

Tulare County Association of Governments	<b>Date: Monday, May 16, 2022</b> <b>Time: 1:00 PM</b> <b>Place:</b> Tulare County Human Resources and Development 2500 W. Burrell Avenue Visalia, CA 93291
Technical Advisory Committee	<b>Date: Wednesday, May 11, 2022</b> <b>Time: 1:30 PM</b> <b>Place:</b> 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 <a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB361">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB361</a></p> <p><b>Zoom Meeting   Direct Link:</b> <a href="https://bit.ly/2Zt4BQY">https://bit.ly/2Zt4BQY</a>  <b>Toll Free Call in:</b> 1(888) 475-4499   <b>Meeting ID:</b> 744 710 0343   <b>Passcode:</b> 82243742  <b>Call in only instructions:</b>  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. Action: Discuss Conditions of State Assembly Bill 361 to Continue Remote Attendance at Public Meetings (Pages 01 - 02)**

**V. TRANSPORTATION CONSENT CALENDAR –INFORMATION ITEMS**

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

- A. Action: Adoption of Resolution: Approve change in membership of the Tulare County Congestion Management Process (CMP) Steering Committee (Pages 03 - 06)
- B. Action: Adoption of Resolution: Regional Surface Transportation Program (RSTP) State Exchange Authorization for Fiscal Year 2021/2022 (Pages 07 - 10)
- C. Action: Adoption of Resolution: Regional Surface Transportation Program (RSTP) State Exchange and Federal Programming Distribution for Fiscal Year 2021/2022 (Pages 11 - 16)
- D. Action: Adoption of Resolution: Approve MPO Component Project Selection Guidelines for Cycle 6 of the Active Transportation Program (Pages 17 - 24)
- E. Action: Adoption of Resolution: Approve Transportation Development Act (TDA) Claims for the Cities of Visalia and Porterville for Fiscal Year 2021/22 (Pages 25 - 28)
- F. Action: Adoption of Resolution: Appointment of Two (2) Social Services Transportation Advisory Council (SSTAC) Members (Pages 29 - 32)
- G. Information: Senate Bill 1 (SB 1) Competitive Programs Update (Pages 33 - 34)

**VI. TRANSPORTATION ACTION/DISCUSSION ITEMS**

- A. Information: Implementation Status of Federally Funded Projects (Pages 35 - 36)
- B. Information: Status of State Transportation Improvement Program (STIP) Allocations and California Transportation Commission (CTC) Update (Pages 37 - 38)
- C. Information: Congestion Mitigation and Air Quality (CMAQ) Project Selection Policy Update (Pages 39 - 40)
- D. Information: Caltrans Monthly Report (No Page)

*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**

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.

**VIII. ASSOCIATION CONSENT CALENDAR –ACTION AND INFORMATION ITEMS**

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

- A. Action: Minutes of April 18, 2022 TCAG Board Meeting (Pages 41 - 46)
- B. Action: Minutes of April 12, 2022 Technical Advisory Committee Meeting (Pages 47 - 50)
- C. Action: Adoption of Resolution: Approval of Amendment No. 9 to the FY 2021/2022 Overall Work Plan (OWP) (Pages 51 - 70)
- D. Action: Reaffirm Resolution: Approve the FY 2022/2023 Overall Work Plan (OWP) (Pages 71 - 72)
- E. Action: Approve Agreement with Univision and Authorize Director to Sign Agreement for California Department of Public Health Kids' Plates Grant Outreach Program (Pages 73 - 87)
- 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 (Pages 88 - 120)

## **IX. ASSOCIATION ACTION/DISCUSSION ITEMS**

- A. Information: Legislative update (Pages 121 - 122)
- B. Presentation: Report from Congressman Valadao's Office (No Page)
- C. Presentation: Report from Assemblyman Mathis' Office (No Page)
- D. Presentation: Report from Senator Grove's Office (No Page)
- E. Presentation: Report from Senator Hurtado's Office (No Page)
- F. Action: Authorize Multi-Jurisdictional Housing Element (Pages 123 - 126)
- G. Action: Adoption of Resolution: Election of TCAG Chair, Vice Chair and Selection or Reappointment of Committee Representatives (Pages 127 - 136)
- H. Information: Regional Transportation Plan/Sustainable Communities Strategy Update (Pages 137 - 138)

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

## **X. ABANDONED VEHICLE ABATEMENT AUTHORITY – ACTION/DISCUSSION ITEMS**

- A. Information: Abandoned Vehicle Abatement (AVA) 2021/2022 Second Report (Pages 139 - 140)

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

## **XI. CORRESPONDENCE**

- A. None

## **XII. OTHER BUSINESS**

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

## **XIII. ADJOURN**

The next scheduled Tulare County Transportation Authority (TCTA) Board meeting will be held on **Monday, June 27, 2022 at 1:00 p.m.** at the **Tulare County Human Resources & Development Office, 2500 W. Burrel 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.**

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

<b>BOARD OF GOVERNORS</b>	<b>AGENCY</b>	<b>ALTERNATE</b>
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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[www.tcmeasurer.com](http://www.tcmeasurer.com)

**TCRTA STAFF**

Richard Tree, Executive Director – TCRTA

## **AGENDA ITEM IV**

**May 16, 2022**

**Prepared by Jeff Kuhn, Chief Deputy County Counsel**

### **SUBJECT:**

**Action:** Discuss 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 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.

### **RECOMMENDATIONS:**

1. Reaffirm the decision to continue allowing the option to participate in its governing board meetings remotely using the teleconferencing provisions of AB 361.
2. Decide to not reaffirm AB 361 suspending all remote access beginning June 1, 2022.
3. Decide not to reaffirm AB 361 but allow remote access for the public and staff to attend and or present items as necessary.

### **FISCAL IMPACT:**

None

### **ATTACHMENT:**

None

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## Tulare County Association of Governments

### AGENDA ITEM V-A

May 16, 2022

Prepared by Kasia Poleszczuk, TCAG Staff

#### SUBJECT:

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

#### BACKGROUND:

With the 2010 Census, the population of the Visalia/Tulare urbanized area surpassed the 200,000 mark, triggering the additional planning requirements for Transportation Management Areas (TMAs) as set-out by MAP-21 (and the FAST Act) and the Federal transportation planning regulations (450.316). The primary additional planning process requirement for TMAs is the creation of a Congestion Management Process (CMP) to monitor and manage congestion on the regional transportation network. Key to this process is a CMP Steering Committee to evaluate the significance and extent of congestion in Tulare County, communicate performance of the system to decision makers for project selection, and prepare strategies on which to mitigate potential system breakdowns before they become a significant problem.

TCAG Board established the CMP Steering Committee on February 18, 2014, to oversee development of the Tulare County Congestion Management Process. The steering committee consists of one representative from each of the eight incorporated cities, the County of Tulare, Caltrans, and TCAG staff.

#### DISCUSSION:

City of Dinuba	Vacant
City of Exeter	Vacant
City of Farmersville	Vacant
City of Lindsay	Vacant
City of Porterville	Javier Sanchez
City of Tulare	Michael Miller
City of Visalia	Nick Mascia
City of Woodlake	Jason Waters
County of Tulare	Mike Winton (Chair)
Caltrans District 6	Mike Navarro
Tulare County Transit Regional Agency (TCRTA)	Vacant
TCAG	Kasia Poleszczuk

Current Membership:

The City of Dinuba has requested the Dinuba vacancy be filled by Ismael Hernandez. The City of Lindsay has requested vacancy be filled by Ed Real as a primary member and Edda Hubbard as an alternate. Caltrans has requested that Michael Navarro be replaced by Lorena Mendibles and Albert Lee. Tulare County Transit Regional Agency (TCRTA) requested vacancy be filled by Richard Tree.

**RECOMMENDATION:**

Approve changes in the Tulare County CMP Steering Committee as presented above.

**FISCAL IMPACT:**

None

**ATTACHMENT:**

1. Resolution approving the Tulare County CMP Steering Committee change in membership.

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

In the matter of:

APPROVAL OF MEMBER APPOINTMENTS )	
TO THE TULARE COUNTY CONGESTION )	Resolution No. 2022-xxx
MANAGEMENT PLAN (CMP) STEERING )	
COMMITTEE )	

WHEREAS, with the 2010 Census the urbanized area of Visalia/Tulare, CA has surpassed the 200,000 population mark, thus triggering the additional planning requirements for Transportation Management Areas (TMAs) as set out by MAP-21 (and the FAST Act) and Federal transportation planning regulations (450.316); and

WHEREAS, there was a requirement to create a Congestion Management Process (CMP) to monitor and manage congestion on the regional transportation network; and

WHEREAS, a required Congestion Management Process (CMP) Steering Committee has been created; and

WHEREAS, TCAG staff, in accordance with approval of the TCAG Board, solicited interest from member and state agencies in serving on the Tulare County CMP Steering Committee to replace members as needed; and

WHEREAS, the following additional individuals are able to serve on behalf of their agencies on the Tulare County CMP Steering Committee:

City of Dinuba - Ismael Hernandez

City of Lindsay - Ed Real, Edda Hubbard

Caltrans - Lorena Mendibles; Albert Lee

Tulare County Transit Regional Agency (TCRTA) - Richard Tree

NOW, THEREFORE, BE IT RESOLVED that Tulare County Association of Governments hereby approves:

1. The representatives from the member agencies listed above to serve on the Tulare County CMP Steering Committee.
2. To determine to consider future membership recommendations to the Tulare County CMP Steering Committee as a consent matter.

The foregoing Resolution was adopted upon motion of Member \_\_\_\_\_, seconded by Member \_\_\_\_\_, at a regular meeting held on the 16th day of May, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

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Pete Vander Poel III  
Chair, TCAG

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Ted Smalley  
Executive Director, TCAG

# Tulare County Association of Governments

## **AGENDA ITEM V-B**

**May 16, 2022**

**Prepared by Leslie Davis and Gabriel Gutierrez, TCAG Staff**

### **SUBJECT:**

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

### **BACKGROUND:**

The Intermodal Surface Transportation Enhancement Act (ISTEA) established the Regional Surface Transportation Program (RSTP) in 1991. The program was continued in the six-year Federal Highway Act, TEA-21 (with extensions), SAFETEA-LU, and now MAP-21. Through the program, TCAG receives funds for surface transportation improvements in Tulare County. In the past, TCAG has chosen to exchange its annual RSTP allocation for State Highway Account funds ("State Cash"). State Highway Account Funds have fewer restrictions, shorter environmental processes, and no local match requirements when compared to federal funds. The exchange is allowable under law due to the rural classification of Tulare County.

As a result of the 2010 Census, Visalia, Tulare, Exeter, Farmersville and surrounding unincorporated communities were combined into the Visalia/Tulare Urbanized Area (UZA). This area exceeds the 200,000-population threshold for designating the area as urban. This also designated the Visalia UZA as a Transportation Management Area (TMA). The new designation resulted in additional planning requirements for TCAG. The designation also eliminates the ability to exchange STP funds for state cash. This has a direct impact to the following member agencies: Visalia, Tulare, Exeter, Farmersville, and the County (partial).

### **DISCUSSION:**

The Tulare County Association of Governments' FY 2021/22 estimated apportionment is \$6,455,242, (prior year amount \$6,326,916). From the total amount, the County of Tulare was designated \$887,784, leaving a total of \$5,567,458, to be apportioned to the incorporated cities and the County based upon population. The \$887,784 County amount is rural set aside as established in 1990 and required in the California Streets and Highway Code (Article 5-182.6). The amount has remained the same since 1990.

As a result of the new TMA designation, approximately \$3,330,131 can be exchanged for state funds. The amount is designated as RSTP Small Area funds. The County would have 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.

The distribution and process for the remaining portion of urban STP funds will be discussed in Item IV-C.

### **RECOMMENDATIONS:**

Staff recommends the Regional STP Small Area funds be exchanged for State Highway Account funds to the full amount allowed by the State of California (Caltrans).

**FISCAL IMPACT:**

No fiscal impact.

**ATTACHMENTS:**

1. Resolution adopting the authorization of the exchange of RSTP funds.

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

In the matter of:

EXCHANGING 2021/2022 REGIONAL	)	
SURFACE TRANSPORTATION PROGRAM	)	
FUNDS FOR STATE HIGHWAY ACCOUNT	)	Resolution No. 2022-XXX
FUNDS	)	

WHEREAS, MAP-21 designates Regional Surface Transportation Program (RSTP) funds for distribution to counties and Metropolitan Planning Organizations (MPOs); and

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

WHEREAS, as result of the 2010 Census, the cities of Visalia, Tulare, Exeter, Farmersville and a portion of the unincorporated county have been designated as a Transportation Management Area (TMA) for the Visalia Urbanized Area; and

WHEREAS, California's *Intermodal Surface Transportation Enhancement Act (ISTEA)* implementing legislation created the option for Counties and MPOs with 1990 urbanized area populations of 200,000 or less to exchange all of their RSTP funds for non-Federal State Highway Account funds on a dollar-for-dollar basis; and

WHEREAS, the new designation results in only a portion of RSTP available for state exchange for the 2021/2022 fiscal year; and

WHEREAS, California's *Intermodal Surface Transportation Enhancement Act (ISTEA)* implementing legislation also created the option for Counties and MPOs with 1990 urbanized area populations over 200,000 to exchange what is determined as the remaining rural portion of their RSTP funds (Small Area Funds) in the non-urbanized areas for non-Federal State Highway Account funds on a dollar-for-dollar basis; and

WHEREAS, a portion of Tulare County is not located in the Visalia Urbanized Area; and

WHEREAS, the Executive Director of the Tulare County Association of Governments is authorized to sign all necessary agreements related to this action on behalf of the TCAG Board of Governors.

NOW, THEREFORE, BE IT RESOLVED, that the TCAG Board of Governors approves the exchange of its 2021/2022 RSTP Small Area funds for State Highway Account funds on a dollar-for-dollar basis; and

BE IT FURTHER RESOLVED that if the County of Tulare desires to exchange its portion of eligible RSTP funds, this Board will support said exchange.

The foregoing Resolution was adopted upon motion of Member \_\_\_\_, seconded by Member \_\_, at a regular meeting held on the 16<sup>th</sup> day of May 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

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Pete Vander Poel III  
Chair, TCAG

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Ted Smalley  
Executive Director, TCAG

## Tulare County Association of Governments

### **AGENDA ITEM V-C**

**May 16, 2022**

**Prepared by Gabriel Gutierrez and Leslie Davis, TCAG Staff**

#### **SUBJECT:**

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

#### **BACKGROUND:**

The Intermodal Surface Transportation Enhancement Act (ISTEA) established the Regional Surface Transportation Program (RSTP) in 1991. The program was continued in the six-year Federal Highway Act, TEA-21 (with extensions), SAFETEA-LU, and now MAP-21. Through the program, TCAG receives funds for surface transportation improvements in Tulare County. In the past, TCAG has chosen to exchange its annual RSTP allocation for State Highway Account funds ("State Cash"). State Highway Account Funds have fewer restrictions, shorter environmental processes, and no local match requirements when compared to federal funds. The exchange is allowable under law due to the rural classification of Tulare County.

As a result of the 2010 Census, Visalia, Tulare, Exeter, Farmersville and surrounding unincorporated communities were combined into the Visalia/Tulare Urbanized Area (UZA). This area exceeds the 200,000-population threshold for designating the area as urban. This also designated the Visalia UZA as a Transportation Management Area (TMA). The new designation resulted in additional planning requirements for TCAG. The designation also eliminates the ability to exchange STP funds for state cash. This has a direct impact to the following member agencies: Visalia, Tulare, Exeter, Farmersville, and the County (partial).

#### **DISCUSSION:**

The Tulare County Association of Governments' 2021/22 estimated apportionment is \$6,455,242 (prior year amount \$6,326,916). From the total amount, the County of Tulare was designated \$887,784, leaving a total of \$5,567,458 (prior year amount \$5,439,132) to be apportioned to the incorporated cities and the County based upon populations. The \$887,784 County amount is rural set aside as established in 1990 and required in the California Streets and Highway Code (Article 5-182.6). The amount has remained the same since 1990.

With the approval of Resolution (Item V-B), 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. The remaining \$3,125,111 of TCAG's total RSTP allocation is required to remain "federalized" and be programmed as projects in the Federal Transportation Improvement Program (FTIP).

#### **RECOMMENDATIONS:**

Approve the distribution of FY 2021/22 STP funds for both state exchange and federal programming in the Federal Transportation Improvement Program (FTIP).

**FISCAL IMPACT:**

No fiscal impact for TCAG. For agencies required to have federal funds, there is likely an increase for administration costs.

**ATTACHMENTS:**

1. Resolution authorizing the distribution of STP funds.
2. 2021/2022 Surface Transportation Program (STP) Funds Table

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

In the matter of:

DISTRIBUTING THE REGIONAL SURFACE )	
TRANSPORTATION PROGRAM FUNDS )	Resolution No. 2022-XXX
FOR FY 2021/2022 )	

WHEREAS, MAP-21 designates Regional Surface Transportation Program (RSTP) funds for distribution to Counties and Metropolitan Planning Organizations (MPOs); and

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

WHEREAS, RSTP funds in the amount of \$887,784 are available to the County of Tulare for the 2021/2022 fiscal year; and

WHEREAS, the RSTP fund amount available to the County of Tulare and TCAG for the 2021/2022 fiscal year has been estimated as apportioned in the amount of \$6,455,242; and

WHEREAS, the estimated RSTP fund amount available to TCAG is \$5,567,458 for the 2021/2022 fiscal year; and

WHEREAS, the RSTP funds available to the County of Tulare and TCAG for 2021/2022 fiscal year have not been finalized; and

WHEREAS, California's *Intermodal Surface Transportation Enhancement Act (ISTEA)* implementing legislation created the option for Counties and MPOs with 1990 urbanized area populations over 200,000 to exchange what is determined as the rural portion of their RSTP funds (Small Area Funds) in the non-urbanized areas for non-Federal State Highway Account funds on a dollar-for-dollar basis; and

WHEREAS, a portion of Tulare County is not located in the Visalia/Tulare Urbanized area; and

WHEREAS, the Urbanized Area amount available to TCAG for federal programming is \$3,125,111; and

WHEREAS, the Small Area (Rural) amount available to TCAG for exchange is \$3,330,131; and

WHEREAS, TCAG approved the exchange and distribution of Small Area STP Funds for State Highway Account Funds on June 17, 2013 via Resolution; and

WHEREAS, the Executive Director of the Tulare County Association of Governments is authorized to sign all necessary agreements related to this action on behalf of the TCAG Board of Governors.

NOW, THEREFORE BE IT RESOLVED that the TCAG Board of Governors approves the distribution 2021/2022 RSTP apportionments for Small Area state exchange and the allocation and programming of federalized urban area funds for programming into the Federal Transportation Improvement Program (FTIP).<sup>13</sup>

NOW, BE IT FURTHER RESOLVED, that if member agencies desire to exchange federalized portions of eligible RSTP funds for other types of funds under agreed upon conditions, this Board will support said exchange.

The foregoing Resolution was adopted upon the motion of Member \_\_\_\_\_, seconded by Member \_\_\_\_\_, at a regular meeting on the 16<sup>th</sup> day of May, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

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Pete Vander Poel III  
Chair, TCAG

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Ted Smalley  
Executive Director, TCAG

## 2021/2022 Surface Transportation Program (STP) Funds

Distributed by City Limit Populations

Agency	Population (Jan 1, 2021)	% of Total Population	STP Distribution for 2021/22	Adj for Prior Yrs	Final STP Distribution for 2021/22
Dinuba	26,517	5.5045014562%	\$306,461	\$0	\$306,461
Exeter	10,997	2.2827998082%	\$127,094	\$0	\$127,094
Farmersville	11,327	2.3513024850%	\$130,908	\$0	\$130,908
Lindsay	13,090	2.7172728462%	\$151,283	\$0	\$151,283
Porterville	59,571	12.3659786645%	\$688,471	\$0	\$688,471
Tulare	69,246	14.3743525978%	\$800,286	\$0	\$800,286
Visalia	139,254	28.9068841039%	\$1,609,379	\$0	\$1,609,379
Woodlake	8,054	1.6718804815%	\$93,081	\$0	\$93,081
Non-Incorp.	143,677	29.8250275568%	\$1,660,496	\$0	\$1,660,496
Totals:	481,733	100.0%	\$ 5,567,458	\$ -	\$5,567,458

Updated by LD 5-1-2022

\$5,567,458

\$0

\$5,567,458

Total STP apportionment \$ 6,455,242 Updated 5-2-2022

County set aside (Cal S&amp;H Code) \$ 887,784

Balance \$ 5,567,458

County STP total

County Population Distribution \$ 1,660,496

County set aside \$ 887,784

Total \$ 2,548,280

\$6,455,242 total

Note: The County is responsible for \$887,784 of the \$2,478,907 through direct contract with Caltrans

## Summary

Total Amount \$6,455,242  
 Rural Amount \$3,330,131  
 Net Urban Amount \$3,125,111

updated by LD 5-2-2022

Rural Amount calculation Summary

\$2,442,347 Countywide allocation  
 \$887,784 County only  
 \$3,330,131

Urban STP Distribution for 2021/22		%	Rural STP Distribution for 2021/22		%	NET TCAG STP Distribution for 2021/22
			\$306,461		9%	\$306,461
\$127,094	4%					
\$130,908	4%					
			\$151,283		5%	\$151,283
			\$688,471		21%	\$688,471
\$800,286	26%					
\$1,609,379	51%					
			\$93,081		3%	\$93,081
\$ 457,445	15%		\$2,090,835		63%	\$1,203,051
\$3,125,111	100%		\$3,330,131		100%	\$2,442,347

\$6,455,242

Less County \$887,784

remains constant

1. Requires an FTIP  
Amendment1. Requires no action  
from agency2. It is now a  
Caltrans Local  
Assistance project2. No difference  
from current practice3. TCAG contact  
Gabriel Gutierrez3. TCAG contact  
Leslie Davis

Updated LD 5-1-22

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## **AGENDA ITEM V-D**

**May 16, 2022**

**Prepared by Gabriel Gutierrez, TCAG Staff**

### **SUBJECT:**

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

### **BACKGROUND:**

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.

In the last ATP cycle (Cycle 5), two agencies from the TCAG region were awarded MPO component ATP funds totaling \$2.288 million for projects totaling \$5.218 million. One project was awarded funds from the Statewide component. The City of Porterville's Butterfield Stage Corridor (W. North Grand Avenue to College Avenue) was awarded \$7.1 million.

### **DISCUSSION:**

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

A copy of the proposed Cycle 6 MPO Component Guidelines is included as Attachment 2.

A summary of the proposed guidelines is provided below:

- A local call for projects will not be conducted. Only those projects not awarded under the Statewide component will be considered for funding under the MPO component.
- Agencies will be allowed to phase or segment their projects due to the limited amount of funding available for the MPO component.
- Each project considered under the MPO component will be reviewed by a multi-disciplinary project evaluation committee.
- A contingency list will be prepared in order to ensure the full use of available ATP funds and that no funds are lost to the region.

- Additional points will be awarded to projects using local and regional measure (Measure R) funds for the preliminary phases (environmental, design, and right-of-way).
- An additional 5 points will be awarded for Safe Routes to School or Bicycle and/or Pedestrian infrastructure projects.
- Additional points will be awarded to projects which are in the Measure R Expenditure Plan, for projects that were previously funded under the Transportation Enhancement (TE) program, or projects which are a part of an adopted Complete Streets Plan, Local ATP Plan, or Regional ATP Plan.
- An additional 5 points will be awarded to projects benefiting a severely disadvantaged community (defined as those communities with an average median income of less than 60% of the statewide median income).
- Past performance on delivering CMAQ and ATP projects will be used in determining a score.

#### **RECOMMENDATIONS:**

1. Approve the proposed ATP Cycle 6 MPO Component Project Selection Guidelines; and
2. Authorize TCAG Executive Officer or designee to make technical adjustments and other non-substantial revisions to the guidelines, as needed.

#### **FISCAL IMPACT:**

The 2021/22 and 2022/23 budgets include staff time for working on the Active Transportation Program. No adjustment to the budget is necessary.

#### **ATTACHMENTS:**

1. Resolution of Approval of MPO Component Project Selection Guidelines for the Cycle 6 Active Transportation Program
2. Tulare County Association of Governments Draft MPO Component Project Selection Guidelines for the Cycle 6 Active Transportation Program

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

In the matter of:

APPROVAL OF MPO COMPONENT	)	
PROJECT SELECTION GUIDELINES FOR	)	Resolution No. 2022-XXX
THE CYCLE 6 ACTIVE TRANSPORTATION	)	
PROGRAM	)	

WHEREAS, the Tulare County Association of Governments (TCAG) is the regional transportation planning agency for Tulare County pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, TCAG is the designated Metropolitan Planning Organization (MPO) for Tulare County and is required to prepare and endorse a Federal Transportation Improvement Program (FTIP) which includes all federal funds; and

WHEREAS, TCAG is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO of Tulare County; and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, TCAG adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, TCAG has developed, in cooperation with CTC, local governments, and the public, guidelines for the selection of local ATP projects; and

WHEREAS, a multi-disciplinary project evaluation committee evaluates and recommends candidate projects for inclusion in the TCAG Active Transportation Program of Projects.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Tulare County Association of Governments hereby approves:

1. The guidelines to be used in the evaluation of candidate projects for inclusion in the TCAG Cycle 6 ATP MPO Component Program of Projects.
2. That the Executive Director or designee can make technical adjustments and other non-substantial revisions, as needed.
3. That the Executive Director or designee shall forward a copy of this resolution, and other such information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

The foregoing Resolution was adopted upon motion of Member \_\_\_\_\_, seconded by Member \_\_\_\_\_, at a regular meeting held on the 16<sup>th</sup> day of May, 2022 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

\_\_\_\_\_  
Pete Vander Poel, III  
Chair, TCAG

\_\_\_\_\_  
Ted Smalley  
Executive Director, TCAG

**Tulare County Association of Governments**  
**MPO Component Project Selection Guidelines for**  
**Cycle 6 of the Active Transportation Program**  
**DRAFT**

This document serves as TCAG's Cycle 6 ATP MPO Component Project Selection Guidelines. The guidelines substantially follow those of the California Transportation Commission, but include a number of differences based on the region's existing policies and priorities.

TCAG will not issue a call for projects for the MPO Component. Only those projects submitted to Caltrans for consideration in the Statewide Component will be considered for funding under the MPO Component.

### **General Criteria**

#### ***Project Phasing and Segmentation***

Due to the smaller amount of funding available under the MPO Component, agencies will be allowed to phase or segment their projects. The agency must show that the project phase or segment is a useable segment and still qualifies for ATP funding. In addition, the agency must include a detailed description of all the changes proposed, revised project cost estimates, and cost/benefits changes associated with the revision(s). The following documents must be submitted:

1. Cover letter describing, in detail, the project revisions and an explanation of how the revised project is a useable segment and how the project still qualifies for ATP funding.
2. Revised engineer's cost estimate
3. Revised Project Programming Request form
4. Description of Cost/Benefit changes as a result of the project revisions.

#### ***Project Scoring***

TCAG will not use the scores received by each project under the Statewide Component for its MPO Component. Each project will be reviewed by the local project evaluation committee and given a new score.

#### ***Contingency List***

TCAG will prepare a list of contingency projects, ranked in priority order based on the project's evaluation score. Funding would be made available to projects on the contingency list should there be any project failures or savings from projects selected for funding under the Cycle 6 MPO Component. This will ensure full use all MPO Component ATP funds, and that no ATP funds are lost from the region. The contingency list is valid until the adoption of the next ATP Statewide Component project funding recommendations.

#### ***Preliminary Phase Funding***

In order promote efficient and timely project delivery, agencies are encouraged to use local funds and/or regional measure funds for the environmental, design and right-of-way phases. Agencies are encouraged to use ATP funds for construction only and for right-of-way costs in

excess of the \$100,000. Additional points will be awarded to projects employing this recommendation.

## **Scoring Criteria**

### ***Benefit to Disadvantaged Communities***

The 2023 ATP Guidelines state that MPOs may use different criteria for determining which projects benefit Disadvantaged Communities if the criteria are approved by the Commission. TCAG will use the same criteria from the 2023 ATP Guidelines with the following exception:

***Five (5) additional points will be awarded for projects benefiting severely disadvantaged communities (less than 60% of the statewide median income)***

### ***Need***

In order to encourage agencies to submit infrastructure projects for funding through the Active Transportation Program, an additional 5 bonus points will be awarded under this criteria to projects that consist of Safe Routes to School infrastructure or Bicycle and/or Pedestrian infrastructure. If the project contains Non-Infrastructure elements, the cost for the non-infrastructure component cannot exceed 25% of the total project cost in order to be awarded the 5 bonus points.

### ***Public Participation and Planning***

The scoring criteria for the MPO Component will emphasize those projects which are part of an adopted plan (general plan, specific plan, ATP plan, bike plan, etc.) and the project's relationship to system planning. A map showing how the project fits within the adopted plan shall be submitted to TCAG at the time project's initial application submittal to the Statewide Component. While not required for the Statewide Component submittal, agencies are encouraged to include the map as part of submittal as it could result in a higher number of points being awarded under the Public Participation and Planning scoring criteria. *(Note: should the project submitted for ATP funding be a part of the adopted Tulare County Regional Active Transportation Plan (RATP), maps which would satisfy this criteria are available in the RATP document).*

### ***Leveraging***

In order to encourage the use of local and regional measure funds for the preliminary phases of ATP projects, 5 additional points will be awarded for projects using local or regional measure funds for the environmental, design, and right-of-way phases.

### ***Past performance on ATP and CMAQ project delivery***

For the MPO Component, in addition to performance on past ATP project, the agency's past performance on delivering CMAQ projects will also be used in determining a score. Agencies having the strongest delivery record for past ATP and CMAQ projects will earn the highest possible points. The points available for this criterion range from 0 to 5 points.

**Bonus Points**

Projects which meet the criteria identified below will be awarded additional points as follows:

Criteria	Additional Points
Projects which are a part of the Measure R expenditure plan	5
Projects which are part of an agency-adopted Complete Streets Plan or Policy, Local ATP Plan, or Regional ATP Plan.	3
*TCAG staff will perform the eligibility analysis for awarding the additional points.	

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# Tulare County Association of Governments

## AGENDA ITEM V-E

May 16, 2022

Prepared by Elizabeth Forte, TCAG Staff

### SUBJECT:

**Action:** Adoption of Resolution: Approve Transportation Development Act (TDA) Claims for the Cities of Visalia and Porterville 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 cities of Visalia and Porterville is listed below:

#### City of Visalia

##### **Local Transportation Fund (LTF)**

Planning Contributions: \$257,179.06

Coordination & Implementation: \$65,447.79

Transit: \$8,329,475.85

**State Transit Assistance (STA)** \$880,356.94

**State of Good Repair (SGR)** \$250,418.99

#### City of Porterville

##### **Local Transportation Fund (LTF)**

Planning Contributions: \$110,017.76

Coordination & Implementation \$27,997.69

Transit: \$346,500.34

Streets and Roads: \$3,893,383.51

**State Transit Assistance (STA)** \$1,044,798.00

**State of Good Repair (SGR)** \$300,948.90

**RECOMMENDATION:**

Approve the claims for the cities of Visalia and Porterville 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 Cities of Visalia and Porterville.

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

In the matter of:

APPROVAL OF 2021/22 TRANSPORTATION )  
DEVELOPMENT ACT (TDA) CLAIMS FOR )  
CITIES OF VISALIA AND PORTERVILLE )

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 City of Visalia has submitted claims for the following:

- a) Local Transportation Fund Planning Contributions: \$257,179.06
- b) Local Transportation Fund Coordination & Implementation: \$65,447.79
- c) Local Transportation Fund Transit: \$8,329,475.85
- d) State Transit Assistance: \$880,356.94
- e) State of Good Repair: \$250,418.99; and

WHEREAS, the City of Porterville has submitted claims for the following:

- f) Local Transportation Fund Planning Contributions: \$110,017.76
- g) Local Transportation Fund Coordination & Implementation: \$27,997.69
- h) Local Transportation Fund Transit: \$346,500.34
- i) Local Transportation Fund Streets and Roads: \$3,893,383.51
- j) State Transit Assistance: \$1,044,798.00
- k) State of Good Repair: \$300,948.90; 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 Cities of Visalia and Porterville 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 16th day of May, 2022 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

\_\_\_\_\_  
Pete Vander Poel III  
Chair, TCAG

\_\_\_\_\_  
Ted Smalley  
Executive Director, TCAG

## Tulare County Association of Governments

### **AGENDA ITEM V-F**

**May 16, 2022**

**Prepared by Giancarlo Bruno, TCAG Staff**

#### **SUBJECT:**

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

#### **BACKGROUND:**

The Transportation Development Act (TDA) of 1971 requires each local transportation planning agency (TPA) to provide for the establishment of a Social Services Transportation Advisory Council (SSTAC). The SSTAC is responsible for advising the TPA on transit issues, particularly those related to transportation services for riders with specialized needs, and for making recommendations on which comments received as part of the annual 'Unmet Transit Needs' process constitute unmet transit needs that are reasonable to meet. These recommendations form the basis for the formal Unmet Transit Needs Finding adopted by the TCAG board and submitted to Caltrans.

Membership is comprised of 11 members representing local transit operators, social services providers, and potential transit users from certain transit reliant populations. Terms are staggered, with three (3) members' terms due to expire on June 30, 2022.

#### **DISCUSSION:**

Currently there are three (3) SSTAC members whose terms are expiring on June 30, 2022. One of each of these positions is designated for a potential transit user aged 60 or older, a representative of a local transit provider, and a representative of local social service providers.

Mr. John Mauro of Tulare County HHSA has expressed a willingness to serve another term as a representative of a local social service provider, and Mr. Dan Fox has likewise indicated a desire to serve another term as a representative of potential transit riders aged 60 or older.

The third member whose term expires on June 30<sup>th</sup>, Angelina Soper of Visalia Transit, declined to serve another term at this time. Caleb Bowman, also of Visalia Transit, is proposed to take her position.

#### **RECOMMENDATION:**

Approve John Mauro, Dan Fox, and Caleb Bowman to serve on the SSTAC for a three (3) year term concluding on June 30, 2025.

#### **FISCAL IMPACT:**

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

#### **ATTACHMENTS:**

1. Resolution: Appointments to the Social Services Transportation Advisory Council
2. Social Services Transportation Advisory Council Member Roll, May 2022

Work Element: 601.01 – Transit Administration

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

In the matter of:

APPOINTMENT TO THE SOCIAL SERVICES )  
TRANSPORTATION ADVISORY COUNCIL )  
FOR TULARE COUNTY, CALIFORNIA )

Resolution No. 2022-XXX

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

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

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

WHEREAS, the current terms of SSTAC members John A. Mauro, Dan Fox, and Angelina Soper expire on June 30, 2022, and

WHEREAS, both Mr. Mauro and Mr. Fox have indicated a willingness to serve another term in their current capacities; and

WHEREAS, Ms. Soper has declined to serve another term on the SSTAC and suggested Caleb Bowman of Visalia Transit as her replacement.

NOW, THEREFORE, BE IT RESOLVED that the TCAG Board hereby reappoints the following members to serve on the Social Services Transportation Advisory Council in the positions described below, both for terms expiring June 30, 2025:

Representative of a Potential Transit User Aged 60 Years or Older: Dan Fox

Representative of a Local Social Services Provider to Seniors: John A. Mauro

Representative of a Local Transit Provider: Caleb Bowman

The foregoing Resolution was adopted upon the motion of Member \_\_\_\_\_, seconded by Member \_\_\_\_\_, at a regular meeting on the 16<sup>th</sup> day of May 2022 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

---

Pete Vander Poel, III  
Chair, TCAG

---

Ted Smalley  
Executive Director, TCAG

**SOCIAL SERVICES  
TRANSPORTATION ADVISORY  
COUNCIL**

---

**Member Categories  
May 2022**

**Representative of potential transit users who are 60 years of age or older. (1)**

**Dan Fox (term ends 6/22)**

**Representative of potential transit users who are disabled.**

Rebecca Donabed (term ends 6/23)

Glen Stewart (term ends 6/24)

**Representative of local social service transit providers for seniors/social service transportation providers. (2)**

Michael Esquibel, Resources for Independence Central Valley (term ends 6/23)

**John Mauro, Tulare County HHSA (term ends 6/22)**

**Representatives of local social service transit providers for the disabled/social service transportation providers. (2)**

Mark Michaelian, Able Industries (term ends 6/24)

Norma Verduzco, Family Health Care Network (term ends 6/24)

**Representative of a local social service provider for persons of limited means. (1)**

Albert Cendejas, Community Services Employment Training (CSET) (term ends 6/24)

**Representative from local transit provider. (2)**

Teresa Ortega, County of Tulare (term ends 06/23)

**Angelina Soper, City of Visalia (term ends 06/22)**

**Representative of potential transit users from local youth. (1)**

*Vacant*

## **AGENDA ITEM V-G**

**May 16, 2022**

**Prepared by Gabriel Gutierrez, TCAG Staff**

### **SUBJECT:**

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

### **BACKGROUND:**

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

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

### **DISCUSSION:**

#### **Summary of SB1 Funding Programs**

##### *Solutions for Congested Corridors Program (SCCP)*

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

##### *Trade Corridor Enhancement Program (TCEP)*

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

##### *Local Streets and Roads Program (LSRP)*

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

### *Local Partnership Program (LPP)*

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

### **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 their June 2022 meeting. 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 Call for Projects was announced on the same day. Applications are due to the CTC by June 15, 2022.

### **RECOMMENDATION:**

Information item only. No action needed at this time.

### **ATTACHMENTS:**

None

## AGENDA ITEM VI-A

May 16, 2022

Prepared by Gabriel Gutierrez and Elizabeth Forte, TCAG Staff

### SUBJECT:

**Information:** Implementation Status of Federally Funded Projects

### BACKGROUND:

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

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

### DISCUSSION:

#### STBGP

As the Metropolitan Planning Organization for the Tulare County region, TCAG is responsible for soliciting projects from eligible agencies for programming in the FTIP and ensuring that the funds are being utilized appropriately and are obligated in a timely manner. In FFY 20/21, \$3.6 million in STBGP funds were obligated on two roadway rehabilitation projects (in the City of Visalia and County of Tulare). In the current fiscal year, \$4.3 million in STBGP is programmed one road rehabilitation project in the City of Visalia and one transit capital project for Tulare County Regional Transit Agency. The TCAG Board recently awarded two projects in the City of Tulare under the STBGP competitive project selection process. The projects will be programmed in the 2023 FTIP.

#### 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

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

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 VI-B**

**May 16, 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 San Diego on March 16<sup>th</sup>-17<sup>th</sup>. The next regular CTC meeting will be in Fresno on May 18<sup>th</sup>-19<sup>th</sup>. The CTC had a short meeting ahead of the townhall meeting in Tulare on April 13<sup>th</sup>-14<sup>th</sup>. 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:**

#### May CTC Meeting

The May 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.

#### 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.

#### January CTC Meeting

##### Prop 1b bond - SR-99:

\$30.9 million, all of the remaining Proposition 1b funds for SR-99, was programmed on the SR-99 Delano to Pixley rehabilitation and widening project. Construction is scheduled to begin in FY23/24.

## 2022 RTIP/STIP

The 2022 STIP was adopted by the CTC at the March 16<sup>th</sup> 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**

<b>Project</b>	<b>Agency</b>	<b>Phase</b>	<b>FY 21/22 (2020 STIP)</b>	<b>FY 22/23</b>	<b>FY 23/24</b>	<b>FY 24/25</b>	<b>FY 25/26</b>	<b>FY 26/27</b>
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 <sup>1</sup>					
SR-99 Widening (Tagus-Prosperity)	Caltrans	Con						
SR-99 Widening (City of Tulare)	Caltrans	E&P PS&E	\$6.37 m <sup>2</sup>					

<sup>1</sup>Additionally, \$29.4 million from Measure R and \$16 million from BUILD

<sup>2</sup>\$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 VI-C**

**May 16, 2022**

**Prepared by Elizabeth Forte, TCAG Staff**

### **SUBJECT:**

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

### **BACKGROUND:**

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 receives approximately \$6.1 million per year. Project examples include roundabouts, signal synchronization, electric vehicles and infrastructure, bike paths, and more.

### **DISCUSSION:**

#### **Current Project Selection Policy**

Current TCAG project selection policy outlines two project categories: 25% of CMAQ funding for highly cost-effective projects, and 75% for projects in the voter approved sales tax measure, Measure R.

There is an agreement among all of the San Joaquin Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) that MPOs will program at least 20% of available CMAQ funds to projects that are highly cost-effective. The cost-effectiveness threshold is periodically reevaluated; the current threshold requirement is \$45/lb.

#### **Potential Project Selection Policy Update**

In order to comply with federal guidance, an amendment to TCAG's project selection policy is needed. As opposed to allocating funds to Measure R projects, it is recommended that the Board consider creating project-type categories. An example of a revised policy (with examples) is below:

- -20% funding to highly cost-effective projects per the MPO/SJVAPCD agreement (e.g. zero-emission projects, or projects with high local match requesting minimal CMAQ funds)
- -60% funding to construction of regional traffic flow projects (e.g. roundabouts on state highways and/or other major roadways)
- -20% funding to other projects (e.g. bike projects, signal synchronization, etc.)

This item is being presented for information today and is expected to be included in one of the next Board meeting agendas for action.

### **ATTACHMENT:**

None

Work Element: 604.01 – Transportation Improvement Program

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

**Executive Minutes April 18, 2022**

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

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

**WORKSHOP (11:30 A.M.)<sup>1</sup>**

Mr. Smalley opened the preceding Workshop at 11:45 a.m.

**A. Budget Presentation**

Ms. Davis presented the fiscal year 22/23 OWP highlighting three parts.

The first was the core functions of the TCAG budget. Review and discussion of planning and regional projects that had been accomplished. Ms. Davis discussed financial sustainability and major funding types for various projects.

<sup>1</sup> Workshop Agenda Item D: Director's Report was omitted during the Workshop in the interest of time. Mr. Smalley noted that the presentation would be given during the regular TCAG Board meeting.

Secondly, Ms. Julieta Martinez with Tulare County Economic Development Office of Film & Tourism presented, providing information on efforts to highlight the County of Tulare for film and tourism. Ms. Martinez shared film commission data on types of filming and local spending generated by these types of projects. She highlighted work that had been done with student films, and advertisement campaigns. Lastly, She briefly discussed the impacts Covid-19 had on Central Valley tourism in 2020 and explained that it could take some time to build back up to where the numbers were before Covid.

Lastly, Mr. Ted Smalley discussed future projections of staffing needs to meet the demands of work being done out of the TCAG office. Mr. Smalley shared the partnerships with LAFCo and the Transit Authority stating that by allowing staff to work for multiple agencies it saved funds. Mr. Smalley announced that during the TCAG Board meeting, a little later the agenda, a request would be made for an additional staff position.

#### **B. Tulare County Regional Transit Agency (TCRTA) Micro-transit**

Mr. Tree provided a detailed presentation highlighting TCRTA efforts to expand micro-transit, bring uniformity to the fare collection systems, and expand zero emission buses. Mr. Tree also outlined the goals and missions of TCRTA which included changing how people move throughout the Valley. He discussed Covid-19 impacts on public transit and challenges facing TCRTA.

#### **C. Legislative Report**

Ms. Kiana Valentine discussed fiscal committee deadlines and the State budget activities. Ms. Valentine discussed legislative bills AB-2237 which pertains to regional transportation improvement plans, sustainable communities strategies, and climate goals; SB-375 regarding travel demand models for sustainable communities and environmental review; and AB-2438 which proposes transportation funding in alignment with state plans and greenhouse gas emission reduction standards.

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### **I. WELCOME**

The Tulare County Association of Governments Board Meeting was called to order by Chair Vander Poel at 1:00 p.m. on April 18, 2022, at the Tulare Ag Auditorium, 4437 S. Laspina, Tulare, CA 93274.

### **II. PLEDGE OF ALLEGIANCE**

Member Sayre led the Pledge of Allegiance.

### **III. PUBLIC COMMENTS**

Public comments opened at 1:01 p.m.

Member Riddle shared that the Exeter Cemetery District would have a legislative ballot Measure U initiative that would support an annual parcel tax to support improvements, landscaping, and maintenance of the Exeter District Cemetery.

Public comments closed at 1:04 p.m.

<i><b>Convene as the Transportation Policy Advisory Committee</b></i>
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## **IV. TRANSPORTATION CONSENT CALENDAR – ACTION AND INFORMATION ITEMS**

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

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

This item was pulled from the consent agenda and discussed among the Board. Member Townsend questioned if the necessary conditions were still applicable and if not reaffirmed today could members attending remotely participate in the meeting. Mr. Kuhn, County Counsel explained that if not reaffirmed members not present would not be able to vote and a

quorum may not be reached. It was suggested that this item be discussed for possible cancelation next month.

Upon a Motion by Member Shuklian, and seconded by Member Townsend, the Transportation Policy Advisory Committee unanimously approved to reaffirm the conditions of AB 361 and bring back next month for possible dissolution. Absent: Mendoza, and Gomez.

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

**V. TRANSPORTATION ACTION/DISCUSSION ITEMS**

**A. Action: Adoption of Resolution: Confirm Congestion Mitigation and Air Quality (CMAQ) Projects**

Ms. Forte discussed a call for CMAQ projects, explaining that about every 2 years this process was done. Ms. Forte outlined a list of projects through 2023/24 and explained that with Board approval, these projects would move into the next FTIP.

Upon a Motion by Member Boyer, and seconded by Member Shuklian, the Transportation Policy Advisory Committee unanimously approved the CMAQ projects as presented. Absent: Mendoza, and Gomez.

**B. Action: Adoption of Resolution: Approve Surface Transportation Block Grant Program (STBGP) Projects**

Mr. Gutierrez explained the STBGP projects, highlighted the six project applications received, and outlined the scoring based on adopted criteria. Mr. Gutierrez stated that the City of Tulare had the top scoring projects therefore those projects, SR99 Safety and Goods Movement Project and Tulare's K Street Reconstruction Project, were recommended for programming.

Upon a Motion by Member Sayre, and seconded by Member Whitmire, the Transportation Policy Advisory Committee unanimously approved the STBGP projects as presented. Absent: Mendoza, and Gomez.

**C. Information: Implementation Status of Federally Funded Projects**

Mr. Gutierrez provided a monthly status update on the STBGP and CMAQ projects, outlining the four CMAQ projects that had been obligated this year.

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

Mr. Gutierrez discussed that the CTC meeting happened in March and that the commission had acted on several items that affected the county including adoption of the 2023 ATP funds which included 1.1 million in increases from 2021. Mr. Gutierrez also highlighted the SHOPP construction projects that had been added and that the 2022 STIP had been adopted by the CTC with no changes to TCAG's proposed RTIP. The next CTC meeting had been scheduled for May.

**E. Action: Adoption of Resolution: Approve 2022 Regional Active Transportation Plan (RATP) Update 'Walk 'N Bike Tulare County'**

Mr. Gutierrez discussed Walk N Bike Tulare County, the RATP highlighting public outreach efforts and comments received. Mr. Gutierrez explained that those comments received were reviewed and appropriate changes and additions incorporated into the final draft. Mr.

Gutierrez stated the recommendations to approve the 2022 RATP plan as presented.

Upon a Motion by Member Shuklian, and seconded by Member Micari, the Transportation Policy Advisory Committee unanimously approved the 2022 RATP as presented. Absent: Mendoza, and Gomez.

**F. Information: Caltrans Monthly Report**

Mr. Navarro took the opportunity to thank everyone for the support of the 99 Summit that had been held, announcing that additional funding would be received for the 99 corridor study. Mr. Navarro stated that a memorial would be held for fallen workers and discussed regional projects providing status updates.

**G. Action: Authorization to Make Changes to the STBGP Program of Projects and Amend the 2021 FTIP**

Mr. Gutierrez explained that the proposed changes to the STBGP program and amendment to the FTIP was due to environmental issues and some unforeseen delays. Mr. Gutierrez outlined the changes highlighting that program funds would be moved from Visalia to TCRTA and could be converted in next year's apportionments.

Upon a Motion by Member Micari, and seconded by Member Whitmire, the Transportation Policy Advisory Committee unanimously approved the recommend changes to the STBGP program and amending the 2021 FTIP. Absent: Mendoza, and Gomez.

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

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

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

**VII. ASSOCIATION CONSENT CALENDAR-ACTION AND INFORMATION ITEMS**

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

**A. Action: Minutes of March 21, 2022 TCAG Board Meeting**

**B. Action: Minutes of March 17, 2022 Technical Advisory Committee Meeting**

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

**VIII. ASSOCIATION ACTION/DISCUSSION ITEMS**

**A. Information: Legislative Update**

Mr. Smalley highlighted a letter from Senator Hurtado sent to the California Legislature Budget Committee requesting significant funding for State Route 99 road projects. If funded as requested, the entirety of City of Tulare's, as well as a majority of the Madera's, SR99 projects would be funded. The funds would also ensure the completion of the final gap closures on SR99 and significant projects in Merced and Atwater. Supervisor Townsend spoke to the significant discussions being had by the San Joaquin Valley Policy Council regarding such projects.

**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 the suspension of the gas tax was being considered in response to the national gas and energy cost increases. The office was hosting an art competition and Service Academy for students.

**C. Presentation: Report from Assemblyman Mathis' Office**

Ms. Racheal Ray, District Director from Assemblyman Mathis office, discussed supply chain issues, transportation bills and legislation. The Assemblyman had to bills being presented to the committee that week, one regarding a student loan forgiveness for first responders bill and the other regarding boxing safety. She also mentioned upcoming bills of interest, including AB-1778 regarding state highway property repair and maintenance; AB-2836 regarding funding the Carl Moyer Memorial Air Quality Standards Attainment Program; AB-2056 imposing large surcharges on large commercial ships coming in and out of California ports for Air Resource Board mandates compliance.

**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, including SB-1042, a sex trafficking bill, which failed but would be reintroduced; SB-1319, a ban on foreign oil, which passed; SB-1165, calling on

Governor Newsome to repeal the gas tax permanently; and SB-1484, incentivizing private employers to hire former foster children.

**E. Presentation: Report from Senator Hurtado's Office**

Mr. Eric Coyne, District Representative with senator Hurtado's office, was not present at the meeting.

**F. Action: Adoption of Resolution: Approve Position Classification and Compensation for Regional Associate Planner Flex Position**

Ms. Davis mentioned that the item was briefly discussed at the earlier workshop by Mr. Smalley. She noted that approval of the item would result in hiring a Regional Associate Planner as a Flex position, and highlighted the job description and compensation details attached to the item in the agenda packet.

Upon a motion by Member Holscher, and seconded by Member Townsend, the Association unanimously approved the Position Classification and Compensation for the Regional Associate Planner Flex position. Absent: Mendoza and Gomez.

**G. Action: Adoption of Resolution: Approve the FY 2022/2023 Overall Work Plan (OWP) for the Tulare County Association of Governments (TCAG)**

Ms. Davis noted that the OWP budget was presented to the TCAG board at the March 21, 2022 board meeting for review and comment. She discussed that the total estimated expenditures for FY 2022/2023 were \$7,002,058. Of those expenditures, \$600,379 was attributed to Measure R; \$268,700 was attributed to LAFCO; \$1,522,312 was attributed to REAP; and \$136,766 was attributed to TCRTA. She recommended adopting the proposed OWP and authorizing the Executive Director and Finance Director to make technical adjustments per the Caltrans comment letter. The item would return to the Board in May for reaffirmation.

Upon a motion by Member Shuklian, and seconded by Member Micari, the Association unanimously approved the Position Classification and Compensation for the Regional Associate Planner Flex position. Absent: Mendoza and Gomez.

**H. Information: Member Agency (TDA) Audit Year Ending June 30, 2021**

Ms. Davis discussed that Member Agency TDA audits were complete for audit year ending June 30, 2021 for the following member agencies; the City of Exeter, the City of Tulare, the City of Porterville, the City of Farmersville, the City of Woodlake, the County of Tulare, and the City of Visalia. These audits contained no significant findings. The audits for the City of Lindsay and City of Dinuba were still pending completion.

**I. Information: Regional Housing Needs Allocation (RHNA)**

Mr. Ingoldsby provided a brief update regarding Regional Housing Needs Allocation (RHNA) Methodology, which began last year, and stated that TCCAG coordinated closely with the development of the RTP and SCS to develop methodology to distribute the region-wide housing needs among the county agencies. This was reviewed in December of 2021. He noted that the draft methodology recommended by the RHNA Committee and selected by the TCAG Board was submitted to HCD for review, which found that the draft methodology furthers the statutory objectives described in Government Code section 65584. He highlighted the attached approval letter from HCD and stated that the item would return to the board to approve the final version.

**J. Information: California Department of Public Health (CDPH) Kids' Plates Grant Outreach Update**

Ms. Moore highlighted the work being done by TCAG through the CDPH Kids' Plates Grant received in October of 2021. The grant provides two reimbursements of \$75,000 per grant year over a total grant period of 21 months from October 1, 2021, to June 30, 2023. The grant was received and finalized on February 24, 2022. Staff mobilized quickly to implement child passenger safety interventions, promote national safety campaigns like Bike Month, and continue to render child passenger safety certification to select staff members.

## **IX. CORRESPONDENCE**

### **A. None**

## **X. OTHER BUSINESS**

### **A. Information: Items from Staff**

#### **1. TCAG Director's Report**

Mr. Smalley reminded everyone that the LocalMotion award lunch would be held May 5, 2022, in Dinuba and invited everyone to get tickets to attend.

#### **2. Other Items**

None

### **B. Information: Items from Board Members**

#### **1. Tulare County Water Commission Update**

Member Flores stated that the meeting had been canceled and she had no update to provide.

#### **2. San Joaquin Valley Policy Council Update**

Member Townsend announced that the San Joaquin Valley Policy Conference would be held in Clovis, May 11 through 13, 2022.

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

Member Shuklian announced that the 2022 draft business plan had been reviewed and discussed the increase in ridership since the pandemic.

#### **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

## **XI. ADJOURN**

The TCAG Meeting was adjourned at approximately 2:09 p.m.

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

**Item VIII-B**  
**TCAG Technical Advisory Committee Meeting**  
**Tulare County Association of Governments - 210 N. Church Street, Suite B, Visalia, CA 93291**  
**April 12, 2022 – Summary Meeting Minutes**  
**ATTENDANCE LIST**

City of Dinuba	<i>Absent</i>
City of Exeter	Eddie Wendt
City of Farmersville	<i>Absent</i>
City of Lindsay	Neyba Amezcua
County of Tulare	Hernan Beltran
City of Porterville	Javier Sanchez
City of Tulare	Michael Miller
City of Woodlake	<i>Absent</i>
City of Visalia	Dolores Verduzco
Tule River Indian Reservation	<i>Absent</i>
TCAG	Steven Ingoldsby

**Others Present:**

**TCAG Staff Present:** Leslie Davis, Ben Kimball, Elizabeth Forte, Brideget Moore, Holly Gallo and Servando Quintanilla Jr. Recording.

**SUMMARY MEETING MINUTES**

(Minutes reflect agenda items discussed only)

**I. CALL TO ORDER & WELCOME:**

The meeting was called to order by Mr. Ingoldsby at 1:30 p.m.

All action and informational documents were distributed for review and discussion. All actionable items would be voted on at the next Tulare County Association of Governments (TCAG) Board meeting, scheduled for April 18, 2022.

**III. PUBLIC COMMENTS**

**Public comments opened 1:31pm.**

Mr. Faris from Southern California Edison gave a presentation on applying for SCE's New Construction Rebate (NCR) Program.

**Public comments closed at 1:43pm.**

**IV. TRANSPORTATION CONSENT CALENDAR –INFORMATION ITEMS**

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

Mr. Ingoldsby gave an update on AB 361 regarding remote meeting attendance.

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

Mr. Gutierrez reported that there are workshops for the Local Partnership Program, Solutions for Congested Corridors Program, Trade Corridors Enhancement Program slated for the end of the month and discussed program guidelines.

**V. TRANSPORTATION ACTION/DISCUSSION ITEMS**

**A. Action: Adoption of Resolution: Confirm Congestion Mitigation and Air Quality (CMAQ) Projects**

Ms. Forte stated that the item was an action item about confirming CMAQ projects and projects not yet completed will be carried over into the 2023 FTIP, which were currently being prepared.

**B. Action: Adoption of Resolution: Approve Surface Transportation Block Grant Program (STBGP) Projects**

Mr. Gutierrez stated that the item was an approval for STBGP projects and approximately \$12.8 million was available for projects through fiscal year 25/26 and a call for Projects for STBGP projects was released in December 2021 and applications were due in February

2022. He shared that TCAG staff had reviewed and scored the six project applications received based on adopted scoring criteria and based on the scoring results, the projects recommended for programming were the City of Tulare's SR99 Safety and Goods Movement Project and the City of Tulare's K Street Reconstruction Project. The total amount of STBGP requested for both projects is \$13 million.

**C. Information: Implementation Status of Federally Funded Projects**

Mr. Gutierrez stated that there were three projects for the City of Visalia to use STBGP funds, however due to some potential environmental issues, one of the projects may be delayed and not be obligated in time for funds and those funds would be moved to a transit bus purchase project and propose that the city continue with the project using advance construction and would allow the project to continue this fiscal year and funds would be converted to next fiscal year.

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

Mr. Gutierrez gave an update on ATP and SHOPP projects and approval of the 2022 STIP request at the March meeting.

**E. Action: Adoption of Resolution: Approve 2022 Regional Active Transportation Plan Update 'Walk 'N Bike Tulare County'**

Mr. Gutierrez reported that there was public outreach effort however, due to COVID-19 restriction outreach was not as much as before and the public review draft of the plan was released on February 21, 2022, for a 30-day public review and comment period and two comment letters were received. The comments were reviewed, and appropriate changes and additions incorporated into the Final Draft 2022 RATP update and staff would be recommending approval of the 2022 Regional Active Transportation Plan Update 'Walk 'N Bike-Tulare County'.

**F. Information: Caltrans Monthly Report**

Ms. Mendibles stated that transit application 5311 are due Friday, April 29, 2022 through black cat.

**VIII. ASSOCIATION ACTION/DISCUSSION ITEMS**

**A. Information: Legislative update**

Mr. Kimball stated that there would be a presentation at the Board meeting from Senator Hurtado's office.

**F. Action: Adoption of Resolution: Approve Compensation Recommendations and for TCAG Position for Submittal to County Board of Supervisors (BOS) for Approval and Implementation**

Ms. Davis stated that the item was to approve this action to add a regional associate planner position to TCAG.

**G. Action: Adoption of Resolution: Approve the FY 2022/2023 Overall Work Plan (OWP) for the Tulare County Association of Governments (TCAG)**

Ms. Davis reported that the item was to approve the 22/23 OWP and would be in the process of making recommended changes that were non-monetary.

**H. Information: Member Agency (TDA) Audit Year Ending June 30, 2021**

Ms. Davis stated that all TDA audits from the City of Exeter, City of Tulare, City of Porterville, City of Farmersville, City of Woodlake, County of Tulare, and the City of Visalia had been completed and did not have any significant findings and the City of Lindsay, and the City of Dinuba TDA audits were still pending completion.

**I. Information: Regional Housing Needs Allocation (RHNA) Methodology Update**

Mr. Ingoldsby reported that TCAG had coordinated closely with the development of the RTP and SCS to develop a methodology to distribute the region-wide housing among the

county agencies, consistent with the intent of State law and generally, the total allocations to each agency had been divided up by population and historical housing trends in conjunction with the RTP and SCS and the draft methodology that had been recommended by the RHNA Committee and selected by the TCAG Board was submitted to HCD for review. HCD had completed its review of the methodology and found that the draft methodology furthers the statutory objectives described in Government Code 65584.

**J. Information: California Department of Public Health (CDPH) Kids' Plates Grant Outreach Update**

Ms. Moore detailed grant outreach efforts and would be sharing project photos and activities at the Board meeting.

**XI. ADJOURN**

The TCAG Technical Advisory Committee adjourned at 2:07 p.m.

The next scheduled Tulare County Association of Governments (TCAG) Board meeting will be held on **Monday, May 16, 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, May 12, 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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**AGENDA ITEM VIII-C**

**May 16, 2022**

**Prepared by Leslie Davis, TCAG Staff**

**SUBJECT:**

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

**BACKGROUND:**

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

**DISCUSSION:**

Amendment No.9 to the FY 2021/2022 OWP is necessary to allow TCAG to deliver services as requested by its member agencies.

1. Increase work element no. 602.01, Regional Transportation Plan, in the amount of \$90,000, to reallocate PL and/or to include additional allocations as requested by Caltrans
2. Decrease work element no. 602.02, Traffic Forecasting/Model Development, in the amount of \$35,000, to reallocate funding to deliver services
3. Increase work element no. 602.03, Active Transportation Plan, in the amount of \$105,000, to reallocate PL and/or to include additional allocations as requested by Caltrans to deliver services
4. Decrease work element no. 602.04, Transit Planning and Coordination, in the amount of \$100,711.00, to reallocate funding and/or to include additional allocation as requested by Caltrans to deliver services
5. Increase work element no. 604.01, Transportation Improvement Program, in the amount of \$90,000, to reallocate funding and/or to include additional allocation as requested by Caltrans to deliver services.
6. Decrease work element no. 610.01, Air Quality Planning & Analysis, in the amount of \$2,020, to reallocate funding to deliver services
7. Increase work element no. 601.04, Office Expense/Fixed Assets, in the amount of \$56,376.75, to include an increase to the SCE agreement for the EV charging Stations.

**RECOMMENDATIONS:**

Staff recommends the approval of Amendment No. 9 to the OWP.

**FISCAL IMPACT:**

Funding is provided by additional PL ,reallocation of PL and Reserves

**ATTACHMENTS:**

1. Resolution approving FY 2021/2022 OWP Amendment No. 9
2. OWP summary documents as affected by approval

Work Element: Overall Work Plan 601.06

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

In the matter of:

APPROVING FY 2021/2022 OVERALL	)	
WORK PLAN (OWP) AMENDMENT NO. 9	)	Resolution No. 2022-XXX

WHEREAS, the Regional Transportation Planning Agency Board of Governors adopted the FY 2021/2022 Overall Work Program (OWP) on April 19, 2021, with approval of Resolution 2021-123; and

WHEREAS, Amendment No. 9 to the FY 2021/2022 OWP is necessary to increase work element no. 602.01, Regional Transportation Plan, in the amount of \$90,000, to reallocate PL and/or to include additional allocations as requested by Caltrans; and

WHEREAS, Amendment No. 9 to the FY 2021/2022 OWP is necessary to decrease work element no. 602.02, Traffic Forecasting/Model Development, in the amount of \$35,000, to reallocate funding to deliver services; and

WHEREAS, Amendment No. 9 to the FY 2021/2022 OWP is necessary to increase work element no. 602.03, Active Transportation Plan, in the amount of \$105,000, to reallocate PL and/or to include additional allocations as requested by Caltrans to deliver services; and

WHEREAS, Amendment No. 9 to the FY 2021/2022 OWP is necessary to decrease work element no. 602.04, Transit Planning and Coordination, in the amount of \$100,711.00, to reallocate funding and/or to include additional allocation as requested by Caltrans to deliver services; and

WHEREAS, Amendment No. 9 to the FY 2021/2022 OWP is necessary to increase work element no. 604.01, Transportation Improvement Program, in the amount of \$90,000, to reallocate funding and/or to include additional allocation as requested by Caltrans to deliver services; and

WHEREAS, Amendment No. 9 to the FY 2021/2022 OWP is necessary to decrease work element no. 610.01, Air Quality Planning & Analysis, in the amount of \$2,020, to reallocate funding to deliver services; and

WHEREAS, Amendment No. 9 to the FY 2021/2022 OWP is necessary to increase work element no. 601.04, Office Expense/Fixed Assets, in the amount of \$56,376.75 to include increases to the SCE Agreement for the EV charging Stations.

NOW, THEREFORE, BE IT RESOLVED that the TCAG 2021/2022 Overall Work Program (OWP) is amended as shown in Attachment “2” and is herein referenced as Amendment No. 9.

The foregoing Resolution was adopted upon motion of Member \_\_\_\_\_, seconded by Member \_\_\_\_\_, at a regular meeting held on the 16<sup>th</sup> day of May, 2022 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

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Pete Vander Poel III  
Chair, TCAG

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Ted Smalley  
Executive Director, TCAG

## 2021/2022 Overall Work Program

## SUMMARY

REVENUES	DOLLARS
Member Dues	191,500
Local Contribution	1,116,090
TDA	282,000
FHWA PL (carryover)	284,991
FHWA PL	1,422,962
FTA Section 5303 (carryover)	105,234
FTA Section 5303	245,015
FTA Section 5304	104,882
FTA Section 5305	
DMV	3,000
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	13,589
City of Woodlake	
County of Tulare	
Measure R	618,379
LAFCO	255,500
TCAG Reserves	463,228
SB1 Sustainable Community Grant	752,633
Other Grants & Misc Revenues	1,231,510
TCRTA	
<b>Total Revenues</b>	<b>7,090,512</b>
Toll Credits(5303) (Not Revenues)	40,174
Toll Credits(PL) (Not Revenues)	195,902

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	2,319,178	221
City of Dinuba	113,472	
City of Exeter	102,877	
City of Farmersville	103,662	
City of Lindsay	112,841	
City of Porterville	111,096	
City of Tulare	116,693	
City of Visalia	204,291	
City of Woodlake	76,225	
County of Tulare	493,438	
Insurance	5,500	
Memberships	13,830	
Office Expense	22,500	
Consultant	1,433,634	
Publications/ Legal Notice/Dues	700	
Training	15,650	
Transportation and Travel	60,220	
Print Services	22,115	
County Counsel	32,000	
Auditor	2,500	
Motorpool		
Rent	165,708	
Special Dept Expense	1,531,882	
Dues/Subscriptions	6,500	
Utilities	16,000	
Office Equipment	8,000	
<b>Total Expenditures</b>	<b>7,090,512</b>	<b>220.6</b>

\* FHWA PL Funding

Carryover	\$284,991
Current Year funding:	\$1,422,962
<b>Total Funding</b>	<b>\$1,707,953</b>

**W.E. 601.04 Office Expenses/Fixed Assets**

REVENUES	DOLLARS
Member Dues	
Local Contribution	453,280
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	
LAFCO	
TCAG Reserves	144,945
SB1 Sustainable Community Grant	
Other Grants	66,400
<b>Total Revenues</b>	<b>664,625</b>
Toll Credits(5303&Carryover) (Not Revenues)	
Toll Credits(PL&Carryover) (Not Revenues)	

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff		
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	275,222	
Insurance	5,500	
Memberships		
Office Expense	20,000	
Consultant		
Publications and Legal Notice		
Training		
Transportation and Travel		
Print Services		
County Counsel		
Auditor		
Motorpool		
Rent	165,708	
Special Dept Expense	177,195	
Dues/Subscriptions/Licenses	2,000	
Utilities	16,000	
Office Equipment	3,000	
<b>Total Expenditures</b>	<b>664,625</b>	

**Other Grants**

Grant Funding for a car \$20,000

SCE rebate for EV charging station \$ 46,400

**County of Tulare**

\$114,426 IT charges

\$8,300 Custodial /Bldg Maint

\$3,432. ADP Svcs

\$5,000 Mail/Courier Services

\$2,500 Copier/Co Print Services

\$18,483 Phone/Conference services

\$4,660 Comcast Services

\$38,461 Cowcap

\$79,960 Workers Comp

**Office Expense**

\$20,000 general office supplies

**Special Dept Exp**

Car \$10818

EV Charging Station \$166,376.75

**Dues/Subscriptions/Licenses**

Visalia Times & Microsoft 365 \$300

Photoshop & Illustrator 2 licenses \$1,700

**55 Office Equipment**

Routine office equipment upgrades

**W. E. 602.01 Regional Transportation Plan**

REVENUES	DOLLARS
Member Dues	
Local Contribution	
TDA	
FHWA PL (carryover)	183,136
FHWA PL	161,916
FTA Section 5303 (carryover)	
FTA Section 5303	
FTA Section 5304	
FTA Section 5305	
DMV	
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	
City of Woodlake	
County of Tulare	
Measure R	
LAFCO	
TCAG Reserves	
SB1 Sustainable Community Grant	
Other Grants	
<b>Total Revenues</b>	<b>345,052</b>
Toll Credits(5303&Carryover) (Not Revenues)	
Toll Credits(PL&Carryover) (Not Revenues)	39,577

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	225,052	24.0
City of Dinuba	5,000	
City of Exeter	5,000	
City of Farmersville	5,000	
City of Lindsay	5,000	
City of Porterville	5,000	
City of Tulare	5,000	
City of Visalia	5,000	
City of Woodlake	5,000	
County of Tulare	5,000	
Insurance		
Memberships		
Office Expense		
Consultant		
Publications and Legal Notice		
Training		
Transportation and Travel		
Print Services		
County Counsel	15,000	
Auditor		
Motorpool		
Rent		
Special Dept Expense	60,000	
Dues/Subscriptions		
Utilities		
Office Equipment		
<b>Total Expenditures</b>	<b>345,052</b>	<b>24.0</b>

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.01 Regional Transportation Plan

PURPOSE: Prepare Regional Transportation Plans (RTP) and review plans and projects for consistency with the RTP.

PRODUCTS: RTP Roundtable Meetings  
 Rural Communities Committee Meetings  
 Continuing CEQA Analysis  
 Continuing Modeling Efforts  
 Draft RHNA Determination (February 2022)  
 Draft Air Quality Conformity (February 2022)  
 Draft Policy Element (February 2022)  
 Draft Financial Element (February 2022)  
 Draft Action Element (February 2022)  
 Public Outreach including the Tribe  
 Note: Regional Transportation Plan (RTP) final report completion expected in 2022

DISCUSSION:

The Regional Transportation Plan (RTP) is a 20-year, long-range transportation planning document for the Tulare County region. The plan is required by the State of California through California Government Code Sections 14522 and 65080: *"...each transportation planning agency shall adopt and submit, [at least] every four years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation.....When applicable, the plan shall be consistent with Federal planning and programming requirements and shall conform to the regional transportation plan guidelines adopted by the CTC."*

The 2018 RTP integrated multiple planning processes. A Sustainable Communities Strategy (SCS), a requirement of Senate Bill 375, was included as part of the 2018 RTP. This involved the study of a range of land use and transportation scenarios to show that the Tulare County region can reduce greenhouse gas emissions per capita at a rate set by the California Air Resources Board. Another major planning process that was integrated into the 2018 RTP was the inclusion of new performance measures. The 2018 RTP and associated documents were adopted in August 2018.

The next RTP update has already begun and includes a large portion of the work to update the regional travel model, and bulk of planning and public outreach in the 2021/2022 fiscal year. Policies will be reviewed for updating and new additions, including Complete Streets Policies. Preliminary efforts to develop the Action and Financial Elements will take place. Environmental Review has begun with the help of a consultant and will continue in the 2021/2022 fiscal year. Programming of projects will commence. Regional and valley-wide efforts will be made to develop air quality conformity will take place. Public outreach will continue.

The TCAG board authorized the creation of a subcommittee from the RTP Roundtable. The purpose of the subcommittee is to focus on disadvantaged and rural communities. The committee will work in a collaborative manner to identify and develop solutions to issues. The solutions will become part of the next RTP update.

**W.E. 602.02 Traffic Forecasting/Model Development**

REVENUES	DOLLARS
Member Dues	
Local Contribution	
TDA	
FHWA PL (carryover)	
FHWA PL	252,400
FTA Section 5303 (carryover)	
FTA Section 5303	
FTA Section 5304	
FTA Section 5305	
DMV	
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	
City of Woodlake	
County of Tulare	
Measure R	
LAFCO	
TCAG Reserves	
SB1 Sustainable Community Grant	
Other Grants	
<b>Total Revenues</b>	<b>252,400</b>
Toll Credits(5303&Carryover) (Not Revenues)	
Toll Credits(PL&Carryover) (Not Revenues)	28,950

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	171,000	18.2
City of Dinuba		
City of Exeter		
City of Farmersville		
City of Lindsay		
City of Porterville		
City of Tulare		
City of Visalia		
City of Woodlake		
County of Tulare		
Insurance		
Memberships		
Office Expense		
Consultant	35,000	
Publications and Legal Notice		
Training	5,400	
Transportation and Travel	1,500	
Print Services		
County Counsel		
Auditor		
Motorpool		
Rent		
Special Dept Expense	30,000	
Dues/Subscriptions/Licenses	4,500	
Utilities		
Office Equipment	5,000	
<b>Total Expenditures</b>	<b>252,400</b>	<b>18.2</b>

**Consultant**

\$35,000 Traffic Modeling Assistance

**Training**

1 State APA \$500

3 ESRI \$4,500

Misc Training \$400

**Transportation/Travel**

1 State APA \$1,000

Misc Training \$500

**Dues/Subscriptions/Licenses**

TCAG Share Enterprise license for Cube software \$4,500

**Office Equipment**

Upgrades to modeling workstations

SUBCATEGORY:	602 LONG RANGE PLANNING
WORK ELEMENT:	602.02 Traffic Forecasting / Model Development
PURPOSE:	To maintain and improve the existing travel demand forecasting model (TDM). The model is primarily used to meet state and federal forecasting requirements for transportation funding and air quality conformity. The model is also used to develop the RTP/SCS and run scenarios for other related transportation and land use planning activities.
PRODUCTS:	<ol style="list-style-type: none"> <li>1. Model Forecast Data for Air quality studies and FTIP amendment as necessary (approximately quarterly)</li> <li>2. Updated road and transit network and model documentation</li> <li>3. Calibration and validation reports</li> <li>4. TDM socioeconomic data input files based on the growth forecast.</li> <li>5. Horizon Year regional growth forecast for the 2022 RTP/SCS.</li> </ol>
DISCUSSION:	

With the adoption of the 2018 RTP/SCS in August 2018, TCAG had a new official traffic model representing the completion of the second part of a major upgrade as part of the San Joaquin Valley Model Improvement Program (SJMIP). The SJMIP was a joint venture with the seven other valley MPOs funded by a grant from the California Strategic Growth Council under Proposition 84. One purpose of the SJMIP was to bring each MPO's model up to the standards needed to meet the requirements of SB 375. (See discussion under Work Element 602.01.) Regional travel forecasting in the 2021/22 fiscal year will focus on completing the development of updated road and transit network, socioeconomic data, and growth forecasts, along with recalibration and revalidation for the the 2022 RTP/SCS update, which is targeted for completion by June, 2022.

TCAG continues to consult with local agencies for updates on current and future land use, and traffic network development. The use of current data will assist with federal and state requirements to use the "latest planning assumptions" for conducting regional travel forecasts. Additional coordination is provided by the Transportation Forecasting Model Technical Advisory Committee (TFMTAC) established in December 2014. The purpose of the TFMTAC is to review, consider, investigate, advise and report on highly technical matters in the development and use of the transportation forecasting model, recognizing that technical and policy matters are not always distinct and separable. While the TFMTAC will provide comments and input on issues brought to it by TCAG staff and other parties, the final approval of major modeling changes will continue to be the responsibility of the TCAG Board of Governors. The TFMTAC is not involved in project funding decisions.

**W.E. 602.03 Active Transportation Planning**

REVENUES	DOLLARS
Member Dues	
Local Contribution	
TDA	
FHWA PL (carryover)	3,355
FHWA PL	150,215
FTA Section 5303 (carryover)	55,234
FTA Section 5303	23,838
FTA Section 5304	
FTA Section 5305	
DMV	
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	
City of Woodlake	
County of Tulare	
Measure R	
LAFCO	
TCAG Reserves	
SB1 Sustainable Community Grant	
Other Grants	
<b>Total Revenues</b>	<b>232,642</b>
Toll Credits(5303&Carryover) (Not Revenues)	9,070
Toll Credits(PL&Carryover) (Not Revenues)	17,614

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	61,053	6.5
City of Dinuba		
City of Exeter		
City of Farmersville		
City of Lindsay		
City of Porterville		
City of Tulare		
City of Visalia		
City of Woodlake		
County of Tulare		
Insurance		
Memberships		
Office Expense		
Consultant		
Publications and Legal Notice		
Training	500	
Transportation and Travel	500	
Print Services	5,355	
County Counsel		
Auditor		
Motorpool		
Rent		
Special Dept Expense	165,234	
Dues/Subscriptions		
Utilities		
Office Equipment		
<b>Total Expenditures</b>	<b>232,642</b>	<b>6.5</b>

**Printing Services**

\$2,000 Bicycle Safety Promotion Materials

**Training**

\$500 Misc Training

**Transportation /Travel**

\$500 Misc Travel

**Special Dept Exp**

\$40,000 Advertising

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.03 Active Transportation Planning

PURPOSE: Manage regional level bicycle and pedestrian planning in Tulare County.

PRODUCTS:
 

1. Active Transportation Outreach and Regional Coordination (quarterly)
2. Local ATP policies and project selection and programming (February)
3. ATAC Meetings (monthly) (see pg. 8)

DISCUSSION:

With state legislation passed in 2013 (SB 99), BTA funding has been combined with Safe Routes to School and Transportation Alternative Program funding into a new State-administered Active Transportation Program (ATP). The ATP was created to encourage the increased use of active modes of transportation such as biking and walking. The program funding is competitive and is split between a State and MPO project selection process. TCAG will encourage member agencies to apply for ATP funding at the state level and will select projects at the local level if they are not selected at the statewide competition level. TCAG will continue coordination and consultation with the Tule River Indian Tribe as well as disadvantaged communities to assure inclusion in the competitive ATP funding. (See also Work Element 604.01).

A focus area of this work element in Fiscal Year 2015/16 was to address the new statutory requirements through the development of a Regional Active Transportation Plan (RATP) for the Tulare County region. The RATP planning effort, also known as "Walk N' Bike Tulare County" was adopted in 2016 and made part of the Regional Transportation Plan and Sustainable Communities Strategy update in 2018. The goal of the plan was to help prepare the TCAG member agencies, the Tule River Tribal Government, and other local government entities to apply for the various types of funding included as part of the Active Transportation Program. The plan meets the requirements set forth by the California Transportation Commission in the ATP Guidelines. More generally, the plan influenced and guided policies, programs, and development standards to make walking and bicycling more safe, comfortable, convenient, and enjoyable for the residents of Tulare County. The California State Bicycle and Pedestrian Plan (CSBPP), a state-wide plan spearheaded by Caltrans, is a "visionary and comprehensive policy plan to promote a multi-modal transportation system that supports active modes of transportation and creates a framework to increase safe bicycling and walking." TCAG has reviewed and updated the RATP as necessary to address the new visions and goals of the CSBPP. TCAG will coordinate local bike and pedestrian planning with the current Caltrans effort to create the "Towards an Active California State Bicycle and Pedestrian Plan."

The Active Transportation Advisory Committee (ATAC), formerly the Bicycle Advisory Committee (BAC), is an advisory committee established by TCAG to advise on non-motorized transportation issues. One of the ATAC's main focuses is to help identify and prioritize bicycle/pedestrian projects and provide comments and input on issues related to continual updating of the Regional Active Transportation Plan (RATP). Final decisions on the RATP updates will be the responsibility of the TCAG Board of Governors.

TCAG continues to encourage all member agencies to apply for funds that fund bikeways and bicycle amenities that can be used to complete, connect or complement their existing bicycle

network. TCAG will continue to work with member agencies to encourage bicycle planning and construction of bicycle facilities. See also 602.10 (Multi-modal data collection). TCAG will also continue to assist local agencies in implementing the Complete Streets Act (AB 1358, 2008) through regional coordination of complete streets projects and regulations and collaboration with Caltrans. Complete streets are public spaces that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers and motorists, appropriate to the function and context of the facility.

Extended bicycle routes and complete streets upgrade projects are planned in several cities. Measure R funds enhance the development of the Tulare County bicycle network. Funds for Measure R bicycle projects across the county will be distributed to agencies for grant matches, bicycle infrastructure, including the Santa Fe Trail Connection. (Measure R Santa Fe Trail Connection: Work Element 700.02).

**W.E. 602.04 Transit Planning and Coordination**

<b>REVENUES</b>	<b>DOLLARS</b>
Member Dues	
Local Contributions	
TDA	
FHWA PL (carryover)	
FHWA PL	98,677
FTA Section 5303 (carryover)	50,000
FTA Section 5303	140,612
FTA Section 5304	
FTA Section 5305	
DMV	
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	
City of Woodlake	
County of Tulare	
Measure R	
LAFCO	
TCAG Reserves	
SB1 Sustainable Community Grant	
Other Grants	
<b>Total Revenues</b>	<b>289,289</b>
Toll Credits(5303&Carryover) (Not Revenues)	21,863
Toll Credits(PL&Carryover) (Not Revenues)	11,318

<b>EXPENDITURES</b>	<b>DOLLARS</b>	<b>STAFF PERSON MONTHS</b>
TCAG Staff	101,650	10.8
City of Dinuba		
City of Exeter		
City of Farmersville		
City of Lindsay		
City of Porterville		
City of Tulare		
City of Visalia		
City of Woodlake		
County of Tulare		
Insurance		
Memberships		
Office Expense		
Consultant		
Publications and Legal Notice		
Training	1,650	
Transportation and Travel	1,700	
Print Services	5,000	
County Counsel		
Auditor		
Motorpool		
Rent		
Special Dept Expense	179,289	
Dues/Subscriptions		
Utilities		
Office Equipment		
<b>Total Expenditures</b>	<b>289,289</b>	<b>10.8</b>

**Training**

2 CalAct Conferences \$1,150  
Misc Training \$500

**Transportation/Travel**

2 CalAct Conferences \$1,200  
Misc Training \$500

**Print Services**

\$5,000 printing services

**Special Dept Expense**

\$50,000 CalVans contribution  
TCRTA Transit Development Plan \$250,000

SUBCATEGORY: 602 LONG RANGE PLANNING

WORK ELEMENT: 602.04 Transit Planning and Coordination

PURPOSE: To plan and coordinate transit services in the Tulare County region

PRODUCTS:

1. 2021/22 Monthly Meetings of the Transit Forum
2. Transit Service Changes Updated on Google Transit
3. Outreach material for transit advocacy and regional programs: Public Input software platform postings, presentations, and printed materials
4. Title VI Program Training
5. Review of relevant CARES Act and other supplemental funding programs, new regulations, and other regulatory changes
6. TCRTA Title VI Plan

DISCUSSION:

TCAG staff facilitates the Tulare County Transit Forum that meets approximately twelve times throughout the year to discuss various issues related to transit: planning, coordination, funding, coordinated ITS outreach and regional programs, regulations and requirements, etc.

TCAG will work with Tulare County Transit agencies to keep their transit routes/schedules up-to-date on Google Transit. This is a continual task throughout the full fiscal year. Numerous changes are expected to continue to occur due to COVID-19 service responses. TCAG staff will also continue ongoing transit outreach efforts to communities in Tulare County. Advertising mediums used include: online Public Input platform, print, contests, social media promotions, and more, as time and budget allow. This is a continual task throughout the full fiscal year.

TCAG staff has an adopted Title VI program that is FTA approved. TCAG will ensure compliance with the program and will provide trainings, report on any complaints, and carry out required tasks under Title VI. The plan will be updated every three years; the next update is due in September 2023. TCAG assists member agencies with their Title VI programs, and also collects comments received by agencies through their complaint processes. The TCRTA Title VI program is scheduled for completion during this fiscal year.

TCAG staff will continue to monitor, participate, and assist as appropriate in transit related efforts affecting the region. This includes Amtrak service via the San Joaquin Regional Rail Commission and High Speed Rail. It includes complementary rideshare service, such as the miocar program. TCAG is also a member of the CalVans and participates on the technical advisory committee and the governing board and is an active participant and promoter of the program. This coordination is a continual task throughout the full fiscal year with monthly meetings and tasks.

**W.E. 604.01 Transportation Improvement Program**

REVENUES	DOLLARS
Member Dues	
Local Contribution	
TDA	
FHWA PL (carryover)	3,999
FHWA PL	170,721
FTA Section 5303 (carryover)	
FTA Section 5303	
FTA Section 5304	
FTA Section 5305	
DMV	
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	
City of Woodlake	
County of Tulare	
Measure R	
LAFCO	
TCAG Reserves	
SB1 Sustainable Community Grant	
Other Grants	
<b>Total Revenues</b>	<b>174,720</b>
Toll Credits(5303&Carryover) (Not Revenues)	
Toll Credits(PL&Carryover) (Not Revenues)	20,040

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	105,000	11.2
City of Dinuba		
City of Exeter		
City of Farmersville		
City of Lindsay		
City of Porterville		
City of Tulare		
City of Visalia		
City of Woodlake		
County of Tulare		
Insurance		
Memberships		
Office Expense		
Consultant		
Publications and Legal Notice	500	
Training		
Transportation and Travel	9,220	
Print Services		
County Counsel		
Auditor		
Motorpool		
Rent		
Special Dept Expense	60,000	
Dues/Subscriptions		
Utilities		
Office Equipment		
<b>Total Expenditures</b>	<b>174,720</b>	<b>11.2</b>

**Transportation & Travel**

16 RTPA./CTC @ \$500 each \$8,000

18 Caltrans @ \$40 \$720

Misc Travel 2@2 \$500

SUBCATEGORY:	604 PROGRAMMING WORK
WORK ELEMENT:	604.01 Transportation Improvement Program
PURPOSE:	Prepare, Maintain, and Amend the Federal Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP) Program and manage CMAQ, ATP, and STBGP funding
PRODUCTS:	<ol style="list-style-type: none"> <li>1. 2023 Draft FTIP (Draft Jun 22, Final to Caltrans in FY22/23)</li> <li>2. Amendments to the FTIP (as needed)</li> <li>3. 2022 RTIP/STIP (to Caltrans Dec 2021)</li> <li>4. Public Notices and Inter Agency Consultation Public Comment Information</li> <li>5. Project Implementation for CMAQ</li> <li>6. Interagency Consultation and Hot-Spot Analyses as necessary for implementation</li> <li>7. Provide project eligibility information and emissions calculations for CMAQ projects</li> <li>8. Annual listing of federal projects and annual reports (Obligation reports, CMAQ reports, etc.) (to be completed by 12/31/21)</li> <li>9. Monitor and manage fund balances</li> </ol>

#### DISCUSSION:

The FTIP is FAST Act compliant and will be amended as required. The FTIP includes a discussion of project timing, the public participation plan, visualization techniques, publication of the annual list of obligation projects, system preservation and operation, and expanded consultation requirements. TCAG staff will continue to work with FHWA to ensure that the FTIP remains FAST Act compliant. The FTIP will continue to be maintained and amended in coordination with the other seven MPOs of the San Joaquin Valley and as needed by TCAG local agencies and organizations. Amendments to the FTIP will be submitted to Inter-Agency Consultation members, Caltrans, and FHWA/FTA for formal approval as needed. The 2019 FTIP and 2020 RTIP were also developed in coordination with local agencies, the Valley MPOs, Caltrans, FHWA/FTA, other interested agencies, and the public.

The 2022 RTIP will begin development by August 2021 with the draft being released by the end of October 2021. The final 2022 RTIP will be adopted by the Board in November and submitted to the CTC by December, 2021. The CTC will conduct RTIP/STIP hearings in late January/early February 2022 with final adoption in March, 2022. The Draft 2023 FTIP is due to begin development by March 2022 with the draft will be released in June, 2022 and submission to Caltrans in August, 2022. Amendments to the FTIP/RTIP and IAC/hot spot analysis are completed on an as needed basis. The annual listing of federal projects will be completed by 12/31/21.

TCAG staff provides continued project monitoring for federally funded projects and assists member agencies with programming projects. TCAG staff will participate with California Financial Planning Group (CFPG) meetings to discuss programming issues statewide. TCAG will coordinate with the eight (including TCAG) San Joaquin Valley MPOs with Inter-Agency Consultation (IAC) partners and participate in conference calls as required. Staff will continue with meetings with

member agencies and reports to the TCAG Board to help reduce or eliminate obligation delays and loss of funding on projects programmed in the FTIP.

TCAG staff will provide oversight and will monitor Congestion Mitigation and Air Quality Improvement Program (CMAQ), Active Transportation Program (ATP), Surface Transportation Block Grant Program (STBGP), STIP and other federalized projects for timely obligation, project expenditures, and final invoicing between Caltrans and member agencies. TCAG staff will assist member agencies with programming any federally funded project into the FTIP and procuring the authorization to proceed (E-76) from Caltrans District Local Assistance. As part of the monitoring process, an annual obligation plan is submitted to Caltrans to help ensure the obligation of funds has commenced to comply with the provisions of AB 1012- (timely use of funds). Staff conducts meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed.

Staff attends Project Development Team (PDT) meetings for the various projects that have received past or current STIP funding. Staff is also participating in the Regional Transportation Planning Agencies (RTPA) meetings and California Transportation Commission (CTC) meetings monthly and often participates in special-topic sub-groups of the RTPA and CTC. TCAG staff will participate in quarterly meetings with Caltrans District 6 project management teams to monitor progress on Tulare County State Highway and Caltrans (local) Oversight projects.

**W.E. 610.01 Air Quality Planning and Analysis**

<b>REVENUES</b>	<b>DOLLARS</b>
Member Dues	
Local Contribution	950
TDA	
FHWA PL (carryover)	9,045
FHWA PL	81,917
FTA Section 5303 (carryover)	
FTA Section 5303	
FTA Section 5304	
FTA Section 5305	
DMV	
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	
City of Woodlake	
County of Tulare	
Measure R	
LAFCO	
TCAG Reserves	
SB1 Sustainable Community Grant	
Other Grants	
<b>Total Revenues</b>	<b>91,912</b>
Toll Credits(5303&Carryover) (Not Revenues)	
Toll Credits(PL&Carryover) (Not Revenues)	10,433

<b>EXPENDITURES</b>	<b>DOLLARS</b>	<b>STAFF PERSON MONTHS</b>
TCAG Staff	24,932	2.7
City of Dinuba		
City of Exeter		
City of Farmersville		
City of Lindsay		
City of Porterville		
City of Tulare		
City of Visalia		
City of Woodlake		
County of Tulare		
Insurance		
Memberships		
Office Expense		
Consultant	36,000	
Publications and Legal Notice		
Training	1,000	
Transportation and Travel	2,000	
Print Services		
County Counsel		
Auditor		
Motorpool		
Rent		
Special Dept Expense	27,980	
Dues/Subscriptions		
Utilities		
Office Equipment		
<b>Total Expenditures</b>	<b>91,912</b>	<b>2.7</b>

SUBCATEGORY: 610 AIR QUALITY PLANNING

WORK ELEMENT: 610.01 Air Quality Planning and Analysis

PURPOSE: Complete the Air Quality Conformity process as required and track and inform member agencies of evolving and upcoming air quality programs, rules, and regulations. Participate in the IAC process and coordinate with local, regional, and federal agencies.

PRODUCTS:

1. Air Quality Conformity Determinations using regional VMT forecasts and EMFAC models.
2. Air Quality conformity analysis document(s).
3. Hot Spot Analyses as needed
4. Agenda items to Board on regulatory issues, such as SAFE Vehicle Rule (monthly)

DISCUSSION:

TCAG continues to work with other San Joaquin Valley MPOs, the San Joaquin Valley Air Pollution Control District (SJVAPCD), the California Air Resources Board (ARB), and the U.S. Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Caltrans in a collaborative effort to address air quality issues and requirements affecting the San Joaquin Valley.

TCAG staff participates in quarterly interagency consultation conference calls to address specific air quality issues affecting transportation, air quality, and transportation funding and programming in the Valley. Included in these calls are discussions and updates on the development and implementation of new rules and plans by the SJVAPCD, updates on SIP development and budgets, interagency consultation and PM2.5 Hotspot Analysis assessments, related legislative issues, and other issues as they arise. Interagency consultation can occur in addition to the regular quarterly meetings at the request of any involved agency. TCAG staff also participates in MPO staff only calls and workshops to discuss similar air quality issues.

TCAG staff monitors the development of rules and regulations by the SJVAPCD and ARB. Staff also updates the Board on important state and federal legislation affecting transportation and air quality in the valley.

TCAG staff prepares a conformity document as needed. It includes updated plan information that is often coordinated with the other SJV MPOs and undergoes consultation by other agency partners. The process includes public notice and requires TCAG, state, and federal approval. TCAG staff evaluate emissions for conformity via the current required version of EMFAC. The most recent version is EMFAC2017.

**Final Fiscal Year (FY) 2021-22 Formula Allocations  
Metropolitan Planning Fund Allocations to California MPOs**

Prepared by the Caltrans Division of Transportation Planning

<b>Metropolitan Planning Organization (MPO)</b>	<b>FHWA PL Best Estimates</b>	<b>FTA 5303 Best Estimates</b>	<b>SB1 Formula Final Allocations</b>
Southern California Association of Governments	\$24,080,105	\$9,007,453	\$5,298,366
Metropolitan Transportation Commission	\$9,283,882	\$3,557,462	\$2,124,836
San Diego Association of Governments	\$4,770,042	\$1,540,186	\$1,039,547
Sacramento Area Council of Governments	\$3,620,967	\$1,030,499	\$775,411
Fresno Council of Governments	\$1,922,784	\$352,678	\$411,367
San Joaquin Council of Governments	\$1,633,414	\$329,899	\$347,369
Kern Council of Governments	\$1,788,682	\$313,340	\$385,087
Association of Monterey Bay Area Governments	\$1,467,376	\$291,632	\$319,856
Stanislaus Council of Governments	\$1,362,220	\$251,290	\$292,781
Santa Barbara County Association of Governments	\$1,045,499	\$209,890	\$227,043
Tulare County Association of Governments	\$1,174,982	\$164,450	\$251,186
San Luis Obispo Council of Governments	\$909,900	\$105,945	\$196,737
Tahoe Metropolitan Planning Organization	\$746,579	\$89,796	\$159,080
Merced County Association of Governments	\$940,574	\$85,653	\$0
Shasta Regional Transportation Agency	\$763,316	\$75,729	\$162,995
Butte County Association of Governments	\$814,533	\$65,642	\$179,779
Kings County Association of Governments	\$765,870	\$60,363	\$163,528
Madera County Transportation Commission	\$772,932	\$55,448	\$165,032
<b>Total</b>	<b>\$57,863,656</b>	<b>\$17,587,356</b>	<b>\$12,500,000</b>

**Federal Highway Administration (FHWA) Metropolitan Planning (PL) funds** - PL allocations above are based on an assumed 89% Obligation Authority (OA) rate of the FY 2021-22 federal apportionment amount (N4510.858). In the event the final OA rate is higher or lower, we will notify you and make adjustments to the final FY 2022-23 allocation amounts.

**Federal Transit Administration (FTA) 5303 funds** - Final FTA 5303 allocations above are based on final apportionments provided to California and are not subject to an OA limitation.

**If final FHWA PL or FTA 5303 allocations are higher than the MPO's programmed amounts, MPO has two options:**

1. Increase the programmed amount of FHWA PL and/or FTA 5303 match the final allocations. MPOs will need to program the additional amount via a formal amendment due by May 1st. If the final allocations are released later in the fiscal year, the agency may be allowed to add the additional funding in the Certification of Expenditures (COE) process with prior HQs approval. In this case, the MPO will save its full allocation/Obligation Authority (OA) and the funds will be safe from a rescission. If the MPO is using toll credits to match the affected allocation and the amount of toll credits requested is not sufficient to cover the increase, the MPO will need to use other non-federal match source(s) to accommodate the difference. Refer to section 3.09b of the 2017 Regional Planning Handbook (RPH).

2. Not increase the programmed amount to match the final fiscal year allocations. In this case, the MPO will lose the difference in OA (Final Allocation vs Programmed amount below final allocation) and any unprogrammed funds may be subject to a Federal rescission. The MPO may request to use the unprogrammed amount in a subsequent fiscal year by submitting a justification to Erin Thompson in HQs Regional Planning. The request will be forwarded to the Caltrans Office of Federal resources for review and approval for the August OA re-distribution. If approved, the MPO could program the funding. If denied, the MPO will not be able to use the unprogrammed OA.

**If final FHWA PL or FTA 5303 allocations are lower than the MPOs programmed amounts:**

The MPO will need to reduce its programmed allocations to the final FY allocation amount. This also means that the amount of local match needed will be reduced proportionately.

## **AGENDA ITEM VIII-D**

**May 16, 2022**

**Prepared by Leslie Davis, TCAG Staff**

### **SUBJECT:**

**Action:** Reaffirm Resolution: Approve the FY2022/2023 Overall Work Plan (OWP)

### **BACKGROUND:**

TCAG staff completed the technical changes to the FY2022/2023 Draft Overall Work Plan and Budget. The Budget was presented to the TCAG board at the March 21, 2022 board meeting for review and comment and the final was presented for approval on April 18, 2022. The OWP contains work elements with detailed tasks as well as revenues and expenditures anticipated by task for the fiscal year 2022/2023.

### **DISCUSSION:**

The proposed Final OWP was approved on April 18, 2022 with Resolution No. 2022-118. The written letter from Caltrans, FTA and FHWA received on April 1, 2022 included technical changes which staff has completed and included in the FY 22/23 OWP and was sent to Caltrans for approval.

The FY 22/23 OWP is posted on the website and can be viewed at:

<https://tularecog.org/tcag/finance/budgets/>

Hard copies will be provided upon request.

### **FISCAL IMPACT:**

None

### **ATTACHMENTS:**

None

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## **AGENDA ITEM VIII-E**

**May 16, 2022**

**Prepared by Brideget Moore, TCAG Staff**

### **SUBJECT:**

**Action:** Approve Agreement with Univision and Authorize Director to Sign Agreement for California Department of Public Health (CDPH) Kids' Plates Grant Outreach Campaign

### **BACKGROUND:**

In July 2021, TCAG administrative staff applied for the CDPH grant after California Kid's Plates program released the Request for Application (RFA) No. 21-10210 on June 15, 2021. TCAG staff informed the Board of intent to apply for the grant at the June 28, 2021 Board meeting.

Additionally, TCAG administrative staff informed the Board of the Kids' Plates Equipment Grant applied for and awarded to TCAG. This grant supplied TCAG with 100 bike/multisport helmets and 30 convertible vehicle safety seats.

On August 12, 2021, CDPH announced that TCAG had been awarded \$150,000 for the Kids' Plates Childhood Unintentional Injury Prevention grant. The grant provides two reimbursements of \$75,000 per grant year over a total grant period of 21 months from October 1, 2021, to June 30, 2023.

Per grant award guidelines, the TCAG work plan for the funding will focus on unintentional childhood injury prevention. Given TCAG's history of active participation in bike rodeos, active transportation awareness initiatives, and national safety campaign interventions such as Rail Safety Month and Safe Routes to School, implementation of grant projects will find effortless alignment with ongoing TCAG enterprises. Intended projects include child safety seat community installation, training, and dissemination events; bike rodeos and multisport safety equipment dissemination and targeted safety training; bilingual multimedia safety campaigns; and promotion of national active transportation events.

Based on public health data for Tulare County, young TCAG constituents stand to gain considerable benefit from unintentional injury prevention interventions. Local youth face significantly higher statistical likelihood of unintentional injury and death based on demographic factors like the number of children living in rural communities; the extent to which children live in poverty; the number of households living without a person over the age of 14 who is comfortably fluent in English; the lack of access to medical professionals who speak languages other than English; and the relative lack of community resources in Tulare County compared to the rest of the state of California. In general, Tulare County also showed higher rates of childhood hospitalizations, emergency room visits, and deaths resulting from bike, pedestrian, and/or motor vehicle occupant-related injuries compared to the state.

### **DISCUSSION:**

One of the grant outreach components includes collaboration with Univision for Bike Month in 2022 and 2023 for Spanish TV and radio campaigns to promote safety and active transportation the local Spanish speaking communities. This campaign also includes promotion of the sale of Kids' Plates specialty license plates which contain an embossed heart, hand, star, or plus sign, goes into the Fund and is used to support three significant child health and safety issues in California:

- Unintentional childhood injuries

- Child abuse
- Childcare licensing and inspection.

For more information regarding the Kids' Plates program, visit

<https://www.dmv.ca.gov/portal/vehicle-registration/license-plates-decals-and-placards/california-license-plates/order-special-interest-and-personalized-license-plates/>

**RECOMMENDATION:**

TCAG recommends approval and authorization of the Director to sign the agreement with Univision.

**FISCAL IMPACT:**

The cost of Univision's Campaigns is built into the cost of the grant and the grant does not require a match.

**ATTACHMENTS:**

1. Draft Agreement with Univision and associated exhibits

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS  
SERVICES AGREEMENT  
TV, Digital Media & Radio Bicycle Safety Month Outreach Campaign**

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**THIS AGREEMENT** ("Agreement") is entered into as of \_\_\_April 1, 2022\_\_\_, between the **TULARE COUNTY ASSOCIATION OF GOVERNMENTS**, a joint powers authority established under the laws of the State of California ("TCAG"), and **TelevisaUnivision, Inc.**, ("CONTRACTOR"). TCAG and CONTRACTOR are each a "Party" and together are the "Parties" to this Agreement, which is made with reference to the following:

**A.** WHEREAS, the Contractor will promote bike safety during the month of May as a component of TCAG's promotion of active transportation, awareness and safety related to childhood unintentional injury prevention under active transportation and Sustainable Communities Planning Work Elements and as outlined by the California Department of Public Health Kids' Plates program Grant Guidelines. Expected outcomes include:

· **Expected Outcomes:**

- Increased awareness of active transportation safety campaigns and associated risks of injury in the Spanish-speaking community
- Encouragement of underserved community involvement in national safety campaigns and activities such as Bike to School Day, Bike to Work Day and Bike Month
- Stronger partnership with the largest provider of Spanish language content
- Merger of two trusted community resources to encourage positive active transportation behavior changes among underserved population
- Prevention of unintentional childhood injuries

· **Campaigns:**

- Bike Safety Month 2022 (Term 1)
- Bike Safety Month 2023 (Term 2)

· WHEREAS, the Contractor will promote the sale of Kids' Plates License Plates (KPLP) via television, radio and social media advertising for two terms as specified in this agreement; as part of the California Kids' Plates grant.

Expected steps and outcomes include:

· **Expected Outcomes:**

- Increased local interest/funding in KPLP program
- Expansion of KPLP program support to Spanish-speaking communities
- Univision efforts focused on two (2) three-month intervals to promote KPLP alongside bike safety information on Spanish TV, radio, and social media network.

**Campaigns (Terms 1 & 2):**

Campaigns executed via:

- Television promotion
- Radio advertisements
- Social media

**NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:**

**TERM 1:** This Agreement becomes effective as of \_\_\_April 1, 2022\_\_\_ and expires at 11:59 PM on \_\_\_June 30, 2022\_\_\_ unless earlier terminated as provided below, or unless the Parties extend the term by a written amendment to this Agreement for an amount not to exceed 16,800. Bike Month promotional activities shall take place between the dates of May 1, 2022 and May 31, 2022. Invoices for completed work and reports must be received by June 30, 2022.

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS  
SERVICES AGREEMENT  
TV, Digital Media & Radio Bicycle Safety Month Outreach Campaign**

**TERM 2:** This Agreement becomes effective as of April 1, 2023 and expires at 11:59 PM on June 30, 2023 unless earlier terminated as provided below, or unless the Parties extend the term by a written amendment to this Agreement for an amount not to exceed 16,800. Bike Month promotional activities shall take place between the dates of May 1, 2023 and May 31, 2023. Invoices for completed work and reports must be received by June 30, 2022. Any unexpended grant funds may not be carried over from Term 1 to Term 2.

**1. SERVICES:** See attached **Exhibit(s) A & B**

**2. PAYMENT FOR SERVICES & BUDGET:** See attached **Exhibit(s) B2**

**3. INSURANCE:** Before approval of this Agreement by TCAG, CONTRACTOR must file with the Clerk of the Board of Governors of TCAG evidence of the required insurance as set forth in the attached **Exhibit C**.

**4. SCHEDULE & DELIVERABLES:** See attached **Exhibit(s) A, B & B2**.

**5. PROJECT STAFF:** **Kacy Johnson** shall be the Principal in charge and the Project Manager performing the service under this Agreement. The Project Manager shall not be replaced without prior written approval from the Executive Director of TCAG.

**6. GENERAL AGREEMENT TERMS AND CONDITIONS:** TCAG'S "General Agreement Terms and Conditions" are hereby incorporated by reference and made a part of this Agreement as if fully set forth herein. TCAG'S "General Agreement Terms and Conditions" can be viewed at [<https://tularecog.org/tcag/rfps-contracts/rfps-and-rfps-contracts/tcag-general-terms-and-conditions/>].

**7. ADDITIONAL EXHIBITS:** CONTRACTOR shall comply with the terms and conditions of the Exhibits listed below and identified with a checked box, which are by this reference made a part of this Agreement.

<input type="checkbox"/>	<b>Exhibit ____</b>	<b>Additional terms and conditions for all federally-funded contracts.</b> This Exhibit can be viewed at [ <a href="https://tularecog.org/tcag/rfps-contracts/rfps-and-rfps-contracts/tcag-exhibit-for-federally-funded-activities/">https://tularecog.org/tcag/rfps-contracts/rfps-and-rfps-contracts/tcag-exhibit-for-federally-funded-activities/</a> ].
<input type="checkbox"/>	<b>Exhibit ____</b>	<b>Additional terms and conditions specific to Federal Transit Administration (FTA)-funded contracts.</b> N/A
<input type="checkbox"/>	<b>Exhibit ____</b>	<b>Disadvantaged Business Enterprise (DBE) Participation</b>
<input type="checkbox"/>	<b>Exhibit ____</b>	
<input type="checkbox"/>	<b>Exhibit ____</b>	

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS  
SERVICES AGREEMENT  
TV, Digital Media & Radio Bicycle Safety Month Outreach Campaign**

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

**TCAG:**

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

**CONTRACTOR:**

Kacy Johnson, Account Executive  
TelevisaUnivision, Inc.  
601 West Univision Plaza, Fresno, CA 93704  
<https://Televisaunivision.com>  
Phone No.: (559)430-8419  
Cell: (559) 647-5053

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

**8. SUBCONTRACTING:** If this box is checked ☐, CONTRACTOR has indicated it will utilize subcontractors to provide certain services related to this Agreement. CONTRACTOR has selected the following subcontractors ("Subcontractors") to provide the goods or services related to this Agreement. **N/A**

CONTRACTOR will supervise all Subcontractors and ensure that Subcontractors comply with all applicable laws and regulations. CONTRACTOR will include all applicable provisions of this Agreement in its contracts with Subcontractors and ensure compliance with those provisions. No other subcontractors shall be utilized without prior written approval from the Executive Director of TCAG.

**9. AUTHORITY:** CONTRACTOR represents and warrants to TCAG that the individual(s) signing this Agreement on its behalf are duly authorized and have legal capacity to sign this Agreement and bind CONTRACTOR to its terms. CONTRACTOR acknowledges that TCAG has relied upon this representation and warranty in entering into this Agreement.

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

[THIS SPACE LEFT BLANK INTENTIONALLY; SIGNATURES FOLLOW ON NEXT PAGE]

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS  
SERVICES AGREEMENT  
TV, Digital Media & Radio Bicycle Safety Month Outreach Campaign**

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

**TelevisaUnivision, Inc.**

Date: \_\_\_\_\_

By \_\_\_\_\_

Print Name \_\_\_\_\_

Title \_\_\_\_\_

Date: \_\_\_\_\_

By \_\_\_\_\_

Print Name \_\_\_\_\_

Title \_\_\_\_\_

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

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS**

Date: \_\_\_\_\_

By \_\_\_\_\_

Pete Vander Poel III  
Chairman, Board of Supervisors

ATTEST: Ted Smalley  
Executive Director

By \_\_\_\_\_

Approved as to Form  
County Counsel

By \_\_\_\_\_  
Deputy, Matter # \_\_\_\_\_

## Exhibit A

### UNIVISION BRANDED PARTNERSHIP: BICYCLE SAFETY OUTREACH CAMPAIGN



**UNIVISION-THE MOST TRUSTED PARTNER YOU NEED TO REACH  
CENTRAL CALIFORNIA'S HISPANIC POPULATION**

## BRANDED PARTNERSHIP COLLABORATIVE OBJECTIVE

- As the most trusted Media Company for 50+ years, Univision will ensure that our community knows that bicycle safety matters.
- Our partnership with **TCAG** merges our two trusted brands to create positive behavior changes among Hispanics; amplifying efforts to **EDUCATE**, **ENGAGE** and **MOTIVATE**.



## BRANDED PARTNERSHIP COMMUNITY OUTREACH

- Together we will reach out and educate Tulare County families on the importance of maintaining proper procedures with Bicycle Safety to prevent accidents and injuries.
- Outreach efforts will consist of positive and educational messages delivered via TV, Radio, and Digital platforms.



BRANDED  
PARTNERSHIP

ADDED  
VALUE

## Despierta Valle Central

- **Lupita Lomeli** – Director of Community Empowerment, “Despierta Valle Central” Host and Influencer will feature the various partners providing positive messages of Bicycle Safety to Tulare County families via interviews on “Despierta Valle Central” morning show.
- **Calendar Forecast** – Informational in-show mentions in Despierta Valle Central providing Bicycle Safety updates and tips, etc.



BRANDED  
PARTNERSHIP  
**TIME BANK**

Campaign execution follows Univision's 360 approach – activating our TV, Radio and Digital platforms, including Social Media properties.

- **TV** – Commercials, Billboards, Despierta Valle Central Interviews and Calendar Forecast.
- **Radio** – Commercials and Community Interview Segments.
- **Digital** – Social Media Facebook Posts.



# BRANDED PARTNERSHIP MEDIA PLAN

	TV	Radio	Digital
<b>Phase 1 Month #1 TBD</b>	(20x) :30 commercials 2x DVC 2-5 min segments :05 Billboards	(30x) :30 commercials M-Sun 6a-12a 1x 10:00 Community Interview	2x Social Media FB Posts
<b>Phase 2 Month #2 TBD</b>	(20x) :30 commercials 2x DVC 2-5 min segments :05 Billboards	(30x) :30 commercials M-Sun 6a-12a 1x 10:00 Community Interview	2x Social Media FB Posts
<b>Phase 3 Month #3 TBD</b>	(20x) :30 commercials 2x DVC 2-5 min segments :05 Billboards	(30x) :30 commercials M-Sun 6a-12a 1x 10:00 Community Interview	2x Social Media FB Posts

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- **Annual Campaign Investment = \$8,400**



## Work Plan

October 1, 2021—June 30, 2023

**Objective #2 (continued):** By June 30, 2023, TCAG will conduct marketing activities to promote the sales of Kids' Plates license plates (KPLP).

Activities	Responsible Staff	Timeline	Tracking Measures
<p>KPLP Dissemination: Univision Spanish Language Outreach Campaign (Activity 2C)</p> <ul style="list-style-type: none"> <li>• <b>Total Campaigns: 2 +</b> Campaigns executed via: <ul style="list-style-type: none"> <li>- Television promotion</li> <li>- Radio advertisements</li> <li>- Social media</li> </ul> </li> <li>• <b>Actionable Steps</b> <ul style="list-style-type: none"> <li>- Procure KPLP marketing materials from CDPH</li> <li>- Supply Univision with KPLP marketing materials</li> <li>- Establish marketing campaign as standing grant planning agenda item</li> </ul> </li> <li>• <b>Expected Outcomes</b> <ul style="list-style-type: none"> <li>- Increased local interest/funding in KPLP program</li> <li>- Expansion of KPLP program support to Spanish-speaking communities</li> <li>- Univision efforts focused on two (2) three-month intervals to promote KPLP alongside bike safety information on Spanish TV, radio, and social media network.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Univision</li> </ul>	<p><b>Campaign #1:</b> March 2022 to May 2022 <b>Campaign #2:</b> March 2023 to May 2023</p>	<ul style="list-style-type: none"> <li>• <b>Deliverables:</b> <ul style="list-style-type: none"> <li>- Campaign planning meeting agendas/minutes.</li> <li>- materials</li> <li>- Links, screen grabs, video files, and other documentation of Univision's creative content</li> <li>- Quarterly Report</li> </ul> </li> <li>• <b>Measurables:</b> <ul style="list-style-type: none"> <li>- Year 1: One Univision KPLP Promotional Campaign Completion</li> <li>- Year 2: One Univision KPLP Promotional Campaign Completion</li> </ul> </li> </ul>

## Work Plan

October 1, 2021—June 30, 2023

**Objective #6 (continued):** By June 30, 2023, TCAG will conduct 15 activities to promote public education and awareness campaigns related to childhood unintentional injury prevention.

Activities	Responsible Staff	Timeline	Tracking Measures
<p><b>Expand Bike Safety Month Campaign to Spanish-Speaking Audience<sup>6</sup> (Activity 6B)</b></p> <ul style="list-style-type: none"> <li><b>Total Campaigns: 2</b> <ul style="list-style-type: none"> <li>- Bike Safety Month 2022</li> <li>- Bike Safety Month 2023</li> </ul> </li> <li><b>Actionable Steps</b> <ul style="list-style-type: none"> <li>- Coordinate with Univision Television Network to develop bike safety promotional campaign</li> <li>- Conduct regular briefings to review campaign execution</li> </ul> </li> <li><b>Expected Outcomes</b> <ul style="list-style-type: none"> <li>- Increased awareness of active transportation safety campaigns and associated risks of injury in the Spanish-speaking community</li> <li>- Encouragement of underserved community involvement in national safety campaigns and activities</li> <li>- Stronger partnership with largest provider of Spanish language content</li> <li>- Merger of two trusted community resources to encourage positive behavior changes among underserved population</li> <li>- Prevention of unintentional childhood injuries</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Univision</li> </ul>	<p><b>Bike Safety Month 2022:</b></p> <ul style="list-style-type: none"> <li>- March to May 2022</li> </ul> <p><b>Bike Safety Month 2023:</b></p> <ul style="list-style-type: none"> <li>- March to May 2023</li> </ul>	<ul style="list-style-type: none"> <li><b>Deliverables:</b> <ul style="list-style-type: none"> <li>- Campaign planning meeting agendas/minutes.</li> <li>- Video clips, links, audio/visual files, and images from commercial segments, radio ads, social media posts, billboards</li> <li>- Quarterly Report</li> </ul> </li> <li><b>Measurables:</b> <ul style="list-style-type: none"> <li>- Year 1: One Bike Safety Month Spanish-speaking audience campaign complete</li> <li>- Year 2: One Bike Safety Month Spanish-speaking audience campaign complete</li> </ul> </li> </ul>

6. While only 47.1% of Tulare County residents report that they do not speak English "very well," only 2% of physicians listed with the Medical Society of Tulare and Kings Counties speak Spanish.

**Budget Detail**  
**10/01/2021 - 06/30/2023**

For Project Activities Code, Please See Attachment F "Work Plan"					Year 1 (9 months)		Year 2 (12 months) 07/01/22-			Total	
Personnel											
Position Title	Project Activities Reference	Project Hours	Annual Salary Range	FTE	Avg. Salary	Budget	FTE	Project Hours	Avg. Salary	Budget	
TCAG Administrative Staff	1A-B; 2A-B; 6A; 7A-C	631.37	\$31,304-\$104,208	55%	\$ 32.58	\$20,570	55%	487.88	\$ 32.58	\$15,895	\$36,465
TCAG Finance Director	1A-B; 2B; 6A; 7A-C	46.05	\$168,896	10%	\$ 81.20	\$3,739	10%	35.59	\$ 81.20	\$2,890	\$6,629
TCAG Accountant	1A-B; 2B; 6A; 7A-C	35.97	\$108,139	5%	\$ 51.99	\$1,870	5%	27.79	\$ 51.99	\$1,445	\$3,315
TCAG Active Transportation Planning Staff	1A-B; 6A; 7A; 7B	225.85	\$76,855-\$95,368	25%	\$ 41.40	\$9,350	25%	174.52	\$ 41.40	\$7,225	\$16,575
TCAG Senior Active Transportation Planning Staff	1A-B; 6A; 7A; 7B	31.24	\$104,286-\$136,198	5%	\$ 59.87	\$1,870	5%	24.14	\$ 59.87	\$1,445	\$3,316
Total Salaries and Wages						\$37,400				\$28,900	\$66,300
Fringe Benefits					Percentage	\$0		Percentage	\$0		
Fringe Benefits	None				TBD	\$0		TBD	\$0		\$0
Total Personnel						\$0			\$0		\$0
Operating Expenses	Project Activites Reference					Budget				Budget	
Printing Expenses	1A-B; 2A-C; 6A; 7A-C					\$3,000				\$5,000	\$8,000
Bike Rodeo Operatng Supplies	7B					\$2,500				\$0	\$2,500
Social Media Safety Advertisments	2B; 6A; 7C					\$3,000				\$5,000	\$8,000
Helmet Safety Demonstration Equipment	1A; 6A; 7A-B					\$800					\$800
Outreach Event Furnishings, Movable Supplies	1A-B; 6A; 7A-B					\$500					\$500
Total Operating Expenses						\$10,00				\$10,200	\$29,080
Travel Expenses	Project Activites Reference					Budget				Budget	
Outreach Travel Mileag/Fuele Claims	1A; 6A; 7A-B					\$1,010				\$1,010	\$2,020
Outreach Equipment Transportation Truck/Van Rental	1A; 6A; 7A-B					\$500				\$500	\$1,000
Total Travel Expenses						\$1,510				\$1,510	\$3,020
Minor Safety Equipment Expenses	Project Activites Reference					Budget				Budget	
Multi-Sport Helmets	1A; 6A; 7A-B					\$3,000				\$5,000	\$8,000
Child Safety Seats	1B					\$2,000				\$5,000	\$7,000
Kids Protective Gear Sets	1A; 6A; 7A-B					\$1,300				\$2,600	\$3,900
Bike Visibility Enhancement Equipment	1A; 6A; 7A-B					\$3,000				\$5,000	\$8,000
Total Minor Safety Equipment Expenses						\$9,300				\$17,600	\$26,900
Staff Training and Technical Assistance	Project Activites Reference					Budget				Budget	
CPS Certification Training (2 staff/year)	1B					\$190				\$190	\$380
Total Staff Training and Technical Assistance Expenses						\$190				\$190	\$380
Subcontractors	Project Activites Reference					Budget				Budget	
Univision	2C; 6B					\$16,800				\$16,800	\$33,600
Total subcontractors						\$16,800				\$16,800	\$33,600
Indirect Cost					Percentage	Budget		Percentage	Budget		
Indirect Cost					TBD	\$0		TBD	\$0		\$0
Total Indirect Cost						\$0				\$0	\$0
Total COST						\$75,000			\$75,000	\$150,000	

## **AGENDA ITEM VIII-F**

**May 16, 2022**

**Prepared by Roberto Brady, TCAG Staff**

### **SUBJECT:**

**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

### **BACKGROUND:**

Agreement No. 2021-013 became effective on December 14, 2020, as part of Phase Two of TCAG's development of an activity-based travel forecasting model. RSG was selected through an RFP process to continue their work assisting TCAG with development of a practical, well-calibrated and validated activity based model (ABM) system. Development of the ABM has, so far, been supported by Caltrans's Sustainable Communities Planning (SB-1) Grants. The ABM has the advantage over the current trip-based travel model of being more sensitive to transportation network/urban form interactions as so is a component of TCAG's effort to support and facilitate sustainable transportation projects and efficient and healthy communities.

### **DISCUSSION:**

Referred to as Amendment No. 1 to the professional services agreement, TCAG staff is requesting authorization to extend the termination date of the agreement by one year, from June 30, 2022, to June 30, 2023. Also, to increase the maximum payments under the agreement by \$50,000, from \$119,976 to \$169,976.

The time extension is conservative as most of the scope of work has been completed. However, the extension will allow more flexibility in developing documentation and scheduling training. It also coincides with the termination date of the fiscal year with which the final tasks in this scope are associated.

The increase in maximum payments under the agreement does not represent an increase in the budget of the project. The \$50,000 difference is for travel origin/destination data derived from GPS and cell phone signals ("Big Data") used for model calibration. It is already in the FY2021-22 Overall Work Program. That the purchase would be done through RSG, who processed the data for use in model calibration, was listed as an optional task and not included in the original maximum payments under the agreement. However, since it turned out to be most efficient for the purchase to go through RSG, the maximum payments under this agreement should be increased equivalently to reimburse this cost.

Additionally, staff is requesting to allow County Counsel and TCAG Executive Director to make technical changes to Amendment No. 1 of Agreement No. 2021-013 as needed.

### **RECOMMENDATIONS:**

Staff recommends authorizing the TCAG Executive Director to execute Amendment No. 1 to Agreement No. 2021-013 with RSG, Inc. for professional services in travel model development.

**FISCAL IMPACT:**

No fiscal impact to TCAG.

This amount is approved in the FY 2021/22 TCAG budget.

**ATTACHMENTS:**

1. 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.
2. Draft Amendment No. 1 to Agreement No 2021-013
3. Agreement No. 2021-013, RSG, Inc.

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

In the matter of:

AUTHORIZE THE TCAG EXECUTIVE	)	
DIRECTOR TO EXECUTE AMENDMENT NO. 1	)	Resolution No. 2022-xxx
TO AGREEMENT NO. 2021-013 WITH	)	
RSG, INC.	)	

WHEREAS, Agreement No. 2021-013 became effective on December 14, 2020, as part of Phase Two of TCAG's development of an activity-based travel forecasting model; and

WHEREAS, referred to as Amendment No. 1 to the professional services agreement, TCAG staff is requesting authorization to extend the termination date of the agreement by one year, from June 30, 2022, to June 30, 2023. Also, to increase the maximum payments under the agreement by \$50,000, from \$119,976 to \$169,976; and

WHEREAS, staff is requesting to allow County Counsel and TCAG Executive Director to make technical changes to Amendment No. 1 of Agreement No. 2021-013 as needed; and

WHEREAS, this amendment does not affect the TCAG budget and is appropriate completing the scope of work as outlined in the staff report.

NOW, THEREFORE, BE IT RESOLVED, that the TCAG Executive Director to execute Amendment No. 1 to Agreement No. 2021-013 with RSG, Inc. for professional services in travel model development allow County Counsel and TCAG Executive Director to make technical changes.

The foregoing Resolution was adopted upon a motion of Member \_\_\_\_\_, seconded by Member \_\_\_\_\_, at a regular meeting held on the 16<sup>th</sup> day of May, 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

## AMENDMENT NO. 1 TO AGREEMENT FOR PROFESSIONAL SERVICES

This Amendment No 1 to TCAG Agreement No. 2021-013 for Professional Services with RSG, Inc. is entered into as of May \_\_\_\_, 2022 between the Tulare County Association of Governments ("TCAG") and RSG, Inc. ("Consultant").

WHEREAS, TCAG and Consultant entered into Agreement No. 2021-013 ("Agreement"), becoming effective on December 14, 2020, as part of Phase Two of TCAG's development of an activity-based travel forecasting model; and

WHEREAS, TCAG and Consultant wish to amend the Agreement.

NOW, THEREFORE, the parties agree as follows:

1. Section 1 of the Agreement is amended to read:
 

"1. TERM: This Agreement becomes effective as of December 14, 2020, and expires at 11:59 PM on June 30, 2023, unless earlier terminated as provided below, or unless the Parties extend the term by a written amendment to this Agreement."
2. Exhibit B, Project Costs, as amended to reflect new total of \$169,976, is attached.
3. All other provisions of Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

TCAG

\_\_\_\_\_  
Ted Smalley, Executive Director

CONSULTANT

By: \_\_\_\_\_  
Consultant

Name: \_\_\_\_\_

Title: \_\_\_\_\_

## 8.0 PROJECT COSTS

TABLE 5. RSG TEAM PROJECT COSTS

Personnel Role	RSG				TJKM		Total Hours	Total Cost
	Nagendra Dhakar Project Manager	Joel Freedman Principal-in-Charge	Hannah Carson Analyst	Analyst	Vamsee Modugula Analyst			
<b>Fully Loaded Rate</b>	\$ 158.87	\$ 294.24	\$ 121.75	\$ 118.79	\$ 226.88			
<b>Task 1: Project Management</b>								
20 Bi-Weekly Project Meetings	20	6	10	10	10		56	\$ 9,617
Administration (invoice, progress report, project coordination etc.)	24	-	-	-	-		24	\$ 3,813
<b>Total</b>	44	6	10	10	10		80	\$ 13,430
<b>Task 2: Non Motorized Assignment and Skimming</b>								
Implement bike/walk skimming and assignment components	8	-	40	-	-		48	\$ 6,141
Documentation	4	-	8	-	-		12	\$ 1,609
<b>Total</b>	12	-	48	-	-		60	\$ 7,750
<b>Task 2: OD Data Purchase</b>								
Create auto external trip tables	4	-	-	8	-		12	\$ 1,586
Replace the existing process	2	-	-	10	-		10	\$ 1,268
Documentation	2	-	-	4	-		6	\$ 793
<b>Total</b>	8	-	-	20	-		28	\$ 3,647
<b>Task 3: Model Calibration</b>								
Calibration	24	6	80	40	20		170	\$ 24,608
Documentation	8	-	20	-	-		28	\$ 3,706
<b>Total</b>	32	6	100	40	20		198	\$ 28,313
<b>Task 4: Model Validation</b>								
Validation	24	6	100	40	20		190	\$ 27,043
Documentation	8	-	20	-	-		28	\$ 3,706
<b>Total</b>	32	6	120	40	20		218	\$ 30,748
<b>Task 5: Sensitivity Tests</b>								
Run sensitivity tests	8	2	-	16	-		26	\$ 3,760
Summarize results	8	-	-	16	-		24	\$ 3,172
Documentation	4	-	-	8	-		12	\$ 1,586
<b>Total</b>	20	2	-	40	-		62	\$ 8,517
<b>Task 6: User's Guide and Training</b>								
Model Development Report and User's Guide	16	-	40	-	22		78	\$ 12,403
On-site training (1.5-day)	32	20	16	-	-		68	\$ 12,917
<b>Total</b>	48	20	56	-	22		146	\$ 25,320
<b>Total Hours / Cost</b>	196	40	334	150	72		792	\$ 117,726.48
<b>Percentage Hours of Total Scope</b>	25%	5%	42%	19%	9%			
<b>Percentage Cost of Total Scope</b>	26%	10%	35%	15%	14%			
<b>OD Data Purchase</b>								
Travel	\$ 1,125	\$ 1,125						\$ 50,000
<b>Total</b>								\$ 2,250
<b>Total</b>								\$ 169,976

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS  
SERVICES AGREEMENT  
Development of Activity-Based Model Components**

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**THIS AGREEMENT** ("Agreement") is entered into as of December 14, 2020 between the **TULARE COUNTY ASSOCIATION OF GOVERNMENTS**, a joint powers authority established under the laws of the State of California ("TCAG"), and RSG, Inc., a California Corporation ("CONTRACTOR"). TCAG and CONTRACTOR are each a "Party" and together are the "Parties" to this Agreement, which is made with reference to the following:

- A. WHEREAS, TCAG requested proposals for consultant services for the calibration and validation of activity-based model components. TCAG is the federally-designated Metropolitan Planning Organization (MPO) and Transportation Management Area (TMA) as well as the state-designated Regional Transportation Planning Agency (RTPA) for the Tulare County region. TCAG develops and applies state-of-the-art models, integrated into a comprehensive modeling and forecasting framework to develop growth projections, travel forecasts, and emissions estimates to support the Region's various planning programs; and
- B. WHEREAS, two proposals were received, evaluated and scored in accordance with approved TCAG scoring criteria as presented in the Request for Proposals (RFP); and
- C. WHEREAS, CONTRACTOR had a high-scoring proposal and was selected by the TCAG Governing Board at their meeting of September 21, 2020 and authorized TCAG staff to prepare and negotiate an agreement with CONTRACTOR.

**NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:**

- 1. **TERM:** This Agreement becomes effective as of 12/14/20 and expires at 11:59 PM on June 30, 2022 unless earlier terminated as provided below, or unless the Parties extend the term by a written amendment to this Agreement.
- 2. **SERVICES & DELIVERABLES:** See attached **Exhibit A**
- 3. **PAYMENT FOR SERVICES & BUDGET:** See attached **Exhibit B**
- 4. **INSURANCE:** Before approval of this Agreement by TCAG, CONTRACTOR must file with the Clerk of the Board of Governors of TCAG evidence of the required insurance as set forth in the attached **Exhibit C**.
- 5. **SCHEDULE:** See attached **Exhibit D**
- 6. **PROJECT STAFF:** Joel Freedman shall be the Principal in Charge and Nagendra Dhakar shall be the Project Manager performing the service under this Agreement. The Project Manager shall not be replaced without prior written approval from the Executive Director of TCAG. Additional project staff are included in **Exhibit E**.
- 7. **GENERAL AGREEMENT TERMS AND CONDITIONS:** TCAG'S "General Agreement Terms and Conditions" are hereby incorporated by reference and made a part of this Agreement as if fully set forth herein. TCAG'S "General Agreement Terms and Conditions" are in the attached **Exhibit F**.

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS  
SERVICES AGREEMENT  
Development of Activity-Based Model Components**

**8. ADDITIONAL EXHIBITS:** CONTRACTOR shall comply with the terms and conditions of the Exhibits listed below and identified with a checked box, which are by this reference made a part of this Agreement.

<input type="checkbox"/>	Exhibit __	Additional terms and conditions for all federally-funded contracts. This Exhibit is attached.
<input type="checkbox"/>	Exhibit __	Additional terms and conditions specific to Federal Transit Administration (FTA)-funded contracts. This Exhibit can be viewed at [insert <a href="#">url</a> ]
<input checked="" type="checkbox"/>	Exhibit G__	Disadvantaged Business Enterprise (DBE) Participation
<input type="checkbox"/>	Exhibit __	[Insert name of any other exhibit needed and attach- Ex: DBE Certification; add additional lines as necessary]
<input type="checkbox"/>	Exhibit __	[Insert name of any other exhibit needed and attach- Ex: DBE Certification; add additional lines as necessary]

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

**TCAG:**

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

**CONTRACTOR:**

Attn: Nagendra Dhakar  
RSG, Inc.  
600 B Street, Suite 2202  
San Diego, CA 92101

Phone No.: (619) 501-0182

Fax No.: \_\_\_\_\_

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

**10. SUBCONTRACTING:** If this box is checked ☒, CONTRACTOR has indicated it will utilize subcontractors to provide certain services related to this Agreement. CONTRACTOR has selected the following subcontractors ("Subcontractors") to provide the goods or services related to this Agreement: TJKM, Inc. CONTRACTOR will supervise all Subcontractors, and ensure that Subcontractors comply with all applicable laws

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS  
SERVICES AGREEMENT**

**Development of Activity-Based Model Components**

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and regulations. CONTRACTOR will include all applicable provisions of this Agreement in its contracts with Subcontractors, and ensure compliance with those provisions. No other subcontractors shall be utilized without prior written approval from the Executive Director of TCAG.

**11. AUTHORITY:** CONTRACTOR represents and warrants to TCAG that the individual(s) signing this Agreement on its behalf are duly authorized and have legal capacity to sign this Agreement and bind CONTRACTOR to its terms. CONTRACTOR acknowledges that TCAG has relied upon this representation and warranty in entering into this Agreement.

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

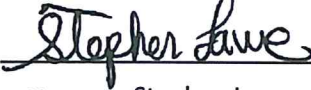
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**TULARE COUNTY ASSOCIATION OF GOVERNMENTS  
SERVICES AGREEMENT  
Development of Activity-Based Model Components**

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

Date: 1/8/2021

**Resource Systems Group (RSG), Inc.**

By 

Print Name Stephen Lawe

Title CEO

Date: \_\_\_\_\_

By \_\_\_\_\_

Print Name \_\_\_\_\_

Title \_\_\_\_\_

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

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS**

Date: \_\_\_\_\_

By 

Pete Vander Poel  
Chairman

ATTEST: Ted Smalley  
Executive Director

By 

## 6.0 METHODOLOGY

In this second phase, the RSG team will continue working towards building a practical, well-calibrated and validated activity-based model system for TCAG (TulareABM). This section describes our project approach within the tasks identified in the RFP.

### 6.1 PROJECT APPROACH

#### TASK 1: Project Management

The most important aspect of an efficient team is effective project management and team communication. Nagendra Dhakar, the RSG project manager, will ensure that the project is completed on-time and on-budget, and he will be the primary point of contact between the RSG team and TCAG. Regular communication ensures that consultant team members understand what is expected in terms of schedule and work deliverables. These meetings also keep the TCAG team members in the loop regarding progress and provide opportunities to collaborate on the technical work.

Nagendra will hold bi-weekly conference calls with the entire project team, providing the opportunity for team members to update on work completed in the previous weeks and expected work through the next two weeks. Nagendra will take notes during calls and provide them to the team afterwards, including the action items for the next period of work.

#### DELIVERABLES

- Meeting notes, invoices, and progress reports

#### TASK 2: Non-Motorized Assignment and Skimming

Both Sacramento Council of Governments (SACOG) and Puget Sound Regional Council (PSRC) use a generalized cost formulation for bicycle skimming, and feed those generalized costs to DaySim for mode choice and accessibility calculations. The parameters for generalized cost are based on bicycle route choice models estimated with observed data. The San Diego Association of Governments (SANDAG) implements a full bicycle route choice model in stand-alone code, whose parameters are based on a meta-analysis of models estimated in several regions. The coefficients take into account change in slope, bicycle facility class, street facility type, and several other parameters. SANDAG has also implemented a weighted generalized cost for walk trips. During the FresnoABM development, RSG borrowed these coefficients for FresnoCOG and implemented in the generalized cost equation to skim walk and bike generalized cost for input to DaySim so that bike investments reflected in the all-streets network affect mode choice.

The RSG team will use the final calibrated coefficients from FresnoABM and implement in TulareABM. We will assign outputs from DaySim to the network and validate to bicycle and pedestrian counts if provided by TCAG.

Network maintenance is an important issue to consider moving forward. TCAG will provide the 2015 bike/sidewalk/trail network as well as the future planned bike/pedestrian network. The RSG team will incorporate these facilities in TCAG's highway network, so that there is one seamless network that can be used for both motorized and non-motorized skimming and assignment. This will allow TCAG to more easily maintain their network moving forward.

#### DELIVERABLES

- Revised Cube networks with all-streets network and bicycle\pedestrian facilities represented
- Cube scripts for skimming and assigning walk and bike modes using generalized costs
- Revised DaySim inputs and outputs

### TASK 3: OD Data Purchase

We recommend that TCAG purchases passive origin-destination (OD) data for Tulare County to support the AB model development. RSG offers passive data services where we obtain raw LBS data from SafeGraph and process and expand it to a specific region. We have provided this as an optional cost in the fee schedule (total cost excludes the cost for passive OD data). For more details of RSG' passive data services and possible use in model development, please see Section 2.0 Understanding of the Project.

In this project, the RSG team will use the OD data to support external auto travel and calibrate DaySim AB model as necessary to improve travel patterns in the region. Through both channels, this data would support better model validation and accuracy than is possible without such data.

The existing TulareABM retained generation of external auto trips from the MIP2 model system. The existing process generates auto external travel in two components. First, external-external (EE) trips matrix is generated by processing an input CSV file consisting of through auto trips. Second, the internal-external (IE) and external-internal (EI) trips are generated as part of the household travel generation which is retained from the MIP2 for these trips only. The RSG team will replace these external travel components for autos with input trip tables created from the OD data. We will update the trip building step to combine the input external trip tables with DaySim auto trips and truck trips and assign to the roadway network.

The RSG team will compare OD flows in the model with the flows in the expanded OD data and make adjustments to DaySim destination choice as necessary to improve vehicle movement in the region. We will make adjustments at district level with the districts determined in consultation with TCAG staff.

#### DELIVERABLES

- OD Matrices in Cube or OMX format
- Technical memorandum describing the data and expansion process

### TASK 4: Model Calibration

Under this task, the RSG team will fully calibrate and validate the DaySim ABM using California Household Travel Survey (CHTS) data. The initial phase (Phase 1) of the AB model

development implemented ABM and generated initial DaySim summaries comparing with the 2012-13 CHTS data. As the model coefficients were borrowed from the calibrated Fresno ABM, the Tulare ABM already looks in a reasonably good shape. However, the initial summaries showed some differences in travel behavior and will be taken care of as part of the model calibration. For the calibration, the RSG team will use the same set of summaries as used in initial comparison of ABM with the CHTS, presented in Table 2. Additionally, we will use the OD data to compare and adjust the model as necessary to ensure reasonable vehicle movement in the Tulare modeling region.

If available, we will also utilize data from the on-board transit survey. On-board survey data provides an accurate and complete description of the current transit user market including origin-destination patterns, purpose, mode of access/egress, and demographic segmentation. We will combine this survey with CHTS data to ensure that the tour and trip mode choice targets are accurate. We will use transfer rates reported in the data to ensure that the transit skimming and assignment path-weights result in the right numbers of transit boardings.

**TABLE 2: AB DEMAND MODEL CALIBRATION AND VALIDATION SUMMARIES**

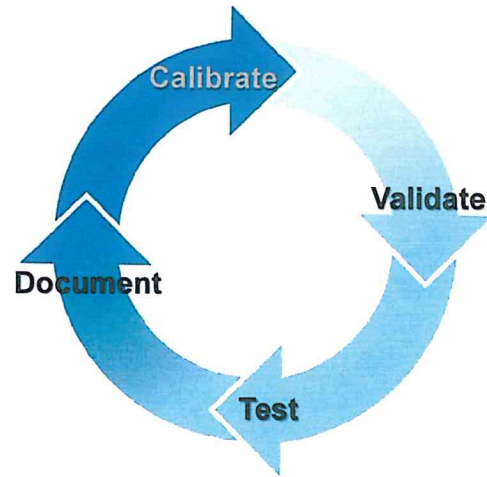
MODEL COMPONENT	SUMMARIES (SOURCES)
<b>Auto Ownership</b>	Households by autos owned and number of workers (Census, ACS PUMS) Households by autos owned and district (CTPP, ACS 5-year summaries)
<b>Work Location Choice Model</b>	Home to work distance distribution (Household Survey (HHS), OD data) Workers by place of residence and place of work, district level (HHS, LEHD, ACS 1 and 5-year summaries)
<b>University, School Location Choice</b>	Home to school distance frequency distribution (CHTS) Students by place of residence and school, district level (CHTS)
<b>Daily Activity Pattern Model</b>	Share of tours by tour purpose, number, and person type (CHTS) Total number of tours by person type (CHTS)
<b>Non-Mandatory Tour Location Choice</b>	Home to primary destination average distance and distance frequency distribution by tour purpose (CHTS) Tours by origin and primary destination district (CHTS)
<b>Tour Time-of-Day Choice</b>	Share of tours by departure, arrival, and duration period and purpose (CHTS)
<b>Tour Mode Choice</b>	Tours by purpose, mode and auto sufficiency (CHTS and transit OBS) Tours by tour purpose, mode and OD district (CHTS and transit OBS)
<b>Intermediate Stop Frequency</b>	Share of tours by number of out/inbound stops and tour purpose (CHTS) Number of trips per tour and person type (CHTS)
<b>Stop Location Choice</b>	Stops by tour purpose and out-of-direction distance (CHTS) Stops by distance to tour origin and primary destination (CHTS)
<b>Stop Departure Time Choice</b>	Share of stops by half-hour period, duration of stay and purpose (CHTS)
<b>Trip Mode Choice</b>	Trips by tour purpose and mode and trip mode (CHTS and transit OBS) Transit trips by access mode and trip distance (CHTS and transit OBS)
Key: ACS = American Community Survey, CTPP = Census Transportation Planning Products, CHTS = California Household Travel Survey, OBS = Transit On-board Survey, PUMS = Public Use Microdata Sample	

## Iterative Model Development

We believe that the most efficient way to structure the scope of work is to iterate through tasks as opposed to perform one pass through the process from estimation to calibration to validation; this way we can ascertain any issues with input data or model sensitivities early in the calibration process and correct them in subsequent rounds of calibration. We will therefore deliver two rounds of calibration and validation for the demand model, which will be done in conjunction with assignment.

Figure 3 presents our model development approach. The RSG team will calibrate and validate the model in multiple rounds with each round examining the effect of model calibration on model validation. We will identify and document the issues to resolve in the next round. This approach helps understand model strengths and weaknesses early in the project and, therefore, effective in managing project resources efficiently. Additionally, the approach will involve TCAG staff in the model development process and expose them to technical aspects of the model.

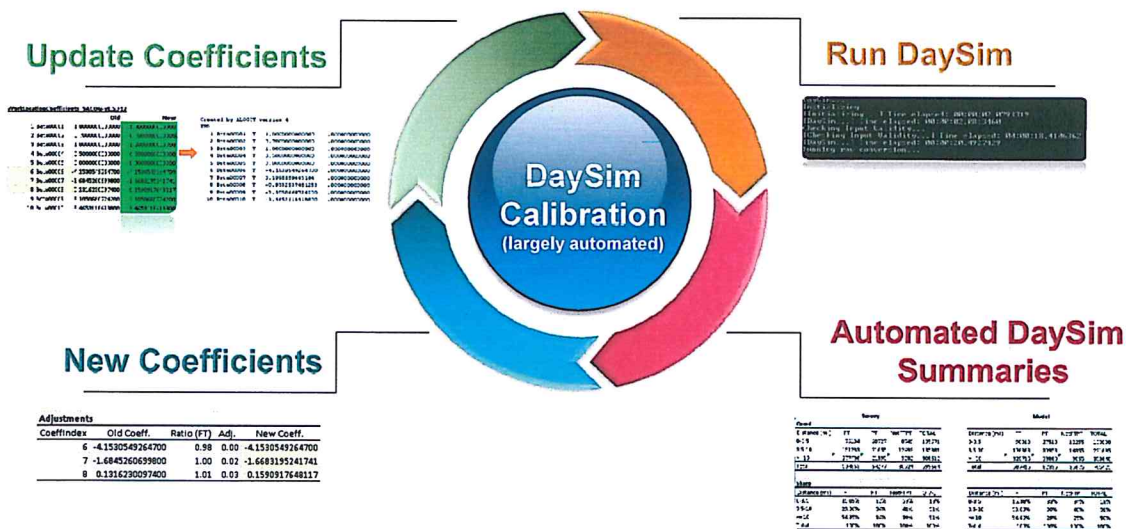
FIGURE 3: MODEL DEVELOPMENT APPROACH



## Model Calibration

The model calibration is an iterative process where we adjust the model demand to match observed survey data. Figure 4 presents our proposed model calibration approach. This process is largely automated for efficiency purposes.

FIGURE 4: MODEL CALIBRATION APPROACH



We start by running DaySim with the initial set of inputs and coefficients and generate outputs. Next, a set of R scripts automatically generates various summaries for the DaySim outputs. The summaries are produced in spreadsheet format and provide various comparisons of DaySim outputs to survey data. The comparisons are by DaySim sub-model components including auto ownership, mandatory and non-mandatory location choice, daily activity pattern, mode choice, stop location, and time-of-day. Based on these summaries, the spreadsheets automatically calculate adjustments and provide new coefficients for the next round of DaySim run. The new coefficients are calculated using the ratio of the model to the survey shares. We copy these new coefficients and paste them into DaySim coefficient files to use in the next iteration. In the next iteration, we re-run DaySim with the new coefficients and generate DaySim summaries. Again, we calculate new coefficients and update DaySim coefficient files to prepare for the next iteration. We continue running the DaySim in this iterative fashion until the model and the survey summaries match reasonably well.

After every few iterations of DaySim calibration, we do a full model run that will include feedback loops with assignment and skimming to validate highway and transit volumes to ensure that model flows are moving in the right direction during the calibration process.

#### DELIVERABLES

- Round 1 and Round 2 Model Calibration Spreadsheets
- Model Calibration Technical Memorandum

### TASK 5: Model Validation

The RSG team will validate the activity-based model against 2015 observed traffic counts and 2015 transit boardings. If data is available, we will compare results by time-of-day as well. TCAG will provide necessary observed data in required format including traffic counts joined to model network and boardings by transit routes.

We will adopt CalTrans targets for traffic count validation, as shown in Table 3. The statistical measures are described below.

**Volume-to-Count Ratio:** The volume-to-count ratio is computed by dividing the volume assigned by the model (Flow [y]) by the actual traffic count (Observed [x]) for individual road segments across the model. This value provides a general context for the relationship (i.e., high or low) between the model estimated volumes and actual (observed) traffic counts.

**Volume-to-Count Deviation:** The volume-to-count deviation is the difference between the model volume and the actual count, divided by the actual count. The Caltrans deviation thresholds recognize that allowances shrink as the count increases (i.e., lower tolerance for differences between the model volume estimates and counts).

**Correlation Coefficient:** The correlation coefficient (Pearson's product-moment correlation coefficient [R])—measured -1.0 to 1.0—estimates the correlation, or the strength and direction of the linear relationship, between the actual/observed counts and the estimated/predicted traffic volumes from the model.

**Percent Root Mean Square Error:** Percent Root Mean Square Error (RMSE%) is the square root of the squared actual observed count minus the model's estimated (predicted) volume, divided by the number of counts. It is measured in a manner like Standard Deviation in that it assesses the assignment accuracy of the entire model. Lower percentages indicate better goodness-of-fit. The RMSE% is one of the most frequent methods of comparing different models to each other.

**FIGURE 5: PERCENT ROOT MEAN SQUARE ERROR**

$$RMSE = \sqrt{\frac{\sum_{i=1}^N [(Count_i - Model_i)^2]}{N}}$$

$$\%RMSE = \frac{RMSE}{\left( \frac{\sum_{i=1}^N Count_i}{N} \right)} \times 100$$

**TABLE 3: CALTRANS VALIDATION ACCEPTANCE CRITERIA**

VALIDATION ITEM	CRITERIA FOR ACCEPTANCE
Estimated-to-observed deviation Freeways Principal arterials Arterials Collectors	< 25% overall < 7% < 10% < 15% < 25%
Percent of links with estimated-to-observed deviations within CalTrans' deviation allowance	At least 75%
Correlation coefficient	At least 0.88
Percent Root Mean Square Error (RMSE%) > 60,000 daily volumes 25,000–60,000 10,000–25,000 5,000–10,000 2,500–5,000 1,000–2,500 < 1,000	Below 30–40% overall < 21% 21–22% 22–25 % 25–29% 29–36% 36–47% 47–60% +

To assess assignment quality, we will automate the preparation of the validation summaries shown in Table 4, with observed data noted in parenthesis. Since assignment validation often reveals issues in upstream models, we plan to also review the demand model summaries at the same time and adjust as necessary.

**TABLE 4: NETWORK ASSIGNMENT VALIDATION SUMMARIES**

Model Component	Summaries
<b>Auto Assignment</b>	Vehicles by facility type and district or county (traffic counts)
	Percent route mean square error by facility type and district or county (traffic counts)
	Screenline, and key location summaries (traffic counts)
<b>Transit Assignment</b>	Transit boardings by route (on-board survey and transit operator passenger counts)

**DELIVERABLES**

- Round 1 and Round 2 Model Validation Spreadsheets
- Model Validation Technical Memorandum

**TASK 6: Sensitivity Tests**

Sensitivity testing is an incredibly useful way to determine whether the revised model system is ready for use by TCAG in practical model applications. Sensitivity tests also provide the opportunity to determine the effect of different sample rates on the stability and signal-to-noise ratio in the model results. The RSG team will work with TCAG staff to design sensitivity tests that are similar to real-world model applications. We propose three or four sensitivity tests, as follows, and note potential changes to the model system depending upon the test results:

- **Land-use scenario:** Testing a land-use scenario will help determine the sensitivity of the model to changes in households and employment, similar to what might be expected for a traffic impact study. In this case, we will summarize changes in demand to and from the changed micro-zones, and changes in link volumes around the proposed development. If the model results are problematic, a possible solution would be to increase the same rate and/or assignment convergence criteria.
- **Highway scenario:** Testing a highway capacity improvement for widening State Route 99 would provide useful information regarding the level of model sensitivity to a possible highway improvement. We will analyze changes in travel demand for a buffer area around the proposed capacity change, as well as highway travel times and link volumes in the corridor. The assignment volume-delay function parameters and closure criteria may be revised based on the results of this test.
- **Bicycle facility improvement:** A set of new class 1 and/or class 2 bicycle facilities will be coded in the model and tested. This would provide insights into the sensitivity of DaySim to bicycle facility investments. We will analyze how bicycle path choices change between the reference and the bicycle scenario, and how those changes influence mode choice and the number of bicycle trips in the corridor. Depending upon results, the bicycle path-weights can be modified to improve the model elasticity to the improvement.
- **Transit scenario:** A Bus Rapid Transit line or similar transit capacity enhancement will be coded in the model and analyzed. Changes in mode choice and corridor-level transit

boardings will be analyzed. Based on the results, changes in transit path-building parameters and mode choice parameters may be adjusted.

We look forward to discussing these potential sensitivity tests with TCAG. TCAG's staff will run the tests in-house and summarize results with guidance from our team. Coding and running these tests present an excellent opportunity for TCAG staff to learn how to use the DaySim model and provides a good test of the model User's Guide delivered in Task 7.

#### DELIVERABLES

- Sensitivity Tests and Analysis Technical Memorandum
- Guidance on Running and Summarizing Sensitivity Tests
- Final Sensitivity Test Results Memorandum

### **TASK 7: User's Guide and Training**

The RSG team will create a final model development report that includes all of the previous technical memorandum with separate chapters on the model structure, model estimation and calibration, and validation. We will also create a model user's guide describing installation, setup and use. If desired, the documentation will be made a dynamic, online document set up on the GitHub repository. As the model will also be checked into the repository, model users can download the model and the user's guide from one location.

Training is essential in order for TCAG staff to use the model effectively after its delivery. RSG propose to conduct an on-site, 1.5 day 'theory-based' and 'application-based' sessions. The theory-based sessions will cover choice modeling, activity-based modeling, and the major components of the DaySim model. The application-based sessions will cover the overall Tulare ABM implementation, and how to apply the model to real-world projects. As of now, the RSG team assumes an on-site training, however, we will consult with TCAG staff to assess COVID-19 situation at that time and determine form of the training (on-site vs web-based).

Nagendra Dhakar and Joel Freedman will lead the training. Joel Freedman is a certified National Highway Institute instructor and was lead instructor the Introduction to Urban Travel Demand Forecasting course for ten years. Joel has also served as adjunct faculty to Portland State University, instructing courses on both trip-based and activity-based modeling. Joel has instructed numerous courses on activity-based model theory and applications to clients throughout the United States and abroad.

#### DELIVERABLES

- Model Development Report
- Model User's Guide
- Training material

## 8.0 PROJECT COSTS

TABLE 5. RSG TEAM PROJECT COSTS

Personnel	RSG				TJKM		Total Hours	Total Cost
	Nagendra Dhakar	Joel Freedman	Hannah Carson		Vamsee Modugula	Analyst		
Role	Project Manager	Principal-in-Charge	Analyst	Analyst	Analyst	Analyst		
Fully Loaded Rate	\$ 158.87	\$ 294.24	\$ 121.75	\$ 118.79	\$ 226.88			
<b>Task 1: Project Management</b>								
20 Bi-Weekly Project Meetings	20	6	10	10	10		56	\$ 9,617
Administration (invoice, progress report, project coordination etc.)	24	-	-	-	-		24	\$ 3,813
<b>Total</b>	<b>44</b>	<b>6</b>	<b>10</b>	<b>10</b>	<b>10</b>		<b>80</b>	<b>\$ 13,430</b>
<b>Task 2: Non Motorized Assignment and Skimming</b>								
Implement bike/walk skimming and assignment components	8	-	40	-	-		48	\$ 6,141
Documentation	4	-	8	-	-		12	\$ 1,609
<b>Total</b>	<b>12</b>	<b>-</b>	<b>48</b>	<b>-</b>	<b>-</b>		<b>60</b>	<b>\$ 7,750</b>
<b>Task 2: OD Data Purchase</b>								
Create auto external trip tables	4	-	-	8	-		12	\$ 1,586
Replace the existing process	2	-	-	8	-		10	\$ 1,268
Documentation	2	-	-	4	-		6	\$ 793
<b>Total</b>	<b>8</b>	<b>-</b>	<b>-</b>	<b>20</b>	<b>-</b>		<b>28</b>	<b>\$ 3,647</b>
<b>Task 3: Model Calibration</b>								
Calibration	24	6	80	40	20		170	\$ 24,608
Documentation	8	-	20	-	-		28	\$ 3,706
<b>Total</b>	<b>32</b>	<b>6</b>	<b>100</b>	<b>40</b>	<b>20</b>		<b>198</b>	<b>\$ 28,313</b>
<b>Task 4: Model Validation</b>								
Validation	24	6	100	40	20		190	\$ 27,043
Documentation	8	-	20	-	-		28	\$ 3,706
<b>Total</b>	<b>32</b>	<b>6</b>	<b>120</b>	<b>40</b>	<b>20</b>		<b>218</b>	<b>\$ 30,748</b>
<b>Task 5: Sensitivity Tests</b>								
Run sensitivity tests	8	2	-	16	-		26	\$ 3,760
Summarize results	8	-	-	16	-		24	\$ 3,172
Documentation	4	-	-	8	-		12	\$ 1,586
<b>Total</b>	<b>20</b>	<b>2</b>	<b>-</b>	<b>40</b>	<b>-</b>		<b>62</b>	<b>\$ 8,517</b>
<b>Task 6: User's Guide and Training</b>								
Model Development Report and User's Guide	16	-	40	-	22		78	\$ 12,403
On-site training (1.5-day)	32	20	16	-	-		68	\$ 12,917
<b>Total</b>	<b>48</b>	<b>20</b>	<b>56</b>	<b>-</b>	<b>22</b>		<b>146</b>	<b>\$ 25,320</b>
<b>Total Hours / Cost</b>								
<b>Total Hours / Cost</b>	<b>196</b>	<b>40</b>	<b>334</b>	<b>150</b>	<b>72</b>		<b>792</b>	<b>\$ 117,726.48</b>
<b>Percentage Hours of Total Scope</b>	<b>25%</b>	<b>5%</b>	<b>42%</b>	<b>19%</b>	<b>9%</b>			
<b>Percentage Cost of Total Scope</b>	<b>26%</b>	<b>10%</b>	<b>35%</b>	<b>15%</b>	<b>14%</b>			
<b>OD Data Purchase (excluded from Total)</b>								<b>\$ 50,000</b>
<b>Travel</b>	<b>\$ 1,125</b>	<b>\$ 1,125</b>						<b>\$ 2,250</b>
<b>Total</b>								<b>\$ 119,976</b>

We have included below, Table 6, all key staff loaded hourly rates as well as the administrative and overhead and profit rates. RSG rates are escalated at approximately 4% each year on January 1<sup>st</sup>.

**TABLE 6: RSG TEAM HOURLY RATES**

Cost Proposal					
Name, Title	Firm	Hourly Rate	Overhead	Profit	Total Hourly Rate
Nagendra Dhakar, Project Manager	RSG	\$51.45	180.71%	10%	\$158.87
Joel Freedman, Principal-in-Charge	RSG	\$95.29	180.71%	10%	\$294.24
Hannah Carson, Analyst	RSG	\$39.43	180.71%	10%	\$121.75
Analyst	RSG	\$38.47	180.71%	10%	\$118.79
Vamsee Modugula, Analyst	TJKM	\$75.00	175.00%	10%	\$226.88

**PROFESSIONAL SERVICES CONTRACTS**  
**INSURANCE REQUIREMENTS**

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

A. Minimum Scope & Limits of Insurance

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

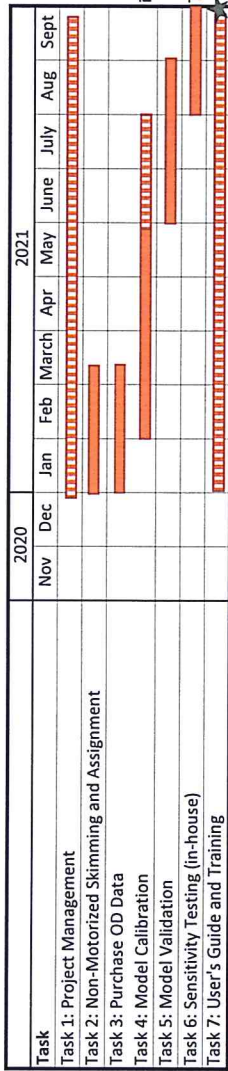
B. Specific Provisions of the Certificate

1. If the required insurance is written on a claims made form, the retroactive date must be before the date of the contract or the beginning of the contract work and must be maintained and evidence of insurance must be provided for at least three (3) years after completion of the contract work.
2. CONTRACTOR must submit endorsements to the General Liability reflecting the following provisions:
  - a. *The COUNTY, its officers, agents, officials, employees and volunteers are to be covered as additional insureds as respects; liability arising out of work or operations performed by or on behalf of the CONTRACTOR including material, parts, or equipment furnished in connection with such work or operations.*
  - b. *For any claims related to this project, the CONTRACTOR's insurance coverage shall be primary insurance as respects the COUNTY, its officers, agents, officials, employees and volunteers. Any insurance or self-insurance maintained by the COUNTY, its officers, agents, officials, employees or volunteers shall be excess of the CONTRACTOR's insurance and shall not contribute with it.*
  - c. *CONTRACTOR hereby grants to COUNTY a waiver of any right to subrogation which any insurer of CONTRACTPR may acquire against the county by virtue of the payment of any loss under such insurance. CONTRACTOR agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the COUNTY has received a waiver of subrogation endorsement from the insurer.*

## Exhibit C

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

## Exhibit D



incorporating all-streets network will happen while OD data is being prepared

TCAG will do the sensitivity-tests in-house

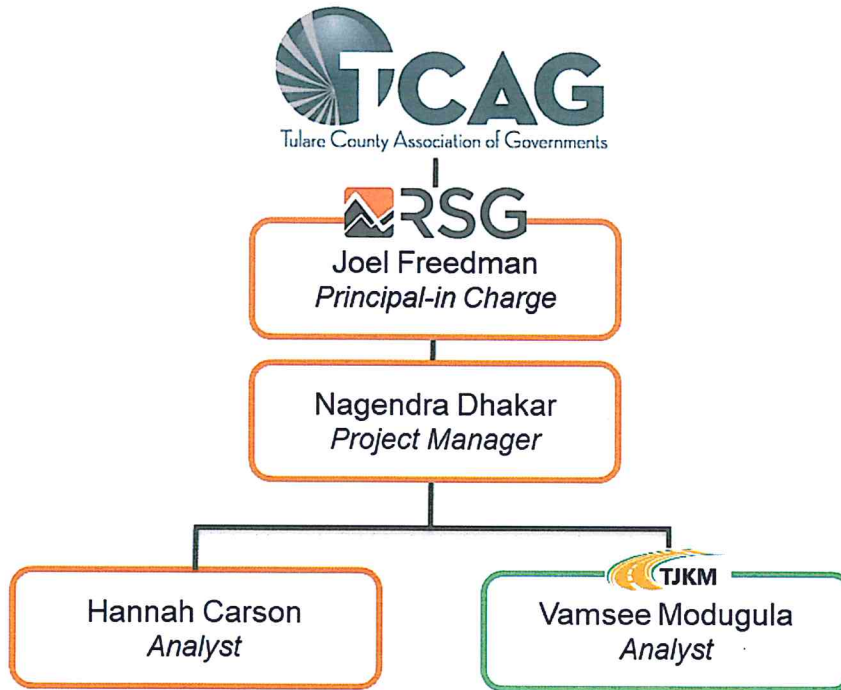
Legend

- Intermittent activity
- Continuous activity
- On-site training

## 3.0 PROJECT PERSONNEL

Figure 2 below represents our team's project organization.

FIGURE 2. RSG TEAM ORGANIZATION CHART



## EXHIBIT F

### TULARE COUNTY ASSOCIATION OF GOVERNMENTS' GENERAL AGREEMENT TERMS AND CONDITIONS (Revised 05/10/2018)

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

CONTRACTOR agrees to advise everyone it assigns or hires to perform any duty under this Agreement that they are not employees of TCAG. Subject to any performance criteria contained in this Agreement, CONTRACTOR will be solely responsible for determining the means and methods of performing the specified services and TCAG will have no right to control or exercise any supervision over CONTRACTOR as to how CONTRACTOR will perform the

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS'**  
**GENERAL AGREEMENT TERMS AND CONDITIONS**  
**(Revised 05/10/2018)**

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services. As CONTRACTOR is not TCAG'S employee, CONTRACTOR is responsible for paying all required state and federal taxes. In particular, TCAG will not:

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

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

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

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

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

**10. CONFLICT OF INTEREST:**

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

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

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS'**  
**GENERAL AGREEMENT TERMS AND CONDITIONS**  
**(Revised 05/10/2018)**

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**11. INSURANCE:** The attached **Exhibit C** outlines the minimum scope, specifications, and limits of insurance required under this Agreement. Additional insured endorsements required as outlined in **Exhibit C** cannot be used to reduce limits available to TCAG as an additional insured from CONTRACTOR'S full policy limits. Insurance policies cannot be used to limit liability or to limit the indemnification provisions and requirements of this Agreement or act in any way to reduce the policy coverage and limits available from the insurer(s). If CONTRACTOR fails to maintain or renew coverage, or to provide evidence of renewal, then TCAG may consider that failure a material breach of this Agreement. TCAG may also withhold any payment otherwise due to CONTRACTOR for failure to provide evidence of renewal until CONTRACTOR provides such evidence.

**12. INDEMNIFICATION AND DEFENSE:**

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

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

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quirements and limits set forth in this Agreement be construed to limit CONTRACTOR'S indemnification obligation or other liability under this Agreement. The terms of this Agreement are contractual and the result of negotiation between the Parties.

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

**13. TERMINATION:**

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

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

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

In addition, TCAG may terminate this Agreement based on:

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

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

Upon a material breach, the Agreement may be terminated after the failure of the defaulting Party to remedy the breach to the satisfaction of the non-defaulting Party within 5 days of written notice specifying the breach. If the breach is not remedied within that 5-day period, then the non-defaulting Party may terminate this Agree-

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ment on further written notice specifying the date of termination. If the nature of the breach is such that it cannot be cured within a 5-day period, then the defaulting Party may submit a written proposal within that period which sets forth a specific means to resolve the default. If the non-defaulting Party consents to that proposal in writing, which consent may not be unreasonably withheld, then the defaulting Party must immediately embark on its plan to cure the default or breach. If the default or breach is not cured within the time agreed, then the non-defaulting Party may terminate this Agreement upon written notice specifying the date of termination.

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

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

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

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

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

- (a) Knowingly presents or causes to be presented to TCAG a false claim or request for payment or approval;
- (b) Knowingly makes, uses, or causes to be made or used a false record or statement to get a false claim paid or approved by TCAG;
- (c) Conspires to defraud TCAG by getting a false claim allowed or paid by TCAG;

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(d) Knowingly makes, uses, or causes to be made or used a false record or statement to conceal, avoid, or decrease an obligation to pay or transmit money or property to TCAG; or

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

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

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

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

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

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

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**21. ASSIGNMENT/SUBCONTRACTING:** Unless otherwise provided in this Agreement, TCAG is relying on the personal skill, expertise, training and experience of CONTRACTOR and CONTRACTOR'S employees and no part of this Agreement may be assigned or subcontracted by CONTRACTOR without the prior written consent of TCAG, which consent TCAG may grant, delay, deny, or condition in its absolute discretion.

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

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

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

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

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

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

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

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

**30. CONFLICT WITH LAWS OR REGULATIONS/ SEVERABILITY:** This Agreement is subject to all applicable laws and regulations. If any provision of this Agreement is found by any court or other legal authority, or is agreed by the Parties to be, in conflict with any code or regulation governing its subject matter, only the conflicting provision will be considered null and void. If the effect of nullifying any conflicting provision is such that a material

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benefit of the Agreement to either Party is lost, then the Agreement may be terminated at the option of the affected Party. In all other cases, the remainder of the Agreement will continue in full force and effect.

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

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

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

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

ATTACHMENT C

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

The following stated percent (%) of total cost that will be compensation paid to DBE firms.

% DBE Participation: 13.6%

DBE Company: TJKM

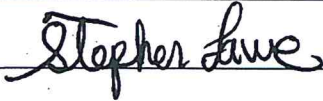
Address: 4305 Hacienda Drive, Suite 550

Pleasanton, CA 94588

The undersigned hereby certifies that the foregoing statements and information are true and correct.

Date: August 27, 2020

Name of Contractor: Resource Systems Group, Inc.

By: Stephen Lawe 

Title: CEO

\*DBE Certificate(s) must be included with proposal submission.

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## Tulare County Association of Governments

### **AGENDA ITEM IX-A**

**May 16, 2022**

**Prepared by Ted Smalley, 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 April 18, 2022 Board Meeting, the Tulare County Association of Governments staff 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 Staff hopes that a valley in person trip will occur this fall.

#### **ATTACHMENT(S):**

1. None

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## **AGENDA ITEM IX-F**

**May 16, 2022**

**Prepared by Steven Ingoldsby, TCAG Staff**

### **SUBJECT:**

**Action:** Authorize Multi-Jurisdictional Housing Element

### **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. By law, housing elements must contain:

- An assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs.
- An assessment of fair housing needs.
- An inventory of adequate residential sites available for a variety of housing types for all income levels.
- An assessment of efforts to affirmatively further fair housing.
- An assessment of special housing needs, including the identification of zones where emergency shelters are allowed-by-right.
- An assessment of "at-risk assisted housing developments.
- An evaluation of opportunities for residential energy conservation.
- Actions to provide assistance in developing adequate housing to meet the needs of low- and moderate-income households.
- Goals and policies.
- Programs that:
  - Set for an eight-year implementation schedule.
  - Conserve and improve the existing stock of affordable housing.
  - Address governmental constraints on housing maintenance, improvement, and development.
  - Promote housing opportunities for all persons.

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.

## **DISCUSSION:**

### Multi-jurisdictional Housing Element (MJHE)

Following the RHNA cycle, every individual jurisdiction is required to update their General Plan Housing Element and receive certification from HCD. In prior cycles, each jurisdiction in the county has updated the Housing Element on their own. While a lot of the work is community specific, there are some areas that can be done at the regional level where potential cost savings are available by avoiding duplicate work for each jurisdiction. The need for cost savings this cycle has been magnified by new requirements from HCD which are intended to address its goals to Affirmatively Furthering Fair Housing (AFFH).

A Multi-Jurisdictional Housing Element (MJHE) is a joint document where each jurisdiction adopts its own chapter but shares regional chapters and appendices. Fresno COG is pursuing a MJHE and has recently selected a consultant.

### Role of TCAG

TCAG's primarily role for a MJHE would be to procure the consultant and facilitate the contract. The majority of the work for the MJHE would be done by the consultant working directly with the agencies and their staff.

### Available to Opt-in

No agency will be required to participate in the MJHE that does not desire to. At this time the County and all the Cities except for Visalia are interested in participating. Not every member agency needs to opt-in the effort for the project to be completed.

### Schedule

Housing Elements must be completed by the end of 2023. The spending deadline for REAP funds is August 2023. A consultant should be selected quickly in order to have adequate time to complete the required work. To save time, the board can authorize staff to release an RFP at this meeting and return at the June meeting to review the financial plan for the MJHE.

## **FISCAL IMPACT:**

The cost of the consultant to Fresno COG (where everyone except Clovis is participating) is \$1.89 million. TCAG has fewer agencies than Fresno COG and the cost of the consultant to TCAG should be less. REAP funding received from the state and suballocated to member jurisdictions is eligible to be spent on housing elements. Depending on actual cost of the contract, additional funding sources may be necessary from the jurisdictions participating in the MJHE. Time spent by TCAG staff on the project will primarily be funded by TCAG's portion of the REAP funding.

## **RECOMMENDATION:**

1. Authorize TCAG staff to move forward with the MJHE
2. Authorize TCAG staff to prepare and issue an RFP
3. Require TCAG staff to return at the June board meeting to present the financial plan for the MJHE.

## **ATTACHMENTS:**

1. Memo to City Managers

Work Element: 670.10 – REAP TCAG



210 North Church St. Suite B.  
 Visalia, California 93291  
 Phone (559)623-0450  
 Fax (559)733-6720  
[www.tularecog.org](http://www.tularecog.org)

## **Memo**

To: City managers  
 From: Steven Ingoldsby  
 Date: 4/21/2022  
 RE: Multijurisdictional Housing Element

## **Overview:**

*Organization:* A Multijurisdictional Housing Element is a joint document where each jurisdiction adopts its own chapter. The document can be set up for shared regional chapters and appendices. This way, if one jurisdiction falls out of compliance in the future, it does not affect other jurisdictions.

*Fresno Experience:* Most jurisdictions in Fresno County will participate in their Multijurisdictional Housing Element with the exception of Clovis who has already started their housing element update. Two bids came in, each for 1.89 million. They plan to kick off in May. Most of the document is scheduled to be completed by spring 2023 except for CEQA, HCD review(s), and adoption by each jurisdiction.

## **Identified Benefits:**

*Economies of Scale / Duplicate Work:* Regional chapters used by all jurisdictions will provide some cost savings.

## **Identified Issues:**

*Consultant Procurement:* There are not a lot of consultants that do this type of work and there is a limited amount of work they are willing to take on. A larger contract may attract some consultants that might pass on a smaller contract. Conversely, a larger contract may also repel other consultants who are nearing capacity for the amount of work they can take on.

*Individual Delays Impact Everyone:* If one jurisdiction doesn't provide timely information, it can slow down the process for everyone.

*AFFH Costs:* Housing Elements this cycle are much more expensive and are typically taking multiple rounds of review with HCD because of the new AFFH requirements. The AFFH requirements also eliminate some of the potential cost savings that might have been achieved in previous years with a multijurisdictional document.

*Funding:* REAP 2.0 is not eligible for housing elements. REAP 1.0 is eligible, but the spending deadline is before the likely completion of the work and some jurisdictions have already dedicated their LEAP and REAP funding to other qualifying housing items. Also, the TCAG board had chosen to suballocate the majority of REAP funds directly to member agencies. To fund a multijurisdictional housing element, TCAG would need those funds that had been dedicated for member agencies. Depending on cost, additional funding sources will likely be required as well.

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## Tulare County Association of Governments

### AGENDA ITEM IX-G

May 16, 2022

Prepared by Theodore Smalley, TCAG Staff

#### SUBJECT:

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

#### BACKGROUND:

Every two years, TCAG elects a Chair and Vice-Chair to the TCAG Board as required by the existing Joint Powers Agreement and Bylaws. The term for this selection runs from July 1, 2022 through June 30, 2024. TCAG will also be reconsidering representation on various associated committees to coincide with Chair and Vice Chair elections, as the committees do not specify term limits.

#### DISCUSSION:

On June 30, 2022, the two-year terms of the Chair (Pete Vander Poel) and Vice Chair (Martha Flores) will expire. The election of new officers is required. Pursuant to the TCAG Bylaws, any member of the Governing Board may hold the position of Chair or Vice Chair. Duties of the Chair, Vice Chair and Committee descriptions are listed in the TCAG Board Roles and Responsibilities.

TCAG will also be considering new members or reappointing members on the following committees:

AGENCY/COMMITTEE	CURRENT BOARD MEMBER(S)	# REPS	# ALT REPS
SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL	RUDY MENDOZA DENNIS TOWNSEND, ALT. LINDA LAUNER	2	1
TULARE COUNTY WATER COMMISSION	MARTHA FLORES	1	0
SAN JOAQUIN JOINT POWERS AUTHORITY (SJJPA)	AMY SHUKLIAN, ALT EDDIE VALERO	1	1

#### RECOMMENDATIONS:

1. Select new TCAG Board Chair and Vice Chair The newly elected officers will assume their duties on July 1, 2022.
2. Electing new members or reappointing committee representatives. The newly elected officers will assume their duties on July 1, 2022.

#### FISCAL IMPACT:

No fiscal impact.

**ATTACHMENTS:**

1. Resolution: Appointment of Committee Representatives
2. TCAG Board Roles and Responsibilities

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

Attachment 1

In the matter of:

ELECTION OF TULARE COUNTY	)	
ASSOCIATION OF GOVERNMENTS BOARD	)	Resolution No. 2022-xxx
CHAIR, VICE CHAIR, AND REAPPOINT	)	
COMMITTEE REPRESENTATIVES	)	

WHEREAS, the Tulare County Association of Governments (TCAG) Board is made up of eight city representatives, Tulare County Board of Supervisors, and three At-Large members; and

WHEREAS, every two years, TCAG elects a Chair and Vice Chair to the TCAG Board, as required by the existing Joint Powers Agreement and Bylaws and the term for this selection runs from July 1, 2020 to June 30, 2022; and

WHEREAS, on June 30, 2022, the two years terms for the current Chair and Vice-Chair positions will expire; and

WHEREAS, members shall be selected for reappointment on various other associated committees that do not have specified term limits. \_\_\_\_\_ and \_\_\_\_\_ shall be reappointed to represent the San Joaquin Valley Regional Planning Agencies Policy Council; \_\_\_\_\_ shall be reappointed to represent the Tulare County Water Commission; \_\_\_\_\_ shall be reappointed to represent the San Joaquin Joint Powers Authority (SJJPA); and \_\_\_\_\_ shall serve as representative and \_\_\_\_\_ as Alternate of TCAG Transit.

NOW THEREFORE BE IT RESOLVED THAT the Board approves \_\_\_\_\_ as chair and \_\_\_\_\_ as vice chair and the appointment of \_\_\_\_\_ and \_\_\_\_\_ to represent the San Joaquin Valley Regional Planning Agencies Policy Council; \_\_\_\_\_ to represent the Tulare County Water Commission; \_\_\_\_\_ to represent SJJPA and \_\_\_\_\_ and \_\_\_\_\_, as alternate, to represent TCAG Transit.

The foregoing Resolution was adopted upon motion of \_\_\_\_\_, seconded by Member \_\_\_\_\_, at a regular meeting held on the 18<sup>th</sup> day of June, 2018 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

\_\_\_\_\_  
Pete Vander Poel  
Chair, TCAG

\_\_\_\_\_  
Ted Smalley  
Executive Director, TCAG

## TULARE COUNTY ASSOCIATION OF GOVERNMENTS GOVERNING BOARD ROLES AND RESPONSIBILITIES

### FUNCTIONS AND RESPONSIBILITIES OF THE TCAG BOARD

TCAG serves under several designations, encompassing local, state, and federal responsibilities. TCAG was initially formed as an **Association of Governments** (more commonly known as a Council of Governments, or COG) under a Joint Powers Agreement in 1971. The eight incorporated cities of Exeter, Dinuba, Farmersville, Lindsay, Porterville, Tulare, Visalia, Woodlake, and the County of Tulare are TCAG member agencies. Below is a selection of the stated purposes of TCAG:

- 1) Assist local jurisdictions in obtaining federal assistance by providing advice, counsel, and professional direction;
- 2) Prepare the necessary plans and studies consistent with comprehensive planning goals and objectives;
- 3) Serve as a center for disseminating general planning information of areawide significance to the various local jurisdictions;
- 4) Investigate and prepare recommendations regarding the resolution of conflicts or other circumstances arising from the multiplicity of jurisdictions concerned with comprehensive development;
- 5) Review and coordinate applications for programs utilizing federal funding; and
- 6) Provide a clearinghouse for the coordination and review of all state funded projects.

As a result of the 1980 Census, the Visalia Urbanized Area was designated. The Visalia Urbanized Area originally included the cities of Visalia, Farmersville, and Exeter, and several adjacent unincorporated communities. Every Census boundaries are adjusted; the 2010 Census included the City of Tulare within the officially designated Visalia Urbanized Area.

Once Tulare County received an urban designation, the TCAG Board took on new responsibilities. In 1982, TCAG became the federal **Metropolitan Planning Organization (MPO)** for Tulare County. A number of responsibilities come with this designation, such as: preparation of a Regional Transportation Plan, demonstration of Air Quality Conformity, programming of all projects with federal funding in the Federal Transportation Improvement Program (FTIP), the use and maintenance of a transportation demand model, development of transit plans, and more.

Another major designation of TCAG is as the **Regional Transportation Planning Agency (RTPA)** for Tulare County. A designation by the State of California implemented in 1976, this agency is responsible for implementation of the Transportation Development Act, preparation of the Sustainable Communities Strategy (SCS), preparation of the Regional Housing Needs Assessment (RHNA), and more.

Additional designations of TCAG and their purpose are described briefly below. Not every member of the TCAG Board as established under the Joint Powers Agreement are members of every TCAG agency/authority. Board representation is in some cases determined by regulations for that agency's function.

- **Transportation Management Agency (TMA).** After the 2010 Census, the Visalia Urbanized Area exceeded the threshold of a population greater than 200,000. TCAG then received this new designation. TCAG is required to develop a Congestion Management Program (CMP), meet higher standards in transportation demand modeling, and is now subject to a federal certification review.
- **Abandoned Vehicle Abatement (AVA) Service Authority.** Under the California Vehicle Code, \$1 of the registration fee of each vehicle in Tulare County is used for the abatement of abandoned vehicles. Member agencies report abatements to TCAG and TCAG administers the allocation of these funds. Only elected officials on the TCAG Board are a part of the Service Authority.
- **Regional Data Center and Census Coordination Committee.** A state designation, TCAG serves as the local Regional Data Center, providing Census information to agencies and residents. TCAG sits as the Census Coordination Committee during the Census process, and plays a role in ensuring all residents are included in Census counts.
- **Local Clearinghouse.** TCAG is the agency responsible for circulating certain state grant applications to stakeholders throughout the county to soliciting comments regarding grant application conflicts. Comments received are relayed to the applicants.
- **Tulare County Transportation Authority (TCTA).** Measure R, the local transportation sales tax, appointed the elected officials of the TCAG Board as the TCTA for administration of the Measure.
- At board meetings, TCAG also sits as the **Transportation Policy Advisory Committee.** The advisory committee includes an ex-officio position for a representative of Caltrans.

### **TCAG BOARD MEMBERS**

The TCAG Board is comprised of the following:

- a) The five (5) members of the Board of Supervisors.
  - a. Term: during tenure in the office of Supervisor
  - b. Alternates appointed for each member, must be a resident of the county
- b) One (1) councilmember from each city which is a party to the Joint Powers Agreement, appointed by the city councils of such respective cities.
  - a. Term: during tenure in the office of Councilmember, or until replaced by the city
  - b. Alternates appointed by the respective cities, must be a Councilmember
- c) Three (3) residents, over the age of 18, of the county to be appointed by a majority vote of the other members of the governing board of the Association listed in (a) and (b) above at a meeting of the governing board.
  - a. Term: three years, staggered
  - b. Alternates appointed in the same manner as the primary members
- d) One (1) representative, to be appointed by the Tulare County Council of Cities, to serve as a representative from a provider of public transit in accordance with 23 U.S.C. as amended by MAP-21.
  - a. Term: three years
  - b. Alternate appointed in the same manner as the primary member

## **ROLES AND RESPONSIBILITIES OF TCAG BOARD MEMBERS**

### **Elected Officials Appointed to the TCAG Board**

Elected officials appointed to the TCAG Board include the five members of the Board of Supervisors and one councilmember from each incorporated city. Each member of the TCAG Board has one vote. Roles and responsibilities of the members of the TCAG Board include:

- Receive orientation and training on the roles and responsibility of TCAG as an agency, as well as the responsibilities of individual board members.
- Represent your local agency in a regional context. The focus of TCAG board members shall be on regional cooperation, strategic planning, regulatory compliance, and other issues as presented by the TCAG Chair and Executive Director and under the purview and requirements of the duties of TCAG.
- Attend various meetings, functions, conferences, etc. Attendance of board members is not expected at all events, as TCAG is routinely represented by the agency Chair; however, board members are encouraged to participate in TCAG matters as much as they are able. Examples include:
  - Stakeholder and community meetings
  - Meetings, functions, etc. with local, regional, state and federal partner agencies
  - Advocacy trips to Sacramento and Washington D.C.
  - Project groundbreakings and ribbon cuttings
- Ensure that you are provided the necessary information for decision-making.
- Attend board member training.
- Make every effort to attend TCAG board meetings and workshops.
- Notify your alternate when you will be unable to attend a meeting of the governing board.
- Act as a liaison to your respective local elected board/council.

### **Public Transit Representative**

The Public Transit Representative position on the TCAG Board was approved in 2015 due to a new requirement in the federal transportation authorization bill, MAP-21. This position carries a three-year term and is appointed by the Tulare County Council of Cities. Roles and responsibilities of this position are:

- Receive orientation and training on the roles and responsibility of TCAG as an agency, as well as the responsibilities of individual board members.

- Represent the interests of public transit in Tulare County. This includes the interest of residents and riders in the county, as well as all agencies that provide public transit in Tulare County.
- Serve as the TCAG representative (and alternate) on the CalVans board of governors.
- Attend various meetings, functions, conferences, etc. Examples include:
  - CalVans board meetings
  - Stakeholder and community meetings
  - Unmet Needs Public Hearings
  - Transit forum meetings
  - Meetings of the Social Services Transportation Advisory Council (SSTAC)
  - Events, functions, etc. with local, regional, state and federal partner agencies
  - Advocacy trips to Sacramento and Washington D.C.
  - Project groundbreakings
- Ensure that you are provided the necessary information for decision-making.
- Attend board member training.
- Make every effort to attend TCAG board meetings and workshops.
- Promote and advocate for public transit that serves the residents of Tulare County.

#### TCAG Board Members-at-Large

As established in the Joint Powers Agreement, the TCAG Board allocates three positions to members-at-large. Each member-at-large has one vote. Members-at-large will be appointed by elected officials that sit on the TCAG Governing Board, and will be selected via an application process. This position carries a three-year term, alternating so that one member-at-large is appointed per year. Rules and responsibilities include:

- Receive orientation and training on the roles and responsibility of TCAG as an agency, as well as the responsibilities of individual board members.
- Regardless of the location of your residence in Tulare County, focus of TCAG board members shall be on regional cooperation, strategic planning, regulatory compliance, and other issues as presented by the TCAG Chair and Executive Director and under the purview and requirements of the duties of TCAG.
- Ensure that you are provided the necessary information for decision-making.
- Attend board member training.
- Make every effort to attend TCAG Board meetings and workshops.
- Notify your alternate when you will be unable to attend a meeting of the governing board.

### Alternate Members of the TCAG Board

Roles and responsibilities of the alternate members of the TCAG Board include:

- Receive orientation and training on the roles and responsibility of TCAG as an agency, as well as the responsibilities of individual board members.
- Fulfill the role of a TCAG Board member when the primary appointee for your position is not in attendance.
- Stay current on activities and issues involving TCAG.
- Attend board member training.
- Make every effort to attend TCAG Board meetings and workshops.

### TCAG Chair

The TCAG Chair serves a two-year term and is elected from among the members of the governing board. Terms commence July 1<sup>st</sup> of even-numbered years. The duties and time commitment required to serve as the Chair will vary from year to year, but is typically very involved. Below are roles and responsibilities of the TCAG Chair:

- Preside at meetings of the board and provide leadership: responsible for ensuring that the necessary business of TCAG is carried out efficiently, effectively, and in an appropriate manner.
- Ensure that key and appropriate issues are discussed by the governing board in a timely manner and ensure the provision of all the necessary information needed on which to base decisions.
- Ensure that in making decisions the governing body takes proper account of statutory and other requirements and constraints.
- Offer both general and specific support to the Executive Director where strategic, major, or contentious issues are involved, such as direction on seeking project funding or handling a personnel matter.
- Act, between board meetings, on matters delegated by the board and respond to requests on matters that do not require board approval, such as the signing of routine documents and responses to outside agencies.
- Exceptional circumstances may arise where an urgent decision is required and it is not possible to convene a meeting of the governing board. In such circumstances, the Executive Director shall seek the approval of the Chair (or in his or her absence the Vice Chair). Any decisions taken in these circumstances must be reported at the next meeting of the board.
- Serve as the TCAG representative of the California Association of Councils of Governments (CalCOG). (Except when one of the TCAG Board members is the Policy Council Chair. In this special circumstance, the Policy Council Chair will also serve as the CALCOG representative.)

- Attend various meetings, functions, conferences, etc. Examples include:
  - Stakeholder and community meetings
  - Meetings, functions, etc. with local, regional, state, and federal partner agencies
  - Advocacy trips to Sacramento and Washington D.C.
  - CalCOG annual meeting, National Association of Regional Councils (NARC) conference, California Transportation Commission (CTC) meetings, and others
  - Project groundbreakings
- Assure that TCAG meetings and board members comply with applicable regulations under the Brown Act, Robert's Rules of Order, and other governance standards.
- Call for and appoint members to ad-hoc committees. One example is the committee convened for the annual performance review of the TCAG Executive Director/Agency.
- Undertake all duties and responsibilities that fall within the range expected to execute the duties under the purview of TCAG.

#### TCAG Vice Chair

The TCAG Vice Chair also serves a two-year term and is elected from among the members of the governing board. The offices of Chair and Vice Chair run concurrently. Roles and responsibilities include:

- Fulfill duties of the Chair in the Chair's absence
- Attend various meetings, functions, conferences, etc. Examples include:
  - Stakeholder and community meetings
  - Meetings, functions, etc. with local, regional, state and federal partner agencies
  - Advocacy trips to Sacramento and Washington D.C.
  - Project groundbreakings

#### **TCAG APPOINTMENTS TO OTHER AGENCIES AND COMMITTEES**

TCAG has positions allocated on the boards and committees of several organizations. Listed below are the appointments made by the TCAG Board, and the general roles and responsibilities as TCAG representatives for these positions.

● **San Joaquin Valley Regional Planning Agencies Policy Council.** The Policy Council is comprised of two members and one alternate from the Councils of Governments of each of the counties in the San Joaquin Valley: Tulare, Kern, Kings, Fresno, Madera, Merced, Stanislaus, San Joaquin, and a representative from the San Joaquin Valley Air Pollution Control District. The purpose of the Policy Council is to work together on a regional front, often in the legislative arena. The Policy Council has an adopted legislative platform and typically travels both to Sacramento and Washington D.C. once a year. The Policy Council also works on regional issues in general, such as in Goods Movement and Air Quality. The TCAG board appoints two members and one alternate to the Policy Council. Terms shall be for two

years, commencing July 1<sup>st</sup> of even-numbered years. If a TCAG representative is elected the Policy Council Chair then that person would then also serve as the TCAG CALCOG representative.

- **CalVans.** TCAG is a member agency of CalVans, which operates as a Joint Powers Authority. CalVans is a very successful vanpool program that operates in many counties throughout California. TCAG is allotted one member and one alternate to the CalVans board. The TCAG Public Transit Representative is the member of CalVans, and alternate to the Board appointed the CalVans alternate.

- **Tulare County Water Commission.** The Water Commission is an advisory committee to the Tulare County Board of Supervisors. The Water Commission is comprised of elected officials, water experts, and community activists and examines a wide variety of water issues that impact Tulare County. TCAG is allotted one position on the Water Commission and the representative is appointed by the board. Terms shall be for two years, commencing July 1<sup>st</sup> of even-numbered years.

- **San Joaquin Joint Powers Authority (SJJPA).** The SJJPA is the governing board that manages the Amtrak San Joaquin line. This line provides service between Bakersfield, Fresno, Modesto, Stockton, Sacramento, and Oakland, and is the fifth busiest Amtrak service in the nation. TCAG is allotted one member and one alternate to the SJJPA. TCAG appoints the member and alternate to the SJJPA. Terms shall be for two years, commencing July 1<sup>st</sup> of even-numbered years.

- **San Joaquin Valley Rail Committee (SJVRC).** The SJVRC can be described as the technical advisory committee to the SJJPA. TCAG is authorized the appointment of two members and one alternate to the SJVRC. Members must reside in Tulare County, cannot be elected officials, and may not be employees of SJJPA member agencies. TCAG appoints the members and alternate to the SJVRC. Terms shall be for two years, commencing July 1<sup>st</sup> of even-numbered years.

- **California Association of Councils of Governments (CalCOG).** CalCOG is a state organization of Councils of Governments of which TCAG is a member. Similar to the San Joaquin Valley Policy Council, CalCOG covers a number of issues relevant to its member agencies. Most often, these issues are either legislative in nature or regarding regulations or other processes affecting councils of governments in the state. As mentioned previously, the TCAG Chair shall serve as the representative on the CalCOG board, except in the instance that the TCAG appointee to the SJV Policy Council is that agency's chair. In that instance, the Policy Council chair will sit as the TCAG representative on CalCOG. Additionally, the TCAG Vice Chair shall serve as the alternate member.

## **AGENDA ITEM IX-H**

**May 16, 2022**

**Prepared by Benjamin A. Kimball, TCAG Staff**

### **SUBJECT:**

**Information:** Regional Transportation Plan/Sustainable Communities Strategy Update

### **BACKGROUND:**

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

Draft Documents have been put together during the early months of 2022.

### **DISCUSSION:**

The following is a schedule for upcoming events:

May 2022 -	Release Draft Documents for Public Review
June 2022 -	Public Hearings
July 2022 -	End Public Review Periods, Responses to Comments Formulated
August 2022 -	TCAG Board Adopts Regional Transportation Plan TCAG Board Adopts Sustainable Communities Strategy TCAG Board Adopts and Certifies Final EIR TCAG Board Adopts Air Quality Conformity Document TCAG Board Adopts Regional Housing Needs Allocation
October 2022 -	RTP/SCS Transmitted to Caltrans for Approval
December 2022 -	RTP Transmitted to FHWA for Approval

### **ATTACHMENT(S):**

None

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

**AGENDA ITEM X-A**

**May 16, 2022**

**Prepared by Michele Boling, TCAG Staff**

**SUBJECT:**

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

**BACKGROUND:**

The Abandoned Vehicle Abatement (AVA) Program Second Quarter Report for FY 2021/2022 represents the period from October 1 to December 31, 2021.

**DISCUSSION:**

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

- 1) Allocates 1% to the Tulare County Association of Governments (TCAG) for support of TCAG's role as Abandoned Vehicle Abatement Service Authority; and
- 2) Distributes 50% of the remaining quarterly allocation to the eight cities and county in direct proportion to their population as determined by State Department of Finance May 1, 2021 estimates; and
- 3) Distributes 50% of the remaining quarterly allocation to the eight cities and county in direct proportion to their share of the total number of abatements made during that quarter.
- 4) The amount received for 2021/2022 Second Quarter distribution is \$93,758.60. The distributed amount is based on the above criteria as represented on Attachment A.

**ATTACHMENT:**

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

## Tulare County Abandoned Vehicle Abatement Service Authority

Report on Allocations, 2nd Quarter, October 1-December 31 2021-2022								
\$ 93,758.60 Authority's allocation of Abandoned Vehicle Abatement Funds from State								
\$ 937.59 1% administration fee levied by the Tulare County Association of Governments								
\$ 92,821.01 Funds distributed to Local Jurisdictions by the Authority this quarter								
Local Population	Population as of 5/1/2021	Percentage of Population	Funding Allocation Based on Population	Total Number of Abatements	Percentage of Abatements	Funding Allocation Based on Abatements	Total Funding Allocation for Quarter	Total Number of Voluntary Abatements
Dinuba	26,517	5.50%	2,554.67	1	2.56%	\$ 1,190.01	\$ 3,744.68	40
Exeter	10,997	2.28%	1,059.46	0	0.00%	\$ -	\$ 1,059.46	0
Farmersville	11,327	2.35%	1,091.25	0	0.00%	\$ -	\$ 1,091.25	0
Lindsay	13,090	2.72%	1,261.10	0	0.00%	\$ -	\$ 1,261.10	0
Porterville	59,571	12.37%	5,739.11	15	38.46%	\$ 17,850.19	\$ 23,589.30	49
Tulare	69,246	14.37%	6,671.21	0	0.00%	\$ -	\$ 6,671.21	0
Visalia	139,254	28.91%	13,415.83	5	12.82%	\$ 5,950.07	\$ 19,365.90	110
Woodlake	8,054	1.67%	775.93	0	0.00%	\$ -	\$ 775.93	4
Unincorporated	143,677	29.83%	13,841.95	18	46.15%	\$ 21,420.23	\$ 35,262.18	35
<b>TOTALS</b>	<b>481,733</b>	<b>100.00%</b>	<b>46,410.51</b>	<b>39</b>	<b>100.00%</b>	<b>\$46,410.50</b>	<b>\$ 92,821.01</b>	<b>238</b>