

Tulare County Association of Governments	Date: Monday, June 27, 2022 Time: 1:00 PM Place: Tulare County Human Resources and Development 2500 W. Burrell Avenue Visalia, CA 93291
Technical Advisory Committee	Date: Thursday, June 23, 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 Toll Free Call in: 1(888) 475-4499 Meeting ID: 744 710 0343 Passcode: 82243742 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 V-A through V-B.

- A. Action: Reaffirm Conditions of State Assembly Bill 361 to Continue Remote Attendance at Public Meetings (Pages 01 - 02)
- B. Action: Adoption of Resolution: Approve Transportation Development Act (TDA) Claim for the County of Tulare for Fiscal Year 2021/22 (Pages 03 - 06)
- C. Information: Senate Bill 1 (SB 1) Competitive Programs Update (Pages 07 - 08)

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. Action: Adoption of Resolution: Approve the 2021/22 Unmet Transit Needs Findings (Pages 09 - 12)
- B. Information: Active Transportation Program (ATP) Cycle 6 Update (Pages 13 - 14)
- C. Information: Status of State Transportation Improvement Program (STIP) Allocations and California Transportation Commission (CTC) Update (Pages 15 - 16)
- D. Information: Implementation Status of Federally Funded Projects (Pages 17 - 18)
- E. Information: 2018/2019 to 2020/2021 Triennial Performance Audits for Tulare County Transit Operators and the Tulare County Association of Governments (TCAG) (Pages 19 - 20)
- F. 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 VIII-A through VIII-F.

- A. Action: Minutes of May 16, 2022 TCAG Board Meeting (Pages 21 - 26)
- B. Action: Minutes of May 11, 2022 Technical Advisory Committee Meeting (Pages 27 - 30)
- C. Action: Cancel the July 2022 Technical Advisory Committee (TAC) and Tulare County Association of Governments (TCAG) Board Meetings (Pages 31 - 32)
- D. Action: Adoption of Resolution: Approval of Amendment No. 1 to the FY 2022/2023 Overall Work Plan (OWP) (Pages 33 - 36)
- E. Action: Adoption of Resolution: Approve a Partnership Agreement with the Porterville Unified School District, the City of Porterville, the Tulare County Regional Transit Agency, and the Tulare County Association of Governments to Facilitate in Developing the Transformative Communities Program: Creating Opportunities, Changing Lives in Porterville (Pages 37 - 48)

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

- A. Information: Draft 2022 Regional Transportation Plan/Sustainable Communities Strategy, Draft 2023 Federal Transportation Improvement Program, Draft Air Quality Conformity Analysis, and Draft Environmental Impact Report (Pages 49 - 58)
- B. Public Hearing: Draft 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Draft 2023 Federal Transportation Improvement Program (FTIP),

Draft Air Quality Conformity Analysis, and Draft Environmental Impact Report (EIR)

(No Page)

- C. Action: Adoption of Resolution: Adopting the Final 2022 Congestion Management Process (CMP) Document (Pages 59 - 62)
- D. Action: Adoption of Resolution: Consultant Selection for Tulare County Regional Transit Agency (TCRTA) Branding and Communications Plan (Pages 63 - 64)
- E. Action: Adopt the Regional Housing Needs Allocation (RHNA) Methodology and Release Draft Regional Housing Needs Plan (Pages 65 - 66)
- F. Action: Multi-Jurisdictional Housing Element Funding (Pages 67 - 68)
- G. Information: Legislative update (Page 69)
- H. Presentation: Report from Congressman Valadao's Office (No Page)
- I. Presentation: Report from Assemblyman Mathis' Office (No Page)
- J. Presentation: Report from Senator Grove's Office (No Page)
- K. Presentation: Report from Senator Hurtado's Office (No Page)

IX. CORRESPONDENCE

- A. None

X. OTHER BUSINESS

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

XI. ADJOURN

(Pending approved cancellation of the July 2022 meetings)

The next scheduled Tulare County Transportation Authority (TCTA) Board meeting will be held on **Monday, August 15, 2022 at 1:00 p.m.** at the **Woodlake Community Center, 145 N. Magnolia Street, Woodlake, CA 93286**. The Technical Advisory Committee will meet on **Thursday, August 11, 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**.

(If the cancellation of the July 2022 TCAG Board Meeting is not approved)

The next scheduled Tulare County Association of Governments (TCAG) Board meeting will be held on **Monday, July 11, 2022 at 1:00 p.m.** at the **Tulare County Board of Supervisors, 2800 W. Burrel Avenue, Visalia, CA 93291**. The Technical Advisory Committee will meet on **Thursday, July 7, 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	Jose Martinez
Greg Gomez	Public Transit Provider*	<i>Vacant</i>
Tyrone Holscher	Member-at-Large*	Shea Gowin
Vicki Riddle	Member-at-Large*	Davis Ward
Pamela K. Whitmire	Member-at-Large*	Julie Allen
Diana Gomez	Caltrans*	Michael Navarro

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

TCAG STAFF

Ted Smalley, Executive Director
 Ben Kimball, Deputy Executive Director
 Ben Giuliani, Executive Officer- LAFCO
 Leslie Davis, Finance Director
 Elizabeth Forte, Principal Regional Planner
 Roberto Brady, Principal Regional Planner
 Derek Winning, Senior Regional Planner
 Gabriel Gutierrez, Senior Regional Planner
 Kasia Poleszczuk, Senior Regional Planner
 Steven Ingoldsby, Senior Regional Planner
 Giancarlo Bruno, Regional Planner
 Sheela Bhongir, Regional Planner
 Gail Miller, Associate Regional Planner-EH
 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

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TCRTA STAFF

Richard Tree, Executive Director – TCRTA

Tulare County Association of Governments

AGENDA ITEM IV-A

June 27, 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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Tulare County Association of Governments

AGENDA ITEM IV-B

June 27, 2022

Prepared by Elizabeth Forte, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Approve Transportation Development Act (TDA) Claims for the County of Tulare for Fiscal Year 2021/22

BACKGROUND:

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

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

DISCUSSION:

The claims information for the County of Tulare is listed below:

County of Tulare

Local Transportation Fund (LTF)

Planning Contributions: \$267,823.50

Coordination & Implementation: \$68,156.62

Transit: \$178,196.00

Streets and Roads: \$ 7,745,551.05

State Transit Assistance (STA) \$1,988,400.00

RECOMMENDATION:

Approve the claims for the County of Tulare as presented.

FISCAL IMPACT:

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

ATTACHMENT:

Resolution of Approval of 2021/2022 Transportation Development Act (TDA) Claims for the County of Tulare.

Work Element: 601.01 – Transit Administration

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

Attachment 1

In the matter of:

APPROVAL OF 2021/22 TRANSPORTATION)
DEVELOPMENT ACT (TDA) CLAIMS FOR)
THE COUNTY OF TULARE)

Resolution No. 2022-xxx

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

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

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

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

WHEREAS, the County of Tulare has submitted claims for the following:

- a) Local Transportation Fund Planning Contributions: \$267,823.50
- b) Local Transportation Fund Coordination & Implementation: \$68,156.62
- c) Local Transportation Fund Transit: \$178,196.00
- d) Local Transportation Fund Streets and Roads: \$7,745,551.05
- e) State Transit Assistance: \$1,988,400.00; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Transportation Development Act (TDA) claims of the County of Tulare in the amounts specified above are approved and funds shall be allocated as received.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 27th day of June, 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 IV-C

June 27, 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.

In partnership with TCAG, Caltrans will be preparing a TCEP application for the Right of Way funding for the Tulare City Widening project on State Route 99. Project nominations will be due to the CTC on November 18, 2022 and staff recommendations will be released on June 8, 2023.

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.

2022 Guidelines Development Schedule

Guidelines development workshops for Cycle 3 of the SB 1 Competitive Programs have concluded. Draft guidelines for each of the programs will be presented to the CTC at June 2022 meeting this week in Sacramento. Final guidelines will be presented for approval by the CTC at their August 2022 meeting.

SB 1 Augmented Funding Programs

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. Tulare County's 2022 STIP proposal was approved by the CTC on March 16, 2022.

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 the ATP,

Final guidelines for the Cycle 6 Active Transportation Program were adopted by the CTC on March 16, 2022. The Cycle 6 Call for Projects ended June 15, 2022.

RECOMMENDATION:

Information item only. No action needed at this time.

ATTACHMENTS:

None

Tulare County Association of Governments

AGENDA ITEM V-A

June 27, 2022

Prepared by Giancarlo Bruno, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Approve the 2021/22 Unmet Transit Needs Findings

BACKGROUND:

The Transportation Development Act of 1971 (TDA) requires a local Regional Transportation Planning Agency (RTPA) to identify the unmet transit needs within its jurisdiction and those needs that are reasonable to meet. Under this process the RTPA must: 1) conduct at least one public hearing each year to solicit comments from the public regarding the unmet transit needs that may exist in the County, and 2) present all unmet needs requests to the Social Services Transportation Advisory Council (SSTAC) for consideration and to make recommendations on requests that may be reasonable to meet.

Public hearings on unmet transit needs are held every March. Comments received are brought before the SSTAC for review, which makes recommendations as to which comments constitute unmet transit needs that are reasonable to meet. These are presented to the TCAG Board for adoption each year, along with additional information from TCAG staff as needed. Adopted unmet needs findings are submitted to the Department of Transportation (Caltrans) by August 1st. Findings of unmet needs reasonable to meet must be satisfied by transit agencies during the upcoming fiscal as a precondition to any Local Transportation Funds (LTF) being utilized for streets and roads.

DISCUSSION:

Outreach and Comments

TCAG conducted two public hearings to solicit comments on potential unmet transit needs in Tulare County, as required by law. On March 21, 2022, a hearing was conducted in Visalia and via teleconference at 1:00 p.m. and a second hearing was conducted exclusively via teleconference at 5:30 pm. These were promoted through direct mailings to stakeholder organizations and local public agencies and print advertisements in transit vehicles and public buildings. In addition to the hearings, members of the public were able to submit comments through online surveys circulated on Facebook and Instagram, preaddressed postcards with postage paid, and directly by email.

A total of 82 comments was received. This year comments came in roughly equal proportion via mail, online survey, and a new text message survey. Comments were received in both English and Spanish.

Review Process

The complete list of unmet transit needs requests, together with transit providers' responses, was presented to the Social Services Transportation Advisory Council (SSTAC). Each comment was found by the SSTAC to be either 1) *an Unmet Need That is Reasonable to Meet*, 2) *an Unmet Need That is Not Reasonable to Meet*, or 3) *Not an*

Unmet Need. The transit requests, provider responses, TCAG comments, if any, and SSTAC recommendations are included as Attachment 2 to this staff report.

It is the responsibility of the TCAG Board to determine which public transportation needs within Tulare County are reasonable to meet in the upcoming fiscal year prior to approving claims of Local Transportation Funds for streets and roads purposes.

Unmet Needs

This year the SSTAC found six (6) requests to be unmet transit needs reasonable to meet. The six unmet needs as recommended by the SSTAC are as follows:

1. Tulare County Regional Transit Agency (TCRTA) shall post current schedules at all its transit centers and timepoint stops.
2. The City of Visalia shall add regular fixed route service to the Visalia Department of Motor Vehicles (DMV).
3. The City of Visalia shall evaluate its Route 7 service and alter the route as necessary to address issues submitted through the unmet needs process in fiscal years 19/20, 20/21, and 21/22.
4. The Tulare County Regional Transit Agency and City of Visalia will identify and provide a safer and more accessible fixed route stop location for residents of Sequoia Commons in Goshen.
5. Transit providers will increase enforcement of contractor compliance with ADA regulations to provide clearly audible stop announcements from the PA system or automated voice annunciators at transfer points, major intersections and destination points, and any requested stop. Evidence of efforts to enforce these regulations should be provided to the SSTAC quarterly.
6. TCRTA shall install bus shelters on Road 160 at Heather Ave and Ave 328 in Ivanhoe, and in front of Visalia Adult School on E. Houston Ave (SR 216) once encroachment permits are secured from Caltrans.

RECOMMENDATION:

Adopt a resolution approving the 2021/22 Unmet Transit Needs findings for Tulare County as recommended by SSTAC.

FISCAL IMPACT:

There is no fiscal impact to TCAG. Failing to adopt the 2021/22 Unmet Transit Needs findings for Tulare County would ultimately delay disbursement of TDA funds to transit agencies and/or disallow agencies to use LTF funds for streets and roads.

ATTACHMENTS:

1. Resolution: Adopting Findings for Unmet Transit Needs in Tulare County for Fiscal Year 2021/22
2. 2021/22 Unmet Transit Needs Comments with SSTAC Recommendations
(Available under separate cover)

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

In the matter of:

ADOPTING FINDINGS FOR UNMET)	
TRANSIT NEEDS IN TULARE COUNTY FOR)	Resolution No. 2022-xxx
FISCAL YEAR 2021/22)	

WHEREAS, the Tulare County Association of Governments (TCAG), acting as the Regional Transportation Planning Agency, is responsible for determining which, if any, unmet transit needs exist in Tulare County; and

WHEREAS, on August 17, 2020, TCAG adopted definitions of “unmet transit needs” and “reasonable to meet,” which are hereby made a part of this Resolution by reference; and

WHEREAS, TCAG held public hearings on March 21, 2022 in Visalia and via remote teleconference, for the purpose of gathering unmet transit needs in Tulare County; and

WHEREAS, opportunity for public testimony was provided at said hearings concerning transit needs for areas throughout Tulare County pursuant to P.U.C. Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction of Tulare County; and

WHEREAS, additional testimony was received by TCAG staff either in writing via U.S. mail, electronic mail (e-mail), text message, online survey, or verbally by telephone; and

WHEREAS, all said testimony has been reviewed by the Social Service Transportation Advisory Council (SSTAC); and

WHEREAS, the SSTAC has recommended 6 findings of an unmet need reasonable to meet to the TCAG Board of Governors pursuant to P.U.C. Section 99238; and

WHEREAS, the Board has reviewed the unmet needs findings by SSTAC and concurs with the finding of 6 unmet transit needs reasonable to meet; and

WHEREAS, the TCAG Board, through the unmet needs process, has complied with Section 99401.5(b) of the Public Utilities Code, Division 10, Part 11.

NOW, THEREFORE, BE IT RESOLVED that the Tulare County Association of Governments, the Regional Transportation Planning Agency for Tulare County, finds, pursuant to Section 99401.5(d) of the Public Utilities Code, Article 8, that there are 6 unmet transit needs reasonable to meet within the jurisdiction of this agency:

1. Tulare County Regional Transit Agency (TCRTA) will post current schedules at all its transit centers and timepoint stops.
2. The City of Visalia will restore regular fixed route service to the Visalia DMV.
3. The City of Visalia will return its Route 7 service to its pre-2020 configuration.

4. The City of Visalia will provide fixed route service to within ¼ mile of the Sequoia Commons apartments in Goshen.
5. Transit providers will provide clearly audible stop announcements, from the PA system or automated voice annunciators, at transfer points, major intersections and destination points, and any requested stop.
6. Upon issuance of Caltrans encroachment permits, the County of Tulare will install bus shelters along Road 160 at Heather Ave. and Ave. 328 and the City of Visalia will install a shelter on E. Houston Ave (SR 216) near Visalia Adult School.

The foregoing Resolution was adopted upon the motion of Member _____, seconded by Member _____, at a regular meeting on the 27th day of June 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

AGENDA ITEM V-B

June 27, 2022

Prepared by Sheela Bhongir, TCAG Staff

SUBJECT:

Information: Active Transportation Program (ATP) Cycle 6 Update

BACKGROUND:

The Active Transportation Program (ATP) is a competitive statewide grant funding program managed and operated by the California Transportation Commission (CTC) and California Department of Transportation (CTC) to encourage increased use of active modes of transportation, such as biking and walking.

Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) established the ATP, and Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) directed additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

The goals of the ATP include, but are not limited to:

- increasing the proportion of trips accomplished by walking and biking,
- increasing the safety and mobility of non-motorized users,
- advancing efforts of regional agencies to achieve greenhouse gas reduction goals,
- enhancing public health, and
- providing a broad spectrum of projects to benefit many types of users including disadvantaged communities.

ATP Cycle 6 is expected to include about \$650M made up of Federal, State SB1, and State Highway Account (SHA) funding. The funding/programming years include the 23/24, 24/25, 25/26, and 26/27 fiscal years.

The call for projects was released on March 17, 2022. Applications were due on June 15, 2022. CTC Staff organizes a statewide team of volunteer evaluators who will play a significant role in determining the scores of each application. Caltrans Staff and CTC Staff will then individually review each application to ensure minimum requirements were met and accurate metrics showing an area's disadvantaged status were used if applicable. The combined score will be used to determine award recipients. CTC Staff recommendations will be posted on October 21 and CTC Commission plans to adopt those recommendations on the December 7-8, 2022, board meeting.

DISCUSSION:

TCAG Staff have been assisting member agencies with project proposals and applications since fall of 2021. Some of the ways TCAG Staff has assisted agencies include the following:

- Encouraged agencies to utilize CTC resources and assistance by scheduling a virtual site visit starting November 2021 through February 2022
- Encouraged agencies to use the resources and assistance from the Active Transportation Resource Center (ATRC) and to attend their online ATP Training and Workshops

- Informed agencies of any new changes or updates to guidelines from the ATP Cycle 6 during monthly Active Transportation Advisory Committee (ATAC) administered by TCAG Staff during the fourth Thursday of every month at 8:30AM
- Encouraged agencies to adopt new proposals and projects ideas aligned with the goals of the ATP
- Helped write and craft answers to various narrative questions required to complete the application
- Submitted letters of supports and local funding matches

FISCAL IMPACT:

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

ATTACHMENT:

None

AGENDA ITEM V-C

June 27, 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 in Fresno on May 18th-19th. The next regular CTC meeting will be in Sacramento on June 29th-30th. 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:

June CTC Meeting

The June CTC meeting agenda was not yet released prior to the printing of the TCAG agenda. Items of interest will be discussed at the TCAG Board meeting.

May CTC Meeting

Caltrans State Highway Operation and Protection (SHOPP) and Minor funding:

- \$873k Caltrans minor funding for operational improvements on SR-198/Watson
- Add \$580k SHOPP funding for construction support for the SR-99/Ave 152 bridge
- \$1.58 SHOPP funding for Bridge deck concrete overlays for the SR-137/Outside Creek bridge and two bridges in Fresno County

FTA 5310 Transit

Draft 2021 Program of Projects for Section 5310 transit funding, 2 buses for Porterville Sheltered Workshop, \$184k of 5310 funding

March CTC Meeting

Active Transportation Program (ATP)

The CTC adopted the 2023 ATP Fund Estimate includes \$3.373 million for TCAG for FY 23/24 through FY 26/27. This is a \$1.1 million increase from the \$2.288 million in the 2021 ATP Fund Estimate.

State Highway Operation and Protection (SHOPP):

\$2.155 million in construction was added to the SHOPP for constructing a hardened fence and repairing slope damage at various locations on SR-99 and SR-198 in Visalia and Tulare.

\$1.55 million for design (PS&E) and \$850 for right of way (R/W) support was allocated for the SR-190/Rockford Road roundabout in Porterville.

\$2.8 million for PS&E and \$103 thousand for R/W support was allocated for the SR-99 rehabilitation project on SR-99 from Paige to Prosperity in Tulare.

2022 RTIP/STIP

The 2022 STIP was adopted by the CTC at the March 16th meeting. There were no changes to TCAG's proposed RTIP. The 2022 STIP runs from FY 22/23 through FY 26/27.

2022 RTIP/STIP

Project	Agency	Phase	FY 21/22 (2020 STIP)	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
SR-65 Realignment and operational improvements	Caltrans	PS&E Con			\$2.5m			\$1.9m
SR-99/Caldwell Interchange	Caltrans	R/W Con		\$4.6m	\$7.0m			
SR-99/Commercial Interchange	Caltrans	R/W Con	\$7.4 m ¹					
SR-99 Widening (Tagus-Prosperity)	Caltrans	Con						
SR-99 Widening (City of Tulare)	Caltrans	E&P PS&E	\$6.37 m ²					

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

²\$4.3 million from ITIP and \$2.07 million from Prop 1b savings

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

ATTACHMENTS:

None

AGENDA ITEM V-D

June 27, 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 the current fiscal year, there are two projects scheduled for obligation:

City of Visalia Goshen Avenue Rehabilitation Project: STBGP amount \$1,200,000 (obligated)

Tulare County Regional Transit Agency Zero Emission Shuttle Van Purchases: STBGP amount \$3,086,000 (submitted)

CMAQ

A number of projects are scheduled for obligation this fiscal year:

TCRTA Microtransit Service: CMAQ amount \$2,500,000 (submitted)

Dinuba Roundabout at Alta & Kamm: CMAQ amount \$1,800,000 (delayed)

Purchase 2 Battery Electric Transit Buses – Visalia: CMAQ Amount \$1,750,000 (obligated)

Purchase 3 Battery Electric Transit Buses – TCRTA: CMAQ Amount \$1,750,000 (submitted)

The match for new microtransit service is funded by federal Toll Credits; the remaining project matches are funded by a combination of Toll Credits and local funds.

ATTACHMENT:

None

AGENDA ITEM V-E

June 27, 2022

Prepared by Giancarlo Bruno, TCAG Staff

SUBJECT:

Information: 2018/19 to 2020/2021 Triennial Performance Audits for Tulare County Transit Operators and the Tulare County Association of Governments (TCAG)

BACKGROUND:

California Public Utilities Code (PUC) Section 99246 requires a regional transportation planning agencies (RTPA) such as TCAG to complete performance audits for every three years of its activities, as well as the activities of the transit operators to which it allocates Transportation Development Act (TDA) funds. TCAG allocated TDA funds to the Visalia Transit, Dinuba Area Regional Transit (DART), Tulare InterModal Express (TIME), Porterville Transit, Tulare County Area Transit (TCaT), and Woodlake Dial-A-Ride in fiscal years (FYs) 2018/19 through 2020/2021. TCAG contracted with Moore and Associates to conduct TDA triennial performance audits for this time period. The firm reviewed compliance, implementation of prior audit recommendations, and agency functions, and made findings and recommendations.

DISCUSSION:

The Triennial Performance Audits evaluate an organization's effectiveness, efficiency, and economy of operation. They assess compliance with TDA requirements and the status of implementing prior audit recommendations, and provide a review of agency functions. TCAG's performance audit describes how TCAG is meeting its administrative and planning obligations particularly as it relates to the TDA programs. Transit operator performance audits ensure accountability in the use of public transportation funding and include calculations of transit service performance indicators. The audits conclude with findings and related recommendations for improvement. The findings and recommendations from the final audits for Tulare County transit operators and TCAG are detailed below. Complete copies of the triennial performance audits are available on TCAG's website.

Audit findings are categorized as either compliance findings, where the agency in question is not in compliance with a TDA rule, or functional findings which are recommendations for improvement. Compliance findings are listed in bold.

Findings and Recommendations

Visalia Transit

- 1. The City is not using the TDA definition of full-time equivalent (FTE) employee for its reporting to the State Controller.**
2. The amount of fare revenue the city reported to the State Controller was significantly different from that reported within the fiscal audit and to the National Transit Database.
3. Data regarding operating cost exemptions is not consistent between the State Controller Report and the TDA fiscal audit.

Tulare InterModal Express

- 1. Use of the TDA definition of Full-time Equivalent (FTE) employee could not be confirmed.**

Porterville Transit

No findings or recommendations.

Dinuba Area Regional Transit

1. **In FY 2018/19, the City's TDA fiscal audit was not submitted by the TDA-stipulated deadline, even with a 90-day extension. The FY20/21 TDA fiscal audit was also not submitted before the deadline.**
2. The City's transit website offers outdated information and no link to current service information for TCRTA.

TCaT (Tulare County)

No findings or recommendations.

Woodlake Dial-A-Ride

No findings or recommendations.

TCAG

1. **In FY 2018/19, the City of Dinuba did not complete its TDA audit until June 1, 2020. The City's FY20/21 audit was still pending as of April 28, 2022.**
2. **The FY 2020/21 State Controller Report was submitted on February 10, 2022, ten days after the January 31 deadline.**
3. TCAG did not correctly calculate the change in CPI between one and three years in one of its STA efficiency tests.
4. TCAG's TDA Claims Manual has not been updated to reflect legislative and regulatory changes to TDA made since September 2016.

ATTACHMENT:

None

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

Executive Minutes May 16, 2022

Board Members	Alternates	Present (M)ember/(A)lternate	Agency
Larry Micari	Paula Clark	-	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	A	City of Dinuba
Frankie Alves	Dave Hails	M	City of Exeter
Paul Boyer	Ruben Macareno	-	City of Farmersville
Ramona Caudillo	Hipolito Cerros	M	City of Lindsay
Martha A. Flores (Vice-Chair)	Milt Stowe	M	City of Porterville
Terry Sayre	Jose Sigala	M	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	-	Member-At-Large*
Vicki Riddle	Davis Ward	M	Member-At-Large*
Pamela Whitmire	Julie Allen	M/A	Member-At-Large*
Diana Gomez	Michael Navarro	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>	Steven Ingoldsby, Associate Regional Planner
<u>X</u> Jeff Kuhn, Tulare County Deputy Counsel	<u>X</u>	Giancarlo Bruno, Regional Planner
<u>X</u> Ted Smalley, Executive Director		Sheela Bhongir, Regional Planner
<u> </u> Benjamin Kimball, Deputy Executive Director		Gail Miller, Associate Regional Planner/EH
<u>X</u> Benjamin Giuliani, Executive Officer-LAFCO		Maria Garza, Associate Regional Planner/EH
<u>X</u> Leslie Davis, Finance Director		Jennie Miller, Associate Regional Planner EH
<u>X</u> Elizabeth Forte, Principal Regional Planner		Michele Boling, TCAG Accountant III
<u>X</u> Roberto Brady, Principal Regional Planner		Brideget Moore, TCAG Analyst III
<u> </u> Derek Winning, Senior Regional Planner	<u>X</u>	Amie Kane, Administrative Clerk II
<u>X</u> Gabriel Gutierrez, Senior Regional Planner	<u>X</u>	Servando Quintanilla, Administrative Clerk II
<u>X</u> Kasia Thompson, Associate Regional Planner	<u>X</u>	Holly Gallo, Office Assistant III

I. WELCOME

The Tulare County Association of Governments Board Meeting was called to order by Chair Vander Poel at 1:00 p.m. on May 16, 2022, at the Tulare County Human Resources and Development, 2500 W. Burrell Avenue, Visalia, CA 93291.

II. PLEDGE OF ALLEGIANCE

Supervisor Townsend led the Pledge of Allegiance.

III. PUBLIC COMMENTS

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

Convene as the Transportation Policy Advisory Committee

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

Chair Vander Poel explained That the item would decide remote attendance in accordance with Assembly Bill 361. Mr. Smalley outlined the potential recommendations for the Board to consider. Discussion was had amongst the Board members on whether or not to renew the AB 361 findings.

Upon a motion by Member Shuklian, and second by Member Poochigian, The Tulare County Transportation Authority approved to renew the conditions of State Assembly Bill 361 to allow continued remote attendance at public meetings. The following vote was recorded, in favor of: Shuklian, Valero, Reynosa, Caudillo, Flores, Sayre, and Poochigian. Against: Vander Poel, Townsend, Alves, Riddle, and Whitmire. Absent: Micari, Boyer, Mendoza, Gomez, and Holscher.

V. TRANSPORTATION CONSENT CALENDAR – ACTION AND INFORMATION ITEMS

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

- A.** Action: Adoption of Resolution: Approve change in membership of the Tulare County Congestion Management Process (CMP) Steering Committee
- B.** Action: Adoption of Resolution: Regional Surface Transportation Program (RSTP) State Exchange Authorization for Fiscal Year 2021/2022
- C.** Action: Adoption of Resolution: Regional Surface Transportation Program (RSTP) State Exchange and Federal Programming Distribution for Fiscal Year 2021/2022
- D.** Action: Adoption of Resolution: Approve MPO Component Project Selection Guidelines for Cycle 6 of the Active Transportation Program
- E.** Action: Adoption of Resolution: Approve Transportation Development Act (TDA) Claims for the Cities of Visalia and Porterville for Fiscal Year 2021/22
- F.** Action: Adoption of Resolution: Appointment of Two (2) Social Services Transportation Advisory Council (SSTAC) Members

Upon a Motion by Member Townsend, and seconded by Member Shuklian, the Transportation Policy Advisory Committee unanimously approved the Transportation Consent Calendar Action Items IV-A through IV-F. Absent: Micari, Boyer, Mendoza, Gomez, and Holscher.

G. Information: Senate Bill 1 (SB 1) Competitive Program Update

VI. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Information: Implementation Status of Federally Funded Projects

Ms. Forte provided a brief status update on the STBGP and CMAQ projects, highlighting the recent STBGP project that had been obligated for Goshen Avenue within the City of Visalia.

Ms. Forte explained that other projects had applications pending approval but more should be known by the end of the fiscal year.

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

Mr. Giuliani discussed that the CTC meeting was scheduled for May 18th-19th and a few Tulare County projects would be on that agenda for discussion which Mr. Giuliani outlined.

C. Information: Congestion Mitigation and Air Quality (CMAQ) Project Selection Policy Update

Ms. Forte reported that the information item was to notify the Board of potential changes to the selection policy for CMAQ projects. Ms. Forte explained to comply with federal guidance an amendment to the TCAG project selection policy would be needed and outlined examples of what those amendments may be. Ms. Forte stated that although this item was being presented for informational purposes it would be expected to be included in an upcoming meeting agenda as an action item to officially adopt an amendment to the TCAG project selection policy.

D. Information: Caltrans Monthly Report

Mr. Navarro announced that the month of May is bike month and therefore many Caltrans staff including himself had biked to work. Mr. Navarro discussed regional projects providing status updates of the work ongoing throughout the County of Tulare.

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

VII. 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: Micari, Boyer, Mendoza, Holscher, and Gomez.

VIII. ASSOCIATION CONSENT CALENDAR-ACTION AND INFORMATION ITEMS

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

- A.** Action: Minutes of April 18, 2022 TCAG Board Meeting
- B.** Action: Minutes of April 12, 2022 Technical Advisory Committee Meeting
- C.** Action: Adoption of Resolution: Approval of Amendment No. 9 to the FY 2021/2022 Overall Work Plan (OWP)
- D.** Action: Reaffirm Resolution: Approve the FY 2022/2023 Overall Work Plan (OWP)
- E.** Action: Approve Agreement with Univision and Authorize Director to Sign Agreement for California Department of Public Health Kids' Plates Grant
- F.** Action: Adoption of Resolution: Authorize the TCAG Executive Director to Execute Amendment No. 1 to Agreement No. 2021-013 with RSG, Inc. for Professional Services in Travel Model Development

Upon a motion by Member Townsend, and seconded by Member Whitmire, the Association unanimously approved the Association Consent Calendar Items VII-A through VII-F. Absent: Micari, Boyer, Mendoza, Holscher, and Gomez.

IX. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Information: Legislative Update

Mr. Smalley reported that the finish the 99 efforts had been discussed during the San Joaquin Valley Policy Conference and TCAG continued to work with Madera and Merced on the "Finish the 99" campaign. Mr. Smalley announced that the Valley Policy group would be planning to send a small delegation to Washington D.C. in September 2022; and depending on Covid restrictions TCAG may plan a legislative trip to Washington D.C. in the Spring of 2023.

B. Presentation: Report from Congressman Valadao's Office

Mr. Clayton Smith, representative for Congressman Valadao's office, discussed funding earmarks for regional projects. He also noted that objections had been made of the gas tax and increases to energy costs. Fire mitigation efforts are also being reviewed as the Congressman recently toured a burn site. Mr. Smith stated that the Congressman continues to support water storage projects as the drought in California continues.

C. Presentation: Report from Assemblyman Mathis' Office

Ms. Racheal Ray, District Director from Assemblyman Mathis office, discussed many legislative bills being worked on by the Assemblyman pertaining to water, education, and loan forgiveness for military members. Ms. Ray also addressed the gas taxes that were scheduled to increase in July 2022.

D. Presentation: Report from Senator Grove's Office

Mr. Kenneth Loehner, Field Representative with Senator Grove's office provided updates on current legislation in the California Senate and discussed state budget revisions. Mr. Loehner also reported on water and water infrastructure that the Senator had been working on.

E. Presentation: Report from Senator Hurtado's Office

Mr. Eric Coyne, District Representative with senator Hurtado's office, discussed the "Save Our Communities" water forums that had taken place and thanked the Board Supervisors for letters of support for water funding. Mr. Coyne also noted the budgetary modifications and funding requests that were being reviewed by Senator Hurtado.

F. Action: Authorize Multi-Jurisdictional Housing Element

Mr. Ingoldsby provided a detailed background on the required housing element and all the content in which it should contain. Mr. Ingoldsby stated that the housing element is the only general plan element subject to the State of California's review and certification. Mr. Ingoldsby explained that following each RHNA cycle each individual jurisdiction is required to update their general plan housing element and receive certification, these housing elements must be completed by the end of 2023. He further explained that the spending deadline for REAP funds is August 2023, therefore a consultant should be selected quickly in order to have adequate time to complete the required work. Mr. Ingoldsby presented the recommendations to authorize TCAG staff to move forward with the multi-jurisdictional housing element (MJHE); TCAG staff to prepare and issue an RFP for consultant work; and require TCAG staff to return at the June board meeting to present the financial plan for the MJHE.

Upon a motion by Member Townsend, and seconded by Member Shuklian, the Association unanimously approved the recommendations as presented in item IX-F. Absent: Micari, Boyer, Mendoza, Holscher, and Gomez.

G. Action: Adoption of Resolution: Election of TCAG Chair, Vice Chair and Selection or Reappointment of Committee Representatives

Mr. Smalley explained that every 2 years the election of the TCAG Board Chair, Vice Chair, and selection or reappointment of Committee representatives is done. Discussion was had amongst the Board. The committee representatives currently serving were noted as follows: Member Mendoza, Supervisor Townsend, and Member Linda Launer as alternate to the San Joaquin Valley Regional Planning Agencies Policy Council; Member Flores to the Tulare County Water Commission; Supervisor Shuklian, and Supervisor Valero as alternate to the San Joaquin Joint Powers Authority.

Upon a motion by Member Townsend, and seconded by Member Valero, the Association unanimously approved the election of Supervisor Shuklian to the Board Chair position. Absent: Micari, Boyer, Mendoza, Holscher, and Gomez.

Upon a motion by Member Whitmire, and seconded by Member Vander Poel, the Association unanimously approved the election of Member Flores to the Board Vice Chair position. Absent: Micari, Boyer, Mendoza, Holscher, and Gomez.

Upon a motion by Member Shuklian, and seconded by Member Whitmire, the Association unanimously reappointed the committee representative to continue serving as presented. Absent: Micari, Boyer, Mendoza, Holscher, and Gomez.

H. Information: Regional Transportation Plan/Sustainable Communities Strategy Update

Mr. Smalley provided a brief update on the RTP/SCS update stating that a draft document would be available at the end of the week for review and brought back to the Board for approval in August.

<i>Adjourn as the Tulare County Association of Governments and Convene as the Abandoned Vehicle Abatement Authority</i>

X. ABANDONED VEHICLE ABATEMENT AUTHORITY – ACTION/DISCUSSION ITEMS

A. Information: Abandoned Vehicle Abatement (AVA) 2021/2022 Second Quarter Report.

Ms. Davis provided a review of the allocations and distributions for the second quarter of fiscal year 2021/2022 and stated that for the second quarter the amount received totaled \$93,758.60.

XI. CORRESPONDENCE

A. None

XII. OTHER BUSINESS

A. Information: Items from Staff

1. TCAG Director's Report

Mr. Smalley highlighted and provided updates on two major interchange projects. The first being the Tulare Ag Interchange in the City of Tulare; and the second being the Children's Hospital Interchange in the City of Visalia. Mr. Smalley also reported that due to the increases in construction costs all quotes should be reevaluated to ensure that projects could still be delivered.

2. Other Items

None

B. Information: Items from Board Members

1. Tulare County Water Commission Update

Member Flores stated that although she was unable to attend, she could provide highlights from the information she had received. This included but was not limited to the Commission reaffirming AB 361, a legislative update, member appointments, and drought funding.

2. San Joaquin Valley Policy Council Update

Member Townsend announced that the San Joaquin Valley Policy Conference had been held in Clovis, May 11 through 13, 2022. He reported that the conference had been informational, and that Mr. Smalley had been awarded the Darrel Hildebrand Regional Award for distinguished leadership.

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

Member Shuklian announced that the next scheduled meeting would be held May 20, 2022, after which time she would be able to provide an update.

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

Member Valero stated no meeting had been recently held and he had nothing to report.

5. TCAG Transit Report

No report provided.

6. Other Items

None

C. Request from Board Members for Future Agenda Items

None

XIII. ADJOURN

The TCAG Meeting was adjourned at approximately 2:13 p.m.

**ADJOURN AS THE TULARE COUNTY ASSOCIATION OF GOVERNMENTS AND CONVEENE 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
May 11, 2022 – Summary Meeting Minutes
ATTENDANCE LIST

City of Dinuba	<i>Absent</i>
City of Exeter	<i>Absent</i>
City of Farmersville	<i>Absent</i>
City of Lindsay	Neyba Amezcua
County of Tulare	Karla Artega
City of Porterville	Javier Sanchez
City of Tulare	<i>Absent</i>
City of Woodlake	<i>Absent</i>
City of Visalia	Dolores Verduzco
Tule River Indian Reservation	<i>Absent</i>
TCAG	Theodore Smalley
Caltrans	<i>Absent</i>

Others Present:

TCAG Staff Present: Leslie Davis, Elizabeth Forte, Giancarlo Bruno, Roberto Brady, Michele Boling, Steven Ingoldsby, Ben Giuliani, Elizabeth Forte, Gabriel Gutierrez, 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. Smalley at 1:31 p.m.

All action and informational documents were distributed for review and discussion. All actionable items would be voted on at the next Tulare County Association of Governments (TCAG) Board meeting, scheduled for May 16, 2022.

III. PUBLIC COMMENTS

Public comments opened 1:31pm.

IV. TRANSPORTATION CONSENT CALENDAR –INFORMATION ITEMS

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

Mr. Smally gave an update on AB 361 regarding remote attendance at meetings.

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Action: Adoption of Resolution: Approve change in membership of the Tulare County Congestion Management Process (CMP) Steering Committee

Mr. Brady gave an update on the CMP Steering Committee and listed all members from cities, the county, Caltrans, and TCAG.

B. Action: Adoption of Resolution: Regional Surface Transportation Program (RSTP) State Exchange Authorization for Fiscal Year 2021/2022

Ms. Davis stated that because of the new TMA designation, approximately \$3,330,131 can be exchanged for state funds and the amount is designated as RSTP small area funds and the County had a direct contract with the state for \$887,784 with the remaining balance of approximately \$2,442,347, for TCAG to distribute to the member agencies qualifying for this portion of RSTP funds.

C. Action: Adoption of Resolution: Regional Surface Transportation Program (RSTP) State Exchange and Federal Programming Distribution for Fiscal Year 2021/2022

Ms. Davis stated that TCAG would authorize the exchange of approximately \$2,442,347 (\$3,330,131 less County set aside of \$887,784) of RSTP dollars for state cash and the

remaining \$3,125,111 of TCAG's total RSTP allocation was required to remain "federalized" and be programmed as projects in the Federal Transportation Improvement Program.

D. Action: Adoption of Resolution: Approve MPO Component Project Selection Guidelines for Cycle 6 of the Active Transportation Program

Mr. Gutierrez detailed that the Cycle 6 Active Transportation Guidelines were adopted by the California Transportation Commission (CTC) on March 16, 2022 that allows MPOs to propose their own project selection criteria for their locally administered ATP MPO Component and for Cycle 6. It is proposed that the same guidelines used in Cycle 5, be used in Cycle 6 and upon approval of the proposed Cycle 6 MPO Component Guidelines by the TCAG Board, they would be submitted to the CTC for consideration and approval at the June 2022 CTC meeting.

E. Action: Adoption of Resolution: Approve Transportation Development Act (TDA) Claims for the Cities of Visalia and Porterville for Fiscal Year 2021/22

Ms. Forte explained that the item was for TDA claims for the cities of Visalia and Porterville.

F. Action: Adoption of Resolution: Appointment of Two (2) Social Services Transportation Advisory Council (SSTAC) Members

Mr. Bruno informed that the item was for the reappointment of two SSTAC members.

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

Mr. Gutierrez stated that Guidelines workshops and discussions had been completed in April and CTC would be submitting guidelines in June.

VI. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Information: Implementation Status of Federally Funded Projects

Mr. Gutierrez stated that in April the Board approved two STBGP projects in the City of Tulare and there are two projects currently programed one in the City of Visalia at Goshen Ave and the other is a transit capital project for TCRTA.

Ms. Forte stated that there are three transit projects submitted to CMAQ and one roundabout in the City of Dinuba that would be scheduled to be submitted this summer.

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

Mr. Giuliani stated that the next CTC meeting would be in Fresno with a couple of Tulare County projects on the agenda.

C. Information: Congestion Mitigation and Air Quality (CMAQ) Project Selection Policy Update

Mr. Forte stated that the item was to show the Board potential revisions that TCAG would be making on proposing project selections.

VIII. ASSOCIATION CONSENT CALENDAR –ACTION AND INFORMATION ITEMS

C. Action: Adoption of Resolution: Approval of Amendment No. 9 to the FY 2021/2022 Overall Work Plan (OWP)

Ms. Davis reported that the item was an amendment No. 9 to the OWP with funding being provided by additional PL, reallocation of PL and reserves changes in the PL funding.

D. Action: Reaffirm Resolution: Approve the FY 2022/2023 Overall Work Plan (OWP)

Ms. Davis stated that there were some technical changes that were made and approved.

E. Action: Approve Agreement with Univision and Authorize Director to Sign Agreement for California Department of Public Health Kids' Plates Grant Outreach Program

Ms. Gallo stated that the item was an approval for an agreement with Univision for Bike safety outreach.

F. Action: Adoption of Resolution: Authorize the TCAG Executive Director to Execute Amendment No. 1 to Agreement No. 2021-013 with RSG, Inc. for Professional Services in Travel Model Development

Mr. Brady stated that the item was to approve an amendment to the existing agreement with RSG Inc. the amendment would give TCAG more data to help calibrate models.

IX. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Information: Legislative update

Mr. Smalley stated that TCAG would be planning to go back to Washington D.C. and would look forward to 2023 to return with TCAG and spoke about inflation and how this would affect future projects, and to call TCAG staff for future help on applications and spoke about partnerships with agencies on finishing the 99 efforts.

F. Action: Authorize Multi-Jurisdictional Housing Element

Mr. Ingoldsby gave an update on the Multi-Jurisdictional Housing Element where a consultant can assist and cities can opt-in as an option for consultant help.

G. Action: Adoption of Resolution: Election of TCAG Chair, Vice Chair and Selection or Reappointment of Committee Representatives

Mr. Smalley gave an update on the future appointment of TCAG Chair and Vice-Chair and other roles and responsibilities.

H. Information: Regional Transportation Plan/Sustainable Communities Strategy Update

Mr. Smalley reported important dates of Regional Transportation Plan/Sustainable Communities Strategy with adoption of the RTP in August.

X. ABANDONED VEHICLE ABATEMENT AUTHORITY – ACTION/DISCUSSION ITEMS

A. Information: Abandoned Vehicle Abatement (AVA) 2021/2022 Second Report

Ms. Boling reported on the allocated 1% to the Tulare County Association of Governments for support of TCAG's role as Abandoned Vehicle Abatement Service Authority and how 50% of the remaining quarterly allocation is distributed to the eight cities and county in direct proportion to their population as determined by State Department of Finance May 1, 2021, estimates, and the remaining 50% quarterly allocation to the eight cities and county in direct proportion to their share of the total number of abatements made during that quarter and the amount received for the 2021/2022 second quarter distribution was \$93,758.60.

XI. ADJOURN

The TCAG Technical Advisory Committee adjourned at 2:09 p.m.

The next scheduled Tulare County Association of Governments (TCAG) Board meeting will be held on **Monday, June 27, 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, June 23, 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.**

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Tulare County Association of Governments

AGENDA ITEM VII-C

June 27, 2022

Prepared by Amie Kane, TCAG Staff

SUBJECT:

Action: Cancel the July 2022 Technical Advisory Committee (TAC) and Tulare County Association of Governments (TCAG) Board Meetings

BACKGROUND:

The 2022 Revised Tulare County Association of Governments (TCAG), Tulare County Transportation Authority (TCTA), and Technical Advisory Committee (TAC) meeting schedule was approved by the Governing Board on December 6, 2021. Generally, the TCAG Board meeting is held on the third Monday of each month, with some exceptions. The TAC meeting is held the Thursday prior to the TCAG Board meeting. Due to occasional conflicts, meetings are subject to change with notice. The Chair, in consultation with the Executive Director, may cancel or reschedule a meeting.

DISCUSSION:

TCAG staff in consultation with the TCAG Chair is requesting to cancel the TAC meeting scheduled for July 14, 2022 and the TCAG Meeting scheduled for July 18, 2022.

The August meetings would be held as originally scheduled. The TAC meeting is scheduled for August 11, 2022 and TCAG and TCTA meetings for August 15, 2022.

RECOMMENDATION:

Approve the cancellation of the July 2022 Technical Advisory Committee (TAC) and the Tulare County Association of Governments (TCAG) Board Meetings.

FISCAL IMPACT:

None

ATTACHMENTS:

None

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AGENDA ITEM VII-D

June 27, 2022

Prepared by Leslie Davis, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Approval of Amendment No. 1 to the FY 2022/2023 Overall Work Plan (OWP)

BACKGROUND:

On April 18, 2022, the Tulare County Association of Governments (TCAG) FY 2022/2023 Overall Work Plan (OWP) was adopted through Resolution No. 2022-118. Amendments throughout the year are necessary to allow TCAG to deliver services as requested by its member agencies and to effectively spend state and federal funds.

DISCUSSION:

Amendment No.1 to the FY 2022/2023 OWP is necessary to allow TCAG to deliver services as requested by its member agencies.

1. Increase work element no. 700.01, Measure R, in the amount of \$23,000, to prepare the Dinuba Roundabout Feasibility Safety Study.

RECOMMENDATIONS:

Staff recommends the approval of Amendment No. 1 to the OWP.

FISCAL IMPACT:

Funding is provided by Measure R administration

ATTACHMENTS:

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

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

In the matter of:

APPROVING FY 2022/2023 OVERALL)	
WORK PLAN (OWP) AMENDMENT NO. 1)	Resolution No. 2022-XXX

WHEREAS, the Regional Transportation Planning Agency Board of Governors adopted the FY 2022/2023 Overall Work Program (OWP) on April 18, 2022, with approval of Resolution 2022-118; and

WHEREAS, Amendment No. 1 to the FY 2022/2023 OWP is necessary to Increase work element no. 700.01, Measure R, in the amount of \$23,000, to prepare the Dinuba Roundabout Feasibility Safety Study.

NOW, THEREFORE, BE IT RESOLVED that the TCAG FY 2022/2023 Overall Work Program (OWP) is amended as shown in Attachment "2" and is herein referenced as Amendment No. 1.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 27th day of June, 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

W. E. 700.01 Measure R Administration and Planning

REVENUES	DOLLARS
Member Dues	
Local Contribution	
TDA	
FHWA PL (carryover)	
FHWA PL	
FTA Section 5303 (carryover)	
FTA Section 5303	
FTA Section 5304	
FTA Section 5305	
DMV	
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	
City of Woodlake	
County of Tulare	
Measure R	420,479
LAFCO	
TCAG Reserves	
SB1 Sustainable Community Grant	
Other Grants	
Total Revenues	420,479
Toll Credits(5303&Carryover) (Not Revenues)	
Toll Credits(PL&Carryover) (Not Revenues)	

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	244,979	26.1
City of Dinuba		
City of Exeter		
City of Farmersville	25,000	
City of Lindsay	33,000	
City of Porterville		
City of Tulare		
City of Visalia		
City of Woodlake		
County of Tulare		
Insurance		
Memberships	2,500	
Office Expense		
Consultant	92,000	
Publications and Legal Notice		
Training	2,000	
Transportation and Travel	3,000	
Print Services	3,500	
County Counsel	2,000	
Auditor	1,500	
Motorpool		
Rent		
Special Dept Expense	11,000	
Dues/Subscriptions		
Utilities		
Office Equipment		
Total Expenditures	420,479	26.1

City of Farmersville

Bike & Ped Study

City of Lindsay

Bike & Ped Study(may not need to carry forward, waiting for billing in FY 21/22)

Memberships

\$2,500 Self Help

Consultant

\$44,000 Audit Services

\$20,000 Financial Services

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

\$23,000 4 Creeks Dinuba Feasibility Study

Training

2 Self Help Annual Conference/ 2 Self Help Qtrly mtgs

Transportation & Travel

2 Self Help Annual Conference/ 2 Self Help Qtrly mtgs

Special Dept Expense

\$1,000 Quarterly COC meetings

\$10,000 Veterans Transit Discount Program

2022/2023 Overall Work Program

SUMMARY

REVENUES	DOLLARS
Member Dues	191,500
Local Contribution	1,084,348
TDA	282,000
FHWA PL (carryover)	450,000
FHWA PL	1,228,257
FTA Section 5303 (carryover)	185,565
FTA Section 5303	167,739
FTA Section 5304	
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	
City of Woodlake	
County of Tulare	
Measure R	623,379
LAFCO	268,700
TCAG Reserves	112,000
SB1 Sustainable Community Grant	603,092
Other Grants & Misc Revenues	1,688,712
TCRTA	136,766
Total Revenues	7,025,058
Toll Credits(5303) (Not Revenues)	40,524
Toll Credits(PL) (Not Revenues)	192,496

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	2,689,269	218
City of Dinuba	126,472	
City of Exeter	111,233	
City of Farmersville	136,609	
City of Lindsay	146,396	
City of Porterville	165,752	
City of Tulare	252,898	
City of Visalia	281,298	
City of Woodlake	132,916	
County of Tulare	482,851	
Insurance	7,426	
Memberships	17,836	
Office Expense	25,500	
Consultant	1,373,264	
Publications/ Legal Notice/Dues	700	
Training	15,150	
Transportation and Travel	58,970	
Print Services	39,350	
County Counsel	32,000	
Auditor	2,500	
Motorpool		
Rent	167,806	
Special Dept Expense	716,994	
Dues/Subscriptions	6,320	
Utilities	17,548	
Office Equipment	18,000	
Total Expenditures	7,025,058	218.4

* FHWA PL Funding	
Carryover	\$450,000
Current Year funding:	<u>\$1,228,257</u>
Total Funding	\$1,678,257

AGENDA ITEM VII-E

June 27, 2022

Prepared by Benjamin A. Kimball, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Approve a Partnership Agreement with the Porterville Unified School District, the City of Porterville, the Tulare County Regional Transit Agency, and the Tulare County Association of Governments to Facilitate in Developing the Transformative Communities Program: Creating Opportunities, Changing Lives in Porterville.

BACKGROUND:

TCAG has joined a group of stakeholders in Porterville to prepare an application for state funding through the Transformative Climate Communities (TCC) grant program. The grant would fund various improvements to city and school facilities to enhance their ability to reduce greenhouse gases. Part of the proposal includes active transportation facilities near schools and in other areas throughout the city.

DISCUSSION:

By joining this group TCAG is committed to helping the effort to get funding for planning an implementation of the desired outcomes.

RECOMMENDATION:

Approve agreement with the stakeholders mentioned.

FISCAL IMPACT:

The effort is funded through local coordination in the TCAG Overall Work Program.

ATTACHMENTS:

1. Resolution approving agreement with Porterville Stakeholders for to facilitate and coordinate in developing that transformative climate communities program.
2. Draft Agreement

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

In the matter of:

APPROVING A PARTNERSHIP)
AGREEMENT WITH PORTERVILLE UNIFIED)
SCHOOL DISTRICT, THE CITY OF)
PORTERVILLE, AND THE TULARE COUNTY)
REGIONAL TRANSIT AGENCY TO)
DEVELOP THE TRANSFORMATION)
CLIMATE COMMUNITIES PROGRAM)

Resolution No. 2022-xxx

WHEREAS the new partnership agreement provides the City of Porterville and Porterville Schools with a collective effort to develop the Transformative Climate Communities Program; and

WHEREAS the new partnership agreement is an effort to work on developing the program and pursue funding for projects collectively; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The TCAG Board hereby approves and adopts the proposed partnership agreement.

The foregoing Resolution was adopted upon the motion of Member _____, seconded by Member _____, at a regular meeting on the 27th day of June 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

PARTNERSHIP AGREEMENT

BY AND BETWEEN THE
 THE PORTERVILLE UNIFIED SCHOOL DISTRICT, THE CITY OF PORTERVILLE, THE TULARE
 COUNTY ASSOCIATION OF GOVERNMENTS,
 AND
 THE TULARE COUNTY REGIONAL TRANSIT AGENCY

TO FACILITATE COORDINATION OF THE PUBLIC AGENCY STAKEHOLDERS IN DEVELOPING THE
 TRANSFORMATIVE CLIMATE COMMUNITIES PROGRAM:
CREATING OPPORTUNITIES, CHANGING LIVES IN PORTERVILLE

This Partnership Agreement is entered into by and between the Porterville Unified School District (Lead Applicant), the City of Porterville (Co-Applicant), the Tulare County Association of Governments (Co-Applicant), the Tulare County Regional Transit Agency (Co-Applicant) and Climate Action Pathways for Schools (Co-Applicant) in support of an application to the State of California's Strategic Growth Council for an Implementation Grant through its Transformative Climate Communities Program. In anticipation of any such award, and in support of the grant application, this Partnership Agreement puts forth the expected organization, governance and financial relationships between the Lead Applicant and Co-Applicants as will be required to implement its Transformative Climate Communities Program. Any agreement awarded to the Lead Applicant or Co-Applicants resulting from a successful grant application will require subsequent approval by their governing boards.

PERTINENT ENTITIES

Porterville Unified School District (Referred to in this Partnership Agreement as "PUSD"): PUSD is local education agency with a 2021-22 enrollment of 14,471 students in kindergarten through 12th grade, 7,493 of which attend schools in the Project Area. In addition to having twelve of its schools in the Project Area, the PUSD's district offices, operations center and transportation yards are located in the Project Area as well.

City of Porterville (Referred to in this Partnership Agreement as "COP"): The COP is located in the foothills of the Sierra Nevada mountains in Tulare County, California. The City's sphere of influence includes rural areas surrounding the incorporated city and an urban area known as East Porterville. It is home to approximately 53,000 people, with approximately 23,000 people living in the Project Area. In addition to its residents in the Project Area, the City's Administrative offices, Police Department, Fire Department and Library are located in the Project Area as well.

Tulare County Association of Governments (Referred to in this Partnership Agreement as "TCAG"): The TCAG was formed by a joint powers agreement in 1971. Eight incorporated cities, including the City of Porterville and the County of Tulare executed the agreement. The purpose of this formation was in part to assist local jurisdictions in obtaining federal and state assistance

by providing advice, counsel, and professional direction. TCAG is committed to improving the quality of life for residents throughout Tulare County, creating regional plans and building projects. TCAG coordinates regional transit to make getting around easy and convenient.

Tulare County Regional Transit Authority (Referred to in this Partnership Agreement as “TCRTA”): TCRTA is a joint powers agency formed by the County of Tulare and the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, and Woodlake pursuant to Section 6500 et seq. of the Government Code of the State of California through the adoption of a Joint Powers Agreement (JPA) effective in 2020. The JPA has full power and authority to own, operate, and administer a public transportation system within the jurisdictions of its members. TCRTA operates as a public agency separate and apart from its members.

Climate Action Pathways for Schools (Referred to in this Partnership Agreement as “CAPS”): CAPS is a California based non-profit, 501(c)(3), with California State Charity Registration Number CT0269013. CAPS partners with public schools to provide inspiring climate education programs. CAPS began partnering with PUSD in support of its climate action program in 2019.

GENERAL BACKGROUND

In 2019, PUSD began its work on an ambitious climate action program, with the aim to reduce greenhouse gas (GHG) emissions through school operations by 80% by 2030. The City of Porterville and the Tulare County Association of Governments, with the support of a Transformative Climate Community (TCC) Planning Grant awarded in 2020, began collaborating and supporting PUSD’s climate action program.

To advance and serve Porterville, California, community stakeholders have come together to establish *Creating Opportunities, Changing Lives in Porterville*, a TCC Program, including applying for a TCC Implementation Grant. If awarded, the TCC Implementation Grant would be the centerpiece of the Program, and provide an investment catalyst to accomplish these important Program goals:

1. Reducing greenhouse gas (GHG) emissions
2. Providing a clean mobility option to school for every student
3. Improving public health
4. Reducing energy costs
5. Reducing waste
6. Saving water and
7. Providing economic opportunity and advancing education

The TCC Implementation Grant will serve an approximate 5.0 square mile area of Porterville (the Project Area), encompassing these four United States Census Bureau census tracts: 6107003700, 6107003802, 6107004101 and 6107004102. These census tracts are located in the center and east side of Porterville, a map of which is included in EXHIBIT A of the Partnership Agreement.

STAKEHOLDER ORGANIZATION

Creating Opportunities, Changing Lives in Porterville will be organized under the leadership of PUSD. In addition to PUSD and the Co-Applicants described above, the organization will include a Porterville Community Committee (PCC) participating as a member of its TCC Program stakeholder organization and supported by CAPS. The stakeholder organizational structure is outlined in EXHIBIT B of the Partnership Agreement.

GOVERNANCE

The stakeholder organization, represented by PUSD, the Co-Applicants and PCC, will have collective responsibility for developing and approving its TCC Program vision, goals and project strategies, including an overall Program budget. Responsibility for project implementation will be individually held by the Lead Applicant or Co-Applicant with jurisdiction over each respective project.

The governance of the stakeholders will be by a committee consisting of five representatives – PUSD, COP, TCAG, TCRTA and PCC, with PCC represented by CAPS at stakeholder committee meetings. Aspects of the Program with collective responsibility, including handling disputes, and changes to this Agreement, adding or removing members, will be voted upon by the stakeholder representatives, with any decisions of collective responsibility requiring unanimous approval.

Individual Applicants (PUSD, COP, TCAG, TCRTA and CAPS) will be responsible for projects within their jurisdiction. The financial relationship between the Lead Applicant and Co-Applicants will be outlined in individual agreements between Lead Applicant and each Co-Applicants after an award of a TCC Implementation Grant agreement, and will require an approval of each of their governing boards.

MEETINGS AND COMMUNICATIONS

The five representatives of the stakeholder committee will meet quarterly for the term of any TCC Program Implementation award. Preceding those quarterly meetings, CAPS will organize a quarterly meeting of the PCC, at which any collective decisions to be made at the quarterly stakeholder meetings can be voted on by the PCC, with CAPS then representing and providing the majority vote of the PCC at the stakeholder committee meeting for those decisions.

CAPS will create a public website for the TCC Program, providing:

- A description of the Program and stakeholder organization
- A quarterly progress report
- Agendas from quarterly meetings
- Minutes from quarterly meetings
- An email contact address for questions and community input

NOW, THEREFORE, THE LEAD APPLICANT AND CO-APPLICANTS SHARE THE FOLLOWING UNDERSTANDING:

Transportation:

- A transition to emissions-free transportation is critical in California in order to reduce its GHG emissions, as transportation is responsible for approximately 41% of the state's GHG emissions (<https://ww2.arb.ca.gov/ghg-inventory-data>), and to improve air quality.
- A goal of our TCC Program is providing a clean mobility transportation option to school for every student. We consider clean mobility to include transportation by zero-emissions vehicles or active transportation, including walking and biking.
- Critical to providing transportation by zero-emissions vehicles is both (1) zero-emissions transportation through PUSD's transportation services, and (2) zero-emissions public transportation offered by TCRTA.
- Improving active transportation in the Project Area will build upon an active transportation program underway with the COP, including the Butterfield Stage Corridor (\$7.75M) and the Sante Fe Byway (\$3.6M), both of which are active transportation projects underway in the Project Area.
- In our TCC Implementation Grant application, we expect to include a request for project funding for the improvements to certain streets, curb ramps, sidewalks and cross-walks at or near school sites in the Project Area. Although preliminary designs and cost estimates for these improvements have been completed, if awarded a grant through this application, and prior to any construction, the design of the improvements will need to be completed and in compliance with the COP's standards, and will require approval by the COP's governing board, its City Council.

Buildings:

- The majority of GHG emissions from school operations in the Project Area are the result of the energy usage of school facilities in the Project Area.
- Transitioning school facilities to zero-emissions is a key strategy to meeting our Program goal in reducing GHG emissions.
- The transition to zero-emissions in school buildings will also improve public health in our community by improving ventilation and indoor air quality for students while at school.

Water:

- Drought in the San Joaquin Valley constitutes a major challenge and the environmental issue of most concern to the PUSD community.
- Transitioning school grounds to drought tolerant landscaping is important to facing that challenge, and will provide a model for other businesses and residents in the Project Area.
- Providing healthy drinking water is critically important for the Project Area in confronting drought. Providing filtered hydrations stations at schools throughout the Project Area helps to ensure access to healthy drinking water for youth in the Project Area.

Education and Workforce Development:

- PUSD launched its Pathways Program in 2008, as centerpiece for high school educational reform in Porterville. Its Pathways Program has flourished and been successful over these past 14 years, and is a nationally recognized model in public education in helping under-resourced communities prepare its youth for college and career.
- The success of PUSD Pathways was established by, and built on broad based community engagement and support, including the COP.
- Our TCC Program will leverage the PUSD Pathways Program, and the projects built therein, to teach prepare our youth and the community for college and career opportunities in sustainability related professions, including zero emissions transportation, energy efficiency, solid waste reduction, water efficiency and clean energy technology.

OFFICIAL COMMUNICATIONS

The respective contact points for communication and information exchange, as well as any notice required to be submitted under this Partnership Agreement are:

- Brad Rohrbach, Assistant Superintendent of Business Services, PUSD
- Jason Ridenour, Community Development Director, COP
- Benjamin Kimball, Deputy Executive Director, TCAG
- Richard Tree, Executive Director, TCRTA
- William Kelly, President, CAPS

NON-BINDING PARTNERSHIP AGREEMENT

- a. This Partnership Agreement is a non-binding, voluntary initiative and does not create any legally binding rights, limitations or obligations upon the Lead Applicant and Co-Applicants. This Partnership Agreement does not purport to include all provisions relative to the structure or terms of the proposed transaction or definitive documents. Rather, the Lead Applicant and Co-Applicants agree that any binding commitments in future will be memorialized in agreements as they are negotiated. Each party shall bear its own costs related to this effort unless otherwise agreed to in writing.
- b. Should the Lead Applicant and Co-Applicants reach an impasse in the collaborative effort anticipated by this Partnership Agreement, the contact points (identified above) will make an expeditious and good faith effort at working together to resolve the impasse.
- c. This Partnership Agreement is effective from the date of its last signature and shall remain in effect until December 31, 2023, or until another Partnership Agreement or agreement is executed between the Lead Applicant and Co-Applicants, or one Participant withdraws from the Partnership Agreement, whichever is earlier.
- d. The Lead Applicant and Co-Applicants may, at any time, withdraw from this Partnership Agreement by providing a written notice to the Lead Applicant and each of the Co-Applicants.

NON-DISCRIMINATION CLAUSE

The Lead Applicant and Co-Applicants do not discriminate against any person on the basis of sex, race, creed, color, national origin, age, religion, ancestry, sexual orientation, disability, medical condition, or marital status.

By signing below, as authorized representatives of the Lead Applicant and Co-Applicants described above, approve this Partnership Agreement.

Nate Nelson, Superintendent
Porterville Unified School District

Date

John Lollis, City Manager
City of Porterville

Date

Ted Smalley, Executive Director
Tulare County Association of Governments

Date

Richard Tree, Executive Director
Tulare County Regional Transit Authority

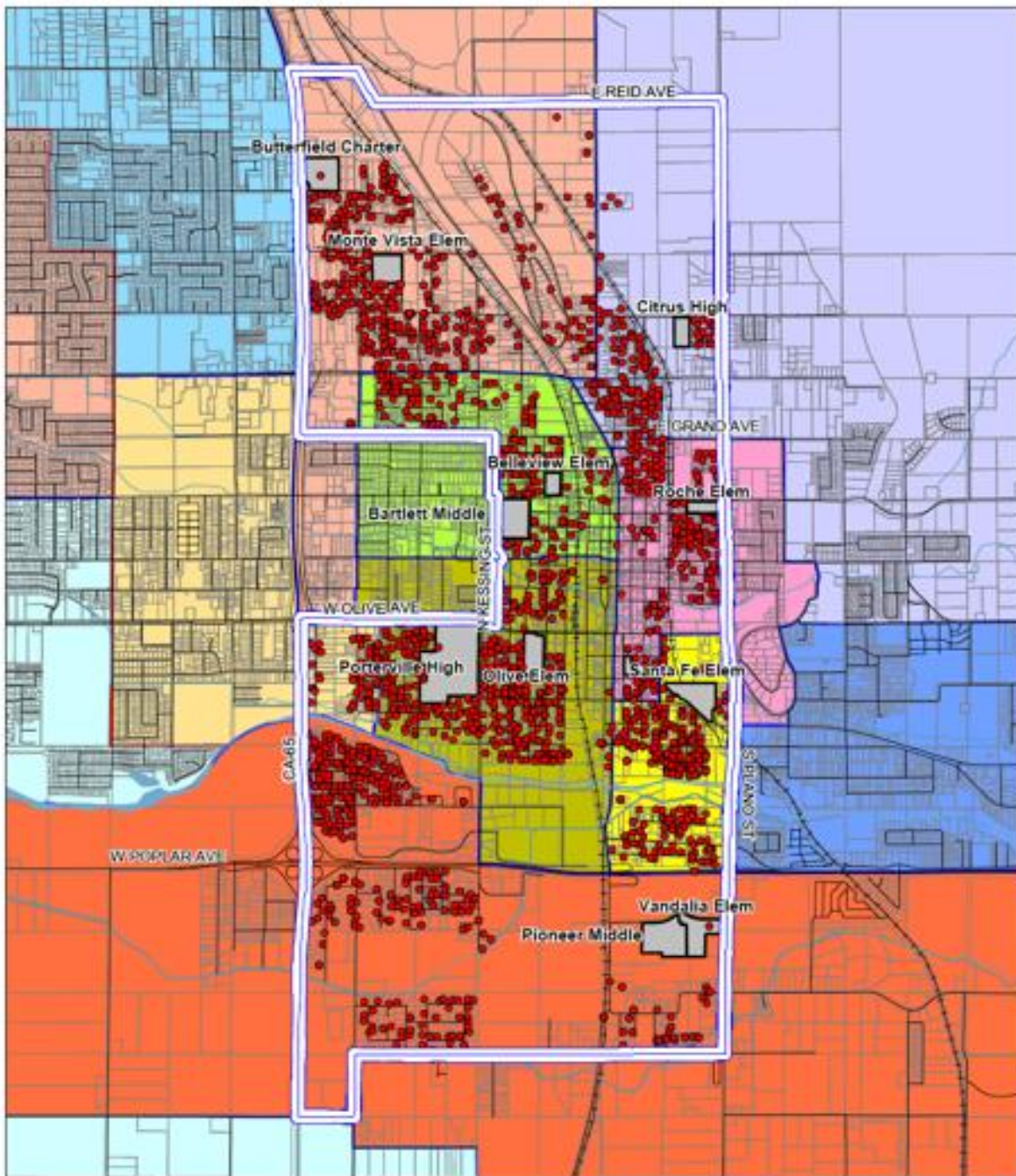
Date

William Kelly, President
Climate Action Pathways for Schools

Date

EXHIBIT A PROJECT AREA

TCC PROGRAM PROJECT AREA MAP *Creating Opportunities, Changing Lives in Porterville*



NOTES:

- Grey shaded areas in Project Area are locations of PUSD schools
- Red dots are location of PUSD student residences in Project Area

EXHIBIT B
STAKEHOLDER ORGANIZATIONAL CHART

TCC Program Organizational Structure
Creating Opportunities, Changing Lives in Porterville



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AGENDA ITEM VIII-A

June 27, 2022

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

Information: Draft 2022 Regional Transportation Plan/Sustainable Communities Strategy, Draft 2023 Federal Transportation Improvement Program, Draft Air Quality Conformity Analysis, and Draft Environmental Impact Report

BACKGROUND:

Draft 2022 Regional Transportation Plan/Sustainable Communities Strategy (2022 RTP/SCS)

The 2022 RTP/SCS is a 20-year planning document that TCAG updates at least once every four years. The RTP/SCS is the highest level and most comprehensive planning document prepared by TCAG. The 2022 RTP/SCS will outline transportation improvements and other related planning elements through the year 2046. Planned transportation improvements must be financially constrained, based on funding estimates, and performance measures must be defined. Elements of the RTP include: the Executive Summary, Policy Element, Action Element, Financial Element, Sustainable Communities Strategy, and a Valley-Wide Chapter. There are also several associated documents and plans required such as Air Quality Conformity, Federal Transportation Improvement Program, the Regional Active Transportation Plan, the Regional Transit Plan, the Cross Valley Corridor Plan, and the Environmental Impact Report (EIR). The Executive Summary of the 2022 RTP/SCS is provided as an attachment to this staff report (Attachment 1).

The 2022 RTP/SCS was released for public review on May 20, 2022. The 55-day public review and comment period ends on July 14, 2022. The document is available online at: <https://tularecog.org/tcag/planning/rtp/rtp-2022/>

Draft 2023 Federal Transportation Improvement Program (2023 FTIP)

The 2023 FTIP is the short-range (four-year) listing of projects, their detailed schedule for delivery, and their specific funding sources. The FTIP lists every transportation project in the region that will receive federal funding or is subject to other federal action, such as National Environmental Policy Act (NEPA) review and approval. This means that many, but not all, transit, highway, local roadway, and bicycle/pedestrian projects are included in the FTIP. All projects in the FTIP must be consistent with their listing in the RTP.

The 2023 FTIP was released for public review on May 20, 2022. The 30-day public review and comment period ends on June 21, 2022. The document is available online at: <https://tularecog.org/tcag/planning/rtp/rtp-2022/>.

Draft Air Quality Conformity Analysis

The Draft Air Quality Conformity Analysis document outlines regulations concerning air quality and how those regulations affect TCAG's ability to deliver transportation projects.

Transportation projects must not cause or contribute to new violations of the air quality standards, worsen existing violations, or delay attainment of air quality standards. Of further importance to TCAG is that all eight of the San Joaquin Valley MPOs share an air basin. The ability to meet air quality standards is judged across the entire air basin, not just an individual county. Thus, for any one agency to be in compliance, all eight of the MPOs must be able to demonstrate they are in compliance with the requirements of the Clean Air Act. TCAG's 2022 RTP/SCS conforms with the San Joaquin Valley Air Pollution Control District (SJVAPCD) air quality emissions reductions plan and, therefore, complies with the Federal Clean Air Act.

The Draft Air Quality Conformity Analysis document was released on May 20, 2022. The 30-day public review and comment period ends on June 21, 2022. The document is available online at: <https://tularecog.org/tcag/planning/rtp/rtp-2022/>.

Draft Environmental Impact Report (Draft EIR)

The 2022 RTP/SCS is subject to the California Environmental Quality Act (CEQA). As such, TCAG must prepare an EIR for the plan. The purpose of the EIR is to provide the public and the decision-makers with detailed information about a project's environmental effects, ways to minimize the project's significant environmental effects, and reasonable alternatives to the project.

The EIR was prepared as a programmatic level document. A programmatic level document or Program EIR (PEIR) is type of tiered CEQA document that is intended to be broad in nature. Not all impacts from all future projects will be able to be determined or analyzed in this document. The intent of the PEIR is to analyze reasonably expected or determined impacts from the proposed program with additional environmental impact analyses to be done when specific transportation project and/or programs are proposed in the future. Depending on the funding being used for an individual project, the lead-agency of the project may be required to comply with either NEPA (if federal fund sources are involved) and/or CEQA. This further project-specific environmental analysis must be performed by the agency constructing or "sponsoring" the project prior to its final approval.

The Draft EIR was released on May 20, 2022. The 45-day public review and comment period ends on July 5, 2022. The document is available online at: <https://tularecog.org/tcag/planning/rtp/rtp-2022/>.

DISCUSSION:

As of the date of the preparation of this agenda item, the following is a tentative schedule for completion of the RTP/SCS:

May 20, 2022	The release of the 2022 RTP/SCS, 2023 FTIP, Draft Air Quality Conformity Analysis, and Draft EIR
May 20, 2022 to June 21, 2022*	Review period for the 2023 FTIP and Draft Air Quality Conformity Analysis
May 20, 2022 to July 5, 2022	Review period for the Draft EIR
May 20, 2022 to July 14, 2022	Review period for the 2022 RTP/SCS
August 4, 2022	Notice of Completion of Final Environmental Impact Report Published
August 15, 2022	TCAG Board considers adoption of 2022 RTP/SCS, 2023 FTIP, and Air Quality Conformity Document and certification of the Environmental Impact Report
August 16, 2022	Notice of Determination Filed
<i>*Although the public review period for the 2023 FTIP and Draft Air Quality Conformity Analysis ends prior to the June 27 public hearing date, any comments received on the two documents at the June 27 public hearing will be accepted and considered.</i>	

All document releases were published in the Sun-Gazette Newspaper, posted on the TCAG website, mailed out to numerous interested parties, including state and federal agencies, and emailed to all of TCAG's contacts.

Comments on the documents should be directed to the following staff. Written correspondence is preferred:

Regional Transportation Plan/Sustainable Communities Strategy: Ben Kimball, Email address: bkimball@tularecag.ca.gov

Environmental Impact Report, Federal Transportation Improvement Program, and Air Quality Conformity Analysis: Gabriel Gutierrez, Email address: ggutierrez@tularecag.ca.gov

The contact information for TCAG is:

210 N. Church Street, Suite B
Visalia, CA 93291

Phone: (559) 623-0450

ATTACHMENTS:

Attachment 1: 2022 RTP/SCS Executive Summary

EXECUTIVE SUMMARY

The Regional Transportation Plan is a long-range plan that every Metropolitan Planning Organization (MPO) is required to complete. The plan is meant to provide a long-range, fiscally constrained guide for the future of Tulare County's Transportation system. The long-range plan extends to the year 2046 in its scope. The plan accomplishes its goals by forecasting future growth, identifying regional priorities, and planning for infrastructure improvements. This plan is required to include four elements which include: the Policy Element (Chapter B), the Action Element (Chapter D), the Fiscal Element (Chapter E), and the Sustainable Communities Strategy (SCS; Chapter C) mandated by the state of California. Tulare County's 2022 RTP/SCS also includes chapters on goods movement, air quality conformity and valley-wide efforts.

A closely related federal requirement is the Congestion Management Process (CMP) which provides information on transportation-system performance and alternatives to relieve congestion and improve mobility of people and goods. Under those regulations, the Tulare County region exceeds the urbanized area population threshold to be designated a Transportation Management Area (TMA). TCAG is therefore required to maintain a CMP for the region. Because our region is in non-attainment of air quality (ozone) standards there is the additional requirement of incorporating in the CMP a process to analyze any project with the potential to significantly increase capacity for single-occupancy vehicle (SOV) travel before that project can be programmed with federal funds (23 CFR 450.320). The CMP is coordinated with the development of the RTP/SCS. The CMP is described in greater detail in Appendix 2-Q.

The process of developing the RTP/SCS includes:

- Collecting data and developing goals
- Analyzing existing conditions
- Inputting the federal planning factors
- Inputting the state performance measures
- Assessing financial resources
- Developing projects lists
- Coordinating air quality efforts
- Incorporating the Regional Housing Needs Allocations (RHNA) and working with their committee
- Including the congestion management program
- Conducting extensive public outreach including with the Tribe
- Coordinating with the RTP RoundTable, Rural Communities Committee

- Developing an Environmental Impact Report
- Taking it to the TCAG Board for approval
- Obtain Federal conformity determinations.

Tulare County features many unique regional qualities that create a significant need for transportation facilities, as well as new and better ways to provide these services. Population growth in the coming years is expected to be near the highest (per capita) in the state, driven in part by the flight of urban residents from the state's larger cities toward rural areas like Tulare County during the Covid Epidemic, higher birthrates than other parts of the state, and lower property costs. The region also is consistently in the top three counties in the nation for agricultural production – an industry heavily relies on transportation facilities to move goods to market. The county has a healthy tourism industry thanks to two National Parks (Sequoia National Park and Kings Canyon National Park), a National Monument (Sequoia National Monument), and other natural and recreational attractions.

However, the region also faces many unique challenges. Tulare County suffers from some of the worst poverty rates in the nation, exasperated by a chronic lack of adequate services, facilities, and public funding. The County is in the most polluted air basin in the country. State Route 99, which transects the county, is a goods movement corridor of national and international importance; the United States Department of Transportation's Federal Highway Administration designated SR-99 as a Primary Freight Network route on the Primary Highway Freight System¹. It is also the most congested highway in the nation not on the National Highway System (NHS), and it is consistently found to be among the deadliest highways in California based on the National Highway Transportation Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS). The exclusion of this critical goods corridor from the NHS, however, results in a dire lack of the federal funding for maintenance from which most other major highways benefit. The challenges in this region are enormous and balancing these needs in a Regional Transportation Plan with limited resources from which to draw is no small feat.

The growth scenario selected by the public and by the various stakeholder committees during the outreach process was titled the Cross Valley Corridor, Blueprint Plus Scenario. It is based on the development principles of the 2009 Tulare County Regional Blueprint and the Cross Valley Corridor Plan. This scenario proposed the highest residential densities and the greatest mode share of all scenarios considered. More information on this scenario is available in the Sustainable Communities Strategy included in this plan.

The transformational vision contained in the Cross Valley Corridor Plan adopted as part of the previous 2018 Regional Transportation Plan forms the foundation of the future of mass transportation in the region, and it is a significant departure from reliance on the

¹ ops.fhwa.dot.gov/freight/infrastructure/ngn/maps/nhfn_map.htm. Accessed February 10, 2022

automobile as the primary form of moving around. The vision was built around the planned High Speed Rail Station in the Hanford Area with connections to an existing east-west rail corridor that stretches from Huron in Fresno County to the west, through Naval Air Station Lemoore, the City of Lemoore, Hanford, and eastward into Tulare County through Goshen, Visalia, Farmersville, Exeter, Lindsay, Strathmore, and Porterville. The ultimate vision of passenger rail sharing the existing rail line or right of way with freight trains is the backbone of an increasingly dense corridor that would concentrate future growth in urban centers surrounding future passenger rail stations that are planned or now operating as bus transit centers.

Under this new plan, higher residential and commercial densities would be encouraged to allow a greater number of residents and businesses to be located within walking distance of the new stations, reducing some dependency on the automobile. Those who did not live in walking distance of a station would be served by new and improved transit services, such as on-demand transit, active transportation corridors, and electric vehicle car-sharing services all oriented toward bringing people into the transit centers along the rail line. Cities and communities not located on the rail line, such as Tulare, Dinuba, and Woodlake would be served by an efficient and coordinated busing system designed to link those communities with the Cross Valley Rail Stations. When fully implemented, most urban residents in the region will have access to the High-Speed Rail Station in Hanford, through this diversity of modes, without ever having to drive a car. The 2022 Regional Transportation Plan not only builds upon that vision, but quantifies through the scenario planning efforts, the results of such development in terms of important metrics like air quality improvements, reduced greenhouse gas emissions, savings in per capita use of electricity and water, improvements to public health, improvements in disadvantaged communities and other benefits.

Serving disadvantaged communities in the Tulare County Region has long been a top priority and is reflected in the structure of the Governing Board of the Tulare County Association of Governments that strives for equal representation to both unincorporated areas as well as our cities large and small. Many of our programs and funding target disadvantaged communities specifically, for example:

- Complete community transformations of Lindsay and Woodlake
- All regional projects funded in the Affordable Housing and Sustainable Communities Grants have gone to disadvantaged communities
- Almost all of the Active Transportation Program funding has been spent in disadvantaged communities, including those within the cities.
- All the new transit center funding has been directed to project locations within disadvantaged communities.
- Nearly all grant and regional funding for Complete Streets Plans have been in disadvantaged communities.
- All Bike Rodeos put on by TCAG have been carried out in disadvantaged communities.

- Most of the new roundabouts that have been funded through TCAG have been in disadvantaged communities.
- Most of the new rail crossings that have been funded through TCAG have been in disadvantaged communities

The Tulare County region relies heavily on goods movement due to its agricultural productions, centralized location, and distribution centers. Goods movement in the San Joaquin Valley is currently dominated by a single transportation mode (trucks). In the past, 90% of all goods that moved in and out of, and within the region were done by trucks. Although truck movements will continue to play an important role in goods movement in the region, it is important to continue to study the potential of expanding into other modes, which could include greater short haul rail opportunities, improvements to the use of Class 1 rail and increased use of air cargo.

The Commodity flow of products entering and leaving Tulare County are diverse and numerous. The type of products that are being moved include farm products, aggregates, food, materials, fuels, paper products, plastics, electronics, textiles, consumer products to be shipped into distributions and to be shipped out to market. It is anticipated to continue to grow by an average of 56% by 2040 (SJV Interregional Goods Movement Plan 2013). Tulare County is the number one producer of milk and dairy products in the Country. Tulare county also produces a large amount of citrus, nuts, berries, and other agricultural related products that are shipped across the country and to international markets. The region's agricultural businesses rely heavily on the transfer of goods along corridors and highways to make it from farm to market in a timely manner. This farm to market timeliness has significant economic implications.

The commodity flow of products entering and leaving Tulare County are diverse and numerous. The type of products that are being moved include farm products, aggregates, food

During the preparation of the 2022 RTP/SCS there was a major effort launched to extend public outreach to a greater constituency. This included new efforts to reach disadvantaged communities in ways that would be effective and helpful to them. This outreach included making presentations and soliciting feedback through an online survey. TCAG has learned from past efforts the most effective way to reach people in this region, especially those in disadvantaged communities, is to go where they already are. The events targeted in the previous RTP were not available this year due to Covid restrictions. However, through persistence, where doors were closed, TCAG found a way to open others. In the end, staff had done outreach in all eight cities, the county, the tribe, and 31 events in disadvantaged communities. The Tulare County Fair was also used to reach people. Social media helped reach thousands of new residents we didn't connect with before and a surprisingly high number of them were residents from disadvantaged communities that had a hard time participating in the physical events. More aspects of community collaboration projects are explored in the Outreach Section.

Special attention was given to reaching out to and working collaboratively with the Tule River Tribe. TCAG developed a Tribal Outreach Plan early in the process and its adoption by the TCAG Board helped guide outreach efforts unique to fulfilling tribal needs and sensitivities. TCAG staff made a presentation to the Tribal Council to get their unique perspective and feedback on the direction of the plan and to make sure that the Tribe's voices were heard and recognized. Numerous efforts were made to contact Tribal leaders throughout the process of producing the plan. Special efforts were made with City Leaders at the City of Porterville to have them serve as intermediaries with TCAG and the Tribe to ensure that the best possible relationships could be built and maintained. TCAG launched an effort to create an Active Transportation Plan at the Tribe Reservation that is leading to additional outreach opportunities and has the potential to bring in more funding.

The Tulare County Resource Management Agency (RMA) is committed to fully integrated modal options in its General Plan and various Community Plans. This includes supporting projects that enhance active transportation infrastructure. To help accomplish this RMA has developed Complete Street Policies for its disadvantaged, unincorporated communities. These policies contain visions, priorities, goals, objectives, policies, analysis, and ultimately project lists and cost estimates. These align with the overall regional goals contained in this RTP/SCS and are incorporated into this document in the Appendix.

The Action Element provides a summary of existing and future conditions of the regional transportation system. Existing and future circulation issues and land use trends are also addressed. This analysis is intended to support improvements to the system to meet future travel needs.

According to the Action Element, the region is expected to experience a population growth rate of 0.71% annually (Action Element, Table A-1.1) and have a 0.60% average annual increase in vehicle miles traveled per day (SCS, Table 7.1) by the year 2046, the time horizon for this document.

The Action Element addresses a wide variety of transportation programs and issues and contains project tables and lists detailing project type, location, timing and funding.

The 2022 RTP is financially constrained. All projects listed in this document have been identified with funding sources that will help complete the project during the time horizon of this plan (to the year 2046). Financially unconstrained projects are listed for information purposes only. The sources of revenues versus expenditures are displayed on tables within the document. One of the tables summarizes the year of expenditure baselines and escalation factors per fund type. The projects in the 2022 RTP are consistent with the State Transportation Improvement Program (STIP), the Interregional Transportation Improvement Program (ITIP) and the Federal Transportation Improvement Program (FTIP).

The purpose of the Financial Element is to provide assumptions of the cost and revenues necessary to implement the RTP. The assumptions include revenue

estimates for specific governmental funding programs (including the local sales tax measure, state and federal funds), local contributions, license and fuel taxes, and development fees.

Included in the RTP, and incorporated by reference in the Appendix, is the Tulare County Regional Active Transportation Plan (RATP), known more informally as Walk 'n Bike Tulare County. It was prepared in response to the growing interest among residents in active transportation and its contribution to a more diverse transportation system for the region.

Put simply, the objective of the plan is to make active transportation in the region safer and easier. Within this objective, the plan has two main purposes: (1) To provide a foundation for the active transportation component of the RTP and (2) to help position the high-priority projects to compete well for competitive funding.

Also included in the RTP is the Regional Long Range Transit Plan (LRTP) which aims to better enhance and coordinate regional transit, hoping to improve connectivity, increase levels of service and attract younger riders. The plan contains an analysis of customer information, fares, routes, schedules, land use, premium transit opportunities, customer amenities, intelligent transportation systems, operations, performance metrics and governance. It is incorporated into this RTP by reference and is included in the Appendix.

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AGENDA ITEM VIII-C

June 27, 2022

Prepared by Kasia Poleszczuk, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Adopting the Final 2022 Congestion Management Process (CMP) Document

BACKGROUND:

The federal government began requiring systematic congestion management from state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) in 1991 with passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). The congestion management policy was retained and refined in each subsequent federal transportation law, (The most recent of these being the Infrastructure Investment and Jobs Act of 2021). A major change occurred in July 2012, with passage of the federal transportation authorization bill "Moving Ahead for Progress in the 21st Century" (MAP-21). The bill required that MPOs fully integrate their CMPs and regional transportation planning programs (Regional Transportation Plans/Federal Transportation Improvement Programs).

An MPO that serves a transportation management area (TMA) (i.e. an area with a population of over 200,000) must maintain a CMP. Based on the 2010 census, the Visalia-Tulare urbanized area was determined to exceed the required 200,000 population threshold. It has not yet been determined if our region continues to meet the threshold based on the 2020 census and any changes regarding the definition of an "urbanized area".

TCAG established the Congestion Management Process Steering Committee (CMPSC) in March 2014 to oversee development of the CMP in Tulare County. The steering committee consists of representatives from the eight incorporated cities, the County of Tulare, and Caltrans District 6. The Federal Highway Administration (FHWA) also participates in steering committee meetings. TCAG staff provides administrative and technical support.

DISCUSSION:

Among the CMPSC's primary responsibilities are to:

- evaluate the significance and extent of congestion in Tulare County, both from a rural and urban perspective
- establish the CMP network of regional roads and intersections to be monitored for congestion
- develop objectives for congestion management which draw on the regional vision and goals articulated in TCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- establish performance measures that identify, assess, and communicate performance of the system to local decision makers for project selection
- and to prepare strategies on which to mitigate potential system breakdowns before they become a significant problem.

Additional responsibilities include making reports and recommendations to the TCAG Board on CMP updates and making the necessary adjustments to the TCAG planning process to fully integrate the CMP in concert with TCAG's RTP/SCS adoption cycle. The next RTP/SCS update is scheduled for adoption in August 2022.

The Tulare County Congestion Management Process (CMP) document (attachment 2) fulfills the latest federal requirements to maintain a Congestion Management Process. The CMP document is designed to monitor congestion on a network of regionally significant roadways (CMP Network) within the county that are critical to providing maximum achievable mobility and accessibility for all modes of travel.

The CMP Network will be monitored for potential congested conditions on an on-going basis using performance measures contained in the CMP document. Any areas where congestion is occurring or is expected are analyzed and the source of that congestion is considered. The CMP considers what strategies are appropriate to the location in mitigating the congestion, which could include any of a wide range of studies. The implemented strategies which are applied to the congested locations are evaluated to make sure they are working. An assessment must be made, and new or modified strategies are applied as necessary. This process then begins again, maintaining a continuous process monitoring congestion on the CMP Network.

RECOMMENDATION:

Adopt the 2022 Tulare County Congestion Management Process (CMP) document, as set forth in the draft resolution (attachment 1).

ALTERNATIVES:

Adopt, adopt as modified, or defer adoption of the CMP Document. If deferred the CMP document could be adopted along with the 2022 RTP/SCS.

FISCAL IMPACT:

The Congestion Management Plan is the foundation for monitoring congestion within Tulare County. It is required to be prepared and is directly tied to funding documents. A budget adequate to maintain this program is included in the proposed Fiscal Year 2022-23 TCAG Overall Work Program.

ATTACHMENTS:

1. Resolution: Adoption of Final 2022 Congestion Management Process (CMP)
2. 2022 Draft Congestion Management Process (CMP) document (**Provided under separate cover**)

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

In the matter of:

APPROVING THE 2022 CONGESTION)	
MANAGEMENT PROCESS (CMP))	Resolution No. 2022-xxx
DOCUMENT UPDATE)	

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

WHEREAS, the federal transportation authorization bill *Moving Ahead for Progress in the 21st Century* (MAP-21) requires that MPOs which serve a transportation management area (TMA) (i.e. an area with a population of over 200,000) must maintain a Congestion Management Process; and

WHEREAS, based on the 2010 census the Visalia-Tulare urbanized area was determined to exceed the 200,000 population threshold required for the local MPO to become a TMA.

NOW, THEREFORE, BE IT RESOLVED that the Tulare County Association of Governments approves the 2022 Congestion Management Process document. update

The foregoing Resolution was adopted upon motion of member _____ seconded by Member _____, at a regular meeting held on the 27th day of June, 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 VIII-D

June 27, 2022

Prepared by Jennie Miller, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Consultant Selection for Tulare County Regional Transit Agency (TCRTA) Branding and Communications Plan

BACKGROUND:

The consolidation of transit services and formation of the Tulare County Regional Transit Agency (TCRTA) presents an opportunity to rebrand the regional transit services. This branding work will refresh the identity and improve public perception of the new transit agency. The overall goals of this project are to: 1) create a unifying and fully integrated identity and brand for TCRTA; 2) create a distinct identity for each of the services offered under the TCRTA brand; 3) communicate the safety, comfort, and convenience of TCRTA services; and 4) enhance community awareness and rider perceptions of TCRTA services. The scope of services for this project are broken down into two tasks. Task 1 focuses on the design, development, and marketing of a public identity/brand. Task 2 involves the development of measurable community engagement and outreach strategies that will promote a communications feedback loop and encourage participation in populations with historically low ridership. Outreach and targeted marketing will be deployed across a broad range of community engagement platforms, including web content, social media, printed passenger-facing materials, and in-person meetings and outreach events.

DISCUSSION:

In October of 2021, TCAG released a Request for Proposals (RFP) for the TCRTA Branding and Communications Plan. This RFP was amended to clarify the scope of work and recirculated on March 17th of this year (2022). The RFP stated a budget of \$75,000 for Task 1 and \$100,000 for Task 2. Three (3) proposals were received from firms based out of Fresno, Clovis, and Arnold, CA. All met the proposal requirements and came in at or under the identified budgets. Proposal scoring was out of 215 total points (110 points for Task 1 and 105 points for Task 2). Results of proposal scoring are as follows:

Firm	Average Score	Task 1 Cost	Task 2 Cost
Archer and Hound Advertising	194.50	\$72,000	\$99,000
Southwest Strategies	189.75	\$74,915	\$99,979
Rethought Reborn Media	188.00	\$75,000	\$100,000

RECOMMENDATION:

Based on adopted evaluation criteria and scoring, TCAG staff recommends selection of Archer and Hound Advertising for preparation of the TCRTA Branding and Communications Plan.

FISCAL IMPACT:

Part 1 of the TCRTA Branding and Communications Plan is funded by FHWA PL funds. Part 2 is funded by an SB1 Sustainable Communities Planning Grant.

ATTACHMENT:

Resolution approving consultant selection.

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

In the matter of:

SELECTION OF ARCHER AND HOUND)	
ADVERTISING FOR PREPARATION OF THE)	
TULARE COUNTY REGIONAL TRANSIT)	Resolution No. 2022-xxx
AGENCY BRANDING AND)	
COMMUNICATIONS PLAN)	

WHEREAS, on March 17, 2022, the Tulare County Association of Governments (TCAG) requested proposals for consultant services to prepare the Tulare County Regional Transit Agency Branding and Communications Plan for a budget not to exceed \$75,000 for Task 1 and \$100,000 for Task 2; and

WHEREAS, three 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, Archer and Hound Advertising submitted the highest scoring proposal.

NOW, THEREFORE, BE IT RESOLVED, that TCAG staff is authorized to prepare and negotiate a contract with Archer and Hound Advertising to prepare the Tulare County Regional Transit Agency Branding and Communications Plan for a budget not to exceed \$75,000 for Task 1 and \$100,000 for Task 2.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 27th day of June, 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

AGENDA ITEM VIII-E

June 27, 2022

Prepared by Steven Ingoldsby, TCAG Staff

SUBJECT:

Action: Adopt the Regional Housing Needs Allocation (RHNA) Methodology and Release Draft Regional Housing Needs Plan

BACKGROUND:

The Regional Housing Needs Assessment (RHNA) is a process by which the State Department of Housing and Community Development (HCD) predicts short-term housing needs for each region of the state using Department of Finance population and household growth projections (i.e., the RHNA Determination). The local Councils of Government (COGs) then work with member agencies to prepare a methodology to distribute the required household numbers (i.e., the RHNA Methodology). Through the RHNA process, each local agency receives a RHNA allocation, which is the number of housing units that each local agency must plan to accommodate during the RHNA planning period. This housing unit number is broken down into four income categories: very low-, low-, moderate-, and above moderate-income. The planning period for this RHNA cycle is June 30, 2023, to December 31, 2031 (8.5-year period).

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

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

The TCAG Board and HCD approved methodology includes a technique known as “regional income parity” that gives a smaller percentage of lower income housing units to jurisdictions that currently have a larger percentage of lower income households compared to the regional averages and ties the horizon year for regional income parity with the horizon year for the RTP/SCS.

DISCUSSION:

Regional Housing Needs Plan

The Regional Housing Needs Allocation (RHNA) methodology is incorporated into the Draft Regional Housing Needs Plan (RHNP). The adoption of the allocation starts a 45-day appeal period. Assuming no appeals, the Final RHNP will be brought back to the TCAG board for adoption at the August 2022 meeting.

RECOMMENDATION:

Adopt the RHNA methodology and release the Draft RHNP.

ATTACHMENTS:

Attachment 1 – Draft RHNP (**Provided under separate cover**)

AGENDA ITEM VIII-F

June 27, 2022

Prepared by Steven Ingoldsby, TCAG Staff

SUBJECT:

Action: Multi-Jurisdictional Housing Element Funding

BACKGROUND:

The housing element is a comprehensive statement about a city or county's current and future housing needs and proposed actions to help provide for housing to people of all income levels. The housing element establishes specific goals, policies, objectives, and programs for providing housing and includes an action plan toward that end. State law requires that a housing element provide clear policy direction for making decisions pertaining to zoning, subdivision approval, housing allocations, and capital improvements. State law (California Government Code Sections 65580-65589) mandates the contents of the housing element.

The housing element is the only general plan element subject to the State of California's review and certification. Housing elements are updated on eight-year cycles following the Regional Housing Needs Allocation (RHNA). The next cycle of updating housing elements for jurisdictions in Tulare County is January 15, 2024.

A Multi-Jurisdictional Housing Element (MJHE) is a joint document where each jurisdiction adopts its own chapter but shares regional chapters and appendices. At the May board meeting the board authorized staff to begin preparing a Request for Proposals (RFP) and return at the June meeting to review the financial plan for the MJHE.

DISCUSSION:

Project Budget

A maximum of \$900,000 has been budgeted for consultant services for this project.

At this time the City of Visalia, and the County of Tulare will not participate in the MJHE but may collaborate on certain countywide components.

TCAG proposes the cost to be paid for using a formula of a base of \$100,000 for each participating jurisdiction with the remaining costs distributed by population. This is the same formula for how the REAP funding was suballocated.

If the participating agencies returned the full amount of REAP dollars suballocated to them, it would provide approximately \$849,198 of the \$900,000 budgeted amount. The remaining costs would be paid for proportionately to the population of the participating jurisdictions.

FISCAL IMPACT:

REAP funding received from the state and suballocated to member jurisdictions is eligible to be spent on housing elements. Time spent by TCAG staff on the project will primarily be funded by TCAG's portion of the REAP funding.

RECOMMENDATION:

1. Adopt the proposed funding formula for the Multijurisdictional Housing Element Work Element: 670.10 – REAP TCAG

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Tulare County Association of Governments

AGENDA ITEM VIII-G

June 27, 2022

Prepared by Benjamin Kimball, TCAG Staff

SUBJECT:

Information: Legislative Update

BACKGROUND:

Prior to Covid 19, 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. 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

At the June 27, 2022 Board Meeting, the Tulare County Association of Governments lobbyists will provide an update of ongoing legislation and various issues.

FINISH 99 EFFORT

TCAG is working with Madera and Merced on a "Finish the 99" campaign. Supervisor Vander Poel and Mayor Mendoza 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.

FEDERAL LEGISLATION

As a result of the recent infrastructure bill TCAG continues to 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.

TCAG staff with the help of federal government relations firms continues to monitor the conditions back in DC, including the next round of appropriations requests. TCAG will be participating in a Valley trip to DC this fall. A review of the discussion issues will be shared at a future TCAG Board meeting.

ATTACHMENT(S):

None

Work Element: 601.08 Advocacy