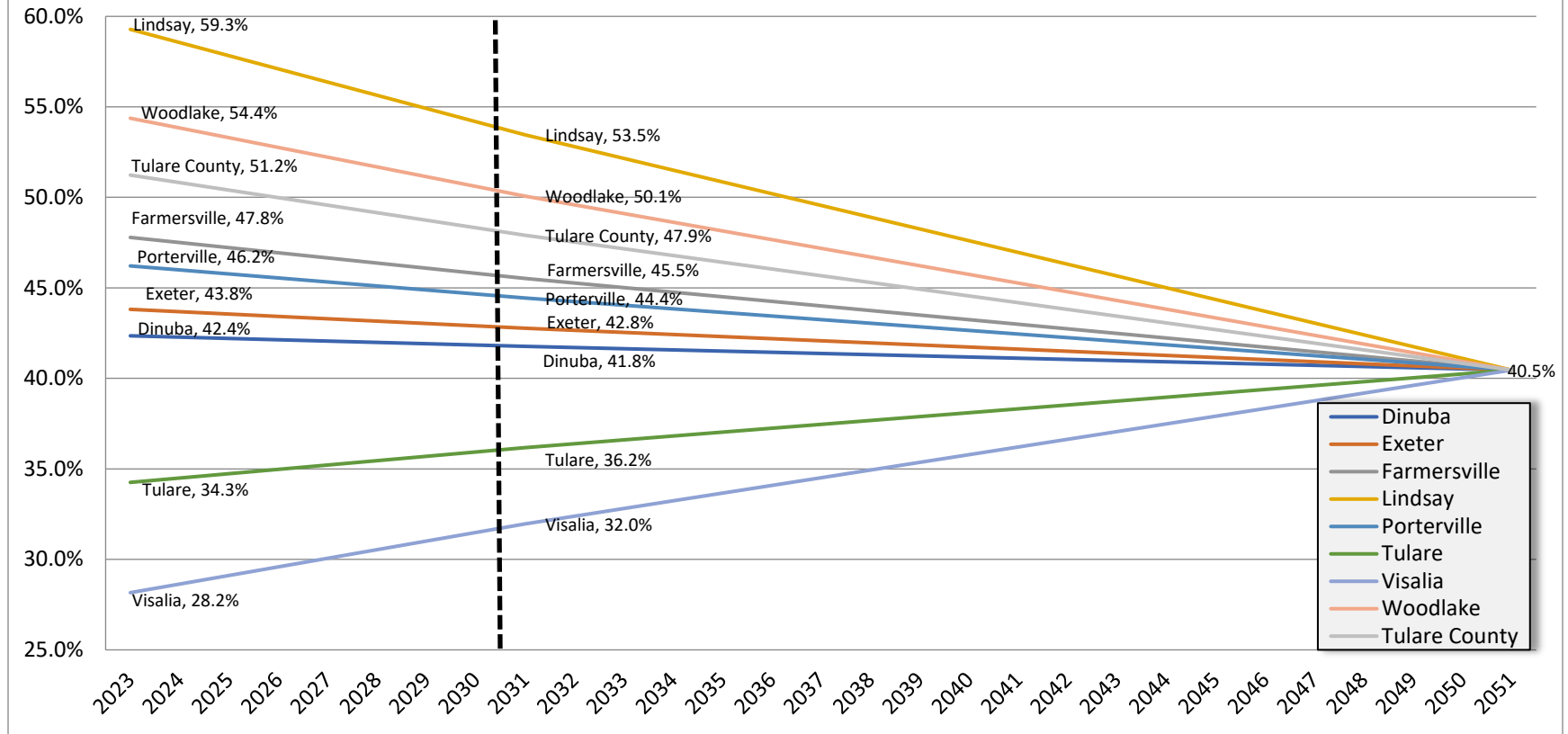
Column G: 2019 American Community Survey (existing countywide average)

Column H: Column B multiplied by Column F

Column I: Column E subtracted from Column H and then proportionally adjusted to add up to countywide total of 13,735

Column K: Column I divided by Column C

Figure 4 - Regional Income Parity 2051 - Income Trendline



Sources

2023 affordable percentages: 2019 ACS

2046 income parity percentages: 2019 ACS (existing countywide average)

2031 affordable percentages: Calculated using a trendline between 2023 affordable percentage and 2051 income parity percentage

Table 4: Base Methodology - Income Parity by 2051

	Total Housing Units June 2023	Total Housing Units December 2031	Net New Housing Units (2023-2031)	Existing Percentage of Affordable Units	2023 Affordable Units	2031 Intersection of 2046 Income Parity Trendline	Regional Parity (Current)	Total Affordable Units 2031 to Reach Income Parity	Final 2023 - 2031 Affordable Allocation		Percent Affordable Allocation
									Units	Percent of Total	
	A	B	C	D	E	F	G	H	I	J	K
Dinuba	7,181	8,769	1588	42.4%	3041	41.77%	40.5%	3663	637	5%	40.1%
Exeter	3,854	4,698	844	43.8%	1688	42.78%	40.5%	2010	329	2%	39.0%
Farmersville	2,957	3,611	654	47.8%	1413	45.52%	40.5%	1644	237	2%	36.2%
Lindsay	3,715	4,503	789	59.3%	2202	53.46%	40.5%	2408	211	2%	26.8%
Porterville	19,123	23,187	4064	46.2%	8837	44.43%	40.5%	10303	1504	11%	37.0%
Tulare	22,349	27,097	4749	34.3%	7655	36.17%	40.5%	9802	2202	16%	46.4%
Visalia	50,729	61,521	10791	28.2%	14286	31.96%	40.5%	19663	5515	40%	51.1%
Woodlake	2,332	2,824	492	54.4%	1268	50.07%	40.5%	1414	150	1%	30.5%
Unincorporated County	46,589	55,832	9243	51.2%	23868	47.90%	40.5%	26744	2950	21%	31.9%
Total	158,828	192,043	33214	40.5%	64260	40.44%	40.5%	77655	13735	100%	41.4%

Sources:

Column A: Control totals from TCAG Demographic Forecast

Column B: Control totals from TCAG Demographic Forecast

Column C: Column A subtracted from Column B

Column D: 2019 American Community Survey

Column E: Column A multiplied by Column D

Column F: Calculated using a trendline between Column D and Column G

Column G: 2019 American Community Survey (existing countywide average)

Column H: Column B multiplied by Column F

Column I: Column E subtracted from Column H and then proportionally adjusted to add up to countywide total of 13,735

Column K: Column I divided by Column C

TABLE 5 – Distribution by Income Category for Income Parity by 2046

Income Parity by 2046	Total RHNA (Net New Housing Units 2023-2031)	Methodology Affordable Allocation	Very Low less than 50%		Low 50% - 80%		Moderate 80% - 120%		Above Moderate greater than 120%	
Dinuba	1,588	625	387	24.4%	238	15.0%	268	16.9%	695	43.8%
Exeter	844	318	197	23.3%	121	14.3%	146	17.3%	380	45.0%
Farmersville	654	218	135	20.6%	83	12.7%	121	18.5%	315	48.2%
Lindsay	789	151	93	11.8%	58	7.4%	178	22.6%	460	58.3%
Porterville	4,064	1,409	872	21.5%	537	13.2%	739	18.2%	1,916	47.1%
Tulare	4,749	2,319	1,435	30.2%	884	18.6%	677	14.3%	1,753	36.9%
Visalia	10,791	6,047	3,741	34.7%	2,306	21.4%	1,321	12.2%	3,423	31.7%
Woodlake	492	122	75	15.2%	47	9.6%	103	20.9%	267	54.3%
Unincorporated County	9,243	2,526	1,563	16.9%	963	10.4%	1,870	20.2%	4,847	52.4%
Total	33,214	13,735	8,497	25.6%	5,238	15.8%	5,424	16.3%	14,055	42.3%

TABLE 6 – Distribution by Income Category for Income Parity by 2041

Income Parity by 2041	Total RHNA (Net New Housing Units 2023-2031)	Methodology Affordable Allocation	Very Low less than 50%		Low 50% - 80%		Moderate 80% - 120%		Above Moderate greater than 120%	
Dinuba	1,588	606	375	23.6%	231	14.5%	273	17.2%	709	44.6%
Exeter	844	300	186	22.0%	114	13.5%	151	17.9%	393	46.6%
Farmersville	654	188	116	17.7%	72	11.0%	130	19.9%	336	51.4%
Lindsay	789	56	35	4.4%	21	2.7%	204	25.9%	529	67.0%
Porterville	4,064	1,260	779	19.2%	481	11.8%	781	19.2%	2,023	49.8%
Tulare	4,749	2,504	1,549	32.6%	955	20.1%	625	13.2%	1,620	34.1%
Visalia	10,791	6,883	4,258	39.5%	2,625	24.3%	1,088	10.1%	2,820	26.1%
Woodlake	492	79	49	10.0%	30	6.1%	115	23.4%	298	60.6%
Unincorporated County	9,243	1,859	1,150	12.4%	709	7.7%	2,056	22.2%	5,328	57.6%
Total	33,214	13,735	8,497	25.6%	5,238	15.8%	5,424	16.3%	14,055	42.3%

TABLE 7 – Distribution by Income Category for Income Parity by 2051

Income Parity by 2051	Total RHNA (Net New Housing Units 2023-2031)	Methodology Affordable Allocation	Very Low less than 50%		Low 50% - 80%		Moderate 80% - 120%		Above Moderate greater than 120%	
Dinuba	1,588	637	394	24.8%	243	15.30%	265	16.7%	686	43.2%
Exeter	844	329	204	24.2%	125	14.81%	143	16.9%	372	44.1%
Farmersville	654	237	147	22.5%	90	13.76%	116	17.7%	301	46.0%
Lindsay	789	211	131	16.6%	80	10.14%	161	20.4%	417	52.9%
Porterville	4,064	1,504	930	22.9%	574	14.12%	713	17.5%	1,847	45.4%
Tulare	4,749	2,202	1,362	28.7%	840	17.69%	709	14.9%	1,838	38.7%
Visalia	10,791	5,515	3,412	31.6%	2,103	19.49%	1,469	13.6%	3,807	35.3%
Woodlake	492	150	93	18.9%	57	11.59%	95	19.3%	247	50.2%
Unincorporated County	9,243	2,950	1,825	19.7%	1,125	12.17%	1,752	19.0%	4,541	49.1%
Total	33,214	13,735	8,497	25.6%	5,238	15.77%	5,424	16.3%	14,055	42.3%

Tulare County Association of Governments

AGENDA ITEM VIII-G

December 6, 2021

Prepared by Amie Kane, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Reappointment of Member-At-Large and the Alternate Member-At-Large for Position No. 1

BACKGROUND:

The TCAG Board is made up of eight city representatives, Tulare County Board of Supervisors, one public transit provider and three At-Large members. At-Large Board members are not appointed based on geographic location in the County. At-Large Board Members' term expire after a three-year term or upon resignation, whichever comes first. The end of the three year term for each of the At-Large Member falls on a different year for each member and on December 31st, and thus an At-Large Member must be reappointed annually.

DISCUSSION:

TCAG Member-At-Large Position and the Alternate Member-At-Large position No. 1 term will expire on December 31, 2021. The positions are currently filled by the following board members:

Member-At-Large: Tyrone Holscher

Alternate Member-At-Large: Shea Gowin

Both members have expressed an interest in being reappointed to another three (3) year term. The new term will expire December 31, 2024.

<u>YEAR TERM EXPIRES</u>	<u>POSITION NUMBER</u>	<u>APPOINTEE/ALTERNATE</u>
December 31, 2024	#1	Tyrone Holscher/Shea Gowin
December 31, 2022	#2	Walter Stammer, Jr./Pamela K. Whitmire
December 31, 2023	#3	Wanda Ishida/Marlene Sario

RECOMMENDATIONS:

1. Re-appoint Member-At-Large and the Alternate Member-At-Large for position No. 1.
2. Provide additional direction as necessary.

ATTACHMENTS:

1. Resolution for Reappointment of Member-At-Large for Position No. 1

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

Attachment 1

In the matter of:

REAPPOINTMENT OF MEMBER-AT-LARGE)
AND THE ALTERNATE MEMBER-AT-LARGE)
FOR POSITION NO. 1)

Resolution No. 2021-xxx

WHEREAS, the Tulare County Association of Governments is made up of eight city representatives, Tulare County Board of Supervisors, one public transit provider and three At-Large members; and

WHEREAS, At-Large Board Members' terms expire after a three-years. The end of the three year term for each At-Large Member falls on a different year, and on December 31st, therefore At-Large Members must be reappointed annually; and

WHEREAS, TCAG Member-At-Large and the Alternate Member-At-Large position No. 1 will commence a new term set to expire on December 31, 2024. The positions are currently filled by the following Board members:

Member-At-Large: Tyrone Holscher

Alternate Member-At-Large: Shea Gowin

Both members have expressed an interest in being reappointed to another three (3) year term, and

NOW, THEREFORE, BE IT RESOLVED that the Tulare County Association of Governments approves the reappointment of Member At-Large, Tyrone Holscher and the Alternate Member-At-Large, Shea Gowin position No. 1 for a three-year term to expire December 31, 2024.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 6th day of December, 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III, TCAG Chair

Ted Smalley,
Executive Director, TCAG

Tulare County Association of Governments

AGENDA ITEM VIII-H

December 6, 2021

Prepared by Brideget Moore, TCAG Staff

SUBJECT:

Information: Vacancy of Alternate Member at Large Position No. 2

BACKGROUND:

The TCAG Board is made up of eight city representatives, Tulare County Board of Supervisors, one public transit provider and three At-Large members. At-Large Board members are not appointed based on geographic location in the County. At-Large Board Members' term expire after a three-year term or upon resignation, whichever comes first. The end of the three-year term for each of the At-Large Member falls on a different year for each member and on December 31st, and thus an At-Large Member must be reappointed annually.

Individuals are eligible to be Alternate-at-large members if they are residents of the County and over 18 years of age. Alternate-at-large Board Members are not appointed based on geographic location in the County. Alternate-at-large Board Members' terms expire after three-years or upon resignation, whichever comes first. If the position becomes vacant before the three-year term expires, the newly appointed Member will serve for the remainder of the term.

DISCUSSION:

Alternate Member-At-Large Position No. 2 became vacant upon Pamela K. Whitmire's appointment to Member at Large Position No. 3 at the TCAG Board meeting held April 17, 2021.

Appointees would fill the remainder of the original three-year term set to expire December 31, 2022. The vacant positions notice was posted to the TCAG website in April and June 2021 and on social media periodically to advertise to members of the public. TCAG will continue to solicit interest on the TCAG website and social media for the Alternate Member At Large No.2 position until it is filled.

YEAR TERM EXPIRES

POSITION NUMBER

APPOINTEE

December 31, 2022

#2

Alternate
Member At Large

RECOMMENDATION:

No action required at this time.

ATTACHMENT:

None

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Tulare County Association of Governments

AGENDA ITEM VIII-I

December 6, 2021

Prepared by Brideget Moore and Holly Gallo, TCAG Staff

SUBJECT:

Information: Tulare County Association of Governments' 2021 Walk & Roll Art Contest

BACKGROUND:

The Walk and Roll Art Contest is among the many outreach activities. This contest helps educate students in Tulare County about improving air quality while promoting bicycling, walking, skateboarding, and other creative means of active transportation and clean air concepts.

DISCUSSION:

Students all over Tulare County chose to participate and submit their artwork to TCAG to show how they can demonstrate safe active transportation as well as do their part to help keep the air clean. The winning student artists will be announced and have their outstanding artwork awarded with a bike, bike helmet, and certificate of appreciation at during the meeting workshop.

TCAG staff would like to thank Tulare County students, teachers, parents, and community partners for the taking the time and effort to consider the importance of safety, active transportation, and air quality improvement in a creative way.

A Special thanks to the 2021 Platinum Walk & Roll sponsor, 4Creeks and Diamond sponsor, Moore & Associates. Without their generous donations, Walk & Roll would not be possible.

Additionally, TCAG would like to acknowledge the California Kids' Plates Grant for Childhood Unintentional Injury Prevention and Safety Equipment grant from California Department of Public Health, which funded the safety components the Walk & Roll activities for 2021.

ATTACHMENTS:

None

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TULE RIVER INDIAN TRIBE OF CALIFORNIA

October 12, 2021

Tulare County Association of Governments
210 N. Church Street, Suite B
Visalia, California 93291

Re: Active Transportation Program Plan

Please accept this letter on behalf of the Tule River Tribe, requesting that the Tulare County Association of Governments (TCAG) fund the preparation of an Active Transportation Program (ATP) Plan for the Tule River Reservation that has a particular focus on youth safety.

In addition, the Tribe requests that the Plan look and identify opportunities for collaboration and partnership in the southwest sector of the city of Porterville, specifically in the Porterville Municipal Airport area. The Tribe further requests that TCAG and City of Porterville staff manage the consultant contract for the development of the Plan, in collaboration with the Tribe.

Thank you for your attention and consideration in this regard.

Sincerely,

A handwritten signature in blue ink, appearing to read 'William J. Garfield'.

William J. Garfield, Chairman
Tule River Tribal Council