

Tulare County Association of Governments	Date: Monday, January 24, 2022 Time: 1:00 PM Place: Tulare County Human Resources and Development 2500 W. Burrel Avenue Visalia, CA 93291
Technical Advisory Committee	Date: Thursday, January 20, 2022 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.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB361</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.

- 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-D.

- A. Action: Reaffirm Conditions of State Assembly Bill 361 to Continue Remote Attendance at Public Meetings (Pages 1-2)
- B. Action: Adoption of Resolution: Reaffirm Agreement with Moore and Associates for the Preparation of Transportation Development Act Triennial Performance Audits (Pages 3-26)
- C. Action: Adoption of Resolution: 2022 California Safety Performance Management 1 (PM1) Target Setting (Pages 27-36)
- D. Action: Adoption of Resolution: Appointment to the Social Services Transportation Advisory Council (SSTAC) (Pages 37-42)
- E. Information: Implementation Status of Federally Funded Projects (Pages 43-44)
- F. Information: Senate Bill 1 (SB 1) Competitive Program Update (Pages 45-48)

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. Action: Adoption of Resolution: Consultant Selection for Tule River Tribe Active Transportation Plan (ATP) (Pages 49-52)
- B. Information: Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) Update (Pages 53-54)
- C. Information: Status of State Transportation Improvement Program (STIP) Allocations and California Transportation Commission (CTC) Update (Pages 55-56)
- D. Information: Tentative Award for Farmersville Los Arroyos Affordable Housing and Sustainable Communities (AHSC) Project (Pages 57-58)
- 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 December 6, 2021 TCAG Board Meeting (Pages 59-64)
- B. Action: Minutes of December 2, 2021 Technical Advisory Committee Meeting (Pages 65-68)
- C. Action: Local Clearinghouse Review (LCR) 2021-03: Kaweah Health Foundation United States Department of Agriculture (USDA) Emergency Rural Health Care Grant Track 1 Application (Pages 69-82)
- D. Action: Local Clearinghouse Review (LCR) 2021-04: Kaweah Health Foundation United States Department of Agriculture (USDA) Emergency Rural Health Care Grant Track 2 Application (Pages 83-98)
- E. Action: Adoption of Resolution: Approval of Amendment No. 7 to the Fiscal Year 2021/2022 Overall Work Plan (OWP) (Pages 99-104)

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

- A. Information: Legislative Update (Pages 105-114)
- 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. Information: Application for Alternate Member at Large Positions No. 2 (Pages 115-118)
G. Information: Regional Transit Coordination Update (Pages 119-120)

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) 2021/2022 First Quarter Report (Pages 121-122)

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
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

XII. ADJOURN

The next scheduled Tulare County Association of Governments (TCAG) Board meeting will be held on **Monday, February 28, 2022 at 1:00 p.m.** at the **Tulare County Human Resources & Development, 2500 W. Burrell Avenue, Visalia, CA 93291.** The Technical Advisory Committee will meet on **Thursday, February 24, 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	<i>Vacant</i>
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.

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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.tcmeasurer.com

TCRTA STAFF

Richard Tree, Executive Director – TCRTA

Tulare County Association of Governments

AGENDA ITEM IV-A

December 24, 2022

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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AGENDA ITEM IV-B

January 24, 2022

Prepared by Elizabeth Forte, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Reaffirm Agreement with Moore and Associates for the Transportation Development Act Triennial Performance Audits

BACKGROUND:

As required by California's Transportation Development Act (TDA), TCAG, as the Regional Transportation Planning Agency, is required to procure services for the preparation of Triennial Performance Audits for all transit agencies and TCAG to ensure compliance with the TDA.

DISCUSSION:

In October 2021, TCAG selected Moore and Associates to prepare the TDA Triennial Performance Audits and authorized staff to execute an agreement for the project. The agreement is attached. The budget for the project is not to exceed \$49,509.

RECOMMENDATION:

Reaffirm agreement with Moore and Associates for preparation of the Triennial Performance Audits.

FISCAL IMPACT:

The audits are funded by Transportation Development Act administrative funds.

ATTACHMENTS:

1. Resolution reaffirming agreement with Moore and Associates for preparation of the Triennial Performance Audits
2. Agreement with Moore and Associates for preparation of the Triennial Performance Audits

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

In the matter of:

REAFFIRMATION OF AGREEMENT WITH)	
MOORE AND ASSOCIATES FOR)	Resolution No. 2022-xxx
PREPARATION OF TRANSPORTATION)	
DEVELOPMENT ACT TRIENNIAL)	
PERFORMANCE AUDITS)	

WHEREAS, on August 20, 2021, the Tulare County Association of Governments (TCAG) requested proposals for consultant services to prepare the Fiscal Years 2019 – 2021 Transportation Development Act Triennial Performance Audits for a budget not to exceed \$55,000; and

WHEREAS, Moore & Associates submitted the highest scoring proposal; and

WHEREAS, the TCAG Board selected Moore & Associates to prepare the Triennial Performance Audits and authorized staff to execute an agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Tulare County Association of Governments reaffirms the attached agreement with Moore & Associates to prepare the Fiscal Years 2019 – 2021 Transportation Development Act Triennial Performance Audits for a budget not to exceed \$49,509.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 24th day of January, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS
SERVICES AGREEMENT
2022 Triennial Performance Audits**

THIS AGREEMENT ("Agreement") is entered into as of November 8, 2021, between the **TULARE COUNTY ASSOCIATION OF GOVERNMENTS**, a joint powers authority established under the laws of the State of California ("TCAG"), and Moore and Associates, ("CONTRACTOR"). TCAG and CONTRACTOR are each a "Party" and together are the "Parties" to this Agreement, which is made with reference to the following:

- A. WHEREAS, TCAG requested proposals for consultant services for the preparation of the 2022 Triennial Performance Audits. TCAG is the federally-designated Metropolitan Planning Organization (MPO), Transportation Management Area (TMA), and state-designated Regional Transportation Planning Agency (RTPA) for the Tulare County region. TCAG is responsible ensuring the preparation of the Triennial Performance Audits under the California Transportation Development Act; and
- B. WHEREAS, proposals received were evaluated and scored in accordance with approved TCAG scoring criteria as presented in the Request for Proposals (RFP); and
- C. WHEREAS, CONTRACTOR had the highest scoring proposal and was selected by the TCAG Governing Board at their meeting of October 18, 2021, and TCAG staff was authorized to prepare and negotiate an agreement with CONTRACTOR.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

- 1. TERM:** This Agreement becomes effective as of November 8, 2021 and expires June 30, 2022 unless earlier terminated as provided below, or unless the Parties extend the term by a written amendment to this Agreement.
- 2. SERVICES:** See attached **Exhibit A**
- 3. PAYMENT FOR SERVICES & BUDGET:** This will be a 'Time-and-Materials' contract, with a not-to-exceed amount of \$49,509 unless amended. See attached **Exhibit B**.
- 4. INSURANCE:** Before approval of this Agreement by TCAG, CONTRACTOR must file with the TCAG Clerk evidence of the required insurance as set forth in the attached **Exhibit C**.
- 5. SCHEDULE & DELIVERABLES:** All work performed under this agreement shall be performed according to the scope of work, schedule, deliverables, and budget. Schedule is attached as **Exhibit D**.
- 6. PROJECT STAFF:** Kathy Chambers shall be the Project Manager performing the services under this Agreement. The Project Manager shall not be replaced without prior written approval from the Executive Director of TCAG.
- 7. GENERAL AGREEMENT TERMS AND CONDITIONS:** TCAG'S "General Agreement Terms and Conditions" are hereby incorporated by reference and made a part of this Agreement as if fully set forth herein. TCAG'S "General Agreement Terms and Conditions" are in the attached **Exhibit E**.

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS
SERVICES AGREEMENT
2022 Triennial Performance Audits**

8. NOTICES: (a) Except as may be otherwise required by law, any notice to be given must be written and must be either personally delivered, sent by facsimile transmission or sent by first class mail, postage pre-paid and addressed as follows:

TCAG:

Attn: Ted Smalley
210 N. Church Street, Suite B
Visalia, CA 93291
Phone No.: (559) 623-0450
Fax No.: (559) 733-6720

CONTRACTOR:

Attn: Allison Moore
Moore and Associates
25852 McBean Pkwy, # 187
Valencia, CA 91355

Phone No.: (888) 743-5977

(b) Notice personally delivered is effective when delivered. Notice sent by facsimile transmission is deemed to be received upon successful transmission. Notice sent by first class mail will be deemed received on the fifth calendar day after the date of mailing. Either Party may change the above address by giving written notice under this section.

- 9. SUBCONTRACTING:** If this box is checked ☐, CONTRACTOR has indicated it will utilize subcontractors to provide certain services related to. CONTRACTOR will supervise all Subcontractors, and ensure that Subcontractors comply with all applicable laws and regulations. CONTRACTOR will include all applicable provisions of this Agreement in its contracts with Subcontractors, and ensure compliance with those provisions. No other subcontractors shall be utilized without prior written approval from the Executive Director of TCAG.
- 10. FORCE MAJEURE:** Neither party shall be in default by reason of any failure in performance of this AGREEMENT if such failure arises out of causes beyond their control and without the fault or negligence of said party, including, without limitation, the following: (1) Acts of God; (2) war; (3) terrorism or other acts of public enemy; (3) strikes and other labor difficulties. If the performance of any obligation hereunder is prevented or delayed due to a cause in the preceding sentence, the time for performance or observance will be extended for the period that the action is delayed or prevented by the cause.
- 11. AUTHORITY:** CONTRACTOR represents and warrants to TCAG that the individual(s) signing this Agreement on its behalf are duly authorized and have legal capacity to sign this Agreement and bind CONTRACTOR to its terms. CONTRACTOR acknowledges that TCAG has relied upon this representation and warranty in entering into this Agreement.

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS
SERVICES AGREEMENT
2022 Triennial Performance Audits**

12. **COUNTERPARTS:** The Parties may sign this Agreement in counterparts, each of which is an original and all of which taken together form one single document.

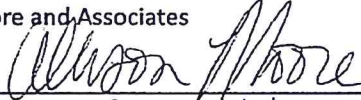
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**TULARE COUNTY ASSOCIATION OF GOVERNMENTS
SERVICES AGREEMENT
2022 Triennial Performance Audits**

THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

Date: 11/9/21

Moore and Associates

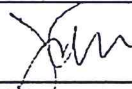
By 

Print Name ALISON MOORE

Title CORPORATE SECRETARY

11/9/2021

Date: 11/9/21

By 

Print Name JIM MOORE

Title VICE PRESIDENT

[Pursuant to Corporations Code section 313, TCAG policy requires that contracts with a Corporation be signed by both (1) the chairman of the Board of Directors, the president or any vice-president (or another officer having general, operational responsibilities), and (2) the secretary, any assistant secretary, the chief financial officer, or any assistant treasurer (or another officer having recordkeeping or financial responsibilities), unless the contract is accompanied by a certified copy of a resolution of the corporation's Board of Directors authorizing the execution of the contract. Similarly, pursuant to California Corporations Code section 17703.01, TCAG policy requires that contracts with a Limited Liability Company be signed by at least two managers, unless the contract is accompanied by a certified copy of the articles of organization stating that the LLC is managed by only one manager.]

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Date: 11/9/21

By 

Ted Smalley
Executive Director



Section 6 | Methodology

Our audit team will conduct a virtual project initiation meeting shortly following receipt of a Notice to Proceed. Our project manager will submit our data needs requests to each entity following this meeting to allow sufficient time to gather the data.

We will work with TCAG and each of the six transit operators to schedule audit site visits to discuss program performance, review functions and compliance, and assess progress made in implementing recommendations presented within the prior audit. Given the demonstrated volatility of the COVID-19 pandemic, an option for virtual site visits will be considered.

Part A: Regional Transportation Planning Agency Performance Audit

The purpose of this performance audit is to objectively evaluate the efficiency, economy, and effectiveness of the Tulare County Association of Governments (TCAG) as the RTPA. The audit will focus on the RTPA's performance as it relates to TDA compliance and overall function. The audit objectives include:

1. Assess compliance with TDA regulations;
2. Review actions taken to implement prior recommendations;
3. Evaluate the efficiency and effectiveness of the RTPA through a review of its functions;
and
4. Provide sound, constructive recommendations for improving the efficiency and functionality of the RTPA.

Task 1: Determine Compliance with Legal and Regulatory Requirements

Moore & Associates will review the TCAG's compliance with applicable sections of the Transportation Development Act California Code of Regulations (July 2018 update). Chapter IV of the *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities* lists specific RTPA compliance requirements that should be investigated through the use of existing documents and interviews with TCAG staff. Throughout the assessment, our audit team will objectively evaluate each of the requirements and discuss compliance with TCAG staff.

Our goal will be to complete the compliance review in advance of the site visit so that any findings regarding non-compliance can be discussed during the site visit. If an indication of non-compliance is found, a finding regarding the non-compliance will be made in the audit report along with recommendations for its resolution.

Task 2: Follow-Up on Prior Performance Audit Recommendations

To ensure the Triennial Performance Audit process remains constructive, Moore & Associates will obtain and review key documents to determine the status of the recommendations included within the prior performance audit of the TCAG. Our discussion will include a summary of those recommendations and

review progress which the organization has made toward implementation. If implementation of a recommendation is ongoing, we will note this and document the progress to-date. If a prior audit recommendation has not been implemented, we will determine the reasons why and assess if it remains relevant or feasible to implement. If an unimplemented prior recommendation is still relevant and feasible, we will include it in the current audit report. Notable accomplishments in implementing prior recommendations will also be included in the audit report.

Task 3: Review RTPA Functions

The roles and related functions of the Regional Transportation Planning Agency differ significantly from those of a transit operator. A transit operator's functional review focuses on a single specific transit program and its supporting functions. By contrast, the functional review of an RTPA has a dual focus: the internal functioning of the RTPA as an organization as well as its role in supporting and funding each of the transit operators within its jurisdiction. Rather than evaluating a series of objective performance measures, such as those calculated for transit operators, our audit team instead will review regional goal-setting and coordination activities.

In conducting a functional review of the TCAG, our audit team will identify and determine the extent and efficiency of the RTPA's functions using the following sources:

- Interviews with TCAG staff and management, select Board members, and advisory committees as warranted;
- Interviews with each operator within the RTPA's jurisdiction;
- Supplemental interviews with other regional agencies and/or Caltrans;
- Internal and external agency documents (including Board reports, planning studies, etc.); and
- Organizational policies and processes (including TDA claims).

During the site visit, our audit team will conduct interviews with key TCAG staff. Our functional review is guided by key questions set forth in the *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities*. It will also focus on the status of prior recommendations as well as possible issues identified through our discussions with each of the six transit operators.

A functional review of an RTPA determines the effectiveness and efficiency of key functional areas. Our audit team will review the various related functions of the RTPA for consistency with those included in the *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities*, the elements of which are shown below.

In addition, our audit team will also review the RTPA's goal-setting and regional planning activities. When warranted, additional documentation or interviews will be requested to fully examine performance or functional issues. Issues arising during the functional review will be included as functional findings, with recommendations for their resolution.

RTPA Functions

Administration & Management	Transportation Planning & Regional Coordination	Claimant Relationships & Oversight	Marketing & Transportation Alternatives	Grant Applications & Management
<ul style="list-style-type: none"> •General Administration •Internal Planning & Achievements •Governing Board Activities •Personnel 	<ul style="list-style-type: none"> •Regional Transportation Plan •RTP Topics •RTP Implementation •Information Generation & Distribution •Information Collection 	<ul style="list-style-type: none"> •Technical & Managerial Assistance to Operators •Communication of TDA Reporting •Information & TDA Claim Processing 	<ul style="list-style-type: none"> •Marketing & Public Relations •Public Information & Transportation Alternatives 	<ul style="list-style-type: none"> •Grant Applications & Coordination •Grant Application Assistance •Grant Management & Compliance

Part B: Transit Operator Performance Audits

A Triennial Performance Audit of a transit operator is intended to:

1. Provide operator management with information specific to the economy, efficiency, and effectiveness of its programs across the prior three years;
2. Provide the operator with insight for use in future planning; and
3. Assure legislative and governing bodies (as well as the public) that TDA funds are being utilized efficiently.

Our audit team will verify methodologies for calculating performance indicators, compare data reported to multiple agencies (such as the National Transit Database and State Controller's Office), examine operations functions (such as service planning, maintenance, financial planning, etc.), and provide sound, constructive recommendations for improving efficiency and functionality.

Task 4: Determine Compliance with Statutory and Regulatory Requirements

Moore & Associates will review each transit operator's compliance with applicable sections of the Transportation Development Act California Code of Regulations (July 2018 update). Chapter III of the *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities* lists specific operator compliance requirements (such as timely filing of TDA fiscal audits and eligibility to use State Transit Assistance funds for operating purposes) that should be investigated through the use of existing documents and interviews with operator staff.

Our audit team will work with each transit operator to acquire all necessary documents, and will be available to answer questions should any of the transit operators be unclear about what exactly is needed. Our goal will be to complete the compliance review in advance of the site visit so that any findings regarding potential areas of non-compliance can be discussed at that time. If an indication of non-compliance is found, a finding regarding the non-compliance will be made in the corresponding audit report along with recommendations for resolution.

Task 5: Follow-Up on Prior Performance Audit Recommendations

To ensure the Triennial Performance Audit process remains constructive for all parties involved, our audit team will obtain and review key documents to determine the status of recommendations included within the prior TDA audit of each of the transit operators.

The review process plays a vital role in ensuring each operator complies with applicable regulations, fulfills its assigned responsibilities, and offers the most cost-effective service(s) possible. This objective assessment will provide assurance that the operator has made quantifiable progress toward improving both the efficiency and effectiveness of its performance. If a prior audit recommendation has not been implemented, we will determine the reasons why, and assess if it remains relevant or feasible to implement. Findings and recommendations from prior audits will be included in the audit report.

Moore & Associates also believes it is important to document notable accomplishments, especially with respect to prior audit recommendations, as these demonstrate each operator's commitment to full TDA compliance as well as making improvements to its operations and/or administration.

Task 6: Verify Performance Indicators

Through a review of performance indicators, our audit team will develop a thorough understanding of the recent performance of each transit operator to which the TCAG allocates TDA funding. Such indicators can provide insight into current operations as well as the individual operator's performance across a period of time. Further, information gathered in this task may be used to identify potential issues or concerns that may lead to further examination during the functional review. We propose to review at least the following TDA-mandated performance indicators:

- Operating Cost/Passenger,
- Operating Cost/Vehicle Service Hour,
- Passengers/Vehicle Service Hour,
- Passengers/Vehicle Service Mile,
- Vehicle Service Hours/Employee, and
- Farebox Recovery Ratio.

In addition, our audit team will review supplemental (non-TDA) data and performance indicators we believe to be valuable in evaluating program performance. These are:

- Operating Cost/Vehicle Service Mile,
- Vehicle Service Miles/Vehicle Service Hour, and
- Average Fare/Passenger.

Additional metrics requested by TCAG in its Request for Proposals will also be assessed. These include:

- Passengers/No-show, and
- Vehicle spare ratio.

To ensure the information is both valid and reliable, Moore & Associates will assess the internal controls regarding the collection of performance-related data. The following data collection methods will be used in validating performance measures:

- **Operating Cost:** Operating cost will be validated by verifying that the operator keeps records of transit costs according to the Uniform System of Accounts and Records developed by the State Controller and the California Department of Transportation.
- **Ridership:** Verify the passenger data collection process by obtaining copies of reports that provide a listing of passenger counts for the reporting period being audited.
- **Vehicle Service Hours and Miles:** Following a review of data relating to Vehicle Service Miles and Hours for the audit period, the definition and methodology for calculating Vehicle Service Hours and Vehicle Service Miles will be discussed and reviewed to ensure compliance.
- **Employee Hours:** This metric is one of the most frequently misunderstood and miscalculated elements of the audit. Our audit team will verify all transportation system-related hours worked by persons employed in connection with the system are captured. This includes employees not directly employed by the operator (such as operations contractors) as well as hours worked by staff not normally assigned to transit, but who support the transit program (such as financial analysts). In addition, we will ensure the TDA definition of full-time equivalent is used in calculating this metric for the State Controller Reports.
- **Fare Revenue:** Utilize total audited fiscal year fare revenues to calculate the farebox recovery ratio. Our audit team will also review any fare revenue supplement associated with local program funds. The integrity of the revenue data collection process should be tested by (a) dividing total fare revenue by passenger count to obtain an average fare per passenger, (b) sampling fare collection data at its source, and (c) comparing the two figures.

In addition, we will compare performance indicators to those calculated within the prior TDA Triennial Performance Audit for further trend analysis with the intent of identifying potential issues or concerns that may need further examination during the functional review.

Task 7: Review Operator Functions

During the site visit, our audit team will conduct interviews with each transit operator to which the TCAG allocates TDA funding. Our audit team will objectively evaluate each operator function for consistency with those presented in the *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities*. The functional review will address seven key functional areas. The following chart provides further details on the elements to be explored for each functional area.

Operator Functions

General Management & Organization	Service Planning	Scheduling, Dispatch, & Operations	Personnel Management & Training	Administration	Marketing & Public Information	Maintenance
<ul style="list-style-type: none"> •Administrative Oversight •Organizational Structure & Reporting •Recent Program Changes & Innovations •Areas of Interest to Management & Board 	<ul style="list-style-type: none"> •Strategic Planning •Short-Range Planning •Evaluation of Routes •Planning for Special Needs Transportation •Public Participation •Survey of Riders/Non-Riders 	<ul style="list-style-type: none"> •Assignment of Drivers •Vacation, Absences, & Sick Leave •Assignment of Passengers to Demand-Response Routes •Part-Time and Cover Drivers •Assignment of Vehicles to Routes 	<ul style="list-style-type: none"> •Recruitment •Motivation •Training & Safety •Discipline •Benefits 	<ul style="list-style-type: none"> •Budgeting & MIS •Financial & Grants Management •Risk Management •Contract Management •Facility Management •Accounts Payable •Procurement •Revenue Collection & Cash Management •Payroll 	<ul style="list-style-type: none"> •Marketing & Public Information •Communications with Other Government Agencies 	<ul style="list-style-type: none"> •Preventive Maintenance •Sufficiency of Facility •Vehicle Condition •Repair Scheduling •Parts Management •Communications with Dispatch •Contracting Out •Providing Maintenance to Other Organizations

Our functional review of each transit operator will include:

- Interviews with management, staff, advisory committees, and select contractor staff;
- Review of documents (i.e., committee reports, surveys, or transit planning studies);
- Calculation of additional metrics to provide additional insight into respective performance; and
- Review of each operator's response to the COVID-19 pandemic.

Part C: Completion of Audits

Task 8: Draft and Final Audit Reports

Draft triennial performance audit reports of the RTPA as well as one report for each transit operator will be provided for staff review no later than May 6, 2022. Should either the RTPA or an operator be able to produce additional information or documentation to warrant removal of a finding, this would take place at this time. Following receipt of comments from staff on the draft audit reports, we will incorporate any edits, comments, or management responses into the reports. The final reports will be submitted no later than May 20, 2022.

Along with the draft reports, as a **value-added bonus**, Moore & Associates will provide a TDA legislative analysis "white paper" discussing the impact of these changes specific to the TCAG (as the RTPA) as well as each of the transit operators across the next several years. Doing so will not only enhance each organization's understanding of the legislation, but will also assist each entity in effectively preparing for future years when the relief accorded by the legislation ends.

Task 3 deliverables: Draft triennial performance audit reports of TCAG and each of the six transit operators by May 6, 2022; TDA legislative analysis "white paper"; final audit reports submitted by May 20, 2022.

Section 8 | Project Costs

Labor Expenses			RTPA Audit						Operator Audits								Reporting	
			Task 1		Task 2		Task 3		Task 4		Task 5		Task 6		Task 7		Task 8	
Title	Name	Rate	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost
PROJECT MANAGER	Kathy Chambers	\$74.16	12	\$889.92	4	\$296.64	16	\$1,186.56	28	\$2,076.48	16	\$1,186.56	20	\$1,483.20	52	\$3,856.32	48	\$3,559.68
ASSOCIATE AUDITOR	Stephanie Roberts	\$57.68	8	\$461.44	4	\$230.72	12	\$692.16	24	\$1,384.32	16	\$922.88	16	\$922.88	48	\$2,768.64	44	\$2,537.92
ADMINISTRATIVE STAFF		\$14.42	4	\$57.68	0	\$0.00	0	\$0.00	6	\$86.52	0	\$0.00	8	\$115.36	8	\$115.36	12	\$173.04
Subtotal, Direct Labor			24	\$1,409.04	8	\$527.36	28	\$1,878.72	58	\$3,547.32	32	\$2,109.44	44	\$2,521.44	108	\$6,740.32	104	\$6,270.64
Burden and Overhead			88%	\$1,239.96		\$464.08		\$1,653.27		\$3,121.64		\$1,856.31		\$2,218.87		\$5,931.48		\$5,518.16
Total Labor				\$2,649.00		\$991.44		\$3,531.99		\$6,668.96		\$3,965.75		\$4,740.31		\$12,671.80		\$11,788.80
Direct Costs																		
TRAVEL				\$0.00		\$0.00		\$350.00		\$0.00		\$0.00		\$0.00		\$1,650.00		\$0.00
PRINTING/PRODUCTION				\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$500.00
Total Direct Costs				\$0.00		\$0.00		\$350.00		\$0.00		\$0.00		\$0.00		\$1,650.00		\$500.00
TOTAL COST				\$2,649.00		\$991.44		\$3,881.99		\$6,668.96		\$3,965.75		\$4,740.31		\$14,321.80		\$12,288.80
																		\$49,508.05

PROFESSIONAL SERVICES CONTRACTS
INSURANCE REQUIREMENTS

CONTRACTOR shall provide and maintain insurance for the duration of this Agreement against claims for injuries to persons and damage to property which may arise from, or in connection with, performance under the Agreement by the CONTRACTOR, his agents, representatives, employees and subcontractors, if applicable.

A. Minimum Scope & Limits of Insurance

1. Coverage at least as broad as Commercial General Liability, insurance Services Office Commercial General Liability coverage occurrence form GC 00 01, with limits no less than \$1,000,000 per occurrence including products and completed operations, property damage, bodily injury and personal & advertising injury. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. Insurance Services Office Form Number CA 00 01 covering Automobile Liability of \$1,000,000 per occurrence including any auto or, if the CONTRACTOR has no owned autos, hired and non-owned auto coverage. If an annual aggregate applies it must be no less than \$2,000,000.
3. Workers' Compensation insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than \$1,000,000 per accident for bodily injury or disease.
4. Professional Liability (Errors and Omissions) insurance appropriate to the CONTRACTOR's profession, with limit no less than \$1,000,000 per occurrence or claim, \$2,000,000 aggregate.

B. Specific Provisions of the Certificate

1. If the required insurance is written on a claims made form, the retroactive date must be before the date of the contract or the beginning of the contract work and must be maintained and evidence of insurance must be provided for at least one (1) year after completion of the contract work.
2. CONTRACTOR must submit endorsements to the General Liability reflecting the following provisions:
 - a. *The COUNTY, its officers, agents, officials, employees and volunteers are to be covered as additional insureds as respects; liability arising out of work or operations performed by or on behalf of the CONTRACTOR including material, parts, or equipment furnished in connection with such work or operations.*
 - b. *For any claims related to this project, the CONTRACTOR's insurance coverage shall be primary insurance as respects the COUNTY, its officers, agents, officials, employees and volunteers. Any insurance or self-insurance maintained by the COUNTY, its officers, agents, officials, employees or volunteers shall be excess of the CONTRACTOR's insurance and shall not contribute with it.*
 - c. *CONTRACTOR hereby grants to COUNTY a waiver of any right to subrogation which any insurer of CONTRACTPR may acquire against the county by virtue of the payment of any loss under such insurance. CONTRACTOR agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the COUNTY has received a waiver of subrogation endorsement from the insurer.*

Exhibit C

- d. *Each insurance policy required by this agreement shall be endorsed to state that coverage shall not be canceled by either party, except after written notice has been provided to the County.*
3. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the COUNTY for all work performed by the CONTRACTOR, its employees, agents and subcontractors. CONTRACTOR waives all rights against the COUNTY and its officers, agents, officials, employees and volunteers for recovery of damages to the extent these damages are covered by the workers compensation and employers liability.
- C. Deductibles and Self-Insured Retentions
Self-insured retentions must be declared and the COUNTY Risk Manager must approve any deductible or self-insured retention that exceeds \$100,000.
- D. Acceptability of Insurance
Insurance must be placed with insurers with a current rating given by A.M. Best and Company of no less than A:-VII and a Standard & Poor's Rating (if rated) of at least BBB and from a company approved by the Department of Insurance to conduct business in California. Any waiver of these standards is subject to approval by the County Risk Manager.
- E. Verification of Coverage
Prior to approval of this Agreement by the COUNTY, the CONTRACTOR shall file with the submitting department, certificates of insurance with original endorsements effecting coverage in a form acceptable to the COUNTY. Endorsements must be signed by persons authorized to bind coverage on behalf of the insurer. The COUNTY reserves the right to require certified copies of all required insurance policies at any time.

18

[illegible]

- 1. COMPLIANCE WITH LAW:** CONTRACTOR must provide services in accordance with applicable Federal, State, and local laws, regulations and directives. With respect to CONTRACTOR'S employees, CONTRACTOR must comply with all laws and regulations pertaining to wages and hours, state and federal income tax, unemployment insurance, Social Security, disability insurance, workers' compensation insurance, and discrimination in employment.
- 2. PAYMENT DOES NOT IMPLY ACCEPTANCE OF WORK:** CONTRACTOR is not entitled to any payments under this Agreement until TCAG confirms that services provided, including any furnished deliverables, satisfy all of the requirements of this Agreement. Payments to CONTRACTOR by TCAG shall not excuse CONTRACTOR from its obligation to replace unsatisfactory deliverables, including equipment, components, materials, or services even if the unsatisfactory character of such deliverables, equipment, components, materials, or services may not have been apparent or detected at the time such payment was made. Deliverables, equipment, components, materials and services that do not conform to the requirements of this Agreement may be rejected by TCAG and in such case must be replaced by CONTRACTOR without delay and at no cost to the TCAG.
- 3. DISALLOWANCE:** If CONTRACTOR requests or receives payment from TCAG for services hereunder, reimbursement for which is later disallowed by the State of California or United States Government, CONTRACTOR shall promptly refund the disallowed amount to TCAG upon TCAG'S request. At its option, TCAG may offset the amount disallowed from any payment due or to become due to CONTRACTOR under this Agreement or any other Agreement between CONTRACTOR and TCAG. CONTRACTOR'S obligations under this section 2 will survive the expiration or termination of this Agreement.
- 4. LIABILITY OF TCAG:** TCAG'S payment obligations under this Agreement shall be limited to the payment of the compensation provided for in section 3, "PAYMENT FOR SERVICES," of this Agreement. Notwithstanding any other provision of this Agreement, in no event shall TCAG be liable, regardless of whether any claim is based on contract or tort, for any special, consequential, indirect, or incidental damages, including, but not limited to, lost profits, arising out of or in connection with this Agreement or the services performed in connection with this Agreement.
- 5. QUALIFIED PERSONNEL:** CONTRACTOR shall utilize only competent personnel under the supervision of, and in the employment of, CONTRACTOR (or CONTRACTOR'S authorized subcontractors) to perform the services. CONTRACTOR will comply with TCAG'S reasonable requests regarding assignment and/or removal of personnel, but all personnel, including those assigned at TCAG'S request, must be supervised by CONTRACTOR. CONTRACTOR shall commit adequate resources to allow timely completion within the project schedule specified in this Agreement.
- 6. INDEPENDENT CONTRACTOR STATUS:** The Parties enter into this Agreement with the express understanding that CONTRACTOR will perform all services required under this Agreement as an independent contractor. The Parties agree that CONTRACTOR and any of its agents, employees, or officers cannot be considered agents, employees, or officers of TCAG.

CONTRACTOR agrees to advise everyone it assigns or hires to perform any duty under this Agreement that they are not employees of TCAG. Subject to any performance criteria contained in this Agreement, CONTRACTOR will be solely responsible for determining the means and methods of performing the specified services and TCAG will have no right to control or exercise any supervision over CONTRACTOR as to how CONTRACTOR will perform the services. As CONTRACTOR is not TCAG'S employee, CONTRACTOR is responsible for paying all required state and federal taxes. In particular, TCAG will not:

- (1) Withhold FICA (Social Security) from CONTRACTOR'S payments.

- (2) Make state or federal unemployment insurance contributions on CONTRACTOR'S behalf.
- (3) Withhold state or federal income tax from payments to CONTRACTOR.
- (4) Make disability insurance contributions on behalf of CONTRACTOR.
- (5) Obtain unemployment compensation insurance on behalf of CONTRACTOR.

Notwithstanding this independent contractor relationship, TCAG will have the right to monitor and evaluate the performance of CONTRACTOR to assure compliance with this Agreement.

7. LICENSES AND PERMITS: CONTRACTOR represents and warrants that it possesses and will maintain during the term of this Agreement all licenses and permits required for its performance of the services required under this Agreement.

8. GOVERNING LAW: The laws of the State of California, without reference to California conflict of laws principles, govern this Agreement and its interpretation. The Parties agree that this Agreement is made in and will be performed in Tulare County, California.

9. RECORDS AND AUDIT: CONTRACTOR must maintain complete and accurate records with respect to the services rendered and the costs incurred under this Agreement. In addition, CONTRACTOR must maintain complete and accurate records with respect to any payments to employees or subcontractors. All of the records must be prepared in accordance with generally accepted accounting procedures, must be clearly identified, and must be kept readily accessible. Upon request, CONTRACTOR must make the records available within Tulare County to the Auditor of Tulare County and to his or her agents and representatives, for the purpose of auditing and/or copying the records for a period of five (5) years from the date of final payment under this Agreement. Additional record-keeping requirements may be located in Exhibit F or G (related to federally-funded contracts generally, or FTA-funded contracts specifically).

10. CONFLICT OF INTEREST:

(a) At all times during the performance of this Agreement, CONTRACTOR must comply with the law of the State of California regarding conflicts of interests and appearance of conflicts of interests, including, but not limited to, Government Code Section 1090 *et seq.*, and the Political Reform Act, Government Code Section 81000 *et seq.*, and regulations promulgated by the California Fair Political Practices Commission. The statutes, regulations, and laws previously referenced include, but are not limited to, prohibitions against any public officer or employee, including CONTRACTOR for this purpose, from making any decision on behalf of TCAG in which the officer, employee, or consultant/contractor has a direct or indirect financial interest. A violation can occur if the public officer, employee, or consultant/contractor participates in or influences any TCAG decision that has the potential to confer any pecuniary benefit on CONTRACTOR or any business firm in which CONTRACTOR has an interest, with certain narrow exceptions.

(b) CONTRACTOR agrees that if any facts come to its attention that raise any questions as to the applicability of conflicts of interests laws, then it will immediately inform TCAG and provide all information needed for resolution of this question.

11. INSURANCE: The attached **Exhibit C** outlines the minimum scope, specifications, and limits of insurance required under this Agreement. Additional insured endorsements required as outlined in **Exhibit C** cannot be used to reduce limits available to TCAG as an additional insured from CONTRACTOR'S full policy limits. Insurance policies cannot be used to limit liability or to limit the indemnification provisions and requirements of this Agreement or

act in any way to reduce the policy coverage and limits available from the insurer(s). If CONTRACTOR fails to maintain or renew coverage, or to provide evidence of renewal, then TCAG may consider that failure a material breach of this Agreement. TCAG may also withhold any payment otherwise due to CONTRACTOR for failure to provide evidence of renewal until CONTRACTOR provides such evidence.

12. INDEMNIFICATION AND DEFENSE:

(a) To the fullest extent permitted by law, CONTRACTOR must indemnify, defend (at CONTRACTOR'S sole cost and expense and with legal counsel approved by TCAG, which approval may not be unreasonably withheld), protect and hold harmless TCAG, all subsidiaries, divisions, committee, and affiliated agencies of TCAG, and all of their representatives, partners, designees, officers, directors, employees, consultants, agents, successors, and assigns, (each, an "Indemnified Party" and collectively, the "Indemnified Parties"), from and against all claims (including, without limitation, claims for bodily injury, death or damage to property), demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs, and expenses (including, without limitation, attorneys' fees, disbursements, and court costs, and all other professional expert or consultants' fees and costs and TCAG general and administrative expenses) of every kind and nature whatsoever (individually, a "Claim"; collectively, "Claims") which may arise out of, pertain to, or relate (directly or indirectly) to the negligence, recklessness, or misconduct of CONTRACTOR with respect to any work performed or services provided under this Agreement (including, without limitation, the acts, errors, and/or omissions of CONTRACTOR, its principals, officers, agents, employees, vendors, suppliers, consultants, sub-consultants, contractors, and anyone employed directly or indirectly by any of them, or for whose acts they may be liable, or any or all of them). CONTRACTOR'S obligation to indemnify applies unless it is finally adjudicated that the liability was caused by the sole active negligence or sole willful misconduct of an Indemnified Party. If it is finally adjudicated that liability is caused by the comparative active negligence or willful misconduct of an Indemnified Party, then CONTRACTOR'S indemnification obligation shall be reduced in proportion to the established comparative liability.

(b) The duty to defend is a separate and distinct obligation from CONTRACTOR'S duty to indemnify. CONTRACTOR shall be obligated to defend, in all legal, equitable, administrative, or special proceedings, the Indemnified Parties immediately upon tender to CONTRACTOR of the Claim in any form or at any stage of an action or proceeding, whether or not liability is established. Payment to CONTRACTOR by any Indemnified Party or the payment or advance of defense costs by any Indemnified Party cannot be a condition precedent to enforcing the Indemnified Party's rights to indemnification under this Agreement. An allegation or determination that persons other than CONTRACTOR are responsible for the Claim does not relieve CONTRACTOR from its separate and distinct obligation to defend under this section. The obligation to defend extends through final judgment, including exhaustion of any appeals. The defense obligation includes an obligation to provide independent defense counsel if CONTRACTOR asserts that liability is caused in whole or in part by the negligence or willful misconduct of an Indemnified Party. If it is finally adjudicated that liability was caused by the comparative active negligence or willful misconduct of an Indemnified Party, then CONTRACTOR may submit a claim to the TCAG for reimbursement of reasonable attorneys' fees and defense costs in proportion to the established comparative liability of the Indemnified Party. CONTRACTOR'S indemnification obligations under this Agreement will survive the expiration or earlier termination of this Agreement until action against the Indemnified Parties for the matter indemnified is fully and finally barred by the applicable statute of limitations or statute of repose. CONTRACTOR'S liability for indemnification under this Agreement is in addition to any liability CONTRACTOR may have to TCAG for a breach by CONTRACTOR of any of the provisions of this Agreement. Under no circumstances may the insurance requirements and limits set forth in this Agreement be construed to limit CONTRACTOR'S indemnification obligation or other liability under this Agreement. The terms of this Agreement are contractual and the result of negotiation between the Parties.

(c) CONTRACTOR must indemnify and hold TCAG harmless from all loss and liability, including attorneys' fees, court costs and all other litigation expenses, for any infringement of the patent rights, copyright, trade secret or any other proprietary right or trademark, and all other intellectual property claims of any person or persons in consequence of the use by TCAG, or any of its officers or agents, of articles or services to be supplied in the performance of this Agreement.

13. TERMINATION:

(a) **Without Cause:** TCAG may terminate this Agreement without cause by giving thirty (30) days' prior written notice to CONTRACTOR of its intention to terminate under this provision, specifying the date of termination. TCAG will pay to CONTRACTOR the compensation earned for work satisfactorily performed and not previously paid for to the date of termination. TCAG will not pay lost anticipated profits or other economic loss. The payment of any compensation is subject to the restrictions on payment of compensation otherwise provided in this Agreement, and is conditioned upon receipt from CONTRACTOR of all plans, specifications and estimates, and other documents prepared by CONTRACTOR in accordance with this Agreement. TCAG will not impose sanctions on CONTRACTOR under these circumstances.

(b) **With Cause:** Either Party may terminate this Agreement immediately, by written notice to the other Party, should the other Party:

- (1) Be adjudged a bankrupt, or
- (2) Become insolvent or have a receiver appointed, or
- (3) Make a general assignment for the benefit of creditors, or
- (4) Suffer any judgment that remains unsatisfied for 30 days, and that would substantively impair the ability of the judgment debtor to perform under this Agreement, or
- (5) Materially breach this Agreement.

In addition, TCAG may terminate this Agreement based on:

- (6) Material misrepresentation, either by CONTRACTOR or anyone acting on CONTRACTOR'S behalf, as to any matter related in any way to TCAG'S retention of CONTRACTOR, or
- (7) Other misconduct or circumstances that, in the sole discretion of TCAG, either impairs the ability of CONTRACTOR to competently provide the services under this Agreement, or exposes TCAG to an unreasonable risk of liability.

For any of the occurrences except item (5) above, termination may be effected upon written notice by the terminating Party specifying the date of the termination. If CONTRACTOR fails to perform according to the terms and conditions of this Agreement, then TCAG may, in addition to any other remedy it may have, issue a declaration of default after 10 days' written notice to CONTRACTOR.

Upon a material breach, the Agreement may be terminated after the failure of the defaulting Party to remedy the breach to the satisfaction of the non-defaulting Party within 5 days of written notice specifying the breach. If the breach is not remedied within that 5-day period, then the non-defaulting Party may terminate this Agreement on further written notice specifying the date of termination. If the nature of the breach is such that it cannot be cured within a 5-day period, then the defaulting Party may submit a written proposal within that period which sets forth a specific means to resolve the default. If the non-defaulting Party consents to that proposal in writing, which consent may not be unreasonably withheld, then the defaulting Party must immediately embark on its plan to

cure the default or breach. If the default or breach is not cured within the time agreed, then the non-defaulting Party may terminate this Agreement upon written notice specifying the date of termination.

TCAG will pay to CONTRACTOR the compensation earned for work satisfactorily performed and not previously paid for to the date of termination. The payment of such compensation is subject to the restrictions on payment of compensation otherwise provided in this Agreement, and is conditioned upon receipt from CONTRACTOR of all plans, specifications and estimates, and other documents prepared by CONTRACTOR by the date of termination in accordance with this Agreement. TCAG will not pay lost anticipated profits or other economic loss, nor will TCAG pay compensation or make reimbursement to cure a breach arising out of or resulting from such termination. If TCAG terminates this Agreement for cause and the expense of finishing CONTRACTOR'S scope of work exceeds the unpaid balance of the Agreement, then CONTRACTOR must pay the difference to TCAG. TCAG may impose sanctions under these circumstances, which may include possible rejection of future proposals based on specific causes of CONTRACTOR'S non-performance.

(c) **Effects of Expiration or Termination:** Expiration or termination of this Agreement will not terminate any obligations to indemnify, to maintain and make available any records pertaining to the Agreement, to cooperate with any audit, to be subject to offset, or to make any reports of pre-termination contract activities. Where TCAG terminates CONTRACTOR'S services, that termination will not affect any rights of TCAG to recover damages against CONTRACTOR.

(d) **Suspension of Performance:** Independent of any right to terminate this Agreement, the Executive Director of TCAG may immediately suspend performance by CONTRACTOR, in whole or in part, in response to health, safety or financial emergency, or a failure or refusal by CONTRACTOR to comply with the provisions of this Agreement, until such time as the cause for suspension is resolved, or a notice of termination becomes effective.

14. LOSS OF FUNDING: It is understood and agreed that if TCAG'S funding is either discontinued or reduced for the services to be provided hereunder, then TCAG will have the right to terminate this Agreement under section 13 (a) ("Termination Without Cause") as of the end of the term for which funds are appropriated. Such termination shall be without penalty, liability, or expense to TCAG of any kind, provided that TCAG shall pay CONTRACTOR in accordance with section 13 (a) for services satisfactorily performed prior to the date of such termination and to the extent funds have been appropriated for such payment.

15. SUBMITTING FALSE CLAIMS; MONETARY PENALTIES: Under applicable federal and state law, if CONTRACTOR submits a false claim to TCAG under this Agreement, then CONTRACTOR will be liable to TCAG for the statutory penalties set forth in those statutes, including but not limited to statutory fines, treble damages, costs, and attorneys' fees. CONTRACTOR will be deemed to have submitted a false claim to TCAG if CONTRACTOR:

- (a) Knowingly presents or causes to be presented to TCAG a false claim or request for payment or approval;
- (b) Knowingly makes, uses, or causes to be made or used a false record or statement to get a false claim paid or approved by TCAG;
- (c) Conspires to defraud TCAG by getting a false claim allowed or paid by TCAG;
- (d) Knowingly makes, uses, or causes to be made or used a false record or statement to conceal, avoid, or decrease an obligation to pay or transmit money or property to TCAG; or

(e) Is a beneficiary of an inadvertent submission of a false claim to TCAG, later discovers the falsity of the claim, and fails to disclose the false claim to TCAG within a reasonable time after discovery of the false claim.

16. FORM DE-542: If CONTRACTOR is an individual, CONTRACTOR acknowledges that this Agreement is subject to filing obligations under Unemployment Insurance Code Section 1088.8. Accordingly, TCAG has an obligation to file a report with the Employment Development Department, which report will include CONTRACTOR'S full name, social security number, address, the date this Agreement was executed, the total amount of the Agreement, its expiration date or whether it is ongoing. CONTRACTOR agrees to cooperate with TCAG to make that information available and to complete Form DE- 542. Failure to provide the required information may, at TCAG'S option, prevent approval of this Agreement, or be grounds for termination by TCAG.

17. WORKS FOR HIRE: CONTRACTOR acknowledges that all work(s) under this Agreement are "work(s) for hire" within the meaning of the United States Copyright Act (Title 17 United States Code) and hereby assigns to TCAG all rights and interests CONTRACTOR may have in the work(s) it prepares under this Agreement, including any right to derivative use of the work(s). All software and related materials developed by CONTRACTOR in performance of this Agreement for TCAG will be the sole property of TCAG, and CONTRACTOR hereby assigns and transfers all its right, title, and interest therein to TCAG. CONTRACTOR will execute all necessary documents to enable TCAG to protect TCAG'S intellectual property rights under this section.

18. WORK PRODUCT: All work product, equipment, or materials created for TCAG or purchased by TCAG under this Agreement belong to TCAG and CONTRACTOR must immediately deliver them to TCAG at TCAG'S request upon termination or completion of this Agreement.

19. TIME OF ESSENCE: The Parties agree that time is of the essence under this Agreement, unless they agree otherwise in writing.

20. CONFIDENTIALITY: CONTRACTOR may not use or disclose any information it receives from TCAG under this Agreement that TCAG has previously identified as confidential or exempt from mandatory public disclosure except as necessary to carry out the purposes of this Agreement or as authorized in advance by TCAG. Unless required to do so by law, including, but not limited to, the Ralph M. Brown Act or the California Public Records Act, TCAG may not disclose to third parties any information it receives from CONTRACTOR that CONTRACTOR has previously identified as confidential. If TCAG determines that it must disclose any information that CONTRACTOR previously identified as confidential, then it shall promptly give CONTRACTOR written notice of its intention to disclose such information and the authority for such disclosure. CONTRACTOR shall have period of five (5) calendar days thereafter within which to seek a protective court order to prevent such disclosure or to notify TCAG that it will not seek such an order. TCAG shall cooperate with CONTRACTOR in any efforts to seek such a court order. TCAG shall not disclose the information until the five (5) day period has expired without a response from CONTRACTOR, or CONTRACTOR has notified TCAG that it will not seek such an order, or CONTRACTOR has sought and a court has declined to issue a protective order for such information. If CONTRACTOR seeks a protective order for such information, CONTRACTOR shall defend and indemnify TCAG from any and all loss, injury, or claim arising from TCAG'S withholding of the information from the requestor. This includes any attorney's fees awarded to the requestor. The duty of TCAG and CONTRACTOR to maintain confidentiality of information under this section continues beyond the term of this Agreement.

21. ASSIGNMENT/SUBCONTRACTING: Unless otherwise provided in this Agreement, TCAG is relying on the personal skill, expertise, training and experience of CONTRACTOR and CONTRACTOR'S employees and no part of this

Agreement may be assigned or subcontracted by CONTRACTOR without the prior written consent of TCAG, which consent TCAG may grant, delay, deny, or condition in its absolute discretion.

22. DISPUTES AND DISPUTE RESOLUTION: CONTRACTOR shall continue with its responsibilities under this Agreement during any dispute. If a dispute arises out of or relating to this Agreement, or the breach of the Agreement, and if the dispute cannot be settled through negotiation, then the Parties agree first to try in good faith to settle the dispute by non-binding mediation, to be held in Tulare County, California, before resorting to litigation or some other dispute resolution procedure, unless the Parties mutually agree otherwise. The Parties must mutually select the mediator, but in case of disagreement, then the Parties will select the mediator by lot from among two nominations provided by each Party. The Parties will split equally all costs and fees required by the mediator; otherwise each Party will bear its own costs of mediation. If mediation fails to resolve the dispute within 30 days, then either Party may pursue litigation to resolve the dispute.

23. PROPERTY TAXES: Under the terms of California Revenue and Taxation Code section 107.6 (possessory interest tax), CONTRACTOR'S possession or use of any TCAG-owned real property under this Agreement may create a "possessory interest" in the real property. If a possessory interest is created, then it may be subject to property taxation and CONTRACTOR may be subject to the payment of property taxes on that possessory interest.

24. FURTHER ASSURANCES: Each Party will execute any additional documents and perform any further acts that may be reasonably required to effect the purposes of this Agreement.

25. CONSTRUCTION: This Agreement reflects the contributions of all Parties and so the provisions of Civil Code section 1654 will not apply to address and interpret any alleged uncertainty or ambiguity.

26. HEADINGS: Section headings are provided for organizational purposes only and do not in any manner affect the scope, meaning, or intent of the provisions under the headings.

27. NO THIRD-PARTY BENEFICIARIES INTENDED: Unless specifically set forth, the Parties to this Agreement do not intend to provide any other party with any benefit or enforceable legal or equitable right or remedy.

28. WAIVERS: The failure of either Party to insist on strict compliance with any provision of this Agreement will not be considered a waiver of any right to do so, whether for that breach or any later breach. The acceptance by either Party of either performance or payment will not be considered a waiver of any preceding breach of the Agreement by the other Party.

29. ORDER OF PRECEDENCE: In the event of any conflict or inconsistency between or among the body of the Agreement (which includes these "General Agreement Terms and Conditions") and any Exhibit, Schedule, or Attachment, then the terms and conditions of the body of the Agreement shall prevail.

30. CONFLICT WITH LAWS OR REGULATIONS/ SEVERABILITY: This Agreement is subject to all applicable laws and regulations. If any provision of this Agreement is found by any court or other legal authority, or is agreed by the Parties to be, in conflict with any code or regulation governing its subject matter, only the conflicting provision will be considered null and void. If the effect of nullifying any conflicting provision is such that a material benefit of the Agreement to either Party is lost, then the Agreement may be terminated at the option of the affected Party. In all other cases, the remainder of the Agreement will continue in full force and effect.

31. ENTIRE AGREEMENT: This Agreement represents the entire agreement between CONTRACTOR and TCAG as to its subject matter and no prior oral or written understanding will be of any force or effect. No part of this Agreement may be modified without the written consent of both Parties.

32. ASSURANCES OF NON-DISCRIMINATION: CONTRACTOR must not discriminate in employment or in the provision of services based any characteristic or condition upon which discrimination is prohibited by state or federal law or regulation. The Parties recognize that both CONTRACTOR and TCAG have the responsibility to protect TCAG employees and clients from unlawful activities, including discrimination and sexual harassment in the workplace. Accordingly, CONTRACTOR agrees to provide appropriate training to its employees regarding discrimination and sexual harassment issues, and to promptly and appropriately investigate any allegations that any of its employees may have engaged in improper discrimination or harassment activities. TCAG, in its sole discretion, has the right to require CONTRACTOR to replace any employee who provides services of any kind to TCAG under this Agreement with other employees where TCAG is concerned that its employees or clients may have been or may be the subjects of discrimination or harassment by such employees. TCAG'S right to require replacement of employees under this section does not preclude TCAG from terminating this Agreement with or without cause as provided for under this Agreement. Additional nondiscrimination requirements may be located in Exhibit F or G (related to federally-funded contracts generally, or FTA-funded contracts specifically).

33. DRUG-FREE WORKPLACE POLICY: CONTRACTOR acknowledges that under the Federal Drug-Free Workplace Act of 1989 and the California Drug-Free Workplace Act of 1990, the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited on TCAG premises. CONTRACTOR agrees that any violation of this prohibition by CONTRACTOR, its employees, agents, or assigns will be deemed a material breach of this Agreement.

34. RECYCLED PAPER CONTENT: To the extent CONTRACTOR'S services under this Agreement include printing services, pursuant to Public Contract Code section 22153, CONTRACTOR shall use paper that meets the recycled content requirements of Public Contract Code section 12209.

AGENDA ITEM IV-C

January 24, 2022

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: 2022 California Safety Performance Management 1 (PM1) Target Setting

BACKGROUND:

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

The final rule required state departments of transportation (DOTs) to adopt targets by August 31 of each year. For each performance measure, MPOs shall establish a target within six months after State DOTs establish targets (February 27) by either:

- 1) agreeing to support the State DOT statewide safety target for that performance measures; or
- 2) establishing a quantifiable target for that performance measure for their metropolitan planning area.

DISCUSSION:

There are five performance measures for the purpose of carrying out the Highway Safety Improvement Program. They are:

- Number of fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and,
- Number of non-motorized fatalities and non-motorized serious injuries.

Each performance measure is based on a 5-year rolling average. The regulations require that Caltrans targets be identical to targets established by State Highway Safety Office for common measures. In the case of California, this would be the Office of Traffic Safety (OTS) and applies to the first three performance measures.

The table below identifies the performance targets, the data source used to establish the targets, and 5-Year Rolling Average targets set for 2022 by Caltrans.

**Caltrans' 2022 Statewide Safety Performance Management Targets (SPMT)
Based on a 5-Year Rolling Average**

Performance Target	Data Source	5-Yr. Rolling Average
Number of Fatalities	FARS	3,491.8
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.042
Number of Serious Injuries	SWITRS	16,704.2
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.879
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,684.4
FARS – Fatality Analysis Reporting System HPMS – Highway Performance Monitoring System SWITRS – Statewide Integrated Traffic Records System		

The regulations require MPOs such as TCAG to adopt the performance measure targets within 180 days of adoption of targets by the state DOTs. MPOs can either:

- A) agree to plan and program projects so that they contribute toward the establishment of the state DOT safety target for that performance measure; or
- B) committing to a quantifiable target for that performance measure for their metropolitan planning area.

Staff is recommending that the Board approve option “A” and support the targets approved by Caltrans and plan and program projects that contribute towards Caltrans’ safety target for each performance measure.

Caltrans was required to adopt targets for all public highways regardless of ownership or classification. Caltrans is responsible to FHWA for the achievement of targets on roadways over which they have no authority – city and county streets and highways. In a similar fashion, TCAG must adopt targets over a roadway system for which it has no control. In the case the Tulare County metropolitan planning area TCAG has no control over the city streets, the county roadways or the state highways. There is a penalty in federal regulation to the states if they do not achieve the targets or make substantial progress towards achievement of the targets. There is no penalty identified in federal regulation to the MPO.

Attachment 2 is a paper prepared by Caltrans that addresses how they adopted their safety performance management targets for 2022.

RECOMMENDATION:

Staff is recommending that the Board approve option “A” and support the targets approved by Caltrans and plan and program projects that contribute to these goals and authorize the Executive Director to sign and submit the 2022 California Safety Performance Management 1 (PM1) Target reporting form (Attachment 1).

FISCAL IMPACT:

At this time, there are no anticipated costs to TCAG. Through its normal role of reviewing and recommending projects for the Highway Safety Improvement Program (HSIP), the Active Transportation Program (ATP), or other federal, state or locally funded programs, TCAG will continue to encourage projects that enhance safety and advance the goals established by Caltrans.

ATTACHMENTS:

1. Resolution of Approval
2. Safety Performance Management Targets for 2022

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

In the matter of:

APPROVAL OF 2022 CALIFORNIA SAFETY)	
PERFORMANCE MANAGEMENT 1 (PM1))	Resolution No. 2022-xxx
TARGET SETTING)	

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21, Public Law 112- 141) was signed into law in June 2012; and

WHEREAS, MAP-21 included a national goal of “Safety –To achieve a significant reduction in traffic fatalities and injuries on all public roads;” and

WHEREAS, the Federal Highway Administration (FHWA) began the rule making process on March 22, 2014; and

WHEREAS, the rule making process was completed on March 15, 2016 and the rule became effective on April 14, 2016; and

WHEREAS, the final rule requires state department of transportation to adopt safety performance targets by August 31 of each year; and

WHEREAS, the California Department of Transportation (Caltrans) adopted 2022 safety performance measure targets on August 31, 2021; and

WHEREAS, the final rule requires that Metropolitan Planning Organizations, (MPOs) to adopt safety performance measure targets within 180 days from the date targets are adopted by the state department of transportation; and

WHEREAS, MPOs can either a) agree to plan and program projects so that they contribute toward the establishment of state DOT safety target for a performance or b) commit to a quantifiable target for that performance measure for their metropolitan planning area.

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of the Tulare County Association of Governments that it approves option “a” and agrees to plan and program projects so they contribute toward the establishment of state DOT safety targets for all five safety performance measures; and

BE IT FURTHER RESOLVED that the Executive Director is authorized to sign and submit on behalf of TCAG the form identified as Exhibit A to this Resolution.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 24th day of January, 2022 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel, III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

Safety

The Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) and subsequent federal rulemaking established five performance measures related to Safety. The measures are:

- Number of fatalities;
- Number of serious injuries;
- Rate of fatalities per 100 million vehicle miles traveled;
- Rate of serious injuries per 100 million vehicle miles traveled; and
- Number of non-motorized fatalities and serious injuries.

State Target Setting Actions:

In preparation for the California 2022 Statewide Safety Performance Management Target (SPMT) setting efforts, the California Department of Transportation (Caltrans) and Metropolitan Planning Organizations (MPOs) coordinated at the 2022 Safety Performance Management Engagement Workshop in 2021.

Caltrans coordinated with the California Office of Traffic Safety to establish statewide targets for the first three performance measures (number of fatalities, number of serious injuries, and rate of fatalities), which are required to be submitted to the National Highway Traffic Safety Administration (NHTSA) by June 30th of each year. Caltrans also established statewide targets for the rate of serious injuries and the number of non-motorized fatalities and serious injuries. All five of these targets were reported to the Federal Highway Administration through the California Highway Safety Improvement Program annual report on August 31, 2021.

MPO Target Setting Requirements:

Federal regulations require State Departments of Transportation (State DOTs) to establish and report annual targets related to each of these five performance measures by August 31 of each year. For each performance measure, MPOs shall establish a target within six months after State DOTs establish targets (February 27) by either:

- 1) agreeing to support the State DOT statewide safety target for that performance measures;
or
- 2) establishing a quantifiable target for that performance measure for their metropolitan planning area.

Annual targets will be expressed as five-year rolling averages of the five consecutive calendar years ending in the year for which the targets are established. Please see the table below for Caltrans' 2022 Statewide SPMT.

Caltrans' 2022 Statewide SPMT Based on a 5-Year Rolling Average

Performance Target	Data Source	5-Yr. Rolling Average
Number of Fatalities	FARS	3,491.8
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.042
Number of Serious Injuries	SWITRS	16,704.2
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.879
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,684.4

To fulfill this requirement, MPOs shall complete the following form and return it to the Caltrans MAP-21 PM1 Team at PM1@dot.ca.gov no later than February 27, 2022.

For further questions or technical assistance on Caltrans' Statewide SPMT process or analytical methodology, please contact the Caltrans MAP-21 Safety Performance Management (PM1) Team:

*Kelly Mar, Office of Strategic Safety and Implementation, Caltrans Division of Safety Programs
Phone: (916) 617-0159
Email: kelly.mar@dot.ca.gov*

*Robert W. Peterson, Office of Federal Programs, Caltrans Division of Local Assistance
Phone: (916) 653-4333
Email: robert.peterson@dot.ca.gov*

Question 1: Which of the two target-setting approaches allowed under federal safety performance regulations was selected by your MPO for calendar year 2022?

- ☒ Option A: My MPO has elected to support the 2022 Caltrans Statewide Safety Performance Management Targets (SPMTs).
- ☐ Option B: My MPO has elected to set region-specific performance targets as shown in Question 2.

Question 2: If your MPO selected Option B under Question 1, please provide Caltrans with quantifiable 2022 SPMTs for each performance measure for your metropolitan planning area and provide the data source.

Performance Target	Data Source	5-Yr. Rolling Average
Number of Fatalities		
Rate of Fatalities (per 100M VMT)		
Number of Serious Injuries		
Rate of Serious Injuries (per 100M VMT)		
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		

Question 3 [OPTIONAL]: If your MPO selected Option B under Question 1 and provided Caltrans with quantifiable 2022 SPMTs (and data sources) for each performance measure for your metropolitan planning area, please provide a methodology and rationale for your MPOs 2022 SPMTs.

Question 4: Please explain how your MPO will plan and program projects so that they contribute toward the accomplishment of either 2022 Caltrans Statewide SPMTs or your MPO's 2022 SPMTs (if your MPO has chosen to set its own quantifiable SPMTs).

TCAG will continue to work with partner agencies to identify, plan, and program projects that address safety. These programs include ATP, HSIP, and SHOPP Collision Reduction Program funded projects. Other projects not a part of these three programs mentioned above also address safety such as project in our Regional Measure Program (Measure R) and STBGP. In our 2021 FTIP, a total of 42 projects with a total project cost of \$586 million address safety. TCAG will continue to work with our local agencies and Caltrans to ensure safety remains a top priority in our project selection processes.

Question 5: Please provide the primary point of contact at your MPO for safety performance target-setting.

Name: Gabriel Gutierrez
Organization: Tulare County Association of Governments
Title: Senior Regional Planner
Phone: (559) 623-0450
Email: ggutierrez@tularecag.ca.gov
Address: 210 N. Church Street, Suite B
Visalia, CA 93291

Question 6: Please provide the contact information and signature of the official at your MPO certifying the information above.

Name: Ted Smalley
Organization: Tulare County Association of Governments
Title: Executive Director
Phone: (559) 623-0450
Email: tsmalley@tularecag.ca.gov
Address: 210 N. Church Street, Suite B
Visalia, CA 93291

Signature: _____ **Date:** _____

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AGENDA ITEM IV-D

January 24, 2022

Prepared by Giancarlo Bruno, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Appointment to the Social Services Transportation Advisory Council (SSTAC)

BACKGROUND:

The Transportation Development Act (TDA) requires each local transportation planning agency (TPA) to provide for the establishment of a Social Services Transportation Advisory Council (SSTAC). The SSTAC is responsible for advising the TPA on transit issues, particularly those related to transportation services for riders with specialized needs, and for making recommendations on which comments received as part of the annual 'Unmet Transit Needs' process constitute unmet transit needs that are reasonable to meet. These recommendations provide the basis for the formal Unmet Transit Needs Finding adopted by the TCAG board for submittal to Caltrans.

Membership is comprised of 11 members representing local transit operators, social services providers, and potential transit users from certain transit reliant populations.

DISCUSSION:

Currently there are two vacancies on the SSTAC: one created by the recent departure of the representative from local youth, and another created when a second seat for representatives of potential transit users with a disability was added in September 2021. An application for the representative of local transit users with a disability position was submitted by Mr. Glen Stewart.

RECOMMENDATION:

Approve Glen Stewart to serve on the SSTAC for the remainder of a three (3) year term concluding on June 30, 2024.

FISCAL IMPACT:

There is no fiscal impact to TCAG. The SSTAC is required under state law.

ATTACHMENTS:

1. Resolution: Appointment to the Social Services Transportation Advisory Council
2. SSTAC Member Application, submitted by Glen Stewart
3. Social Services Transportation Advisory Council Member Roll

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

In the matter of:

APPOINTMENT TO THE SOCIAL SERVICES)	
TRANSPORTATION ADVISORY COUNCIL)	Resolution No. 2022-XXX
FOR TULARE COUNTY, CALIFORNIA)	

WHEREAS, the Tulare County Social Services Transportation Advisory Council (SSTAC) was established in accordance with Article 3, Section 99238 of the California Public Utilities Code (PUC) which outlines the composition, duties, responsibilities, and terms of service of the SSTAC; and

WHEREAS, Section 99238 further stipulates that members of the SSTAC shall be appointed by the Regional Transportation Planning Agency (RTPA), including filling vacancies on the council as they occur; and

WHEREAS, the Tulare County Association of Governments (TCAG) is the RTPA for the County of Tulare; and

WHEREAS, a vacancy was created on the SSTAC when the TCAG Board authorized the creation of a second position for a representative of local transit users with a disability or disabilities; and

WHEREAS, Mr. Glen Stewart of Visalia has applied for the above referenced position.

NOW, THEREFORE, BE IT RESOLVED that the TCAG Board hereby approves and appoints Glen Stewart to serve on the Tulare County Social Services Transportation Advisory Council as a representative of a local social service provider to seniors for the unexpired portion of a term concluding on June 30, 2024, pursuant to subdivision (b) of Section 99238 of the Public Utilities Code.

The foregoing Resolution was adopted upon the motion of Member _____, seconded by Member _____, at a regular meeting on the 24th day of January 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel, III
Chair, TCAG

Ted Smalley
Executive Director, TCAG



**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
(SSTAC) APPLICATION FOR APPOINTMENT**

If you are interested in serving on the Tulare County Social Services Transportation Advisory Council (SSTAC), please complete this questionnaire, including any comments or additional information in the section provided at the end, and return it to the address listed. Applications may be submitted by email or by submitting a hard copy. Applications are due **March 5, 2021** by 5:00 pm.

Membership on the SSTAC requires appointment by the Tulare County Association of Governments Board of Directors; therefore, it is necessary to present the Board with relevant information concerning each nominee.

NAME: Glen Stewart

ADDRESS: 115 W. Murry Ave Apt 710 Visalia CA 93291

TELEPHONE: Primary 559-636-1436 Secondary _____

E-MAIL ADDRESS gstewart@cvrc.org _____ 25yrs

Years living in area CURRENT AND/OR PREVIOUS WORK EXPERIENCE:

I am an advocate specialist

RELEVANT VOLUNTEER EXPERIENCE (Organization, Tasks, Dates):

SSTAC for 7-8 years.

PLEASE BRIEFLY STATE WHY YOU ARE INTERESTED IN SERVING ON THE SSTAC:

I want the transportation to be accessible for all people and affordable. I would like better connections at all the transit stations between agencies.

VACANT CATEGORY LISTING:

The following positions are currently available. Please check which you are applying for:

☐

Representative of a Local Social Service Provider- Social service transportation provider for seniors preferred, if possible (*1 vacancy, 1 expiring term up for renewal*)

☒

Representative of a Local Social Service Provider- Social service transportation provider for people with disabilities (*1 expiring term up for renewal*)

☐

Representative of a Local Social Service Provider for Persons of Limited Financial Means (*1 expiring term up for renewal*)

CERTIFICATION:

I certify that the above information is true and correct, and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



Signature

11/6/2022

Date

Appointments will be considered at a TCAG Board of Directors meeting. Any information you submit will become a matter of public record. Applications may be submitted electronically by email or by delivery to the TCAG office.

Contact: Giancarlo Bruno
Email: GBruno@tularecag.ca.gov
Phone: (559) 623-0470

Tulare County Association of Governments
210 N. Church St., Suite
B Visalia, CA 93291

**SOCIAL SERVICES
TRANSPORTATION ADVISORY
COUNCIL**

**Member Categories
*January 2022***

1. One representative of potential transit users who are 60 years of age or older.
Dan Fox (term ends 6/22)

2. **Two representatives of potential transit users that are disabled.**
Rebecca Donabed (term ends 6/23)
Glen Stewart (term ends 6/24)

3. Two representatives of local social service transit providers for seniors/social service transportation providers.
Michael Esquibel, Resources for Independence Central Valley (term ends 6/23)
John Mauro, Tulare County HHSA (term ends 6/22)

4. Two representatives of local social service transit providers for the disabled/social service transportation providers.

Mark Michaelian, Able Industries (term ends 6/24)
Norma Verduzco, Family Health Care Network (term ends 6/24)

5. One representative of a local social service provider for persons of limited means.
Albert Cendejas, Community Services Employment Training (CSET) (term ends 6/24)

6. Two representatives from local transit providers.
Teresa Ortega, County of Tulare (term ends 06/23)
Angelina Soper, City of Visalia (term ends 06/22)

7. One representative of potential transit users from local youth.
Vacant (term ends 6/22)

AGENDA ITEM IV-E

January 24, 2022

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). In 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 December 2021 and applications are due in mid-February 2022. Selected projects will be programmed in the FTIP.

CMAQ

The following projects are scheduled for obligation this fiscal year. Completed Requests for Authorization should be submitted to Caltrans by April 1, 2022:

Tulare County Area Transit (TCaT) - Purchase of 2 Buses

CMAQ: \$929,000

Tulare County Regional Transit Agency (TCRTA) - New Microtransit Service
CMAQ: \$1,500,000

City of Dinuba – Roundabout at Alta and Kamm
CMAQ: \$1,800,000

City of Visalia – Class IV Bike Path on Santa Fe from Tulare to Houston
CMAQ: \$2,994,000

ATTACHMENT:

None

AGENDA ITEM IV-F

January 24, 2022

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

Information: Senate Bill 1 (SB 1) Competitive Programs Update

BACKGROUND:

On April 28, 2017, Governor Brown signed Senate Bill 1 (SB1) (Beall, Chapter 5, Statutes of 2017), which is also known as the Road Repair and Accountability Act (RMRA) of 2017. This Act provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding for transportation infrastructure, increased the role of the California Transportation Commission (CTC) in a number of existing programs, and created new transportation funding programs for the CTC to oversee.

The purpose and intention of the Act is to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road systems as well as provide transit assistance. SB1 affected eight different transportation funding programs including the Local Partnership Program (LPP), Trade Corridor Enhancement Program (TCEP), Solution for Congested Corridors Program (SCCP), and the Active Transportation Program (ATP).

DISCUSSION:

Summary of SB1 Funding Programs

Solutions for Congested Corridors Program (SCCP)

The purpose of the Solutions for Congested Corridors Program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

Trade Corridor Enhancement Program (TCEP)

The Trade Corridor Enhancement Program provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Account (TCEA). The TCEA will provide approximately \$300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume. Subsequent legislation (SB 103) combined the Trade Corridor Enhancement Program funds with existing federal freight funding.

Local Streets and Roads Program (LSRP)

The Local Streets and Roads Program dedicates approximately \$1.5 billion per year in new formula revenues apportioned by the State Controller to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

Local Partnership Program (LPP)

The Local Partnership Program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects.

SB 1 Augmented Funding Programs

Active Transportation Program (ATP)

The Legislature created the ATP in 2013 to encourage increased use of active modes of transportation, such as biking and walking. SB 1 directs \$100 million annually to the ATP,

State Highway Operation and Protection Program (SHOPP)

The additional SB 1 SHOPP investment, estimated at approximately \$1.5 billion annually to improve the condition of the State Highway System, and \$400 million annually for bridges and culverts will also have a positive impact on the State's economy. SB 1 requires the Commission to adopt and manage the SHOPP in a transparent and accountable manner.

State Transportation Improvement Program (STIP)

The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments.

On August 24, 2021, TCAG staff attended (via virtual meeting format) the 2022 All SB 1 Competitive Programs Kick-off Workshop. Introductory presentations of each of the SB1 programs were made by CTC staff. The kickoff meeting was very general in nature. More in-depth discussions related to the guidelines, selection criteria, etc. were held during several SB1 workshops held in the Fall 2021 and will continue into 2022. The table below shows the upcoming workshop schedule beginning in January 2022.

January 2022	LPP	Thursday, January 20, 1:00 – 4:00 pm
	TCEP	Monday, January 31, 1:00 – 4:00 pm
	SCCP	Wednesday, January 12, 1:00 – 4:00 pm
February 2022	LPP	Friday, February 25, 1:00 – 4:00 pm
	TCEP	Wednesday, February 16, 2021, 1:00 – 4:00 pm
	SCCP	Wednesday, February 9, 1:00 – 4:00 pm
March 2022	LPP	Tuesday, March 29, 1:00 – 4:00 pm
	TCEP	Wednesday, March 23, 1:00 – 4:00 pm
	SCCP	Wednesday, March 9, 1:00 – 4:00 pm
April 2022	TCEP	Wednesday, April 20, 1:00 – 4:00 pm
	LPP	Tuesday, April 26, 1:00 – 4:00 pm
	SCCP	Wednesday, April 13, 1:00 – 4:00 pm

Guidelines Adoptions and Calls for Projects	Anticipated Summer 2022
Program Adoptions	Anticipated Summer 2023

ATP

The guidelines workshops for the Active Transportation Program are on a different track than the three SB1 programs discussed above. The kickoff workshop 2023 Active Transportation Program was held on November 6, 2021. Additional workshops are planned in January and February. Final guidelines adoption and the Call for Projects for the 2023 ATP Program is planned for March 2022.

RECOMMENDATION:

Information item only. No action needed at this time.

ATTACHMENTS:

None

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AGENDA ITEM V-A

January 24, 2022

Prepared by Sheela Bhongir, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Consultant Selection for Tule River Tribe Active Transportation Plan

BACKGROUND:

Tulare County Association of Governments (TCAG) staff have been requested by the Tule River Tribal Council to partner with the City of Porterville and manage a new consultant contract that will result in the creation and development of the Tribe's very first, Active Transportation Plan (ATP). The ATP focuses on improving bicycle and pedestrian infrastructure to facilitate safe and easy movement of people with low stress of colliding with vehicular traffic. The Council also requested active transportation solutions for the recently relocated Eagle Mountain Casino in the southwest sector of the City of Porterville.

A formal written communication from the Chairman of the Tule River Tribal Council was sent to TCAG on October 12, 2021. TCAG responded to the request by releasing a Request for Proposal (RFP) on November 15, 2021 seeking qualified consultants to produce an ATP focusing on both areas, the reservation and the Eagle Mountain Casino. An optional task for an additional \$25,000 was also available to produce preliminary designs and renderings of infrastructure treatments and enhancements for approximately 10 different locations.

TCAG, in partnership with the City of Porterville, is currently managing the administration of this contract using SB1 funds and local contributions for a total of \$30,000 and an optional \$25,000 if preliminary designs and renderings could be produced. TCAG, in partnership with the City of Porterville, received and scored a total of three proposals on December 15, 2021.

DISCUSSION:

In November, TCAG released a Request for Proposals (RFP) for the Tule River Active Transportation Plan with a budget of \$30,000 and an optional amount of \$25,000 for preliminary design and renderings. Three proposals were received. City of Porterville Staff and TCAG staff scored the three proposals. All met the proposal requirements and came in at or under the total budget of \$55,000. Proposal scoring was out of 100 points. Results of proposal scoring are as follows:

	4Creeks	TJKM	Green DOT Transportation Solutions
Average Proposal Score	94	86	72
Cost for ATP Plan	\$35,470	\$29,950	\$29,650
Cost for Optional Task	\$14,870	\$23,150	\$24,880
Total	\$50,340	\$53,100	\$54,530

Applicants who demonstrated capabilities to satisfy both requirements, planning and preliminary engineering scored higher. Experience working on local tribal projects was also considered.

RECOMMENDATION:

Based on TCAG-adopted evaluation criteria and scoring, TCAG staff recommends selection of 4Creeks for preparation of the Tule River Active Transportation Plan.

FISCAL IMPACT:

This study is primarily funded with an SB1 funds and local contributions.

ATTACHMENT:

1. Resolution approving consultant selection.

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

In the matter of:

SELECTION OF 4Creeks FOR)	
PREPARATION OF TULE RIVER TRIBE)	
ACTIVE TRANSPORTATION PLAN)	Resolution No. 2022-xxx

WHEREAS, on November 15, 2021, the Tulare County Association of Governments (TCAG) requested proposals for consultant services to prepare the Tule River Tribe Active Transportation Plan for a budget not to exceed \$55,000; and

WHEREAS, three qualified consulting firms submitted proposals to TCAG; and

WHEREAS, proposals were evaluated and scored in accordance with the adopted scoring criteria as presented in the Request for Proposals (RFP); and

WHEREAS, 4Creeks submitted the highest scoring proposal.

NOW, THEREFORE, BE IT RESOLVED, that TCAG staff is authorized to prepare and negotiate a contract with 4Creeks to prepare the Tule River Tribe Active Transportation Plan for an amount not to exceed \$55,000.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 24th day of January, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

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AGENDA ITEM V-B

January 24, 2022

Prepared by Benjamin A. Kimball, TCAG Staff

SUBJECT:

Information: Regional Transportation Plan/Sustainable Communities Strategy Update

BACKGROUND:

Progress on the preparation of a Regional Transportation Plan and Sustainable Communities Strategy continues. Regular updates and occasional action items have been brought to the TCAG Board throughout the process. At the December 6, 2021 meeting, the TCAG Board selected the Cross Valley Corridor Scenario as the preferred scenario for the planning process.

DISCUSSION:

RTP Policy Element – A draft Policy Element was shared with the TCAG Board, the RTP Roundtable and the Sustainable Communities Committee earlier this year and comments were received. The Policy Element will be incorporated into the draft RTP documents in early 2022.

Valley-wide Chapter – TCAG Staff is updating the goods movement project list in coordination with the other valley regions. The Valleywide Chapter will be incorporated into the draft RTP documents in early 2022.

Regional Housing Needs Allocation – TCAG staff continues to meet with TCAG agencies in solidifying the RHNA methodology and have been putting together updated allocation numbers based on recent allocations from the California Department of Housing and Community Development.

Air Quality Conformity – TCAG staff continues to work with the other valley regions to put together the required conformity review and documentation.

Environmental Impact Report (EIR) – Rincon is the consulting firm putting together the Environmental Impact Report per the requirements of the California Environmental Quality Act. They are working collaboratively with other sub consultants and TCAG staff. A draft document is expected in early 2022. Sahagi and Associates is working together with Tulare County Counsel to provide appropriate legal review of all documentation.

Health Impact Analysis and Environment Justice Report – Both are being developed in parallel process with, and will be made a part of, the EIR.

Public Outreach – Public Outreach continued to be conducted in the region to share the development scenarios with the public and solicit their input on a preferred scenario. Outreach, so far, has included a presence at the Tulare County Fair, appearances at City Council Meetings and the TCAG Board Meeting and various appearances in disadvantaged communities spread over the region. A presentation was made to the Tulare River Tribe as well. Results from the outreach efforts were shared with the TCAG Board at the December 6, 2021 meeting.

The following schedule for upcoming events is subject to change:

January 2022 –	Completion of the core draft documents. Core draft documents to be shared with the Roundtable and Rural Communities Committee.
February 2022 -	Administrative Draft of the Draft EIR Released CMAQ and STBG Projects Presented to TCAG Board
March 2022 -	Draft RTP/SCS/PEIR Public Review Begins (60 Days) Notice of Completion for PEIR Filed Notice of Availability for PEIR Filed Public Review for Air Quality Conformity Begins (30 days for RTP) (55 days for SCS) RHNA Incorporated in to RTP Documents CMAQ and STBG Projects Programmed in 2023 FTIP and sent out for Public Review.
April 2022 -	Conformity Public Hearing Held Draft PEIR Presented to TCAG Board SCS Public Hearing Held at TCAG Board
May 2022 -	Draft PEIR Comments Due Air Quality Conformity Comments Due Finalize Draft RTP/SCS/PEIR Public Hearing for SCS held in alternate location (Porterville)
June 2022 -	Final EIR Public Hearing Held at TCAG Board
July 2022 -	TCAG Board Adopts Regional Transportation Plan TCAG Board Adopts Sustainable Communities Strategy TCAG Board Adopts and Certifies Final EIR TCAG Board Adopts Air Quality Conformity Document TCAG Board Adopts Regional Housing Needs Allocation
October 2022 -	RTP/SCS Transmitted to Caltrans for Approval
December 2022 -	RTP Transmitted to FHWA for Approval

ATTACHMENT(S):

None

AGENDA ITEM V-C

January 24, 2022

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:

January CTC Meeting

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

December CTC Meeting

State Highway Operation and Protection (SHOPP) allocations:

\$8.85 million for construction at the Warlow rest area near Traver on SR-99 to upgrade the water and wastewater systems.

\$2.49 million for design and construction to overlay two bridge decks in Fresno County and the SR-137/Outside Creek bridge in Tulare County.

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.

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

2022 RTIP/STIP

Listed below is the schedule for the adoption of the 2022 STIP:

6/23/21 Caltrans presents draft fund estimate

7/19/21 STIP Guidelines and fund estimate workshop

8/18/21 CTC adopts fund estimates and guidelines

10/4/21 Caltrans submits draft ITIP

10/14/21 CTC ITIP Hearing (south)

12/15/21 Regions submit RTIPs, Caltrans submits final ITIP

2/3/22 CTC STIP Hearing (south)

3/23/22 CTC adopts STIP

ATTACHMENTS:

None

AGENDA ITEM V-D

January 24, 2022

Prepared by Sheela Bhongir, TCAG Staff

SUBJECT:

Information: Tentative Award for Farmersville Los Arroyos Affordable Housing and Sustainable Communities (AHSC) Project

BACKGROUND:

In June 2021 TCAG partnered with Self Help Enterprises (SHE) to submit an application for Round 6 of the Affordable Housing and Sustainable Communities (AHSC) grant program. The Round 6 application proposed a 54-unit affordable housing rental community and a 3.46-acre multimodal transit center in the heart of downtown Farmersville. This similar project was submitted in Round 5 of the AHSC grant program, but unfortunately was not selected due to low scores on the Greenhouse Gas requirement of the application. Prior to Round 6, TCAG Staff met with the Strategic Growth Council and government staff to discuss scoring and importance of the project. For Round 6, SHE and TCAG made substantial revisions to the GHG calculations and submitted a more comprehensive proposal including transit service enhancements and active transportation.

DISCUSSION:

On January 10, 2022 grant award recommendations for the AHSC program were released. The Los Arroyos Housing and Transportation Improvement Project was selected as one of the five recommended recipients within the Rural Innovation Projects category. The recommendation includes over \$7 million in funding for 54 affordable housing units and over \$7 million in transit, bicycle, and pedestrian improvements for a total award amount of \$14,523,570. The recommendations will be presented to the Strategic Growth Council for approval on January 26, 2022.

FISCAL IMPACT:

TCAG staff time is budgeted to assist member agencies with grant applications.

ATTACHMENT:

Staff Recommendations for AHSC Round 6 Awards

Staff Recommendations: AHSC Round 6 Fiscal Year 2015-2020 and 2020-2021 Awards

Transit-Oriented Developments (TOD)										
Project Name	Applicants	Project Location	Final Score	Total Units	Income Restricted Units	Housing Funding	Programs Funding	Transportation Funding	Total AHSC Award	(GHG Reduction)/(AHSC Funding Request)
Unieya Apartments	LTSC Community Development Corporation; City of Los Angeles, Housing & Community Investment Department	Los Angeles	92	175	173	\$ 20,000,000	\$ 511,400	\$ 9,488,600	\$ 30,000,000	Y 0.001880
Grandview Apartments TOD	Abode Communities; City of Los Angeles, Housing & Community Investment Department	Los Angeles	88.5	100	94	\$ 9,054,838	\$ 319,200	\$ 4,630,800	\$ 14,004,838	Y 0.003169
	Flexible PSH Solutions, Inc.; City of Los Angeles	Los Angeles	88	150	148	\$ 20,000,000	\$ 470,000	\$ 9,530,000	\$ 30,000,000	Y 0.001726
	The Kelsey Civic Center	San Francisco	87	112	98	\$ 20,000,000	\$ 269,952	\$ 9,000,000	\$ 29,269,952	N 0.001943
Dupont Apartments	First Community Housing	San Jose	86.16	141	107	\$ 7,979,600	\$ 208,000	\$ 4,628,993	\$ 12,816,593	N 0.002304
On Broadway Apartments	EAH Inc.	Sacramento	83.66	140	138	\$ 18,446,000	\$ 554,000	\$ 10,000,000	\$ 29,000,000	Y 0.002977
Tamien Station	Core Affordable Housing, LLC; Central Valley Coalition for Affordable Housing	San Jose	81.66	135	134	\$ 18,500,000	\$ 249,949	\$ 10,000,000	\$ 28,749,949	Y 0.001585
Balboa Reservoir	BRIDGE Housing Corporation; City of San Francisco; County of San Francisco	San Francisco	81.5	124	87	\$ 19,610,404	\$ 253,741	\$ 9,721,341	\$ 29,585,486	N 0.001213
501 601 E. Compton	Resources for Community Development	Compton	81	290	58	\$ 12,255,662	\$ 568,800	\$ 8,073,490	\$ 20,897,952	Y 0.002198
Longfellow Corner and Transit Improvements	Resources for Community Development; City of Oakland	Oakland	78	77	76	\$ 12,319,140	\$ 233,240	\$ 7,034,634	\$ 19,587,014	Y 0.001571
Lake Merritt BART Senior Affordable Housing	East Bay Asian Local Development Corporation; City of Oakland	Oakland	78	97	96	\$ 16,500,000	\$ 369,812	\$ 7,543,164	\$ 24,412,976	Y 0.001272
Mayfair El Cerrito	BRIDGE Housing Corporation; City of El Cerrito	El Cerrito	77.16	69	68	\$ 17,222,372	\$ 403,159	\$ 9,285,313	\$ 26,910,844	N 0.001174
Subtotal TOD Projects:				1610	1277	\$ 191,888,016	\$ 4,411,253	\$ 98,936,335	\$ 295,235,604	

Integrated Connectivity Projects (ICP)										
Project Name	Applicants	Project Location	Final Score	Total Units	Income Restricted Units	Housing Funding	Programs Funding	Transportation Funding	Total AHSC Requested	(GHG Reduction)/(AHSC Funding Request)
Middlefield Junction	Mercy Housing California	Redwood City	95	179	155	\$ 14,860,000	\$ 637,500	\$ 10,000,000	\$ 25,497,500	N 0.001957
Richland Village	Sutter Community Affordable Housing; Sage Housing Group LLC	Yuba City	92	176	175	\$ 20,425,000	\$ 375,000	\$ 9,200,000	\$ 30,000,000	Y 0.001740
The Hunter House	Service First of Northern California	Stockton	89.33	120	119	\$ 17,240,556	\$ 293,460	\$ 9,473,064	\$ 27,007,070	Y 0.001652
965 Weeks Street	Mid-Peninsula The Farm, Inc.; East Palo Alto Community Alliance	East Palo Alto	89	136	135	\$ 11,700,000	\$ 337,125	\$ 7,750,000	\$ 19,787,125	Y 0.001661
Renaissance at Baker	Vista Del Monte Affordable Housing Inc.; Housing Authority of the County of Kern; City of Bakersfield	Bakersfield	88.66	85	84	\$ 10,000,000	\$ 208,040	\$ 4,469,110	\$ 14,677,150	Y 0.001978
Lancaster	BRIDGE Housing Corporation; City of Lancaster	Lancaster	88	114	113	\$ 14,291,374	\$ 310,340	\$ 10,000,000	\$ 24,601,714	N 0.002726
West Valley Connector and Pomona East End Village	Vista Del Monte Affordable Housing Inc.; City of Pomona; San Bernardino County Transportation Authority	Pomona	87.66	125	123	\$ 18,432,668	\$ 332,840	\$ 8,822,321	\$ 27,587,829	Y 0.003416
City LA VA - Building 156 & 157 and Big Blue Bus Westside Expansion	Century Affordable Development, Inc. ("CADi"); City of Santa Monica - Big Blue Bus	Unincorporated Los Angeles County	87.33	112	110	\$ 10,157,108	\$ 232,500	\$ 8,809,534	\$ 19,199,142	N 0.001711
Menlo Ave Apartments	Omni America LLC; City of Los Angeles / Housing + Community Investment The Related Companies of California, LLC; Meroy Housing California; City of San Francisco; County of San Francisco	Los Angeles	85.33	123	123	\$ 15,735,000	\$ 428,600	\$ 7,260,000	\$ 23,423,600	Y 0.001841
Sunnydale HOPE SF Block 3A	Resources for Community Development	San Francisco	84.66	80	79	\$ 10,850,000	\$ 500,000	\$ 9,855,299	\$ 21,205,299	N 0.002142
Neille Harmon Gateway Affordable Housing and Sustainable Transportation Improvements	Many Mansions	Emeryville	84.66	90	89	\$ 10,123,184	\$ 268,004	\$ 9,624,634	\$ 20,015,822	Y 0.001449
Central Terrace Apartments		Oxnard	84	87	86	\$ 15,298,727	\$ 338,462	\$ 8,159,500	\$ 23,796,689	Y 0.001338
Subtotal ICP Projects:				1427	1391	\$ 169,113,617	\$ 4,261,871	\$ 103,423,462	\$ 276,798,940	

Rural Innovation Projects (RIPA)										
Project Name	Applicants	Project Location	Final Score	Total Units	Income Restricted Units	Housing Funding	Programs Funding	Transportation Funding	Total AHSC Requested	(GHG Reduction)/(AHSC Funding Request)
Escalante Meadows	Housing Authority of the County of Santa Barbara	Guadalupe	86.33	80	73	\$ 12,000,000	\$ 209,130	\$ 7,166,050	\$ 19,375,180	N 0.001078
Shasta Lake Downtown Revitalization	Community Revitalization and Development Corporation; Win River Hotel Corporation; City of Shasta Lake; ADK Properties LLC	Shasta Lake	86	49	48	\$ 8,276,661	\$ 270,848	\$ 7,992,750	\$ 16,540,259	N 0.000044
Sugar Pine Village	The Related Companies of California, LLC; City of South Lake Tahoe	South Lake Tahoe	86	60	59	\$ 10,551,967	\$ 284,960	\$ 6,522,543	\$ 17,359,470	N 0.000840
Newmark Village Apartments	Pacific West Communities, Inc; City of Sanger	Sanger	84.66	72	71	\$ 6,700,000	\$ 302,240	\$ 3,658,000	\$ 10,660,240	Y 0.002089
Los Arroyos Housing and Transportation Improvement Project	Self-Help Enterprises	Farmersville	84	64	53	\$ 7,274,285	\$ 104,900	\$ 7,144,385	\$ 14,523,570	Y 0.004142
Subtotal RIPA Projects:				315	304	\$ 44,802,913	\$ 1,172,078	\$ 32,483,728	\$ 78,458,719	

Discretionary Funding										
Project Name	Applicants	Project Location	Final Score	Total Units	Income Restricted Units	Housing Funding	Programs Funding	Transportation Funding	Total AHSC Requested	(GHG Reduction)/(AHSC Funding Request)
Lazull Landing	MidPen Housing Corporation	Union City	83.33	81	74	\$ 13,500,000	\$ 488,958	\$ 7,134,634	\$ 21,123,592	N 0.001384
87th & Western Apartments	Innovative Housing Opportunities, Inc.; City of Los Angeles / Housing + Community Investment Department	Los Angeles	82.66	160	157	\$ 20,000,000	\$ 378,200	\$ 9,621,800	\$ 30,000,000	Y 0.00080
Pacific Station North	First Community Housing; City of Santa Cruz; Metro Santa Cruz	Santa Cruz	82.5	95	93	\$ 20,000,000	\$ 302,960	\$ 9,365,940	\$ 29,668,900	N 0.000491
Jordan Downs Area H2B	Thomas Safraan & Associates Development Inc.; City of Los Angeles / Housing + Community Investment	Los Angeles	82	102	101	\$ 12,000,000	\$ 381,800	\$ 9,618,200	\$ 22,000,000	Y 0.000917
Azurik	BRIDGE Housing Corporation; City of Los Angeles	Los Angeles	82	119	94	\$ 9,000,000	\$ 327,287	\$ 4,632,600	\$ 13,959,887	Y 0.000929
Jacaranda Gardens	Metropolitan Area Advisory Committee on Anti-Poverty of San Diego County, Inc.	San Diego (National City)	81.33	400	396	\$ 11,350,000	\$ 200,000	\$ 4,950,000	\$ 16,500,000	Y 0.001189
	Chelsea Investment Corporation; City of El Cerrito	El Cerrito	78.5	96	95	\$ 10,270,753	\$ 254,720	\$ 5,282,000	\$ 15,807,473	N 0.001692
Subtotal Discretionary:				1053	1010	\$ 96,120,753	\$ 2,333,925	\$ 30,805,174	\$ 149,059,852	

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

Executive Minutes December 6, 2021

Board Members	Alternates	Present (M)ember/(A)lternate	Agency
Larry Micari	Paula Clark	M	Tulare County-Dist. 1
Pete Vander Poel (Chair)	William Cushing	M	Tulare County-Dist. 2
Amy Shuklian	Bill Whitlatch	M	Tulare County-Dist. 3
Eddie Valero	Derek Williams	M	Tulare County-Dist. 4
Dennis Townsend	Terren Brown	M	Tulare County-Dist. 5
Maribel Reynosa	Linda Launer	-	City of Dinuba
Frankie Alves	Dave Hails	M	City of Exeter
Paul Boyer	Ruben Macareno	M	City of Farmersville
Ramona Caudillo	Hipolito Cerros	-	City of Lindsay
Martha A. Flores (Vice-Chair)	Milt Stowe	M	City of Porterville
Terry Sayre	Jose Sigala	-	City of Tulare
Brian Poochigian	<i>Vacant</i>	M	City of Visalia
Rudy Mendoza	Florencio Guerra Jr.	-	City of Woodlake
Greg Gomez	<i>Vacant</i>	-	Rep. from Public Transit
Tyrone Holscher	Shea Gowin	M	Member-At-Large*
Vicki Riddle	<i>Vacant</i>	M	Member-At-Large*
Pamela Whitmire	Julie Allen	M	Member-At-Large*
Diana Gomez	Michael Navarro	M/A	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>X</u> Gail Miller, Associate Regional Planner/EH
Leslie Davis, Finance Director	Barbara Pilegard, Associate Regional Planner/EH
<u>X</u> Elizabeth Forte, Principal Regional Planner	Maria Garza, Associate Regional Planner/EH
<u>X</u> Roberto Brady, Principal Regional Planner	Michele Boling, TCAG Accountant III
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
Kasia Thompson, Associate Regional Planner	Servando Quintanilla, Administrative Clerk II
<u>X</u> Jennie Miller, Associate Regional Planner EH	<u>X</u> Holly Gallo, Office Assistant III

TRANSPORTATION WORKSHOP (11:00 A.M.)¹

Mr. Smalley opened the preceding Transportation Workshop at 11:05 a.m.

A. Tulare County Regional Transit Agency (TCRTA) Presentation

Mr. Tree provided an informative presentation on public transportation, the ongoing work and what had been accomplished over the past year. Mr. Tree discussed next steps such as: "Why I Ride" Campaign, micro transit, and partnership to expand uber on demand trip services.

B. Caltrans Presentation

¹ Workshop Agenda Item E: Director's Report was shortened during the Workshop in the interest of time. Mr. Smalley noted that the remainder of the presentation would be given during the regular TCAG Board meeting.

Ms. Diana Gomez provided an update on Central Valley projects and funding; highlighting: SR-99 widening through the City of Tulare, the Paige Avenue Interchange, the Clean California initiative, and the infrastructure package.

C. TCAG's 2021 Walk & Roll Art Contest Winners

Ms. Moore announced the 12 winners of the 2021 art contest and invited those in attendance to come have pictures taken next to their artwork. Ms. Moore also took the opportunity to thank sponsors 4-Creeks and Moore & Associates for their generous donations.

D. PACE Federal Government Relations Presentation

Mr. Smalley introduced Scott Lane and Kevin Eastman who gave a presentation on PACE government relations highlighting federal infrastructure legislation formula and grant programs. Plans to send a delegation to Washington D.C. had been discussed to strengthen relationships and Mr. Lane explained the new restrictions due to Covid-19. Mr. Eastman provided a brief update on the ongoing redistricting and discussed the maps showing tentative changes.

E. Politico Group State Presentation

Ms. Kiana Valentine provided a presentation recapping projects in the Central Valley highlighting the SR-99 finish what we started campaign and provided organization support throughout the State of California. Ms. Valentine also presented an update on State funding for regional projects and CTC funding programs.

F. Director's Report

Mr. Smalley stated that in the interest of time he would provide the director's report during the regularly scheduled meeting.

G. Special Recognition Awards

Mr. Smalley announced that the employee of the year award for 2021 would be awarded to Mr. Servando Quintanilla.

I. WELCOME

The Tulare County Association of Governments Board Meeting was called to order by Chair Vander Poel at 1:08 p.m. on December 6, 2021, at the Tulare Ag Auditorium, 4437 S. Laspina, Tulare, CA, 93274.

II. PLEDGE OF ALLEGIANCE

Chair Vander Poel led the Pledge of Allegiance.

III. PUBLIC COMMENTS

Public comments opened/closed at 1:09 p.m. No public comments received.

<p><i>Convene as the Transportation Policy Advisory Committee</i></p>
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IV. TRANSPORTATION CONSENT CALENDAR – ACTION AND 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

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

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

Upon a Motion by Member Valero, and seconded by Member Shuklian, the Transportation Policy Advisory Committee unanimously approved the Transportation Consent Calendar Action Items IV-A through IV-C. Absent: Reynosa, Caudillo, Sayre, Mendoza, and Gomez.

D. Information: Implementation Status of Federally Funded Projects

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

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

Mr. Gutierrez provided background of the RTIP, and 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. Mr. Gutierrez stated that the projects proposed for programming were existing projects being carried over from the 2020 STIP therefore no new projects were proposed. Mr. Gutierrez outlined the recommendations from staff to approve the 2022 RTIP and authorize the Executive Director to make necessary technical adjustments to the 2022 RTIP prior to final submittal to the CTC.

Upon a Motion by Member Townsend, and seconded by Member Micari, the Transportation Policy Advisory Committee unanimously adopted the final 2022 RTIP as presented. Absent: Reynosa, Caudillo, Sayre, Mendoza, and Gomez

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

Mr. Kimball provided background of the RTP and as part of the SCS process 3 scenarios were developed to compare different growth influences. The 3 scenarios were titled the Trend, Blueprint, and Cross Valley Corridor/Blueprint Plus; and outreach to gain public input was conducted. Mr. Kimball reported that at both the RTP Roundtable meeting and the Rural Communities Committee the Cross Valley Corridor/Blueprint Plus Scenario had been selected as the preferred scenario for the Board's consideration.

Upon a Motion by Member Shuklian, and seconded by Member Valero, the Transportation Policy Advisory Committee unanimously selected the preferred SCS to include in the draft RTP. Absent: Reynosa, Caudillo, Sayre, Mendoza, and Gomez

C. Action: Authorize Executive Director to Sign BUILD Grant Agreement

Mr. Giuliani explained that as part of the BUILD grant award, an agreement that sets the terms and conditions of the funding needs to be signed and the action would authorize the TCAG Executive Director to sign the BUILD grant agreement and allow for any technical revisions.

Upon a Motion by Member Micari, and seconded by Member Townsend, the Transportation Policy Advisory Committee authorized the TCAG Executive Director to sign the BUILD Grant agreement. Absent: Reynosa, Caudillo, Sayre, Mendoza, and Gomez

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

Mr. Giuliani stated that next CTC meeting would be happening in Riverside on December 8-9, 2021, after which time he could provide an update. He did provide a brief update on the State Highway Operation and Protection (SHOPP) allocations, and the RTIP/STIP projects.

E. Information: Caltrans Monthly Report

Mr. Navarro stated that the Clean California call for projects would be due February 9, 2022, that projects were being reviewed for assignment of ATP funds, and that save the date flyers would be going out for the SR-99 workshop scheduled for March 3-4, 2022.

Additionally, he shared an overview of projects in Tulare County and the region; as well as efforts for widening 99.

<p><i>Adjourn as the Transportation Policy Advisory Committee and Convene as the Tulare County Association of Governments</i></p>
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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 Whitmire, the Transportation Policy Advisory Committee unanimously reaffirmed all actions while sitting as the Transportation Policy Advisory Committee. Absent: Reynosa, Caudillo, Sayre, Mendoza, and Gomez.

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
- B. Action:** Minutes of October 14, 2021 Technical Advisory Committee Meeting
- C. Action:** Approve the 2022 Tulare County Association of Governments (TCAG) and the Technical Advisory Committee (TAC) Meeting Calendar and Reconfirm the Cancellation Policy
- D. Action:** Adoption of Resolution: Approval of Amendment No. 6 to the Fiscal Year 2021/2022 Overall Work Plan (OWP)
- E. Action:** Authorize One Year License Renewal with Public Input

Upon a motion by Member Valero, and seconded by Member Micari, the Association unanimously approved the Association Consent Calendar Items VII-A through VII-E. Absent: Reynosa, Caudillo, Sayre, Mendoza, and Gomez.

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Information: Legislative Update

Mr. Smalley stated that at the time he had nothing new to report.

B. Presentation: Report from Congressman Nunes' Office

No representative present, report not given.

C. Presentation: Report from Congressman Valadao's Office

Mr. Clayton Smith, representative for Congressman Valadao's office, provided an update on the Transportation Act, Federal Grants to assist with shipping issues and remedies for ports and supply chain issues. Mr. Smith also reported that a letter had been sent to the Biden administration regarding the Covid-19 vaccine mandates.

D. Presentation: Report from Assemblyman Mathis' Office

No representative present, report not given.

E. Presentation: Report from Senator Hurtado's Office

No representative present, report not given.

F. Action: Regional Housing Needs (RHNA) Allocation Methodology Selection

Mr. Ingoldsby provided background on the RHNA and discussed the RHNA Methodology Committee. It had been identified by the Housing and Community Development (HCD) department that for this RHNA planning period that Tulare County would need to plan for 33,214 units over the 8.5 year period and of those 13,735 would need to be affordable units.

Mr. Ingoldsby outlined the three alternative scenarios that use the regional income parity methodology and stated that the Committee had unanimously recommended Methodology A, Regional Income Parity by 2046. A 30-day public comment period on the RHNA methodology would begin December 6, 2021.

Chair Vander Poel opened/closed the public hearing at 1:44 p.m. No public comments received.

Upon a motion by Member Shuklian, and seconded by Member Micari, the Association unanimously approved Item VIII-F. Absent: Reynosa, Caudillo, Sayre, Mendoza, and Gomez.

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

Ms. Kane explained that the current term for the Member and Alternate for Position No. 1 were set to expire December 31, 2021. However, both the Member, Tyrone Holscher and Alternate Member, Shea Gowin have expressed interest to be reappointed to serve another 3 year term which would expire December 31, 2024.

Upon a motion by Member Micari, and seconded by Member Townsend, the Association unanimously approved the reappointments as recommended. Abstained: Holscher. Absent: Reynosa, Caudillo, Sayre, Mendoza, and Gomez.

H. 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 stated 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.

I. Information: Tulare County Association of Governments 2021 Walk and Roll Art Contest

Ms. Moore reported that winners of the 2021 Walk and Roll Art Contest were presented with their bicycles earlier in the workshop that preceded the meeting and once again thanked this year's sponsors 4Creeks and Moore & Associates.

IX. CORRESPONDENCE

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

Mr. Smalley acknowledged the letter included in the agenda packet and stated that staff will continue to work to work with the Tule River Tribe.

X. OTHER BUSINESS

A. Information: Items from Staff

1. TCAG Director's Report

Mr. Smalley reported that most of his report had been covered during the workshop preceding the meeting. However, he took the opportunity to highlight the increases of funds from STBG Block Grant and stated discussions would be happening with City Managers to dedicate funds to regional projects; after which time recommendations would be brought back to the TCAG Board for approval.

2. Other Items

None

B. Information: Items from Board Members

1. Tulare County Water Commission Update

Member Flores reported that the last meeting had been held November 8th at which time discussion was had regarding water market development and a presentation was given by Self-help Enterprises on water tank programs. Legislation updates were also provided, and the next meeting had been scheduled for January 10, 2022.

2. San Joaquin Valley Policy Council Update

Chair Vander Poel seeing no members present that would have attended the San Joaquin Valley Policy Council stated that no update would be given.

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

Member Shuklian stated that there was nothing new to report.

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

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

5. TCAG Transit Report

Chair Vander Poel stated that the report had been provided during the workshop that preceded the meeting.

6. Other Items

None

C. Request from Board Members for Future Agenda Items

Member Boyer requested a status update on the widening of Visalia Road.

XI. ADJOURN

The TCAG Meeting was adjourned at approximately 2:03 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
December 2, 2021 – Summary Meeting Minutes

ATTENDANCE LIST

City of Dinuba	<i>Absent</i>
City of Exeter	Eddie Wendt
Cities of Farmersville, Woodlake	<i>Absent</i>
City of Lindsay	<i>Absent</i>
County of Tulare	Karla Arteaga
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: Jamaica Gentry, Caltrans

TCAG Staff Present: Ted Smalley, Steven Ingoldsby, Benjamin Giuliani, Elizabeth Forte, Giancarlo Bruno, Sheela Bhongir, 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 1:30 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 December 6, 2021.

III. PUBLIC COMMENTS

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

IV. TRANSPORTATION CONSENT CALENDAR –INFORMATION ITEMS

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

Mr. Smalley stated that the item covered the reaffirmation of the decision to continue allowing the option of remote participation during governing board meetings using the teleconferencing provisions according to AB 361.

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

Mr. Smalley gave an update on TDA and extensions to member agencies.

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

Ms. Forte gave an update on TDA claims for TCRTA as authorized through the JPA, claims on behalf of the cities of Dinuba, Tulare, Woodlake, Exeter, and Farmersville, STA and SGR funding.

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

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

Mr. Giuliani stated that the item was an action item to adopt the RTIP and gave an update on the roundabout project in the city of Lindsay, and next steps would be a hearing at the South RTIP and CTC meeting on January 30th with CTC staff recommendations coming out on February 28th and CTC would adopt the STIP on March 25th.

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

Mr. Kimball stated that the outreach had concluded and discussed plans to have compiled results of surveys and all recommendations for Cross Valley Corridor blueprint scenario and it would be brought back to the Board.

C. Action: Authorize Executive Director to Sign BUILD Grant Agreement

Mr. Giuliani explained that the item was authorizing Executive Director to sign the BUILD Grant agreement for the SR-99/Commercial (International Agri-Center Way) in Tulare.

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

Mr. Giuliani stated that the CTC would meet on December 8th and 9th with a couple of allocations and two SHOPP projects; first was a bridge deck repair and second was water and wastewater upgrades at Raine rest area near Tipton.

E. Information: Caltrans Monthly Report

Ms. Mendibles gave an update on the call for projects for Clean California.

VII. ASSOCIATION CONSENT CALENDAR –ACTION AND INFORMATION ITEMS

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

Ms. Kane stated that the item was the annual schedule for the Board and TAC meetings for 2022 and reaffirmation of the cancellation process.

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

Mr. Smalley discussed two matters; first was the increase for the Triennial Performance Audit and second was the Cameron Creek Trail Feasibility Study for the City of Visalia.

E. Action: Authorize One Year License Renewal with PublicInput

Mr. Bruno stated that the item was a request to the Board to approve a one-year license renewal for PublicInput.

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Information: Legislative Update

Mr. Kimball stated that they would be keeping an eye on the federal transportation bill.

F. Action: Regional Housing Needs (RHNA) Allocation Methodology Selection

Mr. Ingoldsby explained that the RHNA Methodology used to determining housing allocation and would be brought before the Board for selection.

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

Ms. Kane gave an update on the Member-At-Large and Alternate Member-At-Large No.1 vacancy and all sitting Member-At-Large members had expressed to stay on the Board.

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

Ms. Moore gave an update on the vacancy for Alternate Member at Large Positions No. 2 and stated that TCAG had solicited the vacancy on social media and TCAG website.

I. Information: Tulare County Association of Governments 2021 Walk and Roll Art Contest

Mr. Moore informed that the item is to award students that were selected for the 2021 Walk & Roll Art Contest and wanted to thank sponsors 4Creeks, Moore Associates and the California Kids' Plates grant.

IX. CORRESPONDENCE

ABANDONED VEHICLE ABATEMENT AUTHORITY – ACTION/DISCUSSION ITEMS

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

Mr. Kimball explained a letter received from the Tule River tribe in regard to the ATP Plan.

XI. ADJOURN

The TCAG Technical Advisory Committee adjourned at 1:48 p.m.

The next scheduled Tulare County Association of Governments (TCAG) Board meeting will be held on **Monday, January 24, 2021, at 1:00 p.m.**, at the **Tulare County Human Resources and Development 2500 W. Burrell Avenue Visalia, CA 93291**. The Technical Advisory Committee will meet on **Thursday, January 20, 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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AGENDA ITEM VII-C

January 24, 2022

Prepared by Holly Gallo and Amie Kane, TCAG Staff

SUBJECT:

Action: Local Clearinghouse Review (LCR) 2021-03: Kaweah Health Foundation
United States Department of Agriculture (USDA) Emergency Rural Health Care Grant
Track 1 Application

BACKGROUND:

Tulare County Association of Governments (TCAG) coordinates the review of local clearinghouse pre-applications for federal grants, loans, and financial assistance. After reviewing the applications submitted, TCAG drafts letters to the applicant, State Clearinghouse, and local agencies that may have interest or could be affected by the project before submitting the preapplication for the TCAG board to review.

DISCUSSION:

The proposed project from Kaweah Health Foundation is for USDA Emergency Rural Health Care Grant Track 1 funding in the amount of \$782,672. The proposed project will expand telehealth and behavioral healthcare while supporting COVID-19 testing and vaccination efforts at Kaweah Health Rural Clinics in Exeter, Lindsay, and Woodlake. The four tracks for this project include: Funds for staff time to schedule and administer vaccines and tests; telehealth upgrades for the clinics so patients can see their doctors without having to come to the clinic; remodeling of the Lindsay clinic for behavioral health expansion to meet increased needs post-pandemic; and reimbursement for losses suffered by the clinics as a result of the pandemic to continue to provide a high level of care.

RECOMMENDATION:

Approve, deny, or request clarification from the requesting agency representatives.

FISCAL IMPACT:

There is no fiscal impact to TCAG.

ATTACHMENTS:

1. Preapplication submitted by Kaweah Health Foundation
2. LCR Funding Report

Track One: Recovery Grant

Applicant: Kaweah Health Foundation

Amount requested: \$782,672

Project Description: Expanding Telehealth and Behavioral Healthcare at Kaweah Health Rural Clinics will support COVID-19 testing and vaccination efforts at Kaweah Health's rural clinics in Exeter, Lindsay and Woodlake, California. The four tracks for this project include: Funds for staff time to schedule and administer vaccines and tests; telehealth upgrades for the clinics so patients can see their doctors without having to come to the clinic; the remodel of part of the Lindsay clinic for behavioral health expansion for increased needs post-pandemic; and reimbursement for losses suffered by the clinics during the pandemic so they can continue to operate while offering a high level of care.

Kaweah Health (formerly Kaweah Delta Health Care District) was founded in 1963 as a district hospital. Now we are the largest hospital in Tulare County and a certified level III Trauma Center. We employ over 5,700 staff and we have over 500 physicians on medical staff. Our eight-campus healthcare district contains over 650 beds. As the only local hospital in Visalia, we offer comprehensive health services including cardiac surgery, general surgery, cancer treatment, mental health services, orthopedic surgery, a renowned NICU and pediatric center, and more. We operate five clinics in rural or mostly rural areas. Kaweah Health (KH) also manages a West Campus site with a rehab hospital, Cancer Center, and a gym open to the public for membership. We operate a dialysis center, a sleep center, an acute rehab hospital and multiple long-term care facilities. We are in the process of installing a telehealth system that will enable primary care doctors and specialists to reach even more of our rural population.

KH's mission statement is: Health is our passion. Excellence is our focus. Compassion is our promise. Our vision: To be your world-class healthcare choice, for life.

KH seeks to remove barriers and fight misconceptions that prevent our population from getting the COVID-19 vaccine. We do this via a multipronged approach including outreach, education and healthcare services. For this program, we request support for our Exeter, Lindsay and Woodlake Rural Health Clinics in the following areas:

- Telehealth equipment and software to improve access to healthcare for our rural residents

- Remodeling part of the Lindsay clinic to offer more space for behavioral health treatment, as need for those services has skyrocketed during the COVID-19 pandemic

Tulare County is a geographically large county that covers 4,839 square miles; an area similar to the size of the state of Delaware. With the major cities spread out from each other, there is little public transportation in rural areas, making getting to medical care sites difficult, especially for the many families with only one car to get the entire family to jobs, school, etc. Health care access is also heavily impacted by the lack of primary care physicians in the area; there are nearly twice as many residents per primary care physician as in the rest of the state (2,390 patients to each primary care physician versus the California average of 1,260 citizens to each primary care provider).

The area is among the poorest in the state as well, and primarily Latinx (65%), many of whom are farm workers, and undocumented. Approximately 22 percent of the region's population are immigrants, with the largest share coming from Mexico (approximately 66%). At our rural health clinics, about 53.5% of patients are Mexican, and more than 60% are Latinx.

According to the Centers of Disease Control statistics, the county is an area of High Concern for getting the population vaccinated against COVID-19, and as of mid-September, only 47% of adults were fully vaccinated. The county's Social Vulnerability Index is .94, or very high vulnerability, according to the CDC.

KH and its rural clinics were hit hard by the pandemic in 2020, and again in 2021.

Clinics saw far fewer patients than usual due to a fear of being in public places. Many

patients put off needed visits, resulting in a higher level of care being needed later on. In 2021, this meant the emergency department at the KH main hospital in Visalia saw back-ups lasting more than 24 hours at times, due not only to those ill with COVID, but other conditions as well.

To ensure all our patients get the best treatment at the locations closest to them, we have been encouraging them to get vaccinated against the COVID-19 virus, primarily at our rural clinics, where we see approximately 130,000 patients a year. Our efforts include a significant amount of outreach, in both English and Spanish, through local media, social media and physical reminders such as signs and van wraps. Much of this effort has been funded through a Health Resources and Services Administration grant. To ensure all our rural clinic patients get care when they need it, we would like to expand our use of telehealth. When the pandemic hit in 2020, KH adopted a very basic telehealth plan, doxy.me, to ensure patients continued to get treatment while under stay-at-home orders. The system has been heavily adopted by the rural clinics, with some seeing more than 60% of their patients using telehealth, even after the state and county began opening up earlier this year. But the doxy.me system has major drawbacks, including being unable to communicate with KD's Cerner medical records systems, meaning patient data must be entered twice. This added step takes up valuable provider time while adding no value to a patient's experience. The system is also not as secure as we would like, which our staff and providers find concerning.

To combat this issue and optimize provider and patient time together, KH is focusing on adopting a more robust telehealth system, Amwell, with a software patch that will allow communication with Cerner. For these rural clinics, all located in older buildings, we need

a full system upgrade, including network ports, power supplies, routers and license/service fees, so we can make telehealth functional without concerns about dropped calls and Wi-Fi failures. The network equipment to be purchased to improve these systems will include switches that protect both hardware and software, as well as allow our systems to easily move between direct communication and private data transfers. We will upgrade our power systems as well for multiple users. We are also requesting the grant cover our licensing and service agreements. Total costs for this area will be \$837,711.

The current COVID-19 Emergency Waiver allowed our healthcare system to fast track telehealth. Using our internal information systems staff, we have successfully connected medical providers to our telehealth system to treat patients at home. This platform has given us the ability to provide access to care and make sure our patients are well. We will continue to expand and improve this model of provider care for patients. Our model provides excellent access to care for those individuals located in the many rural areas of Tulare County that encompass our service area. The high poverty rates in Tulare County result in many residents without personal transportation to drive to clinics. Prior limitations of billing services and reimbursement structure before the Emergency Waiver limited our ability to fully implement telehealth to rural patients.

The sustainability of these types of programs will require the support of CMS and Medicaid to fund these programs via reimbursement of telehealth visits. It will be critical to the restructuring of current regulations of the use of telehealth for health systems to use this technology to expand access to healthcare. We believe that the pandemic has proven the feasibility and need for telehealth, especially in areas which are medically

underserved, high rates of poverty, and large rural service areas. Now, it is time to expand our capabilities so we can reach more patients with differing needs.

Sustainability will be realized through traditional reimbursement mechanisms and cost savings as the patient population receives improved health care for both routine and specialty services. Telehealth will allow providers to treat a greater number of patients and increased access to specialty care will create a healthier community that results in cost savings to managed care providers, private insurers and the District. The current outpouring of support from local medical providers during our initial telehealth implementation CV19 gives us the confidence we will experience long-term sustainability and provider participation.

The pandemic has also exacerbated mental health issues in Tulare County, much like the rest of the world. COVID-19 effects, such as no in-person school, families facing financial difficulties, and general stress have contributed to 2020 seeing more patients with behavioral health issues than ever, especially younger ones, with no immediate end in sight. Hospitalization of youths in crisis is up more than 30%. U.S. Census' first Household Pulse survey of 2021 notes that anxiety rates are up 6.1 percent, to nearly 36 percent, since before the pandemic.

Income is a key driver for those suffering from anxiety and other issues, with those making less than \$25,000 a year seeing rates 20 percent higher than other income brackets, that same study shows. With Tulare County residents primarily using Medi-Cal for insurance (58%), it is clear that the rising numbers of patients we are seeing needing behavioral health services derives in part to economic anxiety.

Our ranking as one of the top medically underserved counties in California and our high Medi-Cal insured patient population results in limited access to behavioral health services. Medi-Cal patients are often left out of comprehensive care due to limitations on providers, transportation, and language barriers. Tulare County's Behavioral Health provider ratio is well below the state average under the federal HSPA designation. One of the California Future Health Workforce Commission's 10 priorities for immediate action is to expand the number of psychiatry residency positions.

In Tulare County, many low-income individuals with mental health concerns and substance abuse do not have access to the treatment they need. Insufficient private insurance coverage for mental health services and inadequate availability of publicly-funded treatment services are significant barriers for many. Limited integration of mental health services within the healthcare system also leads to missed opportunities for early problem identification and prevention. More than 2,000 patients a year are hospitalized at the KDHCD Mental Health Hospital, the only inpatient facility in the county. More than 70% of those patients have Medi-Cal for health insurance, plus many of our providers are booked months in advance, making it difficult to get healthcare when needed.

There is no county in California that the American Academy of Child and Adolescent Psychiatry considers has a sufficient number of child and adolescent psychiatrists, but the problem is especially acute in the Central Valley and in rural areas. Tulare County, with a population just under 500,000, has only four Child and Adolescent Psychiatrists, whereas the AACAP recommends 48 per 100,000 people.

Knowing these issues, KH has made improving behavioral health a priority, especially for children and adolescents, recently adding a Child and Adolescent

Psychiatry Fellowship to its General Medical Education program. KH has also received state funding to work in that direction, including a California Department of Health Care Services grant received in 2020 that will provide \$3.3 million for basic behavioral health integration into our services. By making mental health care part of our basic physical health services, we hope to help our community receive treatment earlier to produce better outcomes. For our rural clinics, our plan is to remodel the Lindsay Rural Health Care Clinic to provide more behavioral health treatment rooms. This would include four patient areas, a provider office, waiting area, and two restrooms. The remodel would bring the space up to OSHPD requirements, including new HVAC, electrical and plumbing. All work will be done at prevailing wages.

We are in the process of searching for more providers to staff this clinic, and seeking support for their work from other sources. For this grant, we would require \$381,950 for the remodel so we can reach our rural, poor population with these truly necessary services.

Application for Federal Assistance SF-424			
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		* 2. Type of Application: <input type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	
		* If Revision, select appropriate letter(s): <div style="border: 1px solid black; height: 15px; width: 100%;"></div> • Other (Specify) <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
* 3. Date Received: <div style="border: 1px solid black; padding: 2px;">Completed by Grants.gov upon submission.</div>		4. Applicant Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
5a. Federal Entity Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		* 5b. Federal Award Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
State Use Only:			
6. Date Received by State: <div style="border: 1px solid black; width: 100px; height: 15px;"></div>		7. State Application Identifier: <div style="border: 1px solid black; width: 200px; height: 15px;"></div>	
8. APPLICANT INFORMATION:			
• a. Legal Name: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
* b. Employer/Taxpayer Identification Number (EIN/TIN): <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		* c. Organizational DUNS: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
d. Address:			
• Street 1: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> Street 2: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> * City: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> County/Parish: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> * State: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> Province: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> * Country: <div style="border: 1px solid black; height: 15px; width: 100%; text-align: center;">USA: UNITED STATES</div> • Zip / Postal Code: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
e. Organizational Unit:			
Department Name: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		Division Name: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
f. Name and contact information of person to be contacted on matters involving this application:			
Prefix: <div style="border: 1px solid black; width: 100px; height: 15px;"></div> * First Name: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> Middle Name: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> • Last Name: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> Suffix: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
Title: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
Organizational Affiliation: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
* Telephone Number: <div style="border: 1px solid black; width: 150px; height: 15px;"></div>		Fax Number: <div style="border: 1px solid black; width: 150px; height: 15px;"></div>	
* Email: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			

Application for Federal Assistance SF-424

9. Type of Applicant I - Select Applicant Type:

Type of Applicant 2- Select Applicant Type:

Type of Applicant 3- Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

* 12. Funding Opportunity Number:

* Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachments

Delete Attachments

View Attachments

* 15. Descriptive Title of Applicant's Project:

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424			
16. Congressional Districts Of:			
* a. Applicant <input style="width: 100px;" type="text"/>		* b. Program/Project <input style="width: 100px;" type="text"/>	
Attach an additional list of Program/Project Congressional Districts if needed.			
<input style="width: 150px;" type="text"/>	<input type="button" value="Add Attachments"/>	<input type="button" value="Delete Attachments"/>	<input type="button" value="View Attachments"/>
17. Proposed Project:			
* a. Start Date: <input style="width: 100px;" type="text"/>		* b. End Date: <input style="width: 100px;" type="text"/>	
18. Estimated Funding (\$):			
* a. Federal	<input style="width: 200px;" type="text"/>		
* b. Applicant	<input style="width: 200px;" type="text"/>		
* c. State	<input style="width: 200px;" type="text"/>		
* d. Local	<input style="width: 200px;" type="text"/>		
* e. Other	<input style="width: 200px;" type="text"/>		
* f. Program Income	<input style="width: 200px;" type="text"/>		
* g. TOTAL	<input style="width: 200px;" type="text"/>		
* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?			
<input type="checkbox"/> a. This application was made available to the State under the Executive Order 12372 Process for review on <input style="width: 100px;" type="text"/> .			
<input type="checkbox"/> b. Program is subject to E.O. 12372 but has not been selected by the State for review.			
<input type="checkbox"/> c. Program is not covered by E.O. 12372.			
* 20. Is the Applicant Delinquent On Any Federal Debt? (if "Yes", provide explanation.)			
<input type="checkbox"/> Yes <input type="checkbox"/> No			
If "Yes, provide explanation and attach.			
<input style="width: 150px;" type="text"/>	<input type="button" value="Add Attachments"/>	<input type="button" value="Delete Attachments"/>	<input type="button" value="View Attachments"/>
21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)			
<input type="checkbox"/> ** I AGREE			
** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.			
Authorized Representative:			
Prefix: <input style="width: 100px;" type="text"/>	* First Name: <input style="width: 250px;" type="text"/>		
Middle Name: <input style="width: 200px;" type="text"/>			
* Last Name: <input style="width: 350px;" type="text"/>			
Suffix: <input style="width: 100px;" type="text"/>			
* Title: <input style="width: 300px;" type="text"/>			
*Telephone Number: <input style="width: 150px;" type="text"/>	Fax Number: <input style="width: 150px;" type="text"/>		
* Email: <input style="width: 300px;" type="text"/>			
* Signature of Authorized Representative: <input style="width: 150px;" type="text"/>		* Date Signed: <input style="width: 150px;" type="text"/>	
Completed by Grants.gov upon submission.		Completed by Grants.gov upon submission.	

TULARE COUNTY ASSOCIATION OF GOVERNMENTS FUNDING REPORT

Local Clearing House Review 2021-03

USDA Emergency Rural Health Care Grants, Track 1

APPLICATION

Kaweah Health Foundation Emergency Rural Health Care, Track 1

Funds requested are as follows:

Federal:	\$	782,672.00
Applicant:	\$	640,367.00
State:	\$	0
Local:	\$	0
Other:	\$	0
Program Income	\$	0
Total:	\$	1,423,039.00

SCOPE OF PROJECT

The project is intended to expand telehealth and behavioral healthcare at Kaweah Health Rural Clinics. The application for Track 1 is intended to utilize funding for the expansion of telehealth and behavioral healthcare services to the communities of Exeter, Woodlake, and Lindsay in Tulare County, California. The purpose of the application under Track 2 is to establish the Rural Healthcare Patient Navigation Center Project for the communities of Goshen, Exeter, Lindsay, and Woodlake

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AGENDA ITEM VII-D

January 24, 2022

Prepared by Holly Gallo and Amie Kane, TCAG Staff

SUBJECT:

Action: Local Clearinghouse Review (LCR) 2021-04: Kaweah Health Foundation
United States Department of Agriculture (USDA) Emergency Rural Health Care Grant
Track 2 Application

BACKGROUND:

Tulare County Association of Governments (TCAG) coordinates the review of local clearinghouse pre-applications for federal grants, loans, and financial assistance. After reviewing the applications submitted, TCAG drafts letters to the applicant, State Clearinghouse, and local agencies that may have interest or could be affected by the project before submitting the preapplication for the TCAG board to review.

DISCUSSION:

The proposed project from Kaweah Health Foundation is for USDA Emergency Rural Health Care Grant Track 2 funding in the amount of \$10,000,000. The proposed project will allow Kaweah Health, along with Community Services Employment Training (CSET) and Delta Doctors and Precision Psychiatry Services to build and staff a rural healthcare call center in rural Goshen. The call center would provide real-time access to community care coordinators and other community resources to assist with social determinants of health and health disparities by creating access to timely and high-quality healthcare for rural migrant, homeless, and other fragile or hesitant populations facing significant health disparities. The project would also create jobs in a severely economically challenged area in which a high percentage of the population lives below the federal poverty level.

RECOMMENDATION:

Approve, deny, or request clarification from the requesting agency representatives.

FISCAL IMPACT:

There is no fiscal impact to TCAG.

ATTACHMENTS:

1. Preapplication submitted by Kaweah Health Foundation
2. LCR Funding Report

Track Two: Impact Grant

Applicant: Kaweah Health Foundation

Amount requested: \$ 10,000,000

Rural Healthcare Patient Navigation Center Project

Project Description: Kaweah Health along with its consortium partners Community Services Employment Training (CSET), Delta Doctors and Precision Psychiatry Services propose to build and staff a rural healthcare call center in rural Goshen, CA in northwest Tulare County. This call center would create access to timely and high-quality healthcare for rural migrant, homeless and other fragile/hesitant populations facing significant health disparities, while also creating jobs in a severely economically challenged area in which a high percentage of the population lives below the federal poverty level. This center would provide real-time access to community care coordinators and other community resources to assist with social determinants of health and health disparity.

Kaweah Health
Goshen Patient Navigation Center Project
Narrative

The goal of this project is to bring a comprehensive and state-of-the-art Patient Navigation Center to the communities of Tulare County. The center will be located in the rural and impoverished community of Goshen, California, and will bring over 120 jobs to the area while also helping rural and underserved residents in our county achieve health and wellness by helping them navigate the complex U.S. health care system.

The Patient Navigation Center will accomplish this by becoming a “one-stop shop” where community members can call, email, text, etc. and the patient navigation team will assist them in making appointments (in-person and/or telehealth), receiving referrals and processing them for expedited approvals, and proactively manage their health. The vision of the Patient Navigation Center is three-fold: to be reactive, proactive and sustaining. Reactive in the sense that we want to react when members of our community are in a time of need and are reaching out for help.

Whether it is their need to establish care with a primary care provider, find a specialist, behavioral/mental health provider or an urgent care visit. Proactive in the sense that we want to come alongside them in their journey to health and wellness. To this end, the Patient Navigation Center will proactively help our residents manage their health and wellbeing through outreach campaigns. We will proactively reach out to residents with known gaps in care for critical health maintenance and preventative care screenings like colorectal, breast and cervical cancer screenings, well-child visits and annual wellness exams. Sustaining in the sense of creating job opportunities for the rural community of

Goshen, CA and the surrounding rural communities. These opportunities range from entry level to mid-management to director level, giving our community not just a job, but an organization and division where a lifelong career can be made. Tulare County is one of the poorest counties in California with high-unemployment rates.

Kaweah Health (KH) will be the lead member of a consortium, joined by Community Services Employment Training (CSET), Precision Psychiatry Services and Delta Doctors medical group. Connecting to KH's multitude of services is currently challenging, encompassing multiple phone numbers and departments operating independently of each other, this centralized Patient Navigation team will unravel those roadblocks and drastically improve and streamline access to care for patients. One dedicated phone number to Kaweah Health, an IT infrastructure to centralize scheduling for all services, bi-directional text capability and professional IVR technology will make it easy for patients to be connected to the appropriate team.

KH is the largest health care district in California and the largest employer in Tulare County with over 5,100 employees and provides comprehensive health care services to the residents of Tulare County. Kaweah Health's mission has been to serve the health care needs of our community. Tulare County is largely rural with less than 500,000 in population spread across 4,839 miles. In order to fulfill our mission to meet our community's health care needs we have established rural health clinics throughout our county in the rural towns of Exeter, Woodlake, Lindsay, Dinuba and Tulare, California. In addition to rural health clinics, Kaweah Health operates the largest acute care medical center in the county with over 600 licensed beds, an emergency department, the only acute mental health hospital, a variety of specialty clinics including cardiology,

radiation and oncology, outpatient surgery, hospice, etc. The goal of the Patient Navigation Center is to help streamline the patient experience throughout the spectrum of care of the life's journey.

The Patient Navigation Center would create access to timely and high-quality healthcare for rural migrant, homeless and other fragile/hesitant populations facing significant health disparities, while also creating jobs in a severely economically challenged area in which a high percentage of the population lives below the federal poverty level. This center would provide real-time access to community care coordinators and other community resources to assist with social determinants of health and health disparity, and serve as a hub for our rural clinics and telehealth services for residents living in small, rural locations throughout Tulare County. This is especially important with the wide variety of insurance types and prior authorization approvals required, which create significant barriers and frustrations within the patient experiences, particularly for patients living in remote and rural locations. Instead of having to identify and contact multiple providers or locations, patients can contact this new navigation center in a variety of ways (phone, text, email, web, etc.) and patient navigators will handle everything and schedule all of their services. This will result in patients getting the care they need, and getting it with less hassle, confusion and delay.

The Patient Navigation Center will have approximately 120 full time employees once up and running. Initial plans have the Patient Navigation Center being open Monday-Saturday, for maximum availability. Hours of operation are to be determined, based on use and need.

In addition, the Patient Navigation Center will utilize telehealth systems to connect patients with the appropriate providers. While no health care will take place at the center, we will be installing telehealth systems to allow providers to connect with patients in need of care who cannot travel to clinic sites due to distance or lack of transportation, common issues for those living in rural areas. This will include:

Call Center Analytics Software, (Brightmetrics): Will give our organization ample data to streamline and optimize the patient experience by showing bottlenecks, trends, areas of focus and more through dashboard displays and reports. These tools will allow us to ensure patients are given the best service available while alerting the team where we need to focus to minimize wait times, and maximize the use of staff.

Professional IVR and On-Hold messaging software, (Easy-On-Hold): Using a vendor that provides professional IVR and On-Hold messaging recordings will give patients the easiest and best experience to prepare to speak to one of our representatives. These vendors are experts in creating easy to use phone trees so patients can easily find the correct person to talk to regarding their issue. While waiting for the next available representative, this vendor will also prepare messages that highlight the many services that our organization has to offer which may trigger better outcomes for patients who are not aware of these services.

Screen and Voice Recording Software: A tool such as this will allow our Patient Navigation Quality Assurance Team to not only listen to the interactions between our staff and our patients, but also to view the different screens our staff accessed during the call. This will allow the quality team to ensure our team is taking the right steps to provide accurate and efficient services to our patients.

Telehealth will be especially useful in connecting patients to specialists working at KH sites around the county.

To ensure the project not only helps patients, but also the rural population, we have chosen to put the call center in the city of Goshen, California. The population of Goshen is 3,006 (2010 Census) and the Median Household Income is \$27,286, which is 48.7% of state nonmetro MHI. Goshen is 76.1% Hispanic or Latino, and 95.2% foreign-born. Tucked in the northwest corner of Tulare County, Goshen is divided by a major highway and offers little in the way of businesses, meaning residents face poor air quality and must travel for work and shopping needs. Our goal is to ensure the Patient Navigation Center contributes not just to the area's health care needs, but overall economic sustainability.

Tulare County's main economic driver is agriculture, and as such much of the area is rural. It is one of the richest agricultural areas in the U.S., competing with neighboring Fresno and Kern counties for the top spot. In 2019, that resulted in a \$7.2 billion economic impact, according to the Tulare County Farm Bureau. While dairies lead the way in productions, the county also produces significant amounts of fruit and nut crops. This is in sharp contrast to the low socioeconomic and poor health outcomes experienced by local residents, especially farm workers.

The county is among the poorest in the state, with 27.4 percent living of all residents and 32.3 percent of children living in poverty (Census), and ranking in the top three poorest counties in the state. With agriculture being the main economic driver, the area is also home to thousands of undocumented workers. Latino farmworker families are more likely to live in rural communities in Tulare County and with type 2 diabetes rates

that are above the state rate of 10.6%. In Woodlake and Lindsay, home to Kaweah Health Rural Health Clinics, the diabetes rate is 12.8% and 12.5%, respectively.

KH (formerly Kaweah Delta Health Care District) was founded in 1963 as a district hospital. KH is the largest hospital in Tulare County and a certified level III Trauma Center. We operate five rural clinics that serve more than 25,000 people with more 120,000 appointments each year. KH's mission statement is: Health is our passion. Excellence is our focus. Compassion is our promise. Our vision: To be your world-class healthcare choice, for life.

CSET has been the Community Action Agency in Tulare County since 1976. Their mission: CSET inspires youth, families, and communities to achieve self-reliance through innovative pathways and collaboration. Their work provides education and training to facilitate youth and community development, creating jobs and resources, thereby reducing the causes of poverty. CSET will provide staffing assistance for the project, including hiring and training for community members. CSET has locations throughout Tulare County, including a center in Goshen, plus sites in small rural communities such as Pixley, Earlimart, Lindsay, Exeter, Woodlake and Cutler-Orosi.

In California, hospitals are not allowed to employ physicians so all physician services must be accomplished through contracts with medical groups or directly with physicians. Our consortia members, therefore, includes two medical groups, Precision Psychiatry Services and Delta Doctors Inc., our two longstanding partners in the provision of medical and behavioral health services to Tulare County residents. Tulare County has long been plagued by physician shortages as detailed

below so strong relationships with medical groups is imperative to ensure Kaweah Health can provide and expand access to care for our community.

Delta Doctors has been serving rural communities around Tulare County for nearly a decade. The group already collaborates with Kaweah Health on a range of projects, rural and metro, but primarily at the Rural Health Clinics operated by KH.

Precision Psychiatry Services is the contracted provider for behavioral health care with Kaweah Health. The medical group provides in-person and telehealth services at the Kaweah Health Mental Health Hospital in Visalia as well as at KH Rural Health Clinics, and for other healthcare organizations in California's Central Valley. They offer services for adults, adolescents and children. As the third partner in this program, the group will provide psychiatric services for all ages. There is no county in California that the American Academy of Child and Adolescent Psychiatry considers has a sufficient number of child and adolescent psychiatrists, but the problem is especially acute in the Central Valley and in rural areas. Tulare County, with a population just under 500,000, has only four Child and Adolescent Psychiatrists, whereas the AACAP recommends 48 per 100,000 people. Precision works closely with KH's Psychiatry residency program and recently added child and adolescent psychiatry fellowship, and will provide the staffing needed to ensure rural residents get the care they need for behavioral health issues working throughout all of our rural health clinic locations.

Delta Doctors Medical Group, is the contracted provider for primary and specialty care with Kaweah Health. The medical group provides in-person and telehealth services at the Kaweah Health Rural Health Clinics as well as hospitalist and sub-

acute services for rural health clinic patients. As the fourth partner in this program, they will provide services for adults, adolescents and children for a primary care and a range of specialties including but not limited to cardiology, endocrinology, neurology, orthopedic surgery, podiatry, pediatrics, OB/GYN, pulmonology, etc. Tulare County suffers from lack of primary care providers and specialists and ranks 46th out of 58 counties in access to clinical care and its ratio of resident to primary care physician (PCP) ratio is 2,390:1 vs the California average of 1,260:1 meaning that Tulare County has approximately half of the PCPs per capita that the average county in California enjoys.

The consortium members combined will create a successful system that combines healthcare, patient services and job creation all under one roof in rural Tulare County. No one organization can produce such results, and yet it is rare for such groups to partner formally like this. While all the consortium members have rural links, this project will strengthen those ties through the process of helping rural resident become patients *and* employees. They truly will be part of a team. We believe this project will provide a template for other rural healthcare systems to unite with local provider groups and employment training organizations to find ways to empower rural residents through better health and employment and training opportunities.

Our project managers will be KH's Jacob Kennedy, Director of Patient Navigation, and Diana Saechao, Senior Consultant. Ms. Saechao will bring her project planning and work plan abilities to ensure the project is on-time and on budget. She has planned other growth projects at KH as well as designed workflows and processes for many departments. Mr. Kennedy, who has 21 years' experience in healthcare,

customer service and insurance, is the designer of the Patient Navigation Center set-up, and will be in charge of the center, working with CSET to hire and train staff, and to create a site that helps our patients navigate the labyrinth of modern healthcare.

Application for Federal Assistance SF-424			
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		* 2. Type of Application: <input type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	
		* If Revision, select appropriate letter(s): <div style="border: 1px solid black; height: 15px; width: 100%;"></div> • Other (Specify) <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
* 3. Date Received: <div style="border: 1px solid black; padding: 2px;">Completed by Grants.gov upon submission.</div>		4. Applicant Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
5a. Federal Entity Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		* 5b. Federal Award Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
State Use Only:			
6. Date Received by State: <div style="border: 1px solid black; width: 100px; height: 15px;"></div>		7. State Application Identifier: <div style="border: 1px solid black; width: 200px; height: 15px;"></div>	
8. APPLICANT INFORMATION:			
* a. Legal Name: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
* b. Employer/Taxpayer Identification Number (EIN/TIN): <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		* c. Organizational DUNS: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
d. Address:			
<div style="display: flex;"> <div style="flex: 1; padding-right: 10px;"> * Street 1: Street 2: * City: County/Parish: * State: Province: * Country: * Zip / Postal Code: </div> <div style="flex: 3;"> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> </div> </div>			
e. Organizational Unit:			
Department Name: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		Division Name: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
f. Name and contact information of person to be contacted on matters involving this application:			
<div style="display: flex;"> <div style="flex: 1; padding-right: 10px;"> Prefix: Middle Name: * Last Name: Suffix: </div> <div style="flex: 3;"> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> </div> </div>			
Title: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
Organizational Affiliation: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
* Telephone Number: <div style="border: 1px solid black; width: 150px; height: 15px;"></div>		Fax Number: <div style="border: 1px solid black; width: 150px; height: 15px;"></div>	
* Email: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			

Application for Federal Assistance SF-424

9. Type of Applicant I - Select Applicant Type:

Type of Applicant 2- Select Applicant Type:

Type of Applicant 3- Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

* 12. Funding Opportunity Number:

* Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachments

Delete Attachments

View Attachments

* 15. Descriptive Title of Applicant's Project:

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424			
16. Congressional Districts Of:			
* a. Applicant <input style="width: 100px;" type="text"/>		* b. Program/Project <input style="width: 100px;" type="text"/>	
Attach an additional list of Program/Project Congressional Districts if needed.			
<input style="width: 150px;" type="text"/>	<input type="button" value="Add Attachments"/>	<input type="button" value="Delete Attachments"/>	<input type="button" value="View Attachments"/>
17. Proposed Project:			
* a. Start Date: <input style="width: 100px;" type="text"/>		* b. End Date: <input style="width: 100px;" type="text"/>	
18. Estimated Funding (\$):			
* a. Federal	<input style="width: 200px;" type="text"/>		
* b. Applicant	<input style="width: 200px;" type="text"/>		
* c. State	<input style="width: 200px;" type="text"/>		
* d. Local	<input style="width: 200px;" type="text"/>		
* e. Other	<input style="width: 200px;" type="text"/>		
* f. Program Income	<input style="width: 200px;" type="text"/>		
* g. TOTAL	<input style="width: 200px;" type="text"/>		
* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?			
<input type="checkbox"/> a. This application was made available to the State under the Executive Order 12372 Process for review on <input style="width: 100px;" type="text"/> .			
<input type="checkbox"/> b. Program is subject to E.O. 12372 but has not been selected by the State for review.			
<input type="checkbox"/> c. Program is not covered by E.O. 12372.			
* 20. Is the Applicant Delinquent On Any Federal Debt? (if "Yes", provide explanation.)			
<input type="checkbox"/> Yes <input type="checkbox"/> No			
If "Yes, provide explanation and attach.			
<input style="width: 150px;" type="text"/>	<input type="button" value="Add Attachments"/>	<input type="button" value="Delete Attachments"/>	<input type="button" value="View Attachments"/>
21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)			
<input type="checkbox"/> ** I AGREE			
** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.			
Authorized Representative:			
Prefix: <input style="width: 100px;" type="text"/>	* First Name: <input style="width: 250px;" type="text"/>		
Middle Name: <input style="width: 200px;" type="text"/>			
* Last Name: <input style="width: 350px;" type="text"/>			
Suffix: <input style="width: 100px;" type="text"/>			
* Title: <input style="width: 350px;" type="text"/>			
*Telephone Number: <input style="width: 150px;" type="text"/>	Fax Number: <input style="width: 150px;" type="text"/>		
* Email: <input style="width: 350px;" type="text"/>			
* Signature of Authorized Representative: <input style="width: 150px;" type="text"/>		* Date Signed: <input style="width: 150px;" type="text"/>	
Completed by Grants.gov upon submission.		Completed by Grants.gov upon submission.	

TULARE COUNTY ASSOCIATION OF GOVERNMENTS FUNDING REPORT

Local Clearing House Review 2021-04

USDA Emergency Rural Health Care Grants, Track 2

APPLICATION

Kaweah Health Foundation Emergency Rural Health Care, Track 2: Rural
Healthcare Patient Navigation Center Project

Funds requested are as follows:

Federal:	\$	10,000,000.00
Applicant:	\$	7,208,516.00
State:	\$	0
Local:	\$	0
Other:	\$	0
Program Income	\$	0
Total:	\$	17,208,516.00

SCOPE OF PROJECT

The project is intended to expand telehealth and behavioral healthcare at Kaweah Health Rural Clinics. The application for Track 1 is intended to utilize funding for the expansion of telehealth and behavioral healthcare services to the communities of Exeter, Woodlake, and Lindsay in Tulare County, California. The purpose of the application under Track 2 is to establish the Rural Healthcare Patient Navigation Center Project for the communities of Goshen, Exeter, Lindsay, and Woodlake

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AGENDA ITEM VII-E

January 24, 2022

Prepared by Leslie Davis, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Approval of Amendment No. 7 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.7 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. 601.04, Office Expense/Fixed Assets, to include an increase for the SCE agreement for the EV charging stations in the amount of \$63,845.
2. Add work Element No. 601.10, Valley Planning Assistance, in the amount of \$25,000 to assist Valley partners with planning work.

RECOMMENDATIONS:

Staff recommends the approval of Amendment No. 7 to the OWP.

FISCAL IMPACT:

Funding is provided by Reserves and other miscellaneous outside revenues from valley partners

ATTACHMENTS:

1. Resolution approving FY 2021/2022 OWP Amendment No. 7
2. OWP summary documents as affected by approval

APPROVING FY 2021/2022 OVERALL)
WORK PLAN (OWP) AMENDMENT NO. 7) Resolution No. 2022-XXX

100

2021/2022 Overall Work Program

SUMMARY

REVENUES	DOLLARS
Member Dues	191,500
Local Contribution	1,116,090
TDA	282,000
FHWA PL (carryover)	284,991
FHWA PL	1,251,770
FTA Section 5303 (carryover)	105,234
FTA Section 5303	268,938
FTA Section 5304	104,882
FTA Section 5305	
DMV	3,000
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	13,589
City of Woodlake	
County of Tulare	
Measure R	618,379
LAFCO	255,500
TCAG Reserves	330,170
SB1 Sustainable Community Grant	752,633
Other Grants & Misc Revenues	1,231,510
TCRTA	
Total Revenues	6,810,186
Toll Credits(5303) (Not Revenues)	42,918
Toll Credits(PL) (Not Revenues)	176,266

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	2,294,178	218
City of Dinuba	113,472	
City of Exeter	102,877	
City of Farmersville	103,662	
City of Lindsay	112,841	
City of Porterville	111,096	
City of Tulare	116,693	
City of Visalia	204,291	
City of Woodlake	101,225	
County of Tulare	493,438	
Insurance	5,500	
Memberships	13,830	
Office Expense	22,500	
Consultant	1,253,634	
Publications/ Legal Notice/Dues	700	
Training	15,650	
Transportation and Travel	60,220	
Print Services	22,115	
County Counsel	32,000	
Auditor	2,500	
Motorpool		
Rent	165,708	
Special Dept Expense	1,431,556	
Dues/Subscriptions	6,500	
Utilities	16,000	
Office Equipment	8,000	
Total Expenditures	6,810,186	217.9

W.E. 601.04 Office Expenses/Fixed Assets

REVENUES	DOLLARS	EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
Member Dues		TCAG Staff		
Local Contribution	453,280	City of Dinuba		
TDA		City of Exeter		
FHWA PL (carryover)		City of Farmersville		
FHWA PL		City of Lindsay		
FTA Section 5303 (carryover)		City of Porterville		
FTA Section 5303		City of Tulare		
FTA Section 5304		City of Visalia		
FTA Section 5305		City of Woodlake		
DMV		County of Tulare	275,222	
City of Dinuba		Insurance	5,500	
City of Exeter		Memberships		
City of Farmersville		Office Expense	20,000	
City of Lindsay		Consultant		
City of Porterville		Publications and Legal Notice		
City of Tulare		Training		
City of Visalia		Transportation and Travel		
City of Woodlake		Print Services		
County of Tulare		County Counsel		
Measure R		Auditor		
LAFCO		Motorpool		
TCAG Reserves	88,568	Rent	165,708	
SB1 Sustainable Community Grant		Special Dept Expense	120,818	
Other Grants	66,400	Dues/Subscriptions/Licenses	2,000	
		Utilities	16,000	
		Office Equipment	3,000	
Total Revenues	608,248	Total Expenditures	608,248	
Toll Credits(5303&Carryover) (Not Revenues)				
Toll Credits(PL&Carryover) (Not Revenues)				

W. E. 601.10 Valley Planning Assistance

REVENUES	DOLLARS	EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
Member Dues		TCAG Staff	25,000	2.7
Local Contribution		City of Dinuba		
TDA		City of Exeter		
FHWA PL (carryover)		City of Farmersville		
FHWA PL		City of Lindsay		
FTA Section 5303 (carryover)		City of Porterville		
FTA Section 5303		City of Tulare		
FTA Section 5304		City of Visalia		
FTA Section 5305		City of Woodlake		
DMV		County of Tulare		
City of Dinuba		Insurance		
City of Exeter		Memberships		
City of Farmersville		Office Expense		
City of Lindsay		Consultant		
City of Porterville		Publications and Legal Notice		
City of Tulare		Training		
City of Visalia		Transportation and Travel		
City of Woodlake		Print Services		
County of Tulare		County Counsel		
Measure R		Auditor		
LAFCO		Motorpool		
TCAG Reserves		Rent		
SB1 Sustainable Community Grant		Special Dept Expense		
Other Grants & Misc Revenues	25,000	Dues/Subscriptions		
		Utilities		
		Office Equipment		
Total Revenues	25,000	Total Expenditures	25,000	2.7
Toll Credits(5303&Carryover) (Not Revenues)				
Toll Credits(PL&Carryover) (Not Revenues)				

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AGENDA ITEM VIII-A

January 24, 2022

Prepared by Benjamin A. Kimball, TCAG Staff

SUBJECT:

Information: Legislative Update

BACKGROUND:

Prior to Covid, TCAG conducted one or more One Voice trips to Washington, D.C. to collaborate with administration and legislative bodies on matters of federal policy and financing. As a result of Covid and safety protocols, most meetings in DC are held virtually, even if you are working in DC. TCAG also participated 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:

State legislation

The following update was provided by our State Lobbyist.

As you know the Governor released his 2022-23 state budget proposal on May 10th. Here are the overarching highlights and issues area specific analyses.

2022-23 STATE BUDGET

The Governor released his overall state budget of \$286.5 billion. The budget surplus, which was recently estimated to be \$34 billion, was updated and the estimate is now projected to be \$45.7 billion over the remainder of the current year and throughout 2022-23.

Surplus

The budget proposal would spend the \$45.7 billion surplus with \$16.1 billion dedicated to Proposition 98, K-14 school appropriations, an addition of \$9 billion to the state reserves and an additional advance payment to state pensions. This would leave \$20.6 billion in discretionary General Funds, largely for one-time allocations.

Appropriations Limit

The budget summary did include a statement that the state anticipates exceeding the Proposition 4 "Gann Limit" which would compel the state to take action to either make "excess limit" payments to return tax funds to taxpayers or make expenditures in excluded categories, such as infrastructure. The potential to exceed the Gann Limit will be an important backdrop this year as the Administration and Legislature negotiate the budget and may very well help support the passage of a transportation funding package as well as other one-time infrastructure investments.

TRANSPORTATION

Governor Newsom's state budget proposal includes \$15 billion for multimodal transportation programs, including the \$4.3 billion that reverted to the General Fund in October 2021 after the Administration and Legislature failed to reach an agreement on the final aspects of the 2021-22 transportation funding package – most notably High-Speed Rail. Like his housing investments, the Governor's 2022-23 state budget frames transportation investments in the climate change and equity context, noting his proposed investments will reduce GHG emissions, improve rail and transit across the state, enhance safety and access for bicyclists and pedestrians, and connect disadvantaged communities, just to name a few outcomes. While this is positive for transportation, the 2022-23 budget proposal also recommends suspending the fuel excise tax annual adjustment to account for inflation which, depending on the details, could be a loss for transportation. Details on these proposals are as follows:

State Transportation Infrastructure Package

The Governor has repropoed his 2021-22 transportation funding package plus addition investments. The total \$9.1 billion funding package includes:

- \$4.2 billion High-Speed Rail bond allocation to complete the electrified Central Valley segment, perform advance worked between Merced and Bakersfield, and complete advance planning and project designed for the entire project.
- \$2 billion for statewide priority transit and rail infrastructure projects to improve connectivity between state and regional/local services.
- \$1.25 billion for Southern California Transit and Rail Projects that will focus on mobility and GHG emissions reductions.
- \$500 million for grade separations for safety improvements throughout the state.
- \$500 million for the Active Transportation Program.
- \$400 million to establish a Climate Adaptation Program for state and local projects that support climate resiliency and reduce climate risks on the transportation system.
- \$150 million to establish a new Reconnecting Communities: Highways to Boulevard Pilot Program.
- \$100 million for bicycle and pedestrian safety projects, allocated through the Highway Safety Improvement Program.

Foregoing the Annual Gas Tax Inflationary Adjustment

With the intention of providing relief to consumers from the high cost of gasoline, the Governor proposes to forgo the annual inflationary adjustment to the per gallon fuel excise tax rate which takes place on July 1 yearly. The estimated rate of inflation is 5.6 percent which would equate to a 3-cent increase. If paused, in 2022-23 it would equate to a decrease in fuel tax revenues by \$523 million. The state budget proposal does indicate the Administration is exploring options for backfilling the lost revenue to cities and counties, including the State Highway Account.

Federal Infrastructure Investment and Jobs Act

The 2022-23 state budget proposal includes an increase in to base Federal Highway Administration funding levels for California to reflect the recent passage of the federal surface transportation bill – the Infrastructure Investment and Jobs Act (IIJA). Specifically, the increase for 2021-22 is \$1.8 billion and in 2022-23 its \$1.9 billion. Base federal funding levels will also increase for transit projects - \$238 million in 2021-22 and by \$423 million in 2022-23. California is also anticipating approximately \$14.2 million

from the National Highway Safety Administration to support the Office of Traffic Safety and their efforts to eliminate serious injuries and fatalities on highways, streets, and roads. Further, California will be able to compete for federal grants – new grants and augmented existing programs – with over \$100 million in available funding.

Supply Chain Resilience and Port Infrastructure Investments

The 2022-23 state budget proposes \$2.3 billion for supply chain investments to help mitigate and address global disruptions to the goods movement supply chain occurring in California. Specifically, the Governor proposes the following General Fund investments:

- \$1.2 billion for port-related high-priority projects that increase goods movement capacity on rail and roadways, including railyard expansions, new bridges, and zero-emission modernization projects.
- \$875 million for zero-emission port equipment, short-haul trucks, and related infrastructure.
- \$110 million for a workforce training campus, to support workforce resilience, and accelerate deployment of zero-emission equipment and technologies.
- \$40 million to enhance commercial diver license capacity.
- \$30 million for the Governor's Office of Business and Economic Development for funding for operational improvements at the ports. Activities could include improving data interconnectivity between the ports to enable efficient cargo movement, reduce congestion, and create opportunities to increase cargo capacity through supply chain efficiency.

HOUSING

The Governor's 2022-23 state budget proposal couches the state's affordable housing crisis in a new light – linking housing directly to the state's climate change goals. Outside of the proposed investments detailed below, Governor Newsom used his budget proposal to highlight the need for strong partnerships with local governments to continue to make progress and build housing affordable for all Californians in location efficient areas that will protect natural and working lands, increase mode shift and get people out of single-occupancy vehicles, and reduce greenhouse gas (GHG) emissions. In addition to providing technical assistance to cities and counties to aid them in planning for housing and enforcement of state housing law's, in 2022-23 the Governor proposes to work to identify land across the state that is well-situated for "diverse, new downtown-oriented" housing types. In turn, the 2022-23 state budget opines that this effort will help local governments meet their housing goals.

Building off the 2021-22 State Budget's \$10.3 billion for a variety of affordable housing and related infrastructure programs, the Governor's 2022-23 state budget proposal includes \$1 billion in one-time General Fund over two-years, with a specific focus of accelerating development of housing in downtown-oriented areas across the state. The specific proposed investments include:

- \$500 million one-time General Fund (\$225 million in 2022-23 and \$275 million in 2023-24) for the Infill Infrastructure Grant (IIG) program.
- \$300 million one-time General Fund (\$75 million in 2022-23 and \$225 million in 2023-24) for the Affordable Housing and Sustainable Communities (AHSC) program. This is supplementary funding in addition to the AHSC funding provided by cap-and-trade.

- \$100 million one-time General Fund (\$25 million in 2022-23 and \$75 million in 2023-24) to expand the affordable housing development and adaptive reuse opportunities on excess state lands.
- \$100 million one-time General Fund (\$50 million in 2022-23 and \$50 million in 2023-24) for Adaptive Reuse incentive grants.

The 2022-23 state budget proposal also includes \$500 million of Low-Income Housing Tax Credits as well as \$500 million one-time General Fund over two-years to help local governments meeting their housing goals. The latter \$500 million is proposed as follows:

- \$200 million one-time General Fund (\$50 million in 2022-23 and \$150 in 2023-24) for the California housing Finance Agency (CalHFA) for loans to developers for mixed-income rental housing.
- \$200 million one-time General Fund (\$50 million in 2022-23 and \$150 in 2023-24) for the Portfolio Investment Program to preserve targeted units in downtown-oriented areas and to increase the state's affordable housing stock.
- \$100 million one-time General Fund (\$25 million in 2022-23 and \$75 million in 2023-24) for the Mobile Home Rehabilitation and Resident Ownership Program.

CLIMATE CHANGE

The 2022-23 state budget proposes a total of \$22.5 billion one-time investment from various sources into the state's "Change and Opportunity" Budget. This proposed investment package comes on top of the historic investment made in the 2021-22 state budget of \$15 billion. The investments are made across a wide range of policy areas, including:

Zero-Emission Vehicle Acceleration

The Governor proposes \$6.1 billion towards zero-emission vehicle (ZEV) acceleration over the next five-years. Of this, \$3.5 billion is General Fund, \$1.5 billion is derived from Prop 98, \$676 million comes from cap-and-trade, and \$383 million is from federal sources. Specific investments are as follows:

- \$256 million for low-income consumer purchases.
- \$900 million to expand convenient and affordable ZEV charging infrastructure access in low-income neighborhoods.
- \$935 million for heavy-duty ZEVs and supporting infrastructure to add 1,000 ZEV drayage trucks and 1,700 ZEV transit buses.
- \$1.5 billion in Prop 98 to support school transportation programs, including ZEV school buses.
- \$1.1 billion for ZEV trucks, buses, and off-road equipment and related fueling infrastructure.
- \$400 million for port electrification.
- \$419 million for sustainable community-based transportation equity programs that increase access to ZEV mobility options in low-income communities.
- \$200 million for emerging opportunities to invest in demonstration and pilot projects in high carbon-emitting sectors, such as maritime, aviation, and rail.

Wildfire and Forest Resilience

Governor Newsom proposes to invest another \$1.2 billion over two-years (\$800 million General Fund and \$400 million cap-and-trade) on top of the \$1.5 billion over two-years

in 2021-22 for a total of \$2.7 billion over a four-year period through 2023-24. These investments include:

- \$482 million to enhance wildfire resilience across California's diverse landscapes by thinning forests, replanting trees, expanding grazing, and utilizing prescribed fires.
- \$100 million to support recovery of critical watersheds burned in catastrophic wildfires.
- \$382 million for CAL FIRE and the California Conservation Corp. to complete strategic fuel break projects.
- \$44 million for defensible space, home hardening, and community hardening efforts.
- \$110 million for targeted regional investments, including technical support to develop cross-jurisdictional regional plans, identify projects, and support project implementation.
- \$38 million for science-based management, including monitoring and robust scientific inquiry.
- \$44 million to expand the wood product supply chain and workforce preparedness in the wildfire resiliency sector.

Drought Resilience and Response

The 2022-23 state budget proposal includes \$750 million to support the state's drought resilience and response. This investment is proposed on top of the \$5.2 billion adopted in the 2021 Budget Act. Significant investments include:

- \$180 million for grants to large urban and small water suppliers to improve water efficiency, address leaks, reduce demand, provide efficiency mapping and training, support turf replacement, and maintain a drought vulnerability tool.
- \$145 million for local emergency drought assistance and grants to local water agencies facing loss of water supplies.
- \$75 million to mitigate immediate drought damage to fish and wildlife and build resilient natural systems.
- \$40 million to increase regional capacity to repurpose irrigated agricultural land to reduce reliance on groundwater.
- \$30 million to provide grants to water districts to fund planning, engineering, water availability analyses, and construction for groundwater.
- \$20 million for on-farm water conservation projects.
- \$10 million for technical assistance and drought relief for small farmers.
- \$250 million as a drought contingency set-aside.

Nature-Based Solutions, Extreme Heat, Costal Resilience, and Community Resilience

The Governor's state budget proposal includes \$2.1 billion in 2022-23 for a second year of investments in nature-based solutions, extreme heat, costal resilience, and community resilience, including:

- \$100 million for urban and community forestry and urban greening projects.
- \$25 million to reduce the impacts of extreme heat and the urban heat island effect.
- \$25 million to accelerate energy efficient upgrades in low-income households.
- \$25 million support vulnerable residents experiencing extreme weather events.
- \$350 million for costal wetland protection and restoration projects.
- \$50 million for ocean protection projects.

- \$165 million for the Transformative Climate Communities Program.
- \$135 million for direct investment into communities for regional adaptation planning and project implementation.
- \$4.7 million for the California Climate Action Corps.

Climate Smart Agriculture

The 2022-23 state budget proposes the following investments into smart agriculture programs:

- \$150 million for the agricultural replacement measures for emission reduction program.
- \$85 million for grants for on-farm conservation management practices.
- \$48 million for livestock methane reduction programs.
- \$25 million to support climate smart agriculture loans.

Clean Energy

The state budget proposal recognizes the role clean energy must play in combating climate change and thus proposes to make the following investments totaling \$2 billion over two-years for a Clean Energy Plan:

- \$380 million for long-duration storage projects throughout the state to support grid reliability.
- \$100 million General Fund to advance the use and production of green hydrogen.
- \$210 million General Fund to accelerate industrial sector decarbonization, which includes 40,000 industrial facilities that employ more than 1.2 million Californians.
- \$85 million General Fund for the adoption of energy technologies at food processing facilities.
- \$45 million to create the Offshore Wind Energy Deployment Facility Improvement Program to invest in and advance California's capabilities of investing in offshore wind.
- \$240 million over two-years to address temperature issues at Orville Dam related to its pump storage project.
- \$7 million General Fund for energy modeling activities.
- \$962.4 million General Funds over two years for a statewide low-income direct building retrofit program, consumer rebates for building upgrades, and adoption of ultra-low-global warming potential refrigerants.

Clean Energy Loan Program

The state budget proposal notes that the Newsom Administration is working with the U.S. Department of Energy Loan Program Office to provide pre-development financing for projects and technologies that focus on mitigating the impacts of climate change on low-income communities. Moreover, the Clean Energy Loan Program will support the build-out of a world-class battery manufacturing ecosystem. Finally, the Administration is working with the Legislature to simply permitting and require strict timelines for geothermal facilities and lithium extraction in the Salton Sea area.

Climate Health

The 2022-23 state budget proposes to invest General Fund to integrate and elevate health and equity into California's climate agenda in the following ways:

- \$25 million for a grant program to bolster local health jurisdictions and the development of climate and health resilience plans.
- \$10 million for climate, health, and disease monitoring to track emerging or intensified climate-sensitive health impacts and diseases.
- \$350 million to recruit, train, and certify 25,000 new community health workers by 2025 in areas such as climate health, homelessness, and dementia.
- \$30 million for community air monitoring, specifically to deploy local, real-time monitors.

Climate Schools and Research

Governor Newsom proposes the following investments related to K-12 and higher education systems in the climate change space:

- \$185 million for University of California climate initiatives.
- \$20 million for a grant to Carnegie Science to support the Pasadena Climate Change Research Hub.
- \$83 million for the construction of the California State University (CSU) Bakersfield Energy Innovation Center.
- \$1.5 billion in Prop 98 to support K-12 school transportation, including ZEV buses (also noted in the transportation section).
- \$50 million for CSU Farms.
- \$30 million one-time and \$3 million ongoing to continue to support and expand Farm to School Programs.

Climate Jobs and Opportunity

The 2022-23 state budget proposal includes a variety of workforce related investments totaling \$465 million and includes these specific allocations:

- \$200 million for oil and gas well capping to plug orphaned or idle wells.
- \$15 million for a well capping workforce pilot program to support displaced oil and gas workers.
- \$50 million for a displaced oil and gas workers pilot fund.
- \$110 million over three-years for a goods movement training center in Southern California.
- \$60 million over three-years to restart a low carbon economy workforce grant program.
- \$30 million over two-years to support community colleges and vocational training programs to expand workforce around wildfire and forest resilience.

The Governor also proposes related tax credits to support California businesses in the climate space.

- \$250 million annually for three-years for an Innovation Headquarters credit for companies in California working to mitigate climate change.
- \$100 million annually for three years to develop green energy technologies.

FINISH 99 EFFORT

TCAG is working with Madera and Merced on a “Finish the 99” campaign. Supervisor Vander Poel and Mayor Medoza represent TCAG. A significant number of agencies, local businesses or organizations, and statewide advocates have provided support. As presented in prior meetings, Senator Hurtado led an effort to get the valley assembly

and senate representatives to all sign a letter of support to Finish 99. Tulare will be hosting a 99 Summit tentatively set for March 3rd and 4th.

Federal Legislation

As previously reported, on Monday, November 12, 2021, President Biden signed HR 3864, the Infrastructure Investment & Jobs Act. Attached is a summary of the bill provided by our federal government relations firm. There are a number of new programs. TCAG will work with our consultant to review and comment as Federal Highway Administration develops implementation plans (called rule making). TCAG staff will also work to identify funding opportunities for our member agencies.

Originally, we discussed the possibility of taking a small group to DC in April. Due to Covid and safety protocols, TCAG staff recommends that a virtual trip occur in spring 2022. It is very likely that in March and April, many DC departments or agencies will meet only virtually. TCAG staff with the help of federal government relations firms continues to monitor the conditions back in DC. TCAG Staff hopes that a valley in person trip will occur this fall.

ATTACHMENT(S):

Federal Transportation Bill update



TO: Tulare County Association of Governments/Ted Smalley
 FROM: Kevin Eastman
 DATE: November 18, 2021
 RE: HR 3864 - Infrastructure Investment & Jobs Act

On Monday, November 12, 2021, President Biden signed HR 3864, the Infrastructure Investment & Jobs Act. The bill directs approximately \$550 billion in new spending toward a range of infrastructure categories and reauthorizes the Highway Trust Fund for five years. From the perspective of TCAG, we believe key categories include the following:

Congestion Mitigation and Air Quality Improvement Program:

The bill authorizes \$13.2 billion over five years, an increase of about 10% over the FAST Act. The program's eligibility is expanded to include "micromobility" projects, including bike- and scooter-sharing programs, and medium- and heavy-duty zero emission vehicles and charging equipment.

State Transportation Block Grant Program

The bill authorizes \$72 billion over five years for the STBGP, an increase of about 23.7% over the FAST Act.

National Highway Freight Program:

The bill directs \$7.15 billion to the NFP, an increase of about 13.5% over the FAST Act authorization. The bill also expands the number of miles a state may designate as critical rural freight corridors from 150 to 300 miles. TCAG may wish to investigate designation of portions of SR-99 under this program.

Nationally Significant Freight and Highway Projects

The bill authorizes \$8 billion for the NSFHP competitive grant program, an increase of about 78% over the FAST Act. Eligible projects include bridges and highways on the National Highway Freight Network, which we understand SR-99 is included in.

Highway Safety Improvement Program

The bill authorizes \$15.575 billion for the HSIP, an increase of approximately 35% over FAST Act funding levels. The program adds a variety of driver education and awareness activities, pedestrian and bicycle projects, and road safety improvements as eligible projects.

Bridge Grant Program

The bill authorizes \$3.265 for a new competitive Bridge Grant Program to replace damaged or aging bridges. The minimum grant amount for a large project is not less than \$50 million; the minimum grant amount for any other eligible project is \$2.5 million.

Charging and Refueling Grant Program

The bill authorizes \$2.5 billion over five years to establish a new grant program for acquisition and installation of publicly accessible alternative fuel vehicle charging and fueling infrastructure. MPOs are identified as eligible grant recipients.

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Tulare County Association of Governments

AGENDA ITEM VIII-F

January 24, 2022

Prepared by Brideget Moore, TCAG Staff

SUBJECT:

Action: Application for 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. The appointee 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 received an application on January 11, 2022 from Mr. Davis Ward for the Alternate Member At Large #2 position.

POSITION DETAILS

YEAR TERM EXPIRES

December 31, 2022

POSITION NUMBER

#2

APPOINTEE

Alternate
Member At Large

ACTION:

Approve, deny or request additional information from the applicant to serve as Alternate Member At Large #2 for the TCAG Board.

ATTACHMENT:

1. Application for appointment to TCAG Board
2. Resume for Potential Appointee

Work Element: 601.02 TCAG Administration



APPLICATION FOR APPOINTMENT

Membership on the Tulare County Association of Governments (TCAG) At-Large Member/Alternate requires appointment by TCAG; therefore it is necessary to present the Board with relevant information concerning each nominee.

If you are interested in serving on TCAG, please complete this questionnaire, including any comments or additional information in the section provided at the end and return with your resume to: 210 N. Church Street, Suite B, Visalia, CA 93291.

NAME: Davis Ward

ADDRESS: [REDACTED]

TELEPHONE: Home [REDACTED] Business [REDACTED]

E-MAIL ADDRESS [REDACTED] Years of Residence in area 24

PREVIOUS EXPERIENCE ON A RELEVANT COUNTY/CITY/TOWN COMMISSION OR COMMITTEE

None.

RELEVANT WORK/VOLUNTEER EXPERIENCE

Family Tree Farms	[REDACTED]	Business Analyst	03/19 - Present
Organization	Address	Position	Date
Habitat for Humanity	[REDACTED]	Volunteer	09/19 - Present
Organization	Address	Position	Date
Organization	Address	Position	Date

STATEMENT OF QUALIFICATION:

As a lifelong valley resident and a member of the farming community starting as a box stacker in a packinghouse and working my way up as I grew older and studied at Fresno State, I feel that I am uniquely positioned to support and make informed decisions to bring positive change to the towns we live in. By listening to the people in the community, I will do my part to help our area grow responsibly into the future.

Please briefly state why you are interested in serving as an At-Large Member/Alternate on the Tulare County Association of Governments Board.

I believe that if we want our communities to be strong, then we must participate in civic governance. We are all a part of the process, but if we do not engage actively, then we are in no position to criticize when our communities aren't as strong as they could be.

Please include a resume with this application.

Davis Ward

Business Analyst

Contact

Education

California State University, Fresno – B.A. Economics

Relevant Coursework

- Money and Banking – ECON 135
- International Economics – ECON 178
- Applied Regional Economics – ECON 119

Technical Experience

R Studio
Power BI
Quickbase
Techmark IRD
Microsoft Office Suite

Experience

March 2021 - Current

Business Analyst • Family Tree Farms

Lead process improvement efforts companywide, working with department heads to find solutions to longstanding problems through technology, capital investment, and SOP changes.

Collected and analyzed data and presented potential production improvements to increase throughput and decrease costs. Developed new data gathering systems and increased transparency between departments to streamline processes.

March 2019 – March 2021

Sorting Supervisor • Family Tree Farms

Lead a state-of-the-art stone fruit sorting program from inception to normalization, developing processes for operation and maintenance of systems. Simplified the sorting program and created standard procedures for solving both simple and complex system issues. Guided junior operators to advance their skillset and improve production margins.

May 2014 – August 2018

Palletizer/Machine Operator • Summersweet Farms

Managed pallets and checked boxes coming off the production line for marking errors. Prepped and wrapped pallets for shipment.

Operated box forming machinery and managed on-hand volumes of material. Performed preventative maintenance on machinery. Unloaded box forming material from in-bound trucks and maintained a FIFO rotation.

Leadership

Voting Member, ASI Finance
Committee, CSU Fresno

Treasurer, Cru, CSU Fresno

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AGENDA ITEM VIII-G

January 24, 2022

Prepared by Elizabeth Forte, TCAG Staff

SUBJECT:

Information: Regional Transit Coordination Update

BACKGROUND:

TCAG led the effort to help improve regional transit service by facilitating the creation of a regional transit agency. The Joint Powers Agreement creating the Tulare County Regional Transit Agency (TCRTA) was effective August 11, 2020. Eight member agencies have joined the TCRTA.

DISCUSSION:

Listed below are some current highlights of TCRTA activities:

Request for Proposals (RFP)

The TCRTA has released an RFP for transit operations. One operator will be procured for the full service area, effective July 1, 2022. The RFP is requesting provision of Local Fixed Route, Commuter Route, ADA complementary paratransit, On-Demand services, Customer Service/Ticket Sales, Fleet Cleaning Services, Bus Stop Cleaning and Maintenance Services, Transit Center Cleaning Services, and Innovative Technology services. Proposals are due February 17, 2022.

Board Workshop

A workshop took place on January 10, 2022 for TCRTA Directors, interested parties, and the public. Speakers during the workshop included the Federal Transit Administration District 9 Administrator, Ray Tellis, Wendy King with Caltrans' Division of Rail and Mass Transportation, and Americans with Disabilities Act (ADA) compliance expert Jess Segovia.

Fare Changes

The TCRTA is in the process of developing a fare structure that will be consistent and understandable for all riders in the system. The Board has defined two fixed-route service types, Local Routes and Commuter Routes, and has taken action to ensure that passes and fare discount categories are consistent for all services agencywide.

The fare charged to riders is also being considered by the TCRTA Board. As of the date this agenda went to print, changes to the rider fare have been discussed at the TCRTA Technical Advisory Committee but have not yet been adopted by the full Board. TCRTA staff plans to discuss fare changes with TCRTA member agencies and to engage in public outreach before changes are approved by the TCRTA Board.

ATTACHMENT: None

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Tulare County Association of Government
Sitting as the Abandoned Vehicle Abatement Authority

AGENDA ITEM IX-A

January 24, 2022

Prepared by Michele Boling, TCAG Staff

SUBJECT:

Information: Abandoned Vehicle Abatement (AVA) 2021/2022 First Quarter Report

BACKGROUND:

The Abandoned Vehicle Abatement (AVA) Program First Quarter Report for FY 2020/2021 represents the period from July 1 to September 30, 2021.

DISCUSSION:

The State's quarterly disbursements are distributed according to the following formula:

- 1) Allocates 1% to the Tulare County Association of Governments (TCAG) for support of TCAG's role as Abandoned Vehicle Abatement Service Authority; and
- 2) Distributes 50% of the remaining quarterly allocation to the eight cities and county in direct proportion to their population as determined by State Department of Finance May 1, 2021 estimates; and
- 3) Distributes 50% of the remaining quarterly allocation to the eight cities and county in direct proportion to their share of the total number of abatements made during that quarter.
- 4) The amount received for 2021/2022 First Quarter distribution is \$102,674.81. The distributed amount is based on the above criteria as represented on Attachment A.

ATTACHMENT:

1. Tulare County Abandoned Vehicle Abatement First Quarter 2021/2022 FY Report

Report on Allocations, 1st Quarter, July 1-September 30									
2021-22									
\$ 102,674.81 Authority's allocation of Abandoned Vehicle Abatement Funds from State									
\$ 1,026.75 1% administration fee levied by the Tulare County Association of Governments									
\$ 101,648.06 Funds distributed to Local Jurisdictions by the Authority this quarter									
Local Population	Population as of Percentage	Percentage of Population	Funding Allocation Based on Population	Total Number of Abatements	Percentage of Abatements	Funding Allocation Based on Abatements	Total Funding Allocation for Quarter	Total Number of Voluntary Abatements	
Dinuba	26,517	5.50%	2,797.61	0	0.00%	\$ -	\$ 2,797.61	0	
Exeter	10,997	2.28%	1,160.21	0	0.00%	\$ -	\$ 1,160.21	0	
Farmersville	11,327	2.35%	1,195.03	0	0.00%	\$ -	\$ 1,195.03	0	
Lindsay	13,090	2.72%	1,381.03	0	0.00%	\$ -	\$ 1,381.03	0	
Porterville	59,571	12.37%	6,284.89	9	26.47%	\$ 13,453.42	\$ 19,738.31	38	
Tulare	69,246	14.37%	7,305.63	0	0.00%	\$ -	\$ 7,305.63	0	
Visalia	139,254	28.91%	14,691.64	9	26.47%	\$ 13,453.42	\$ 28,145.06	211	
Woodlake	8,054	1.67%	849.71	0	0.00%	\$ -	\$ 849.71	0	
Unincorporated	143,677	29.83%	15,158.28	16	47.06%	\$ 23,917.19	\$ 39,075.47	40	
TOTALS	481,733	100.00%	50,824.03	34	100.00%	\$ 50,824.03	\$ 101,648.06	289	