

Tulare County Association of Governments	Date: Monday, February 24, 2020 Time: 1:00 p.m. Place: Woodlake Community Center 145 N. Magnolia Street Woodlake, CA 93286
Technical Advisory Committee	Date: Thursday, February 20, 2020 Time: 1:30 PM Place: Tulare County Association of Governments 210 N. Church Street, Suite B (Sequoia Conference Room) Visalia, CA 93291

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.

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

I. CALL TO ORDER & WELCOME

II. PLEDGE OF ALLEGIANCE

III. PUBLIC COMMENTS

NOTICE TO THE PUBLIC PUBLIC COMMENT PERIOD

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

Convene as the Transportation Policy Advisory Committee

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

IV. TRANSPORTATION CONSENT CALENDAR –ACTION AND INFORMATION ITEMS

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

- A. Action: Adoption of Resolution: Safety Performance Management Targets for 2020 (Pages 01-18)

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. Presentation: Pavement Marking Requirements from David Preston, President; and James Malloy, General Operations Manager with Safety Striping Service, Inc. (No Page)
- B. Action: Adoption of Resolution: Adopt 2020-2023 TCAG Transit Asset Management Targets (Pages 19-26)

- C. Action: Approval to Work with Caltrans in the Development of a Trade Corridor Enhancement Program (TCEP) Grant Application (Pages 27-28)
- D. Information: Status of State Transportation Improvement Program (STIP) Allocations and California Transportation Commission (CTC) Update (Pages 29-32)
- E. Information: Implementation Status of Federally Funded Projects (Pages 33-36)
- F. Information: Update on Timing and Funding Implications of the Federal Safer Affordable Fuel-Efficient (SAFE) Vehicles Regulation (Pages 37-40)
- G. Information: Senate Bill 1 (SB1) Competitive Programs Update (Pages 41-44)
- H. Information: Caltrans Monthly Report (No Page)

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

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

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

VII. ASSOCIATION CONSENT CALENDAR –ACTION AND INFORMATION ITEMS

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

- A. Action: Minutes of January 27, 2020 TCAG Board Meeting (Pages 45-50)
- B. Action: Minutes of January 22, 2020 Technical Advisory Committee Meeting (Pages 51-54)
- C. Action: Adoption of Resolution: Approval of Amendment No. 6 to the 2019/2020 Overall Work Plan (OWP) (Pages 55-70)
- D. Information: Conflict of Interest Code (Form 700) Due April 1, 2020 (No Page)

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

- A. Information: Legislative Update (Pages 71-72)
- B. Presentation: Report from Congressman Nunes' Office (No Page)
- C. Presentation: Report from Assemblyman Mathis' Office (No Page)
- D. Presentation: Report from Senator Hurtado's Office (No Page)
- E. Action: Adoption of Resolution: Transit Performance Measures (Pages 73-78)
- F. Action: Letter of Support: Support, in Concept, Senator Beall's Federal Transportation Improvement Program (FTIP) Update Timing Bill (Pages 79-80)
- G. Information: Update to State Route 65, 99, 190, 198 Sustainable Corridors Committees (SCCs) of the Tulare Council of Governments (TCAG) (Pages 81-86)
- H. Information: Regional Transit Coordination Update (Pages 87-88)
- I. Information: Miocar Project Update (Pages 89-90)
- J. Information: Update on 2020 Census Complete Count Outreach (Pages 91-94)
- K. Information: Tulare County Association of Governments (TCAG) Audit Year Ending June 30, 2019 (Page 95)

IX. CORRESPONDENCE

- A. None

X. OTHER BUSINESS

A. Information: Items from Staff:

1. TCAG Director's Report
2. Other Items

B. Information: Items from Board Members

1. Tulare County Water Commission Update
2. San Joaquin Valley Policy Council Update
3. San Joaquin Joint Powers Authority (SJJPA) - Amtrak Update
4. San Joaquin Valley Housing Task Force Update
5. TCAG Transit Report
6. Other Items

C. Request from Board Members for Future Agenda Items

XI. ADJOURN

The next scheduled Tulare County Association of Governments (TCAG) meeting will be held on Monday, March 16, 2020 at 1:00 p.m. at the Tulare County Board of Supervisors, 2800 W. Burrel Avenue, Visalia, CA 93291. The Technical Advisory Committee will meet on Thursday, March 12, 2020 at 1:30 p.m. at the Tulare County Association of Governments (TCAG), 210 N. Church Street, Suite B, Sequoia Conference Room, Visalia, CA 93291.

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

BOARD OF GOVERNORS	AGENCY	ALTERNATE
Kuyler Crocker - Chair	Tulare County-District 1	Paula Clark
Pete Vander Poel	Tulare County-District 2	William Cushing
Amy Shuklian	Tulare County-District 3	Bill Whitlatch
Eddie Valero	Tulare County-District 4	Derek Williams
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Greg Gomez	Public Transit Provider*	<i>Vacant</i>
Tyrone Holscher	Member-at-Large*	Shea Gowin
Walter Stammer, Jr.	Member-at-Large*	Pamela K. Whitmire
Wanda Ishida	Member-at-Large*	Marlene Sario
Sharri Bender-Ehlert	Caltrans*	Laura Gordon

* 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
Mark Hays, Senior Regional Planner
Derek Winning, Senior Regional Planner
Gabriel Gutierrez, Senior Regional Planner
Kasia Poleszczuk, Associate Regional Planner
Steven Ingoldsby, Associate Regional Planner
Giancarlo Bruno, Regional Planner
Gail Miller, Associate Regional Planner-EH
Barbara Pilegard, Associate Regional Planner-EH
Maria Garza, Associate Regional Planner-EH
Michele Boling, Accountant III
Brideget Moore, Staff Services Analyst III
Amie Kane, Administrative Clerk II
Servando Quintanilla, Administrative Clerk
Olivia Forte, Intern Apprentice-EH

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AGENDA ITEM IV-A

February 24, 2020

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Safety Performance Management Targets for 2020

BACKGROUND:

Federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21, Public Law 112-141) was signed into law on July 6, 2012. Among other things, MAP-21 amended Title 23, United States Code, Section 150 to include a national goal of “Safety-To achieve a significant reduction in traffic fatalities and injuries on all public roads.” On March 22, 2014 the Federal Highway Administration (FHWA) began the rule making process to develop the regulations necessary to implement these provisions of MAP-21. The rulemaking process ended on March 15, 2016 with the publication of 23 Code of Federal Regulations Part 490. The final rule became effective on April 14, 2016. The final rule required state departments of transportation (DOTs) to adopt their 2020 targets by August 31, 2020. Once these targets are determined by state DOTs, Metropolitan Planning Organizations (MPOs) have 180 days to establish targets for their region. Safety management targets are adopted once a year. For the 2020 Safety Performance Management target, Caltrans adopted their targets on August 31, 2019. Tulare County Association of Governments has until February 27, 2020 to adopt their targets.

DISCUSSION:

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

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

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

The table below identifies the performance targets, the data source used to establish the targets, and 5-Year Rolling Average targets set for 2020 by Caltrans.

Caltrans 2020 Statewide SPMT Based on a 5-Year Rolling Average

Performance Target	Data Source	5-Year Rolling Average (2020)
Number of Fatalities	FARS	3,590.8
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.029
Number of Serious Injuries	SWITRS	12,823.4
Rate of Serious Injuries (per 100M VMT)	SWITRS and HPMS	3.831
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,271.1
FARS – Fatality Analysis Reporting System HPMS – Highway Performance Monitoring System SWITRS – Statewide Integrated Traffic Records System Shading indicates target must be established in cooperation with the Office of Traffic Safety		

The regulations require MPOs such as TCAG to adopt the performance measure targets within 180 day of adoption of targets by the state DOTs. MPOs can either select Option A: which is to elect to support the 2020 Caltrans statewide safety performance management targets by agreeing to plan and program projects so that they contribute toward the establishment of the state DOT safety target for that performance measure; or select Option B: which is to elect to set region-specific performance targets.

Staff is recommending that the Board approve Option A and support the 2020 Caltrans statewide safety performance management targets by agreeing to plan and program projects so that they contribute toward the establishment of the state DOT safety target for that performance measure.

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

Attached is a paper prepared by Caltrans that addresses how they adopted their safety performance management targets for 2020.

RECOMMENDATION:

Staff is recommending that the Board approve Option A and support the targets approved by Caltrans and plan and program projects that contribute to these goals.

FISCAL IMPACT:

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

ATTACHMENTS:

1. Resolution
2. 2020 Safety Performance Management Targets
3. MPO Target Reporting Template

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

In the matter of:

APPROVAL OF 2020 SAFETY)	
PERFORMANCE MEASURES)	Resolution No []
TARGET SETTING)	

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

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

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

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

WHEREAS, the final rule required state departments of transportation to adopt the first safety performance measure targets by August 31, 2017 and once a year thereafter; and

WHEREAS, the California Department of Transportation (Caltrans) adopted the 2020 safety performance measure targets on August 31, 2019; and

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

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

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

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

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 24th day of February, 2020 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Kuyler Crocker, Chair
Tulare County Association of Governments

Ted Smalley, Executive Director
Tulare County Association of Governments

Safety Performance Management Targets for 2020

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2020 calendar year by August 31, 2019. Caltrans and OTS have adopted aspirational goals consistent with the California Strategic Highway Safety Plan (SHSP) as follows:

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR ROLLING AVERAGE

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2020	Percent Reduction for 2020
Number of Fatalities	FARS	3518.0	3.03%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.023	3.03%
Number of Serious Injuries	SWITRS	13,740.4	1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.994	1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4147.4	3.03% for Fatalities and 1.5% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration's (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP. The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In September 2015, California updated its SHSP, which is "a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and severe injuries on all public roads" (SHSP, 5). It further states that the "SHSP is a multi-disciplinary effort involving Federal, State, and local representatives from the 4Es of safety [i.e. engineering, education, enforcement, and emergency services]" (SHSP, 2015-2019, 34). In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to: (1) the HSIP report content and schedule, (2) the Strategic Highway Safety Plan (SHSP) update cycle, and (3) the subset of the model inventory of roadway elements (MIRE), also known as the MIRE fundamental data elements (FDE).

The Safety Performance Measures (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

States must establish statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their States on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met, or made significant progress toward meeting, its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

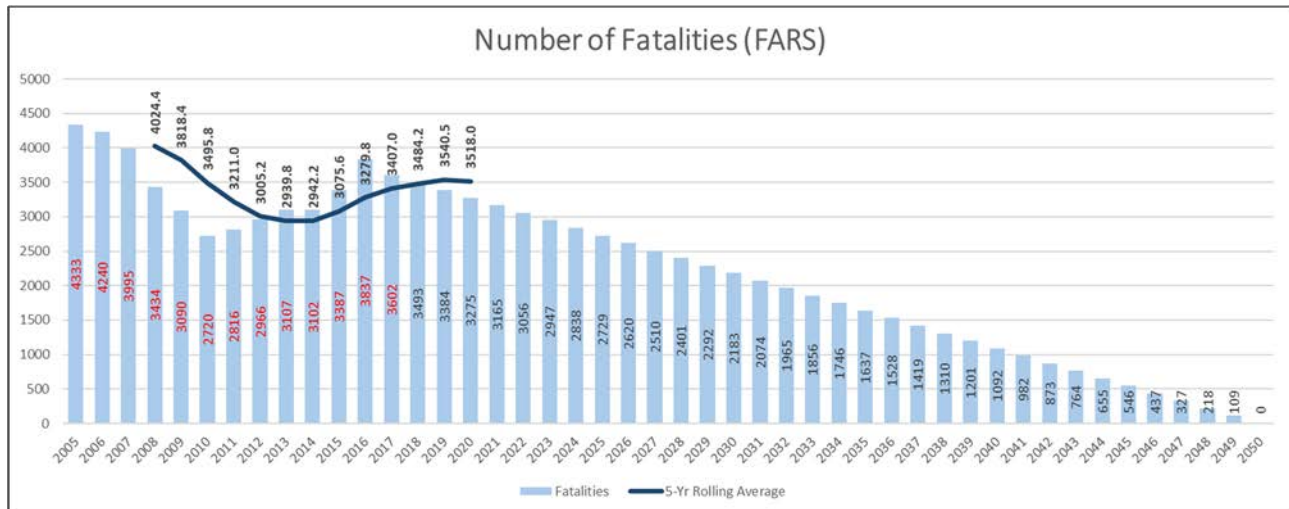
There are three steps to setting safety performance targets, which are: (1) estimating the existing trends to determine where we are now, (2) determining what external factors will impact the target in order to forecast future trends, and (3) estimating targets based on forecasted fatality reductions from safety plans. In line with these steps, on May 8, 2019, a webinar and telephone conference was held to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious Injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan's goal of -3% for fatalities and -1.5% for serious injuries; (4) a target line of reaching zero fatalities by 2050.

After receiving feedback from the MPOs from the webinar and telephone conference on May 8, 2019, the consensus was to select the fourth scenario, which uses a target line of reaching zero fatalities by 2050. This scenario is similar to the goals adopted by several States in the nation of Toward Zero Deaths TZD by 2050 (with 2016 numbers as the baseline numbers). The next update of the SHSP will be by 2020 and the TZD goals in this future safety plan will be incorporated in the 2021 SPMTs. The rationale for selecting safety targets based on a comprehensive statewide safety plan is to set “empirically derived targets based on quantitative modeling of potential strategies. With this approach, targets are based on empirical evidence of the selected interventions’ previous effectiveness combined with best estimates of future effectiveness, using a model linking inputs and outcomes” (Performance Management Practices and Methodologies for Setting Safety Performance Targets, Federal Highway Administration, 2011). Since safety performance targets pertain to all public roads, in a practical sense for this to work, local jurisdictions need to develop individual performance measures based on the particular needs of the locality and also target the appropriate strategies. If regional implementation is adopted, this denotes a bottoms-up approach where targets are rolled up from the State and local jurisdictions based on safety effectiveness, supported by research, and are more realistic and achievable, which in turn helps secure political support (Joint Transportation Research Centre of the Organization for Economic Cooperation and Development and International Transport Forum, *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*, 2008).

The Number of Fatalities

For 2020, the target for fatalities based on the five-year rolling average is **3518.0** with 3275 fatalities projected for the same year. While referring to Figure 2, the blue bars with red text reflect the data that was available in FARS at the time of the target setting process. For the 2020 targets, the last year that data was available in FARS was the 2017 data. The Number of Fatalities 2020 target is set with a target line to decrease fatalities to zero by the end of December 2049. This is denoted by the blue bars with black text that begin in year 2018. The dark blue line represents the 5-year rolling average from the annual fatality numbers.

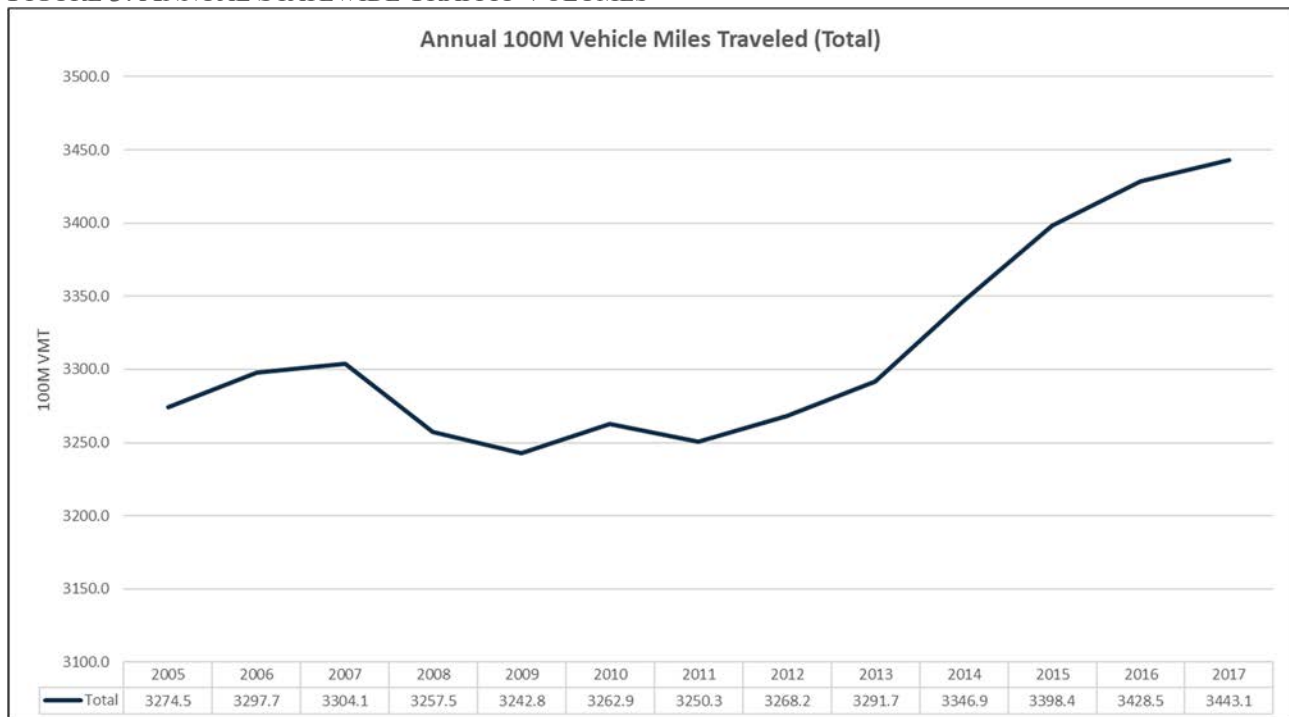
FIGURE 2. THE NUMBER OF FATALITIES



Annual Fatality Rate (per 100M VMT)

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT). While referring to Figure 3, traffic volumes have been steadily increasing since 2011. For the purposes of safety performance target setting, a 1 percent increase in VMT is forecasted from year-to-year for the years from 2017 to 2020.

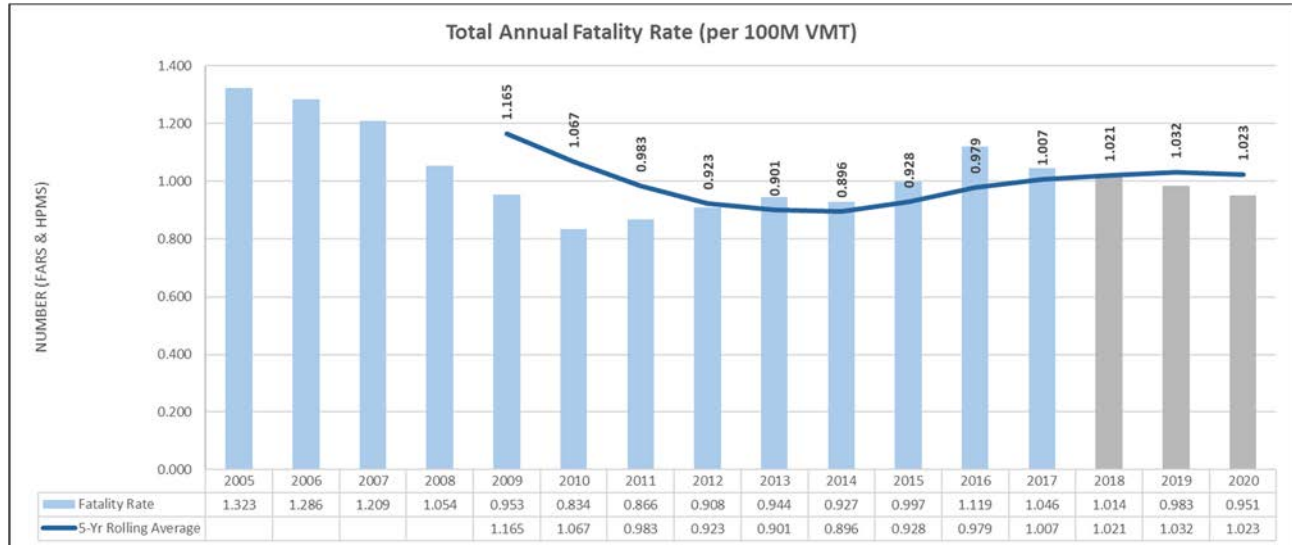
FIGURE 3. ANNUAL STATEWIDE TRAFFIC VOLUMES



The fatality rate is calculated by dividing the number of fatalities by 100M VMT. The same assumptions are relevant for the calculation of the number of fatalities and they are (refer to Figure 4):

- The blue bars denote the current data that is available in FARS (as of June 2019 when the OTS presented their targets to NHTSA);
- The gray bars show a toward zero death target by the of December 2049 from 2017 to 2020.

FIGURE 4. THE FATALITY RATE



The dark blue line represents the five-year rolling average from annual fatality rates that reflect the 2015-2019 SHSP goal, which is **1.023** per 100M VMT. The fatality rate for 2020 is 0.951.

The Number of Serious Injuries

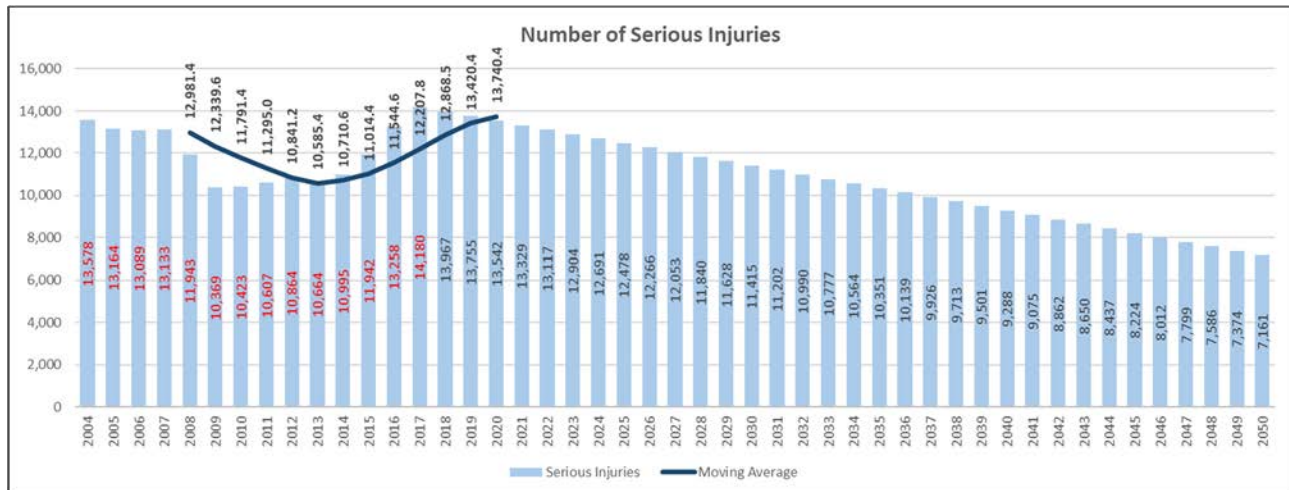
The serious injury data for the State of California resides in the Statewide Integrated Traffic Records System (SWITRS). The definition of serious injury corresponds to “A” in the KABCO Scale and the corresponding value in the SWITRS database is coded as “2”. This is explained in Table 2 (below).

TABLE 2. A COMPARISON BETWEEN KABCO AND SWITRS SERIOUS INJURY DEFINITIONS

KABCO Definition (FHWA)	SWITRS Definition (CHP)
K: Fatal Serious Injury	1: Fatal
A: Serious Injury	2: Injury (Severe)
B: Minor Injury	3: Injury (Other Visible)
C: Possible Injury	4: Injury (Complaint of Pain)
O: Property Damage Only	5: Property Damage Only

Referring to Figure 5 below, the blue bars with red text denotes the current data that is available in SWITRS (as of June, 2019). The blue bars with black text shows the number of serious injuries that decrease 1.5% from 2017-2050. The target year for serious injury numbers is 13,542. The dark blue line represents a five-year rolling average and for 2020 it is **13,740.4**.

FIGURE 5. THE NUMBER OF SERIOUS INJURIES



The Rate of Serious Injury

The serious injury rate is the number of serious injuries divided by 100M VMT. While referring to Figure 6 (below), the blue bars denote the current data that is available in SWITRS and HPMS. The serious injury rate in 2020 is 3.933. The dark blue line represents a five-year rolling average of serious injuries. This concept is incorporated in the SHSP. This is a “vision” based or “aspirational” target. The 2020 target for the serious injury rate is **3.994**. The Average Annual Daily Traffic (AADT) volumes are increased 1 percent per year from the 2016 levels for the years from 2017 to 2020 (as is the case in calculating the fatality rate).

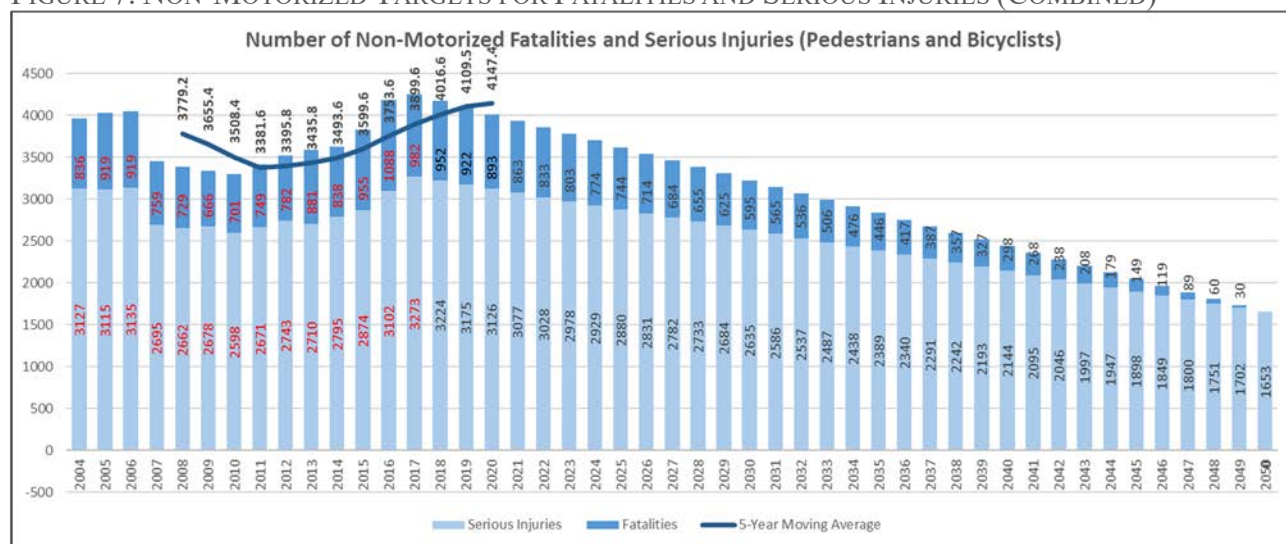
FIGURE 6. THE RATE OF SERIOUS INJURIES



The Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians)

While referring to Figure 7 (below), the darker blue bars show the number of fatalities for pedestrians and bicyclists combined. In 2017, the number of combined pedestrian bicycle fatalities is 982 as of June, 2019. The lighter blue bars with red text denote the current data that is available in SWITRS for the number of serious injuries for pedestrians and bicyclists combined. In 2017, the number of combined serious injuries for bicycles and pedestrians is 3,273. The dark blue bars depict the decreasing number of fatalities to zero by the end of December 2049. The dark blue line represents the five-year rolling average for non-motorized fatalities and serious injuries, which for the target year of 2020 is **4147.4**.

FIGURE 7. NON-MOTORIZED TARGETS FOR FATALITIES AND SERIOUS INJURIES (COMBINED)



Summary

For a breakdown of the five SPMTs, refer to Table 1. Appendix A also details the outreach efforts done by Caltrans, OTS, and the FHWA to the MPO's, counties, and local agencies in order to coordinate and communicate the SMPTs. Further information with regards to the webinars listed in Appendix A is accessible at: <http://www.dot.ca.gov/trafficops/shsp/>. Here data is provided from Caltrans, OTS, and the FHWA. For example, traffic volumes from HPMS are broken down by county for 10 years. In addition, the webinars have been recorded and can be accessed from this website.

APPENDIX A: Safety Performance Management Target Setting Outreach Efforts

Background:

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which the Federal Highway Administration (FHWA) defines as a strategic approach that uses system *information* to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that the FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

Important Dates/Deadlines:

The overall State targets required by FHWA are due on August 31st, annually, while the MPOs set their targets six months after the State sets its targets. Three of the five safety targets must be coordinated with the Highway Safety Plan administered by the Office of Traffic Safety (OTS), which must submit their targets to NHTSA by June 30th of each year.

Performance Targets must also be included in updates to Long-Range Statewide Transportation Plans (LRSTP), metropolitan transportation plans (MTP), state transportation improvement programs (STIP) and transportation improvement programs (TIP) after May 27, 2019.

Engagement Timeline:

- **May 8, 2019** – A workshop took place by webinar and phone conference to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan's goal of -3% for fatalities and -1.5% for serious injuries; (4) a target line of reaching zero fatalities by 2050. After receiving feedback from the MPOs from the webinar and phone conference, the consensus was to select the fourth scenario.

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Metropolitan Planning Organization Agreement
2020 California Safety Performance Management 1 (PM1) Targets
MPO Target Reporting Template

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

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

Federal regulations require State Departments of Transportation (State DOTs) to establish and report annual targets related to each of these five performance measures by August 31 of each year. For each performance measure, Metropolitan Planning Organizations (MPOs) shall establish a target within six months after State DOTs establish targets (February 27) by either: 1) Agreeing to support the State DOT statewide safety target for that performance measures; or 2) Establishing a quantifiable target for that performance measure for their metropolitan planning area. Annual targets will be expressed as five-year rolling averages of the five consecutive calendar years ending in the year for which the targets are established.

In preparation for the 2020 Safety Performance Management Target (SPMT) setting effort with targets due August 31, 2019, coordination between the California Department of Transportation (Caltrans) and MPOs occurred via Safety Performance Management Engagement Workshops in 2017 and 2018.

As a result of these workshops, Caltrans coordinated with the Office of Traffic Safety to establish statewide targets for the first three performance measures (number of fatalities, number of serious injuries, and rate of fatalities) that were reported to the National Highway Traffic Safety Administration. Caltrans also established statewide targets for the rate of serious injuries and the number of non-motorized fatalities and serious injuries that were reported to the Federal Highway Administration on August 31, 2019.

Caltrans 2020 Statewide SPMT Based on a 5-Year Rolling Average

Performance Target	Data Source	5-Yr. Rolling Average (2019)
Number of Fatalities	FARS	3518.0
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.023
Number of Serious Injuries	SWITRS	13,740.4
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.994
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4147.4

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

Thomas Schriber, Chief, Office of Traffic Safety Programs, Caltrans Division of Traffic Operations

Phone: (916) 654-7138

Email: thomas.schriber@dot.ca.gov

Robert W. Peterson, Chief, Office of Federal Programs, Caltrans Division of Local Assistance

Phone: (916) 653-4333

Email: robert.peterson@dot.ca.gov

Caltrans recommends MPOs support the 2020 Caltrans Statewide SPMT. **MPOs shall fill out this form and return it to the Caltrans MAP-21 PM1 Team at PM1@dot.ca.gov no later than February 27, 2020.**

Metropolitan Planning Organization Agreement
2020 California Safety Performance Management 1 (PM1) Target
MPO Target Reporting Template

Question 1: Which of the two target-setting approaches allowed under federal safety performance regulations was selected by your MPO for calendar year 2020?

_____ A) My MPO has elected to support the 2020 Caltrans statewide safety performance Management targets (SPMTs).

_____ B) My MPO has elected to set region-specific performance targets as shown under Question 2.

Question 2: If your MPO selected Option B under Question 1, please provide Caltrans with quantifiable 2020 SPMTs for each performance measure for your metropolitan planning area and provide the data source.

Performance Target	Data Source	5-Yr. Rolling Average (2020)
Number of Fatalities	FARS	
Rate of Fatalities (per 100M VMT)	FARS & HPMS	
Number of Serious Injuries	SWITRS	
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	FARS & SWITRS	

Question 3 [OPTIONAL]: If your MPO selected Option B for Question 1 and provided Caltrans with quantifiable 2020 SPMTs (and data sources) for each performance measure for your metropolitan planning area, please provide a methodology and rationale for your MPO's 2020 SPMTs.

Question 4: Please explain how your MPO will plan and program projects so that they contribute toward the accomplishment of either 2020 Caltrans Statewide SPMTs or your MPO's 2020 SPMTs (if your MPO has chosen to set its own quantifiable SPMTs).

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

Name:

Organization:

Title:

Phone:

Email:

Address:

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

Name:

Organization:

Title:

Phone:

Email:

Address:

Signature: _____

Date:

AGENDA ITEM V-B

February 24, 2020

Prepared by Giancarlo Bruno, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Adopt 2020-2023 TCAG Transit Asset Management Targets

BACKGROUND:

Federal Transit Administration (FTA) rules require transit agencies that receive federal funding and own, operate or manage public transportation capital assets to develop and implement Transit Asset Management (TAM) plans. This requirement is one of four federally-defined state-of-good-repair performance measures.

Metropolitan Planning Organizations (MPOs) for their part are required to adopt their own set of TAM targets in coordination with their member agencies. TCAG staff has collected information from the TAM plans of each of its six (6) transit operators and used this as the basis for a draft set of TAM targets for 2020-2023.

DISCUSSION:

Local transit agencies adopted TAM plans in 2018, establishing targets through 2023. TAM plans are to be updated at least once every four (4) years, barring significant unexpected changes which would necessitate an expedited plan update. Therefore the targets incorporated into the current plans are expected to remain in place until 2022.

TCAG staff has developed a set of region-wide TAM targets in line with those set by local transit agencies, taking into account the condition of assets as reported in each agency's TAM plan. The proposed region-wide TAM targets are set as such a level as to be met or exceeded by each transit agency that meets or exceeds its own established targets. The Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) will include a description of progress being made toward achieving the MPO TAM targets.

RECOMMENDATION:

Adopt the 2020-2023 TCAG Transit Asset Management Targets.

FISCAL IMPACTS:

There are no fiscal impacts unless action is delayed. Failure to adopt would impact amending projects into FTIP.

ATTACHMENTS:

1. 2020-2023 TCAG Transit Asset Management Targets
2. Resolution adopting 2020-2023 TCAG Transit Asset Management Targets

Work Element: 601.09 – Performance Measures

Transit Asset Management (TAM): Performance Measures and Targets

Background

The Federal Transit Administration (FTA), per the FAST (Fixing America's Surface Transportation) Act and subsequent federal transportation legislation, requires transit agencies which receive federal funding to establish transit asset management (TAM) targets for their capital assets:

- Revenue Vehicle: Percentage of Revenue Vehicles (by type) expected to exceed the Useful Life Benchmark (ULB) in a given year;
- Equipment: Percentage of Non-Revenue Vehicles that exceed the Useful Life Benchmark (ULB);
- Facilities: Percentage of Facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale; and
- Infrastructure: Percentage of track or fixed guideway segments (by mode) under performance restrictions, where applicable.

All transit providers are required to develop TAM Plans and report TAM Targets for the above-mentioned performance measures. The TAM Plans and Targets are intended to help the transit providers achieve and maintain a state of good repair (SGR) for their public transportation assets.

Transit Providers for Tulare County

Tulare County is currently served by six (6) transit providers:

- Dinuba Area Regional Transit (DART);
- Porterville Transit;
- Tulare County Area Transit (TCaT);
- Tulare Intermodal Express (TIME);
- Visalia Transit; and
- Woodlake Dial-a-Ride

DART, Porterville Transit, TIME, TCaT, and Visalia Transit provide both conventional fixed-route and demand-response bus service in and around their respective cities, as well as some rural and intercity fixed route and demand response services. Woodlake Dial-a-Ride provides demand response service to residents of the City of Woodlake.

In 2018, these agencies prepared and adopted TAM Plans, all of which established TAM targets. For these transit providers, the Infrastructure performance measure was not applicable.

Metropolitan Planning Organization (MPO) Requirement

MPOs are required to establish TAM Targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning.

The Tulare County Association of Governments (TCAG) regional TAM targets are intended to be complementary to those established at the local level by each respective agency.

Useful Life Benchmark (ULB)

For rolling stock, the FTA 2017 Useful Life Benchmark (ULB) is the most widely used metric. While agencies can set their own ULBs that may diverge from the FTA defaults, TCAG proposes to use the default ULB values, shown below:

Vehicle Type		Default ULB (in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MB	Minibus	10
MO	Monorail vehicle	31
MV	Minivan	8
	Other rubber tire vehicles	14
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
RT	Rubber-tired vintage trolley	14
SB	School bus	14
	Steel wheel vehicles	25
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58

Transit Economic Requirements Model (TERM)

FTA rules stipulate that the condition of facilities be rated on the five-point TERM scale, as shown below.

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

The TERM threshold for TAM target setting is a rating less than 3.0, which correspond to classifications of Marginal and Poor. These capital assets would require significant renovation or replacement

TAM Targets for Tulare County Public Transportation Agencies

Transit Vehicles Targets (Percentage of vehicles surpassing ULB)

Vehicles by Type	Qty.	Exceed ULB #	Exceed ULB %	Regional Target			
				2020	2021	2022	2023
Bus	92	13	14.1%	15%	15%	12.5%	10%
Cutaway Bus	79	30	37.8%	40%	30%	20%	10%
Minivan	9	7	77.8%	80%	60%	40%	15%
Rubber-tired Trolley	2	2	0	0%	0%	50%	15%
Non-Revenue Vehicles	6	5	83.3%	85%	65%	45%	15%

Transit Facilities Targets (Percentage of facilities falling below 3.0 on TERM Scale)

Facilities by Group	Regional Target			
	2020	2021	2022	2023
Administration	5%	5%	5%	5%
Maintenance	5%	5%	5%	5%
Parking Structures	5%	5%	5%	5%
Passenger Facilities	5%	5%	5%	5%

Federal Transportation Improvement Program (FTIP) Investment

TCAG's FTIP programs federal investments which will assist local transit agencies with meeting the region's TAM targets, such as 5307, 5311, 5339, CMAQ, and others.

There are also significant, non-Federal revenue sources that are invested in transit capital assets which are not reflected in the FTIP. These revenue sources include Transportation Development Act (TDA) funds, State of Good Repair (SGR) funds, Low Carbon Transit Operations Program (LCTOP) funds, local transportation sales tax funds, and other miscellaneous funds and grants.

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

In the matter of:

ADOPTING 2020-2023 TCAG TRANSIT)
ASSET MANAGEMENT TARGETS) Resolution No. 2020-XX

WHEREAS, 49 C.F.R. 625 requires that each recipient and subrecipient of federal financial assistance under 49 U.S.C. Chapter 53 that own, operate or manage capital assets used for providing public transportation develop and carry out a Transit Asset Management (TAM) plan ; and

WHEREAS, federal regulations also require that Metropolitan Planning Organizations (MPOs) establish targets for these TAM performance measures in coordination with local transit and state agencies; and

WHEREAS, the Tulare County Association of Governments (TCAG) is a Metropolitan Planning Organization; and

WHEREAS, TAM plans have been adopted by each of the transit agencies within TCAG's jurisdiction; and

WHEREAS, TCAG staff has incorporated information from the TAM plans adopted by its member agencies to produce regional TAM targets.

NOW, THEREFORE, BE IT RESOLVED that the Tulare County Association of Governments hereby adopts the 2020-2023 Transit Asset Management Targets, as shown on Attachment 1.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____ at a regular meeting held on the 24th day of February, 2020, by the following vote

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Kuyler Crocker
Chair, TCAG

Ted Smalley
Executive Director, TCAG

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AGENDA ITEM V-C

February 24, 2020

Prepared by Benjamin Giuliani, TCAG Staff

SUBJECT:

Action: Approval to Work with Caltrans in the Development of a Trade Corridor Enhancement Program (TCEP) Grant Application

BACKGROUND:

The Trade Corridor Enhancement Program (TCEP) was one of the programs created by SB 1. The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The TCEP also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. This statewide, competitive program provides approximately \$300 million per year in state funding and approximately \$535 million in National Highway Freight Program funds.

DISCUSSION:

A pavement rehabilitation project for SR-99 from the Kern County line to .7 miles north of Court Ave in Pixley (13.5 miles total) is being proposed by Caltrans to be added to the 2020 State Highway Operation and Protection Program (SHOPP). Construction would begin at the end of Fiscal Year 22-23 with a total project cost of \$73.4 million. As part of the project, Caltrans needs to construct temporary traffic detour lanes to the median of the highway. There is an opportunity to apply for TCEP funding for the cost differential of constructing permanent travel lanes instead of just temporary detour lanes. Constructing permanent lanes as an add-on to the SHOPP project would result in significant cost and time savings for the widening of SR-99. If this project were to be built along with the City of Tulare widening, there would be just 12 miles of SR-99 remaining to be widened in Tulare County (SR-99 has a total of 54 miles in Tulare County).

RECOMMENDATION:

Approve working with Caltrans in the development of a TCEP grant application.

FISCAL IMPACTS:

There are no fiscal impacts to TCAG's budget.

ATTACHMENTS:

None

Work Element: 670.05 Local Coordination

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AGENDA ITEM V-D

February 24, 2020

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 Sacramento on January 29-30, 2020. The next CTC meeting will be held March 25-26, 2020 in Santa Barbara. 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:

March CTC Meeting

The agenda for the March CTC meeting will not be released prior to the February TCAG Board meeting. Any items of interest from the March CTC meeting will be covered at the March TCAG Board meeting.

January CTC Meeting

State Highway Operation and Protection Program (SHOPP):

\$16.8m for construction at 296 locations on SR 63, 99, 137, 198 and 216 in Kings and Tulare Counties to repair and replace stolen and damaged electrical systems and protection of electrical and irrigation facilities.

\$550k for design for the installation of rumble strips on SR 63 and 137 at various locations near Visalia and Exeter.

\$1.7m for design to upgrade the water and wastewater systems at the Warlow rest area near Traver on SR-99.

Additional funding (from \$18.7m to \$25.9m) for the bridge replacements on SR-245 at Yokohl Creek and Kaweah River.

2018 RTIP/STIP

2018 RTIP/STIP

Project	Agency	Phase	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23
SR-65 Realignment and operational improvements	Caltrans	E&P	\$5.650m				
SR-99/Caldwell Interchange	Caltrans	PS&E R/W Con		\$4.000m		\$5.000m	\$6.500m
SR-99/South Tulare Interchange	Caltrans	PS&E R/W		\$4.000m		\$5.500m	
SR-99 Widening (Tagus-Prosperity)	Caltrans	PS&E Con	\$5.800m ¹		\$79.000m ²		
SR-99 Widening (City of Tulare)	Caltrans	E&P PS&E			\$4.150m ³		\$6.000m ⁴

¹\$5.8 million of funding from Caltrans' ITIP for PS&E

²\$71 million of funding from Caltrans' ITIP for Construction

³\$2 million of funding from Caltrans' ITIP for E&P

⁴\$6 million of funding from Caltrans' ITIP for PS&E

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

2020 RTIP/STIP Schedule (remaining)

February 28, 2020

CTC staff recommendations are released

March 25-26, 2020

CTC adopts 2020 STIP

The CTC held its South STIP hearing in Irvine on January 30th. The TCAG Executive Director spoke on behalf of TCAG's STIP proposal. Attached are the requested STIP funds broken down per county and TCAG's list of proposed STIP projects and funding.

2020 RTIP/STIP - Proposed

Project	Agency	Phase	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
SR-65 Realignment and operational improvements	Caltrans	PS&E				\$1.5m	
SR-99/Caldwell Interchange	Caltrans	R/W Con			\$4.6m	\$7.0m	
SR-99/Commercial Interchange	Caltrans	R/W Con	\$5.5m	\$7.4m			
SR-99 Widening (Tagus-Prosperity)	Caltrans	Con	\$69.491 m ¹				
SR-99 Widening (City of Tulare)	Caltrans	E&P PS&E	\$4.15m ²		\$6.0 m ³		

¹\$62.327 million from Caltrans' Interregional Transportation Improvement Program (ITIP), \$7.164m from RTIP

²\$2.0 million from ITIP, \$2.15 million from RTIP

³\$6.0 million from ITIP and Prop 1b savings

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

ATTACHMENTS:

1. CTC STIP Summary for all Counties
2. CTC STIP Summary of Tulare County

SUMMARY OF 2020 RTIP/ITIP PROPOSALS BY COUNTY

(\$1,000's)

County	Program Total	Prior	Totals Programmed by Year					FE Target	Under (Over) Target
			2020-21	2021-22	2022-23	2023-24	2024-25		
Alameda	29,395	0	28,663	0	0	166	566	34,669	5,274
Alpine	1,039	0	(3,182)	4,184	0	20	17	366	(673)
Amador	56	0	(6)	(7)	(7)	38	38	5,053	4,997
Butte	165	0	(20)	(20)	(21)	113	113	3,542	3,377
Calaveras	67	0	(7)	(8)	(9)	45	46	1,332	1,265
Colusa	0	0	0	0	0	0	0	3,283	3,283
Contra Costa	5,163	0	0	(1,873)	1,873	4,776	387	36,253	31,090
Del Norte	40	0	(5)	(5)	(6)	28	28	0	(40)
El Dorado CTC	113	0	(14)	(14)	(15)	78	78	2,369	2,256
Fresno	43,544	0	400	0	0	42,745	399	49,294	5,750
Glenn	1,578	(1,245)	860	596	(133)	135	1,365	3,162	1,584
Humboldt	166	0	52	(50)	(50)	100	114	0	(166)
Imperial	294	0	(37)	(37)	(36)	202	202	3,195	2,901
Inyo	597	0	(29)	(28)	339	157	158	0	(597)
Kern	750	1,300	2,450	50	(3,650)	300	300	0	(750)
Kings	75	0	0	0	0	75	0	0	(75)
Lake	108	0	(5,031)	5,041	0	48	50	189	81
Lassen	6,256	0	395	2,241	520	1,550	1,550	6,356	100
Los Angeles	46,344	0	398	38,302	(39,866)	44,085	3,425	0	(46,344)
Madera	116	0	(14)	(14)	(13)	78	79	0	(116)
Marin	155	0	18	0	0	31	106	0	(155)
Mariposa	0	0	0	0	0	0	0	4,499	4,499
Mendocino	2,070	0	(467)	(13)	1,632	810	108	3,134	1,064
Merced	29,874	0	(356)	140	140	140	29,810	30,370	496
Modoc	2,033	0	(26)	(3,101)	1,003	4,118	39	920	(1,113)
Mono	6,448	0	2,700	0	0	3,748	0	6,566	118
Monterey	19,932	7,875	(9,988)	19,196	2,446	201	202	19,932	0
Napa	20,102	(300)	(13)	19,135	(13)	1,223	70	2,460	(17,642)
Nevada	1,199	900	60	60	60	59	60	3,239	2,040
Orange	27,360	0	78,950	(80,000)	(88,539)	6,015	110,934	6,960	(20,400)
Placer TPA	213	0	(25)	(26)	(26)	144	146	0	(213)
Plumas	3,093	0	170	1,120	621	19	1,163	3,094	1
Riverside	21,274	0	(800)	68,778	(49,100)	2,396	0	21,274	0
Sacramento	32,359	0	(92)	(91)	9,901	7,097	15,544	36,107	3,748
San Benito	54	0	(8)	(6)	(6)	37	37	0	(54)
San Bernardino	23,659	(2,890)	(37,037)	(32,711)	72,092	1,068	23,137	23,659	0
San Diego	21,232	0	89,063	0	(88,253)	19,210	1,212	18,409	(2,823)
San Francisco	8,370	0	0	0	0	131	8,239	9,918	1,548
San Joaquin	14,043	0	(22,553)	10,090	18,032	8,183	291	3,726	(10,317)
San Luis Obispo	0	(1,500)	(7,223)	(1,441)	10,012	152	0	3,070	3,070
San Mateo	7,603	0	(3,217)	3,217	0	7,311	292	9,201	1,598
Santa Barbara	251	0	(44)	(44)	(43)	240	142	251	0
Santa Clara	8,937	0	4,754	0	3,319	194	670	12,569	3,632
Santa Cruz	5,083	(2,853)	1,003	1,835	4,929	53	116	5,083	0
Shasta	3,583	0	0	0	3,402	57	124	3,583	0
Sierra	10	0	(16)	(16)	21	21	0	4,226	4,216
Siskiyou	7,112	0	5	266	446	4,136	2,259	7,112	0
Solano	39,256	0	(1,939)	40,939	0	80	176	10,261	(28,995)
Sonoma	314	0	153	(197)	81	61	216	545	231
Stanislaus	5,396	0	721	(39)	3,802	215	697	5,396	0
Sutter	73	0	(8)	(9)	(8)	49	49	9,222	9,149
Tahoe RPA	0	0	0	0	0	0	0	0	0
Tehama	1,161	0	(14,309)	14,309	15	133	1,013	1,912	751
Trinity	815	0	(2,585)	(80)	2,878	557	45	1,385	570
Tulare	8,073	(91)	4,664	(3,100)	(1,900)	8,500	0	0	(8,073)
Tuolumne	72	0	(8)	(9)	(9)	49	49	886	814
Ventura	518	0	(18)	(18)	(110)	308	356	68,307	67,789
Yolo	11,787	0	7,683	3,915	(18)	103	104	16,332	4,545
Yuba	3,385	0	3,322	(6)	(6)	37	38	14,304	10,919
Statewide Regional	472,765	1,196	117,407	110,451	(134,273)	171,625	206,359	516,975	44,210
Interregional Program (1)	52,383	7,491	8,666	(9,857)	(41,600)	87,683	0	52,414	31
TOTAL	525,148	8,687	126,073	100,594	(175,873)	259,308	206,359	569,389	44,241

Cumulative Programmed	8,687	134,760	235,354	59,481	318,789	525,148
Cumulative Capacity	161,870	78,963	105,139	80,389	324,889	569,389
Cumulative Under (Over) Fund Est		(55,797)	(130,215)	20,908	6,100	44,241

(1) Does not include Butte's proposal for ITIP funding

2020 SUMMARY OF RTIP COUNTY SHARE PROPOSALS

Does Not Include ITIP Interregional Share Proposal (See Separate Listing)
(\$1,000's)

Tulare																			
								Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Caltrans	99	6400C	Tulare-Goshen, Middle Segment-Caldwell (RIP), 6-lane (RW CCA 8-18)			close	-650	-650	0	0	0	0	0	-600	0	0	0	-50	0
Caltrans	65	8650A	Terra Bella Expressway - Segment 1 (R/W CCA 6/19)			close	3,370	3,370	0	0	0	0	0	1,810	0	0	0	1,560	0
Caltrans	99	6400G	Tagus 6-Lane N/S widening, Prosperity Av-Av 280 (RIP)				14,888	6,888	8,000	0	0	0	0	5,850	8,000	0	425	613	0
Caltrans	99	6369	Tulare 6-Lane N/S widening, Av 200-Prosperity Av (RIP)				2,150	0	2,150	0	0	0	0	0	0	2,150	0	0	0
Caltrans	99	6940	South Tulare Interchange, construct				9,500	4,000	0	5,500	0	0	0	4,000	0	0	4,000	1,500	0
Caltrans	99	6421	Caldwell Interchange, reconstruct				15,500	4,000	0	5,000	6,500	0	0	4,000	0	0	4,000	1,000	6,500
Caltrans	65	104	Realignment & Operational Improvements, PA&ED				5,650	5,650	0	0	0	0	0	0	0	5,650	0	0	0
			Subtotal, Highway Projects				50,408	23,258	10,150	10,500	6,500	0	0	15,060	8,000	7,800	8,425	4,623	6500
			Total Programmed or Voted since July 1, 2018				50,408												
PROPOSED 2020 PROGRAMMING																			
Highway Project Proposals:																			
Caltrans	99	6400G	Tagus 6-Lane N/S widening, Prosperity Av-Av 280 (RIP)				-14,888	-6,888	-8,000	0	0	0	0	-5,850	-8,000	0	-425	-613	0
Caltrans	99	6400G	Tagus 6-Lane N/S widening, Prosperity Av-Av 280 (RIP)				10,961	3,797	7,164	0	0	0	0	2,759	7,164	0	425	613	0
Caltrans	99	6940	South Tulare Interchange, construct				-9,500	-4,000	0	-5,500	0	0	0	-4,000	0	0	-4,000	-1,500	0
Caltrans	99	6940	Commercial Avenue Interchange, construct				18,900	6,000	5,500	7,400	0	0	0	3,100	0	0	6,000	2,400	7,400
Caltrans	99	6421	Caldwell Interchange, reconstruct				-15,500	-4,000	0	-5,000	-6,500	0	0	-4,000	0	0	-4,000	-1,000	-6,500
Caltrans	99	6421	Caldwell Interchange, reconstruct				16,600	5,000	0	0	4,600	7,000	0	3,000	0	0	5,000	1,600	7,000
Caltrans	65	104A	Realign & Op imprvmts (Oak St Roundabout), Phase 1			NEW	1,500	0	0	0	0	1,500	0	0	0	0	1,500	0	0
			Subtotal, Highway Proposals				8,073	-91	4,664	-3,100	-1,900	8,500	0	-4,991	-836	0	4,500	1,500	7,900
			Total Proposed 2020 STIP Programming				8,073												
Notes:																			
RTIP adopted on 10/21/19																			
PPNO 6940 - Name change, adds construction																			
Proposal above Target																			
Balance of STIP County Share, Tulare																			
Total County Share, June 30, 2019							42,594												
Total Now Programmed or Voted Since July 1, 2018							50,408												
Unprogrammed Share Balance							0												
Share Balance Advanced or Overdrawn							7,814												
Proposed New Programming							8,073												
Minimum							0												
Target							0												
Maximum							10,340												
Under (Over) Target							(8,073)												

AGENDA ITEM V-E

February 24, 2020

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)**, formally 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 bus purchases, etc.

Federal Transit Administration (FTA) Funds are another invaluable resource to agencies in Tulare County. There are several funding sources under FTA that provide both operating and capital funds for urban and rural transit providers. Some funding is also provided to non-profit human services agencies in Tulare County as well.

DISCUSSION:

STBGP

The cities of Exeter, Farmersville, Tulare, Visalia and the County of Tulare each receive federalized STBGP fund allocations. In Fiscal Year 2019, \$2.992 million in STBGP funds are programmed in the Federal Transportation Improvement Program (FTIP). The primary use of the funding is for roadway reconstruction and rehabilitation. As the Metropolitan Planning Organization for the Tulare County region, TCAG is responsible

for programming these funds in the FTIP and ensuring that the funds are being utilized appropriately. The status of STBGP projects programmed in the current fiscal year (19/20) as well as information on projects programmed next fiscal year (20/21) is shown on the table below:

FY 2019/20				
Project Sponsor	Project	Scope and Limits	Amount of STBGP Funds	Status
Exeter	Palm Street Reconstruction	Palm Street between Kaweah Avenue (State Route 65) and G Street	\$750k	Obligated
County of Tulare	HSIP Project No. 7-06-014	On Avenue 232 from Road 36 to Road 76 (Palm St.). Installation of three (3) left turn lanes in selected intersections; and install edge line rumble strips/stripes.	\$500k	Funds shifted to Tulare County HSIP project. \$150k obligated for ROW on 1/29/2020.
Caltrans	SR-137/SR-99 Ramp Intersection Improvements	Signalization of on/off ramps at SR-137/SR-99	\$1.485 M	\$115k obligated in FY 18/19. Right of way and utilities work nearing completion. Submittal of RFA for construction expected to occur prior to April 2020.
Visalia	Road Rehabilitation	Base Bid: Goshen Ave from east of Shirk to west of Akers Alternate Bid No. 1: Goshen Ave from Akers to west of Demaree Alternate Bid No. 2: Goshen Ave from east of Demaree to west of Mooney	\$1.5 M	Agency is working on securing Caltrans' approval of NEPA and ROW certification in time for submittal of RFA by April 2020.
FY 2020/21				
Visalia	Road Rehabilitation. Scope and schedule not yet identified.		\$1.925 M	Staff to work with agencies to develop scope, cost, and schedule for their projects.
County of Tulare	Road Rehabilitation. Scope and schedule not yet identified.		\$900k	

Not included in the above table is the city of Farmersville's FY 2018/19 West Walnut Avenue Reconstruction Project which included \$750k of STBGP funds. It received authorization to proceed (E-76) on January 28, 2020.

CMAQ

No additional projects have been obligated since the January Board meeting for fiscal year 2019/20.

Projects currently scheduled for obligation this year include:

City of Porterville:

- Tule River Parkway Bike Path, Phase 3 (Construction)

CMAQ: \$1,828,000 Match: \$237,000

City of Visalia:

- Roundabout at Tulare & Santa Fe (Construction)
CMAQ: \$2,075,000 Match: \$270,000

City of Dinuba:

- Roundabout at Alta & Nebraska (Construction)
CMAQ: \$1,015,000 Match: \$635,000

Projects are expected to be submitted to Caltrans by April 1st.

FTA

Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310).

Projects were recommended for funding and presented to the California Transportation Commission (CTC) in January. They will be presented for approval by the CTC in March.

Porterville Sheltered Workshop, \$196,202

Project includes two buses, cameras, radios, and other equipment.

City of Visalia, \$142,692 was awarded to fund the Greenline.

Rural Transit Funds (5311)

Formula funds were appropriated to agencies with service in rural areas. Distributions are based on a minimum baseline of funding (\$75,000), with the remainder of funds distributed by ridership.

City of Dinuba	\$246,271
City of Porterville	\$238,644
County of Tulare	\$472,118
City of Woodlake	\$99,981

ATTACHMENT:

None

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Tulare County Association of Governments

AGENDA ITEM V-F

February 24, 2020

Prepared by Roberto Brady, TCAG Staff

SUBJECT:

Information: Update on Timing and Funding Implications of the Federal Safer Affordable Fuel-Efficient (SAFE) Vehicles Regulation

BACKGROUND:

In August 2018, the National Highway Traffic Safety Administration (NHTSA) and Environmental Protection Agency (EPA) proposed the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule. On September 27, 2019 NHTSA published a portion of the SAFE Vehicles Rule as “Part One” (Federal Register, Vol 84, No. 188, Page 51310 et seq.). Part One is highly significant in that it includes the withdrawal of California’s preemption waiver. That is, California’s ability to adopt vehicle emissions standards stricter than federal regulations applicable nationwide. Part Two, which addresses the Corporate Average Fuel Economy (CAFE) standards has not yet been finalized.

SAFE Vehicles Rule, Part One, became effective on November 26, 2019 with, at least, the following implications for transportation planning and programming:

- Valley Metropolitan Planning Organizations (MPOs) will not be able to update Transportation Improvement Program (TIPs)/Regional Transportation Plans (RTPs) nor process Type 4/Type 5 amendments that require a new conformity analysis.
- Projects requiring project-level conformity analyses as part of the National Environmental Policy Act (NEPA) process would not be able to receive federal approval.
- State Implementation Plan (SIPs) that were developed using EMFAC 2014/2017 may be found unsatisfactory and disapproved by Environmental Protection Agency (EPA).
- For the 2020 State Transportation Improvement Program (STIP), it may not be possible to make programming changes if they require a Type 4/5 amendment. For example, if the change advances open-to-traffic date or recommends a new project.
- For the 2021 Federal Transportation Improvement Program (FTIP), which is due in October of 2020, only an “exempt projects only” FTIP can be adopted if a conformity determination cannot be made due to EMFAC being invalid.
- Valley Metropolitan Planning Organizations (MPOs) are responsible for adopting a RTP/SCS update by December 2022. If a way to conformity is not found by then, essentially all federal transportation funding and approvals are affected.

- Waiver withdrawal makes achieving greenhouse gas (GHG) reduction goals more difficult. Increased vehicle emissions will make it more difficult to meet the GHG reduction targets in TCAG's 2022 RTP/SCS. A potential result could be that the region would become ineligible to pursue competitive funding under SB-1 and ineligible to receive its formula share of Local Partnership Program funds under SB-1.

A more extensive summary of SAFE Vehicles Rule impacts is available on the California Association of Council of Governments (CalCOG) website.

(<https://www.calcog.org/index.php?src=directory&view=legislation&submenu=PolicyTracker&srctype=detail&back=legislation&refno=10423>)

The consequences stated above were anticipated soon upon the initial proposal of the SAFE Vehicle Rule in 2018. The TCAG Board, on April 15, 2019 adopted a resolution taking a position in support of maintaining California's Clean Air Act Preemption Waiver and directing staff to communicate TCAG's support by appropriate means to NHTSA, EPA and other agencies involved.

Prior to Part One becoming effective, Valley MPOs coordinated to expedite any currently needed FTIP amendments so that they could be finalized before the regulation changes go into effect. Items in the August, 2019, agenda included an amendment to TCAG's RTP and FTIP and approved delegated approval authority to the Executive Director. Most Valley MPO's, including TCAG, were able to adopt FTIP amendments in time to forward them for state and federal action before any danger of delay due to Part One of the SAFE Vehicles Rule becoming effective.

California, along with 23 other states, have filed a lawsuit in response. The lawsuit does not request temporary injunctive relief. This means the rule will be in effect during litigation. Part Two of the SAFE Vehicle Rule is expected to be finalized in 2020. It is likely to be subject to litigation like Part One.

DISCUSSION:

At the December 4, 2019 meeting of the California Transportation Commission (CTC), the Federal Highway Administration (FHWA) provided an update stating that because California's current mobile source emissions model, EMFAC, does not account for the new standards applicable under the SAFE Vehicles Rule, no regional or project-level conformity determinations can be issued at this time. Air Resources Board (ARB) has published off-model adjustment factors for EMFAC output intended to replicate the effects of the implementation of SAFE Vehicles Rule, Part One. This could provide a way to make conformity determinations for non-exempt plans and projects in the short term. However, this tool does not yet have concurrence from EPA. FHWA will not proceed with conformity determinations without EPA concurrence. FHWA and the Federal Transit Administration (FTA) are still approving TIP amendments that do not require a regional emissions analysis.

ARB is waiting for the publication of Part Two in order to incorporate further changes into the adjustment factors. As of the date of this agenda item, Part Two of the SAFE Vehicle Rule was under review by the Office of Management and Budget (OMB) and could be published within 60 days.

With regard to the 2021 Federal Statewide Transportation Improvement Program (FSTIP) update, a bill is expected to be introduced in the California Legislature that would defer the update for two more years. This could buy time to fund those projects that would not otherwise need a further conformity determination. A deferral of the FSTIP update to 2023 would still be consistent with federal law.

Staff will continue to carefully monitor and report on developments that affect these timeframe estimates as well as on state-wide efforts to minimize potential funding impacts.

ATTACHMENT(S):

None

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AGENDA ITEM V-G

February 24, 2020

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

Information: Senate Bill 1 (SB1) 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) and Trade Corridor Enhancement Program (TCEP).

DISCUSSION:

TCAG staff has been participating in the guidelines discussions for the 2020 Local Partnership Program and 2020 Trade Corridor Enhancement Program. Draft guidelines for both programs will be presented to the California Transportation Program (CTC) on January 29, 2020. Final guidelines adoption for both programs is scheduled for the March 2020 CTC meeting. Information regarding funding caps, programming cycles, grant submittal deadlines, and other pertinent issues are shown in the table below:

Funding Program	Minimum and Maximum Funding Request	Programming Cycle	Grant Submittal Deadline	Other Information
Local Partnership Competitive Program	Minimum: \$2,000,000 Maximum: \$25,000,000	2020/21 2021/22 2022/23	Call for Projects: 3/25/2020 Applications Due: 6/12/2020	-The final guidelines discussion workshop was held on February 14, 2020. The guidelines for the 2020 LPP program are planned for adoption by the CTC at their March Commission meeting.

Trade Corridor Enhancement Program	The TCEP utilizes a corridor-based programming target approach. Last cycle, the Bay Area/Central Valley regional corridor, which Tulare County is part of, had a \$217 million target (27% of overall funding available). Different programming target proposals are currently under consideration.	2020/21 2021/22 2022/23	Call for Projects: 3/25/2020 Applications Due: 7/15/2020	-30% match required -There is no maximum amount an agency can propose for funding. -The final guidelines discussion workshop was held on February 14, 2020. The guidelines for the 2020 TCEP program are planned for adoption by the CTC at their March Commission meeting.
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The Commercial Avenue Interchange Project and the Tulare City Widening Projects are both being considered for funding through one or both programs. TCAG staff will also be submitting the Commercial Avenue Interchange Project for consideration of grant funding through the U.S. Department of Transportation's INFRA and BUILD discretionary grant programs.

2020 Local Partnership Formulaic Program

The proposed funding distribution for the upcoming 2020 Local Partnership Formulaic Program is included as Attachment 1. The 2020 LPP Formulaic program includes three years of programming (FYs 20/21, 21/22, and 22/23).

RECOMMENDATION:

Information item only. No action needed at this time.

ATTACHMENTS:

1. Draft 2020 LPP Formulaic Program Funding Distribution

Attachment 1

Local Partnership Program			2020-21	2021-22	2022-23
Local Partnership Program Annual Appropriation			\$ 200,000	\$ 200,000	\$ 200,000
Set-Aside Incentive Funding			\$ 20,000	\$ 20,000	\$ 20,000
Competitive Program (40%)			\$ 72,000	\$ 72,000	\$ 72,000
2018 Competitive Overprogramming (\$8.83 Million)			\$ (2,944)	\$ (2,944)	\$ (2,944)
2019 Formulaic Program Incentives (\$20 Million)			\$ (6,667)	\$ (6,667)	\$ (6,667)
Subtotal Available for Competitive Program			\$ 62,389	\$ 62,389	\$ 62,389
Formulaic Program (60%)			\$ 108,000	\$ 108,000	\$ 108,000
Proposed Annual Formulaic Funding Distribution					
Tolls + VRF + parcel/property tax	8.35%		\$ 9,015	\$ 9,015	\$ 9,015
North sales tax	26.09%		\$ 28,178	\$ 28,178	\$ 28,178
South sales tax	65.56%		\$ 70,807	\$ 70,807	\$ 70,807
Funding Based on Voter-Approved Tolls, VRF, Parcel/Property Tax Revenue					
	Revenue (100%)		2020-21	2021-22	2022-23
			Funding	Funding	Funding
Bay Area Transportation Authority (RM1,RM2) (RM3 eff. 1/1/19)	\$ 428,243		\$ 6,186	\$ 6,186	\$ 6,186
Alameda County Transportation Commission (Measure F-VRF)	\$ 13,034		\$ 200	\$ 200	\$ 200
Transportation Authority Marin County (Measure B-VRF)	\$ 2,386		\$ 200	\$ 200	\$ 200
San Francisco County Transportation Authority (Prop AA-VRF)	\$ 4,956		\$ 200	\$ 200	\$ 200
City/County Association of Governments of San Mateo County (Measure M-VRF)	\$ 7,471		\$ 200	\$ 200	\$ 200
Santa Clara Valley Transportation Authority (Measure B-VRF)	\$ 16,545		\$ 239	\$ 239	\$ 239
Alameda-Contra Costa Transit District (Parcel Tax)	\$ 29,509		\$ 426	\$ 426	\$ 426
Bay Area Rapid Transit District (Parcel Tax)	\$ 66,710		\$ 964	\$ 964	\$ 964
City of Orinda (Parcel Tax-Measures J & L)	\$ 1,219		\$ 200	\$ 200	\$ 200
Yuba County Depletion Surcharge-Measure D (Parcel Tax)	\$ 483		\$ 200	\$ 200	\$ 200
Totals	\$ 570,556		\$ 9,015	\$ 9,015	\$ 9,015
Funding Based on Voter-Approved Sales Tax Revenue and Population - North					
County (Agency)	Revenue (25%)	Population (75%)	Funding	Funding	Funding
Alameda (Alameda County Transportation Commission)	\$ 324,021	1,669,301	\$ 3,849	\$ 3,849	\$ 3,849
Contra Costa (Contra Costa Transportation Authority)	\$ 95,327	1,155,879	\$ 2,209	\$ 2,209	\$ 2,209
City of El Cerrito	\$ 1,611	N/A	\$ 200	\$ 200	\$ 200
City of Martinez	\$ 3,765	N/A	\$ 200	\$ 200	\$ 200
Fresno (Fresno County Transportation Authority)	\$ 78,335	1,018,241	\$ 1,926	\$ 1,926	\$ 1,926
Lake (City of Clearlake)	\$ 1,948	14,828	\$ 200	\$ 200	\$ 200
Madera (Madera County Transportation Authority)	\$ 10,313	159,536	\$ 308	\$ 308	\$ 308
Marin (Transportation Authority Marin County)	\$ 28,264	262,879	\$ 384	\$ 384	\$ 384
Marin (Sonoma Marin Area Rail Transit District)	\$ 20,245	-	\$ 213	\$ 213	\$ 213
Mendocino (City of Fort Bragg)	\$ 930	7,478	\$ 200	\$ 200	\$ 200
Mendocino (City of Point Arena)	\$ 51	463	\$ 200	\$ 200	\$ 200
Mendocino (City of Willits)	\$ 844	4,996	\$ 200	\$ 200	\$ 200
Merced (Merced County Transportation Authority)	\$ 18,772	282,928	\$ 525	\$ 525	\$ 525
Monterey (Transportation Agency for Monterey County)	\$ 29,327	445,414	\$ 464	\$ 464	\$ 464
Monterey (Monterey-Salinas Transit District)	\$ 9,606	-	\$ 411	\$ 411	\$ 411
Napa (Napa Valley Transportation Authority)	\$ 11,552	140,779	\$ 278	\$ 278	\$ 278
Nevada (Nevada City)	\$ 647	3,122	\$ 200	\$ 200	\$ 200
Nevada (Town of Truckee)	\$ 2,626	16,434	\$ 200	\$ 200	\$ 200
Sacramento (Sacramento Transportation Authority)	\$ 128,233	1,546,174	\$ 2,958	\$ 2,958	\$ 2,958
San Benito (Council of San Benito County Governments) (eff. 4/1/19)	\$ -	62,296	\$ 200	\$ 200	\$ 200
San Francisco (San Francisco County Transportation Authority)	\$ 110,689	883,869	\$ 1,823	\$ 1,823	\$ 1,823
San Joaquin (San Joaquin County Transportation Authority)	\$ 63,682	770,385	\$ 1,473	\$ 1,473	\$ 1,473
San Mateo (San Mateo County Transportation Authority)	\$ 96,787	774,485	\$ 969	\$ 969	\$ 969
San Mateo (San Mateo County Transit District)	\$ 96,778	-	\$ 656	\$ 656	\$ 656
San Mateo (San Mateo County Transit District) (add'l measure eff. 7/1/19)	\$ -	-	\$ 314	\$ 314	\$ 314
Santa Clara (Santa Clara Valley Transportation Authority)	\$ 513,356	1,954,286	\$ 4,979	\$ 4,979	\$ 4,979
Santa Cruz (Santa Cruz County Regional Transportation Commission)	\$ 21,850	274,871	\$ 300	\$ 300	\$ 300
Santa Cruz (Santa Cruz Metropolitan Transit District)	\$ 21,958	-	\$ 300	\$ 300	\$ 300
Sonoma (Sonoma County Transportation Authority)	\$ 26,372	500,675	\$ 499	\$ 499	\$ 499
Sonoma (Sonoma Marin Area Rail Transit District)	\$ 20,245	-	\$ 477	\$ 477	\$ 477
Stanislaus (Stanislaus County Transportation Authority)	\$ 44,676	558,972	\$ 1,063	\$ 1,063	\$ 1,063
Totals	\$ 1,782,809	12,508,291	\$ 28,178	\$ 28,178	\$ 28,178
Funding Based on Voter-Approved Sales Tax Revenue and Population - South					
County (Agency)	Revenue (25%)	Population (75%)	Funding	Funding	Funding
Imperial (Imperial County Local Transportation Authority)	\$ 15,380	190,266	\$ 508	\$ 508	\$ 508
Los Angeles (Los Angeles County Metropolitan Transportation Authority)	\$ 3,406,592	10,253,716	\$ 37,572	\$ 37,572	\$ 37,572
Orange (Orange County Transportation Authority)	\$ 327,978	3,222,498	\$ 8,873	\$ 8,873	\$ 8,873
Riverside (Riverside County Transportation Commission)	\$ 194,434	2,440,124	\$ 6,506	\$ 6,506	\$ 6,506
San Bernardino (San Bernardino County Transportation Authority)	\$ 175,743	2,192,203	\$ 5,849	\$ 5,849	\$ 5,849
San Diego (San Diego Regional Transportation Commission)	\$ 286,258	3,351,786	\$ 9,013	\$ 9,013	\$ 9,013
Santa Barbara (Santa Barbara County Local Transportation Authority)	\$ 40,161	454,593	\$ 1,228	\$ 1,228	\$ 1,228
Tulare (Tulare County Transportation Authority)	\$ 33,351	479,112	\$ 1,258	\$ 1,258	\$ 1,258
Totals	\$ 4,479,897	22,584,298	\$ 70,807	\$ 70,807	\$ 70,807

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

Executive Minutes January 27, 2020

Board Members	Alternates	Present Member/Alternate	Agency
Kuyler Crocker (<i>Chair</i>)	Paula Clark	M	Tulare County-Dist. 1
Pete Vander Poel	William Cushing	M	Tulare County-Dist. 2
Amy Shuklian	Bill Whitchlatch	M	Tulare County-Dist. 3
Eddie Valero	Derek Williams	M	Tulare County-Dist. 4
Dennis Townsend	Terren Brown	M	Tulare County-Dist. 5
Maribel Reynosa	Linda Launer	M	City of Dinuba
Frankie Alves	Dave Hails	M	City of Exeter
Paul Boyer	Ruben Macareno	M	City of Farmersville
Pamela Kimball	Brian Watson	M	City of Lindsay
Martha A. Flores	Milt Stowe	M	City of Porterville
Terry Sayre	Carlton Jones	M	City of Tulare
Bob Link (<i>Vice-Chair</i>)	Phil Cox	M	City of Visalia
Rudy Mendoza	Francis Ortiz	M	City of Woodlake
Greg Gomez	Cameron Hamilton	M	Rep. from Public Transit
Tyrone Holscher	Shae Gowin	M	Member-At-Large*
Walter Stammer Jr.	Pamela Whitmire	M/A	Member-At-Large*
Wanda Ishida	Marlene Sario		Member-At-Large*
Sharri Bender-Ehlert	Laura Gordon	A	Caltrans*

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

Counsel and TCAG Staff Present (X)

<u>X</u> Jeff Kuhn, Tulare County Deputy Counsel	Kasia Thompson, Associate Regional Planner
<u>X</u> Ted Smalley, Executive Director	<u>X</u> Steven Ingoldsby, Associate Regional Planner
<u>X</u> Benjamin Kimball, Deputy Executive Director	<u>X</u> Giancarlo Bruno, Regional Planner
<u>X</u> Benjamin Giuliani, Executive Officer-LAFCO	Barbara Pilegard, Associate Regional Planner/EH
<u>X</u> Leslie Davis, Finance Director	Maria Garza, Associate Regional Planner/EH
<u>X</u> Elizabeth Forte, Principal Regional Planner	Michele Boling, Accountant III
<u>X</u> Roberto Brady, Principal Regional Planner	Brideget Moore, Staff Services Analyst
<u> </u> Mark Hays, Senior Regional Planner	<u>X</u> Amie Kane, Administrative Clerk II
<u>X</u> Derek Winning, Senior Regional Planner	<u>X</u> Servando Quintanilla, Administrative Clerk
<u> </u> Gabriel Gutierrez, Senior Regional Planner	<u> </u> Olivia Forte, Intern Apprentice/EH

I. WELCOME

The Tulare County Association of Governments Board Meeting was called to order by Chair Crocker at 1:00 p.m. on January 27, 2020 at the Farmersville Community Center, 623 N. Avery Street, Farmersville, CA, 93223. Member Boyer welcomed everyone to the city of Farmersville and thanked those attending.

II. PLEDGE OF ALLEGIANCE

Chair Crocker led the Pledge of Allegiance.

III. PUBLIC COMMENTS

Public comments opened/closed at 1:01 p.m. No public comments received.

Convene as the Transportation Policy Advisory Committee

IV. TRANSPORTATION CONSENT CALENDAR - ACTION AND INFORMATION ITEMS

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

A. Action: Adoption of Resolution: Approval of Amendment No. 2 to the Regional Active Transportation Plan for the Tulare County Region

B. Action: Adoption of Resolution: Approve the 2019 Tulare County Coordinated Public Transit – Human Services Transportation Plan

Upon a Motion by Member Mendoza, and seconded by Member Flores, the Transportation Policy Advisory Committee unanimously approved the Transportation Consent Calendar Action Items IV-A through IV-B. Absent: Ishida.

C. Information: Implementation Status of Federally Funded Projects

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

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

Mr. Giuliani stated that the next CTC meeting would be held January 29-30, 2020 in Sacramento, after which a detailed update would be provided. Mr. Giuliani highlighted the Caltrans State Highway projects that were on the agenda for the CTC meeting and noted that the draft guidelines for various SB-1 programs would be discussed.

B. Information: Update on Timing and Funding Implications of the Federal Safer Affordable Fuel-Efficient (SAFE) Vehicles Regulation

Mr. Brady provided the monthly update on the ongoing SAFE Vehicle rule. Mr. Brady explained that withdraw of the California preemption waiver would change the greenhouse gas emissions standards and would impact TCAG's ability to demonstrate air quality conformity. Mr. Brady provided a FAQ summary from Caltrans for review and explained that the Federal Transportation Improvement Program (FTIP) was updated every 4 years and so there maybe would provide additional time to address the conformity issues for some projects.

C. Information: Senate Bill 1 (SB1) Competitive Programs Update

Mr. Smalley stated that draft guidelines for the 2020 Local Partnership Program and the 2020 Trade Corridor Enhancement Program would be presented to the California Transportation Program on January 29, 2020; and later scheduled for adoption in March. Mr. Smalley highlighted program funding and reported that the call for projects application deadline would be March 25, 2020. Mr. Smalley explained that the commercial avenue interchange project and Tulare city widening projects were both being considered for funding through one or both programs.

D. Information: Caltrans Monthly Report

Ms. Gordon, introduced herself as the interim Alternate to Sharri Bender-Ehlert, Caltrans, since Ms. Gail Miller retired. Ms. Gordon provided an overview of various Caltrans projects being conducted within Tulare County.

E. Presentation: Southern California Edison (SCE) Electrification

Mr. Brian Thoburn, Government Relations Manager with SCE introduced Mr. Frank Yanes, the Key Account Advisor with SCE to present. Mr. Yanes provided information about the SCE vehicle electrification and programs to cover the cost to build electric vehicle charging infrastructure. Mr. Yanes also highlighted the speed, scope, and scale for vehicle fast charge stations to be implemented.

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 Vander Poel, and seconded by Member Townsend, the Transportation Policy Advisory Committee unanimously reaffirmed all actions while sitting as the Transportation Policy Advisory Committee. Absent: Ishida.

VII. ACTION CONSENT CALENDAR-ACTION AND INFORMATION ITEMS

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

A. Action: Minutes of December 9, 2019 TCAG Board Meeting

B. Action: Minutes of December 5, 2019 TCAG Technical Advisory Committee Meeting

D. Action: Adoption of Resolution: Allow TCAG to Participate Along with Metropolitan Planning Organization (MPO) Partners to Provide Affordable Housing Sustainable Communities Grant Technical Assistance to San Joaquin Valley (SJV) Applicants

E. Action: Adoption of Resolution: Approval of Amendment No. 5 to the 2019/2020 Overall Work Plan (OWP)

Upon a motion by Member Townsend, and seconded by Member Link, the Association unanimously approved the Association Consent Calendar Item VII-A, B, D, and E. Absent: Ishida.

C. Action: Adoption of Resolution: Authorizing Letters of Support for Affordable Housing Sustainable Communities (AHSC) Grant Applications for Round 5

Chair Crocker announced that this item would be pulled from consent for discussion. Member Boyer excused himself from hearing this item and abstained from voting. Mr. Kimball summarized the three housing/transportation projects that Self-help Enterprises had submitted grant applications for round 5 AHSC Program funding.

Upon a motion by Member Shuklian, and seconded by Member Vander Poel, the Association unanimously authorized the letters of support as recommended in Item VII-C. Absent: Ishida. Abstained: Boyer.

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Information: Legislative Update

Mr. Kimball reported that two legislative trips would be taking place, the San Joaquin Policy Council (SJVPC) would be going to Sacramento March 10-11, 2020; and the One Voice Trip going to Washington D.C. was scheduled for June 22-25, 2020. Mr. Kimball highlighted a list of initial topics for discussion particularly gaining support for a Valley-Wide priority list of projects to be adopted by the SJVPC and keeping designated funds for the high speed rail in the valley.

Mr. Smalley highlighted the progress on the INFRA Grant and obtaining a joint letter of support from congressional leaders. Mr. Smalley also spoke to state grants, and BUILD Grant which would be applied for this coming summer. Mr. Smalley also provided copies of the letter of support for the reappointment of Paul Van Konyneburg to the California Transportation Commission.

B. Presentation: Report from Congressman Nunes' Office

No representative present, report not given.

C. Presentation: Report from Assemblyman Mathis' Office

No representative present, report not given.

D. Presentation: Report from Senator Hurtado's Office

No representative present, report not given.

E. Presentation: Miocar Update from Mobility Development Group and Self-Help Enterprises

Ms. Forte introduced Ms. Abigail Solis, with Self-help Enterprises; and Ms. Rachel Heckl, COO Mobility Development Group to give the presentation on Miocar. Ms. Solis highlighted how the Miocar car sharing service platform worked and stated it was similar to other ride sharing apps such as Uber and Lyft. Ms. Solis explained how the current system was working with a 27 vehicle fleet. Ms. Heckl provided an overview of the members, utilization trends, and usage

data that had been collected so far. Ms. Heckl provided information for next steps and plans to expand the program.

F. Information: Regional Transit Coordination Update

Ms. Forte stated that the informational item would be an ongoing report since TCAG was responsible for various levels of regional coordination and oversight as the federal MPO and the state Regional Transportation Planning Agency (RTPA). Ms. Forte explained TCAG Staff had prepared a governance document for a potential new regional transit agency and that the next steps after legal review is complete would be for transit agencies to review.

G. Information: Transit Performance Measures

Ms. Forte reported on the transit performance measures outlining the productivity measures that had been proposed which included but are not limited to cost per passenger, cost per hour, and passengers per hour. Ms. Forte stated that once performance measures had been agreed upon, the next steps would be to develop targets and define metrics.

H. Information: Update on 2020 Census Complete Count Outreach

Mr. Brady provided an update on the Census Complete Count efforts, and stated that many more Census outreach events had taken place since last year. Mr. Smalley was happy to report that clarification had been received on what allowable expenses could be used with the mini-grant funds that many agencies had applied for previously to help with the costs of outreach events.

I. Information: Conflict of Interest Code (Form 700) Due April 1, 2020

Ms. Kane reminded everyone of the upcoming Form 700's which would be due no later than April 1, 2020.

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

IX. ABANDONED VEHICLE ABATEMENT AUTHORITY – ACTION/DISCUSSION ITEMS

A. Information: Abandoned Vehicle Abatement (AVA) 2018-2019 Fourth Quarter and 2019-2020 First Quarter Report

Ms. Davis reported that the amount received for the 2018/2019 FY Fourth Quarter distribution was \$102,471.04 and the 2019/2020 First Quarter distribution was \$98,918.05.

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

X. CORRESPONDENCE

None

XI. OTHER BUSINESS

A. Information: Item from Staff

1. TCAG Director's Report

Mr. Smalley thanked all who attended and participated in this year's Local Motion award luncheon and stated that he felt it left a very positive impression to Mr. David Kim, CalSTA Secretary.

2. Other Items

None

B. Information: Items from Board Members

1. Tulare County Water Commission Update

Ms. Flores reported that the previous meeting was overall very informative and information was shared regarding water infrastructure. Ms. Flores reported that the only

action item was the approval of the previous meetings minutes and that the next meeting was scheduled for February 10, 2020.

2. San Joaquin Valley Policy Council Update

Chair Crocker reported that Mr. Chuck Winn with San Joaquin County was appointed the new Chair and Rob Poythress with Madera County had been appointed as the new Vice-Chair. Chair Crocker stated that the group as a whole seemed to be branching out into other issues besides transportation such as housing.

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

Member Shuklian reported that the SJJPA met in Stockton the previous Friday and that a resolution had been approved for an inter-agency agreement with various police departments such as Fresno and Merced Police Department to provide supplemental security at the Amtrak Stations along the San Joaquin corridor. Member Shuklian also announced that two new thruway bus routes, 10 and 12 would begin.

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

Chair Crocker announced that the SVJ Housing Task Force included Member Flores, Member Valero, and Member Alves; he invited them to update the Board on the Task Force. Member Flores stated that this was a newly formed Committee and provided a detailed review of funding allocations and regional priorities. Member Valero stated that some discussion was had regarding how the funds should be allocated throughout the North, Central, and South Valley regions. Member Alves added that during that discussion it was mentioned that allocations of funds could possibly be divided based on population and not necessarily on overall needs but that more work would be done together to include all regions of the Valley.

5. TCAG Transit Report

Member Gomez stated that Transit was preparing for the annual unmet needs hearing which would be presented to the Board in March 2020.

6. Other Items

None

C. Request from Board Members for Future Agenda Items

None

XII. ADJOURN

The TCAG Meeting was adjourned at approximately 3:00 p.m.

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

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TCAG Technical Advisory Committee Meeting
Tulare County Association of Governments - 210 N. Church Street, Suite B, Visalia, CA 93291
January 22, 2020 – Summary Meeting Minutes

ATTENDANCE LIST

City of Dinuba	<i>Absent</i>
City of Exeter	Frankie Alves
Cities of Farmersville, Exeter, Woodlake	Lisa Wallis-Dutra
City of Lindsay	Neyba Amezcua
County of Tulare	Johnson Vang
City of Porterville	Javier Sanchez
City of Tulare	<i>Absent</i>
City of Visalia	<i>Absent</i>
Tule River Indian Reservation	<i>Absent</i>
TCAG	Benjamin Kimball
Caltrans	David Deel

Others Present:

TCAG Staff Present: Leslie Davis, Benjamin Kimball, Theodore Smalley, Gabriel Gutierrez, Derek Winning, Kasia Poleszczuk, Roberto Brady and Brideget Moore Recording.

SUMMARY MEETING MINUTES

(Minutes reflect agenda items discussed only)

I. CALL TO ORDER & WELCOME:

The meeting was called to order by Mr. Kimball at 1:33 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 January 27, 2020.

IV. TRANSPORTATION CONSENT CALENDAR – ACTION AND INFORMATION ITEMS

A. Action: Adoption of Resolution: Approval of Amendment No. 2 to the Regional Active Transportation Plan for the Tulare County Region

Mr. Gutierrez stated that the action item was a request to approve an amendment to the Regional Active Transportation Plan (RATP) and that thirteen new projects would be added to the existing plan and a modification for one. Additionally, Mr. Gutierrez highlighted the projects on the list.

B. Action: Adoption of Resolution: Approve the 2019 Tulare County Coordinated Public Transit- Human Services Transportation Plan

Ms. Poleszczuk explained that the action item was to approve the Coordinated Plan. Ms. Poleszczuk explained the plan requirements, 5310 funding and time frames for adoption.

C. Information: Implementation Status of Federally Funded Projects

Mr. Gutierrez discussed Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) projects and highlighted obligated projects and those anticipated to be obligated.

V. TRANSPORTATION ACTION/DISCUSSION ITEMS:

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

Mr. Gutierrez discussed the STIP meeting scheduled for February 6th and indicated that staff recommendations would be released on Feb 28th; CTC adoptions would take place at

the March 25th -26th CTC meeting. Mr. Gutierrez discussed a previous hearing regarding the Interregional Transportation Improvement Program (ITIP) proposal and the modification to restore funding for SR99. Mr. Gutierrez discussed projects that were scheduled for funding consideration at the next CTC meeting.

B. Information: Update on Timing and Funding Implications of the Federal Safer Affordable Fuel-Efficient (SAFE) Vehicles Regulation

Mr. Brady provided overview and update on Safe Vehicle Rule adoption which involved revoking California's ability to set its own fleet vehicle efficiency standards and setting of a consistent fleet vehicle emissions standards that apply nationwide. Mr. Brady discussed preliminary calculations for Tulare County and other valley counties.

C. Information: Senate Bill 1 (SB1) Competitive Programs Update

Mr. Gutierrez shared that the item was to inform the Board and agencies on the status of two SB1 competitive grant programs which included the 2020 local partnership and trade corridor enhancement programs which would be presented to CTC in February with final adoption in March. Mr. Gutierrez also highlighted the table which indicated funding caps, programming cycles, grant submittal guidelines and the plan to submit one or two SR99 projects.

D. Information: Caltrans Monthly Report

Mr. Deel provided an update on Tulare County projects in progress including bridge widening, SR99 project and electric vehicle charging stations.

VII. ASSOCIATION CONSENT CALENAR- ACTION AND INFORMATION ITEMS

C. Action: Adoption of Resolution: Authorizing Letters of Support for Affordable Housing Sustainable Communities (AHSC) Grant Applications for Round 5

Mr. Winning discussed the letter of support for Self Help Enterprises (SHE) for three grant applications. Mr. Winning discussed previously successful projects for SHE and provided details regarding proposed projects and how they often provide van pooling, transit passes and low vehicle miles traveled (VMT) transportation.

D. Action: Adoption of Resolution: Allow TCAG to Participate Along with Metropolitan Planning Organization (MPO) Partners to Provide Affordable Housing Sustainable Communities Grant Technical Assistance to San Joaquin Valley (SJV)

Mr. Winning discussed details of the AHSC grant program funding for technical assistance to grant applicants and shared that the item was to seek authorization from the Board to participate.

E. Action: Adoption of Resolution: Approval of Amendment No. 5 to the 2019/2020 Overall Work Plan (OWP)

Ms. Davis shared that the item was for amendment number five to the 19/20 OWP. Ms. Davis discussed the proposed amendment that would fund a feasibility study to consider roundabouts for the city of Dinuba.

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Information: Legislative Update

Mr. Kimball highlighted the project list priorities and the SR99 widening project from Delano going north for ten miles. Mr. Kimball reported that the next DC trip was scheduled for June 22nd to discuss the Tulare interchange and asking for support from local elected officials for a BUILD or INFRA grant.

Mr. Smalley discussed the process for the INFRA grant and that TCAG would be looking to get letters of support. Additionally, Mr. Smalley discussed letters of support from member agencies regarding Paul Van Konynenberg, CTC Commissioner.

F. Information: Regional Transit Coordination Update

Mr. Kimball stated that the item was a routine update on the Transit Coordination efforts and that documents were being reviewed by legal. Mr. Smalley discussed allowing time for review by the member agencies and moving forward with the implementation plan. Mr. Smalley discussed how important it was for staff to continue updating electeds.

G. Information: Transit Performance Measures

Mr. Smalley discussed transit requirements and how it was difficult for agencies to meet standards and the effort to set a potential goal or baseline for transit performance. Additionally, Mr. Smalley discussed local transit centers and potential adjustment to how Tulare County does transit.

H. Information: Update on 2020 Census Complete Count Outreach

Mr. Brady discussed progress of 2020 census outreach and complete count grant committee. Mr. Brady discussed difficulties with mini grants, eligible expenses and census posters with agency logos on them. Mr. Brady discussed the media component to outreach, reaching out to hard to count populations and setting up kiosks in the communities as well as staffed centers for Census.

I. Information: Conflict of Interest Code (Form 700) Due April 1, 2020

Ms. Moore indicated that the item was a reminder that Form 700 were due for Board members and designated staff by April 1; highlighting the disclosure categories for those required to submit them.

IX. ABANDONED VEHICLE ABATEMENT AUTHORITY-ACTION/DISCUSSION ITEMS

A. Information: Abandoned Vehicle Abatement (AVA) 2018/2019 Fourth Quarter and 2019/2020 First Quarter Report

Ms. Davis discussed the 18/19 fourth quarter and 19/20 first quarter distribution details based on percentage of population and number of abatements. Ms. Davis stated that the amount received for 2018/2019 FY fourth quarter distribution was \$102,471.04 and the 2019/2020 first quarter distribution was \$98,918.05.

XII. ADJOURN

The TCAG Technical Advisory Committee adjourned at 2:19 p.m.

The next scheduled Tulare County Association of Governments (TCAG) Board meeting will be held on **Monday, February 24, 2020 at 1:00 p.m.**, at the **Woodlake Community Center 145 N. Magnolia Street Woodlake, CA 93286**. The Technical Advisory Committee will meet on **Thursday, February 20, 2020 at 1:30 p.m. at the Tulare County Association of Governments (TCAG), 210 N. Church Street, Suite B, Sequoia Conference Room, Visalia, CA 93291.**

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Tulare County Association of Governments

AGENDA ITEM VII-C

February 24, 2020

Prepared by Leslie Davis, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Approval of Amendment No. 6 to the 2019/2020 Overall Work Plan (OWP)

BACKGROUND:

On May 20, 2019, the Tulare County Association of Governments (TCAG) FY 2019/2020 Overall Work Plan (OWP) was adopted through Resolution No. 2019-141. Amendments throughout the year are necessary to allow TCAG to deliver services as requested by its member agencies.

DISCUSSION:

Amendment No. 6 to the FY 2019/2020 OWP is necessary to allow TCAG to deliver services as requested by its member agencies.

1. Clarification of Resolution No. 2019-166; Item #7 of amendment #4 indicated the reduction as \$56,784.00 but should read as follows: Reduce Work Element No. 602.10-6000, *Sustainable Communities Planning Grant –Multimodal Outreach & Safety Program, reconciled 18/19 unexpended per Caltrans letter dated 10/1/2019, in the amount of \$19,767.00. Funded with SB1.*
2. Reclass TDA funding from Work Element No. 601.01. Transit Administration & Program Implementation to Work Element No. 602.04, Transit Planning and Coordination, in the amount of \$100,000. Net effect is zero.
3. Increase Work Element No. 601.04, Office Expense/Fixed Assets, in the amount of \$40,000 for the Electric Vehicle Charging Station. Funded with TCAG reserves. This project would allow TCAG to install electric vehicle chargers at the office site. The project will have to be designed, and the plan is to install two double-headed Level 2 charging units, which would charge four vehicles. The chargers would be available for the TCAG fleet, staff, and guests. It is anticipated that grant funds may be obtained to offset some of the cost of this project.

RECOMMENDATIONS:

Staff recommends the approval of Amendment No. 6 to the 2019/2020 OWP.

FISCAL IMPACT:

TCAG reserves will be used to offset the Electric Vehicle Charging Station.

ATTACHMENTS:

1. Resolution approving FY 2019/2020 OWP Amendment No. 6
2. OWP summary documents as affected by approval Attachment 6

Work Element 601.06 Overall Work Program and Budget

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

In the matter of:

APPROVING FY 2019/2020 OVERALL)	Resolution No. 2019-XXX
WORK PLAN (OWP) AMENDMENT)	
NO. 6)	

WHEREAS, The Regional Transportation Planning Agency Board of Governors adopted the FY 2019/2020 Overall Work Program (OWP) on May 20, 2019, with approval of Resolution 2019-141; and

WHEREAS, Amendment No.6 to the FY 2019/2020 OWP is necessary to clarify Resolution No. 2019-166; Item #7 of amendment #4 indicated the reduction as \$56,784.00 but should read as follows: *Reduce Work Element No. 602.10-6000, Sustainable Communities Planning Grant –Multimodal Outreach & Safety Program, reconciled 18/19 unexpended per Caltrans letter dated 10/1/2019, in the amount of \$19,767.00. Funded with SB1; and*

WHEREAS, Amendment No. 6 to the FY 2019-2020 OWP is necessary to reclass TDA funding from Work Element No. 601.01. Transit Administration & Program Implementation to Work Element No. 602.04, Transit Planning and Coordination, in the amount of \$100,000. Net effect is zero; and

WHEREAS, Amendment No. 6 to the FY 2019-2020 OWP is necessary to Increase Work Element No. 601.04, Office Expense/Fixed Assets, in the amount of \$40,000 for the Electric Vehicle Charging Station. Funded with TCAG reserves. This project would allow TCAG to install electric vehicle chargers at the office site. The project will have to be designed, and the plan is to install two double-headed Level 2 charging units, which would charge four vehicles. The chargers would be available for the TCAG fleet, staff, and guests. It is anticipated that grant funds may be obtained to offset some of the cost of this project.

NOW, THEREFORE, BE IT RESOLVED that the TCAG 2019/2020 Overall Work Program (OWP) is amended as shown in Attachment "2" and is herein referenced as Amendment No. 6.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 24th day of February, 2020 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Kuyler Crocker
Chair, TCAG

Ted Smalley
Executive Director, TCAG

Attachment 2

WORK ELEMENTS

SUB CATEGORY	601 ADMINISTRATION
WORK ELEMENT:	601.01 Transit Administration & Program Implementation
PURPOSE:	<p>Manage the Local Transportation Fund, State Transit Assistance Fund and State of Good Repair Program as prescribed by the Transportation Development Act and Senate Bill 1.</p> <p>Conduct an independent, objective evaluation of the efficiency and effectiveness of public transit services in Tulare County, and provide transit management and decision makers with constructive and practical recommendations for improvement.</p> <p>Manage preparation of fiscal and performance audits.</p> <p>Prepare, program, and process applications and projects for FTA Programs such as 5311, 5307, and 5310.</p> <p>Implement the Tulare County Coordinated Transportation Plan.</p> <p>Allocate and coordinate funds under the California transit Cap and Trade program: Low Carbon Transit Operations Program (LCTOP).</p> <p>Coordinate regional programs, including the T-Pass, COS student pass and route planning.</p> <p>Convene and coordinate SSTAC meetings.</p> <p>Manage Annual Unmet Needs Process.</p> <p>Prepare annual Unmet Needs Analysis Report.</p> <p>Assist with and prepare transit provider Title VI Programs, Paratransit Plans, Transit Asset Management Plans, and Safety Plans</p> <p>Assist agencies in coordinating transit systems</p>
PRODUCTS:	<ol style="list-style-type: none">1. LTF and STA transit claims for the cities and county for 2019/202. LTF and STA apportionments for 2019/203. COS transit pass funding allocations and ridership totals4. FTA project programming5. LCTOP allocations6. TDA Claims Manual7. Triennial Performance Audits and Fiscal Audits8. Project List for 19/20 SGR Program9. Annual Unmet Needs Findings
DISCUSSION:	<p>Every year, the Tulare County Association of Governments (TCAG) allocates Local Transportation Funds (LTF) and State Transit Assistance (STA) funds to member agencies as set forth in the Transportation Development Act. In 2018, State of Good Repair funding was added into the STA program via SB1. This requires the assemblage of and approval of project lists from TCAG, and expenditure reporting by TCAG and transit agencies. There are a number of requirements for agencies to complete before submitting claims for TDA funds. Examples include: fulfillment of Unmet Needs requests found Reasonable to Meet (if claiming funds for streets and roads), proof of performance audit compliance, California Highway Patrol inspections, efficiency calculations, budget submittals, etc. TCAG staff processes and verifies the claims prior to presentation to the</p>

Board and upon approval, submits to the Tulare County Auditor's Office for fund disbursement. TCAG has prepared a TDA claims manual which assists agencies in applying for funds and understanding the rules and regulations under the TDA and updates it as needed.

As required by TDA law, every three years TCAG procures an independent firm to prepare a performance audit of TCAG and all Tulare County agencies that receive TDA funds in order to ensure compliance with the law. The most recent Triennial Performance Audit was completed in 2018. Annually, a fiscal audit is performed for all agencies in Tulare County, and for TCAG, specifically looking at TDA funding. TCAG procures a firm to conduct these audits.

TCAG serves as the coordination/administration agency for regional transit passes in Tulare County. TCAG coordinates among transit agencies in Tulare County for the College of Sequoias Student Transit Pass Program and the regional T-Pass. TCAG also manages the agreement for route planning software.

The Social Services Transportation Advisory Council (SSTAC) meets quarterly to discuss current transit issues in Tulare County. One meeting a year is specifically held for the discussion of Unmet Transit Needs.

Various FTA funds flow directly through TCAG or are programmed by TCAG after an outside project selection process. Section 5310, 5307, and 5311 are examples of the funding types that TCAG programs into the FTIP. Section 5310 requires TCAG to complete a call for projects and to score candidate projects to submit to Caltrans; this can be seen as implementation of the Coordinated Transportation Plan prepared by TCAG staff (see work element 602.04). FTA 5311 and 5307 funds are allocated to the applicable transit operators according to needs; 5311 requires TCAG to prepare a Program of Projects (POP). FTA 5303 funds are programmed in the FTIP for transit planning purposes.

In March of each year, TCAG holds at least two hearings inviting the public to comment on any unmet transit needs in Tulare County. There is extensive outreach conducted to advertise the Unmet Transit Needs process. Outreach includes newspaper postings, local press releases, direct mail, social media, online surveys, radio advertisement, and posters with comment cards distributed throughout the county, and more. The self-addressed comment cards have resulted in a large increase of public participation and rider satisfaction over the last several years. TCAG will implement submission of comments via online survey in 2019/20. TCAG continues to enjoy increased public participation from the non-English speaking, disadvantaged communities, and transit users across the county. Public notices are published in English and fully translated into Spanish. Notes and contact information are included on posters in Tagalog. Unmet needs requests are provided to the applicable transit providers for response and then presented to the SSTAC for recommendations prior to final approval by the TCAG Board. The TCAG Board makes findings of Unmet Needs that are reasonable to meet and staff submits all documentation of the process to Caltrans each year.

TCAG manages funding allocations for a transit program from state Cap and Trade: the Low Carbon Transit Operations Program (LCTOP). TCAG allocates the funding in the same manner as STA funds; certain funds are directly allocated by the state on a revenue-based formula and others are allocated based on population.

TCAG staff is working with member agencies to further coordinate their services. A committee has been formed to discuss and propose more formalized coordination.

Task Description	% of Work	Work Schedule
Prepare LTF and STA apportionments	3%	Jul 19 – Jun 20
Review and process LTF and STA claims	10%	Dec 19 – June 20
Coordinate State of Good Repair Project Lists	3%	Jul 19 – Nov 19
Update TDA Manual as needed	3%	Jul 19 – Jun 20
Monitor Triennial Performance Audit recommendation implementation	3%	Jul 19 – June 20
Manage FTA funding programs	9%	Jul 19 – Jun 20
Manage and Convene the SSTAC	10%	Jul 19 – Jun 20
Coordinate and disperse funds for the COS Student Transit Pass Program	3%	Jul 19 – Jun 20
Prepare LCTOP allocations	3%	Jul 19 – Jun 20
Assist agencies in plan and program development, and regional coordination implementation	25%	Jul 19 – Jun 20
Conduct Annual Unmet Needs process and findings	15%	Jan 20 - Jul 20
Prepare Annual Unmet Needs Analysis Report	10%	Jul 19 – Jun 20
Coordinate Annual Fiscal Audits	3%	Jul 19 – Apr 20

PREVIOUS WORK:

LTF and STA transit claims
 Triennial Performance Audits
 Fiscal Audits
 Programming of FTA funds
 SGR Project List
 LCTOP allocations
 TDA Claims Manual
 COS transit pass allocations and disbursements
 Completion of Dinuba, Visalia, Tulare, and Exeter Title VI Programs

W.E 601.01 Transit Administration & Program Implementation

REVENUES	DOLLARS	EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
Member Dues		TCAG Staff	212,069	27.0
Local Contribution		City of Dinuba		
TDA	308,409	City of Exeter		
FHWA PL (carryover)		City of Farmersville		
FHWA PL		City of Lindsay		
FTA Section 5303 (carryover)		City of Porterville		
FTA Section 5303		City of Tulare		
FTA Section 5304		City of Visalia		
FTA Section 5305		City of Woodlake		
DMV		County of Tulare		
City of Dinuba		Insurance		
City of Exeter		Memberships		
City of Farmersville		Office Expense		
City of Lindsay		Consultant	141,340	
City of Porterville		Publications and Legal Notice		
City of Tulare		Training		
City of Visalia		Transportation and Travel		
City of Woodlake		Print Services		
County of Tulare		County Counsel		
Measure R		Auditor		
LAFCO		Motorpool		
TCAG Reserves	45,000	Rent		
SB1 Sustainable Community Grant		Special Dept Exp		
Other Grants		Dues/Subscriptions		
		Utilities		
		Office Equipment		
Total Revenues	353,409	Total Expenditures	353,409	27.0
Toll Credits(5303&Carryover) (Not Revenues)				
Toll Credits(PL&Carryover) (Not Revenues)				

Consultant

\$40,000 TDA audits(incl Dinuba, Exeter, Farmersville,Lindsay,Porterville,Tulare,Visalia,Woodlake,County)
\$56,340 (Yr 1) per year for 3 years Remix Software and Services
\$45,000 SBLB Transit Coordination Implementation

SUBCATEGORY: 601 ADMINISTRATION

WORK ELEMENT: 601.04 Office Expenses and Fixed Assets

PURPOSE: Procure and manage the assets and annual office expenses of the Tulare County Association of Governments.

PRODUCTS: Maintain financial records for the purchase of all operational expense for TCAG and LAFCO that includes office supplies, insurance, membership dues, printing costs, dues/subscriptions, utilities, rent and office equipment/fixed assets as outlined. Maintain contact with County of Tulare to provide staffing, IT, custodial, payroll administration, interoffice mail, copying, and telecom services as well as legal, financial, and Human Resource assistance. Electric Vehicle Charging station(s) to be designed and installed in FY 19-20 and 20-21.

DISCUSSION:

TCAG maintains an Office Expense/Fixed Asset account in the general ledger to procure office equipment and supplies necessary to essential agency business. TCAG budgeted for the additional office computers, and office software updates as well as office furniture for the additional office space this fiscal year. The Electric Vehicle Charging Station project would allow TCAG to install electric vehicle chargers at the office site. The project will have to be designed, and the plan is to install two double-headed Level 2 charging units, which would charge four vehicles. The chargers would be available for the TCAG fleet, staff, and guests. It is anticipated that grant funds may be obtained to offset some of the cost of this project.

Task Description	% of Work	Work Schedule
Procurement of routine office supplies and equipment		Jun-19-Jul 20
Maintenance of existing equipment		Jun-19-Jul 20
Purchase of computer hardware and software upgrades and office furniture		Jun-19-Jul 20
Procurement of County of Tulare Services, dues, subscriptions, licenses		Jun-19-Jul 20
Electric Vehicle Charging Station(s)	10%	Jan-20 – Jul 20

PREVIOUS WORK: Purchased personal computers, printers and associated equipment for the new office space and employees.
Maintain supplies used and purchased for TCAG and LAFCO

W.E. 601.04 Office Expenses/Fixed Assets

REVENUES	DOLLARS	EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
Member Dues		TCAG Staff		
Local Contribution	404,037	City of Dinuba		
TDA		City of Exeter		
FHWA PL (carryover)		City of Farmersville		
FHWA PL		City of Lindsay		
FTA Section 5303 (carryover)		City of Porterville		
FTA Section 5303		City of Tulare		
FTA Section 5304		City of Visalia		
FTA Section 5305		City of Woodlake		
DMV		County of Tulare	233,501	
City of Dinuba		Insurance	5,000	
City of Exeter		Memberships		
City of Farmersville		Office Expense	13,000	
City of Lindsay		Consultant	8,000	
City of Porterville		Publications and Legal Notice		
City of Tulare		Training		
City of Visalia		Transportation and Travel		
City of Woodlake		Print Services		
County of Tulare		County Counsel		
Measure R		Auditor		
LAFCO		Motorpool		
TCAG Reserves	40,000	Rent	137,436	
SB1 Sustainable Community Grant		Special Dept Expense	30,100	
Other Grants		Dues/Subscriptions/Licenses	500	
		Utilities	13,500	
		Office Equipment	3,000	
Total Revenues	444,037	Total Expenditures	444,037	
Toll Credits(5303&Carryover) (Not Revenues)				
Toll Credits(PL&Carryover) (Not Revenues)				

Consultant

\$8,000 EV charging Station Design

County of Tulare

\$101,527 IT charges

\$38,455 Cowcap

\$60,462 Workers Comp

\$8,300 Custodial /Bldg Maint

\$2,938 ADP Svcs

\$5,000 Mail/Courier Services

\$3,772 Copier/Co Print Services

\$6,414 Phone/Conference services

\$2,000 Labor for EV charging station (property dept)

\$4,633 Comcast Services

Special Dept Expense

\$30,000 EV charging station construction

Office Equipment

Routine office equipment upgrades

Dues/Subscriptions/Licenses

Miscellaneous dues/subscriptions

Software licenses (GIS - 1)

Office Expense

\$13,000 general office supplies

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. Meetings of the Transit Forum
2. Transit routes uploaded and maintained on Google Transit
3. Coordinated Plan
4. Advertising material for transit advocacy and regional programs
5. Title VI Program

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, regulations and requirements, etc.

TCAG manages the Tulare County Transit Guide publishing. In 2018 the Guide was transformed into a visual, map-style publication, complemented by individual route maps for various providers. It is a comprehensive guide of all transit policies and services provided within Tulare County. TCAG will continuously pursue making the Transit Guide mobile-friendly and technologically up-to-date. TCAG will also 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.

TCAG staff will continue transit outreach efforts to communities in Tulare County. Advertising mediums used include: radio, print, movie theater advertising, social media promotions, and more. This is a continual task throughout the full fiscal year.

The Regional Long Range Transit Plan was completed in 2017. This plan examines and makes recommendations for transit enhancements region-wide and comprehensively from 2017 to 2040 as well as identifies and makes recommendations for potential future express bus, bus rapid transit, and/or light rail. This plan is a major foundational piece of the 2018 Regional Transportation Plan. This fiscal year TCAG will be updating the Coordinated Plan. The plan is scheduled for finalization in February 2020.

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 any other required tasks under Title VI. The plan will be updated every three years; the next update is due in September 2020.

TCAG staff will continue to monitor and assist the San Joaquin Regional Rail Commission and continue to update the TCAG Board on their efforts. TCAG is also a member of the CalVans technical advisory committee and is an active participant and promoter of the program. This is a continual task throughout the full fiscal year.

Task Description	% of Work	Work Schedule
Monitor, analyze and report on new federal & state transit planning requirements	25%	Jul 19 – Jun 20
Assist local agencies including Tribal Government with transit planning efforts	25%	Jul 19 – Jun 20
Transit Guide updates, printing & distribution	10%	Jul 19 – Jun 20
Prepare Coordinated Plan	10%	Jul 19 – Feb 20
Update and Implement Title VI Plans	5%	Jul 19 – Jun 20
Conduct Transit Forum Meetings	10%	Jul 19 – Jun 20
Passenger Rail Planning and Coordination	2%	Jul 19 – Jun 20
Google Transit	10%	Jul 19 – Jun 20
CalVans Coordination	3%	Jul 19 – Jun 20

PREVIOUS WORK:

Transit Forum Meetings
 CalVans and SJVRC appointments and participation
 Completion of TDPs
 Completion of TCAG Title VI Program and trainings
 Completed Google Transit process and uploading for multiple agencies
 Publishing of Tulare County Transit Guide
 Preparation and distribution of public outreach materials

W.E. 602.04 Transit Planning and Coordination

REVENUES		DOLLARS	EXPENDITURES		DOLLARS	STAFF PERSON MONTHS
Member Dues			TCAG Staff		162,070	20.6
Local Contributions			City of Dinuba			
TDA		100,000	City of Exeter			
FHWA PL (carryover)			City of Farmersville			
FHWA PL			City of Lindsay			
FTA Section 5303 (carryover)		1,421	City of Porterville			
FTA Section 5303		162,899	City of Tulare			
FTA Section 5304			City of Visalia			
FTA Section 5305			City of Woodlake			
DMV			County of Tulare			
City of Dinuba			Insurance			
City of Exeter			Memberships			
City of Farmersville			Office Expense			
City of Lindsay			Consultant		15,000	
City of Porterville			Publications and Legal Notice			
City of Tulare			Training		1,650	
City of Visalia			Transportation and Travel		1,700	
City of Woodlake			Print Services		20,000	
County of Tulare			County Counsel			
Measure R			Auditor			
LAFCO			Motorpool			
TCAG Reserves			Rent			
SB1 Sustainable Community Grant			Special Dept Expense		63,900	
Other Grants			Dues/Subscriptions			
			Utilities			
			Office Equipment			
Total Revenues		264,320	Total Expenditures		264,320	20.6
Toll Credits(5303&Carryover) (Not Revenues)		18,848				
Toll Credits(PL&Carryover) (Not Revenues)						

Consultant

\$15,000 On Call Transit consultant

Training

2 CalAct Conferences \$1,150

Misc Training \$500

Transportation/Travel

2 CalAct Conferences \$1,200

Misc Training \$500

Print Services

\$20,000 printing services (includes transit guide printing)

Special Dept Expense

\$50,000 CalVans contribution

\$13,900 Other

2019/2020 Overall Work Program

SUMMARY

REVENUES	DOLLARS
Member Dues	191,500
Local Contribution	964,681
TDA	408,409
FHWA PL (carryover)	60,662
FHWA PL	976,806
FTA Section 5303 (carryover)	1,421
FTA Section 5303	162,899
FTA Section 5304	105,528
FTA Section 5305	
DMV	3,600
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	13,672
City of Visalia	
City of Woodlake	
County of Tulare	9,994
Measure R	415,421
LAFCO	255,500
TCAG Reserves	189,458
SB1 Sustainable Community Grant	495,833
Other Grants (Census)	580,000
Total Revenues	4,835,383
Toll Credits(5303) (Not Revenues)	18,848
Toll Credits(PL) (Not Revenues)	118,998

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	2,164,000	248
City of Dinuba	40,500	
City of Exeter	30,500	
City of Farmersville	500	
City of Lindsay	500	
City of Porterville	500	
City of Tulare	1,500	
City of Visalia	1,500	
City of Woodlake	500	
County of Tulare	285,001	
Insurance	5,000	
Memberships	15,530	
Office Expense	15,500	
Consultant	897,149	
Publications/ Legal Notice/Dues	700	
Training	10,550	
Transportation and Travel	66,720	
Print Services	37,859	
County Counsel	22,000	
Auditor	2,500	
Motorpool		
Rent	137,436	
Special Dept Expense	1,073,338	
Dues/Subscriptions	4,600	
Utilities	13,500	
Office Equipment	8,000	
Total Expenditures	4,835,383	247.6

* FHWA PL Funding	
Carryover	\$60,662
Current Year funding:	<u>\$976,806</u>
Total Funding	\$1,037,468

REVENUES FISCAL YEAR 2019/2020 OVERALL WORK PROGRAM																		
WORK	Member Dues/	Local	TDA/Transit	FHWA	FHWA	FTA Section	FTA Section	FTA Section	FTA Section	SB1 Sustainable Communities	DMV	By Cities	Measure R		Oth Funding		FHWA	FTA
ELEMENT	TCAG Reserves	Contrib.	Admin	PL (carryover)	PL	\$303 (carryover)	\$303	\$304	\$305				DIF	LAFCO	and Grants	TOTAL	PL Toll Credits	\$303 Toll Credits
601 01 TRANSIT ADMINISTRATION	45,000		308,409													353,409		
601 02 TCAG ADMINISTRATION		223,122														223,122		
601 04 OFFICE EXPENSES/FIXED ASSETS	40,000	404,037														444,037		
601 06 OWP & BUDGET					79,000											79,000	9,061	
601 08 ADVOCACY	136,500	79,300														215,800		
601 09 PERFORMANCE MEASURES				6,000												6,000	688	
602 01 REGIONAL TRANSP. PLAN					65,000											65,000	7,456	
602 02 TRAFFIC FORECASTING/MODEL DEVELOPMENT	10,178			1,550	247,160											258,888	28,527	
602 03 REGIONAL BICYCLE & PEDESTRIAN PLANNING				16,027	108,473											124,500	14,280	
602 04 TRANSIT PLANNING AND COORDINATION					100,000	1,421	162,899									264,320	11,470	18,848
602 04-0045 TRANSIT PLANNING AND COORDINATION-City of Tulare 2020 SRTP							105,528					13,672				119,200		
602 06 SPECIAL TRANSPORTATION PROJECT STUDIES					1,000											1,000	115	
602 07 SPECIAL TRANSPORTATION PROJECT STUDIES NON FEDERAL	22,913	55,087										9,994				87,994		
602 10-1000 SUSTAINABLE COMMUNITIES PLANNING GRANT-REGIONAL TRANSIT COORDINATION STUDY FY 17/18		1,504								11,610						13,114		
602 10-1001 SUSTAINABLE COMMUNITIES PLANNING GRANT-REGIONAL TRANSIT COORDINATION STUDY FY 18/19		8,029								61,971						70,000		
602 10-2000 SUSTAINABLE COMMUNITIES PLANNING GRANT-ELECTRIC VEHICLE IMPLEMENTATION PLAN FY 17/18		7,116								54,926						62,042		
602 10-3000 SUSTAINABLE COMMUNITIES PLANNING GRANT-SUSTAINABILITY MODEL ENHANCEMENTS FY 17/18		654								5,044						5,698		
602 10-3001 SUSTAINABLE COMMUNITIES PLANNING GRANT-SUSTAINABILITY MODEL ENHANCEMENTS FY 18/19		3,212								24,788						28,000		
602 10-3020 SUSTAINABLE COMMUNITIES PLANNING GRANT-SUSTAINABILITY MODEL ENHANCEMENTS FY 19/20		6,882								53,118						60,000		
602 10-5000 SUSTAINABLE COMMUNITIES PLANNING GRANT-MULTIMODAL DATA COLLECTION FOR SHORT & LONG TERM PLANNING FY 18/19		2,256								17,410						19,666		
602 10-5020 SUSTAINABLE COMMUNITIES PLANNING GRANT-MULTIMODAL DATA COLLECTION FOR SHORT & LONG TERM PLANNING FY 19/20	1,010	1,147								16,650						18,807		
602 10-6000 SUSTAINABLE COMMUNITIES PLANNING GRANT-MULTIMODAL OUTREACH & SAFETY PROGRAM FY 18/19		8,466								65,343						73,809		
602 10-7020 SUSTAINABLE COMMUNITIES PLANNING GRANT-COMplete STREETS FY 19-20		18,230								140,708						158,938		
602 10-0000 SUSTAINABLE COMMUNITIES PLANNING GRANT-FY 19/20		5,735								44,265						50,000		
603 02 INTELLIGENT TRANSPORTATION SYSTEMS		6,000														6,000		
604 01 TRANSPORTATION IMPROVEMENT PROGRAM	10,178				144,535											154,713	16,578	
605 01 CONGESTION MANAGEMENT PROGRAM					162,349											162,349	18,621	
610 01 AIR QUALITY PLANNING & ANALYSIS	10,179	3,184			100,839											114,202	11,566	
620 01 VALLEYWIDE COORDINATION	50,000	69,200														119,200		
620 02 GOODS MOVEMENT				18,835	427											19,262	2,209	
650 01 PUBLIC INFORMATION & PARTICIPATION		445		18,250	68,023											86,718	9,895	
670 01 ENVIRONMENTAL INFORMATION	5,000															5,000		
670 05 LOCAL COORDINATION		60,075														60,075		
670 07 ABANDONED VEHICLE ABATEMENT											3,600					3,600		
670 1 REGIONAL HOUSING		1,000														1,000		
680 02 FILM PROMOTION	50,000															50,000		
680 03 CENSUS PROJECT															580,000	580,000		
700 01 MEASURE R ADMINISTRATION & PLANNING													400,421			400,421		
700 02 SANTA FE TRAIL CONNECTION													5,000			5,000		
700 03 MEASURE R MITIGATION BANKING													10,000			10,000		
800 01 LAFCO														255,500		255,500		
TOTALS	\$380,958	\$964,681	\$308,409	\$60,662	*****	\$1,421	\$162,899	\$105,528		\$495,833	\$3,600	\$23,666	\$415,421	\$255,500	\$580,000	\$4,835,383	\$130,468	\$18,848

EXPENDITURES
FISCAL YEAR 2019/2020 OVERALL WORK PROGRAM

WORK ELEMENT	TCAG	Dinuba	Exeter	Farmersville	Lindsay	Porterville	Tulare	Visalia	Woodlake	County	Consultant	Other/Print/Legal/T&T	TOTAL
601.01 TRANSIT ADMINISTRATION	212,069										141,340		353,409
601.02 TCAG ADMINISTRATION	127,192	500	500	500	500	500	500	500	500	500	33,000	58,430	223,122
601.04 OFFICE EXPENSES/FIXED ASSETS										233,501	8,000	202,536	444,037
601.06 OWP & BUDGET	78,000											1,000	79,000
601.08 ADVOCACY	69,000										105,000	41,800	215,800
601.09 PERFORMANCE MEASURES	6,000												6,000
602.01 REGIONAL TRANSP. PLAN	60,000											5,000	65,000
602.02 TRAFFIC FORECASTING/MODEL DEVELOPMENT	203,488										25,000	30,400	258,888
602.03 REGIONAL BICYCLE & PEDESTRIAN PLANNING	106,500											18,000	124,500
602.04 TRANSIT PLANNING AND COORDINATION	165,420										15,000	83,900	264,320
602.04-0045 TRANSIT PLANNING AND COORDINATION-City of Tulare SRTP	9,200										110,000		119,200
602.06 SPECIAL TRANSPORTATION PROJECT STUDIES	1,000												1,000
602.07 SPECIAL TRANSPORTATION PROJECT STUDIES NON FED	17,994	40,000	30,000										87,994
602.10-1000 SUSTAINABLE COMMUNITIES PLANNING GRANT- REGIONAL TRANSIT COORDINATION STUDY FY 17/18											13,114		13,114
602.10-1001 SUSTAINABLE COMMUNITIES PLANNING GRANT- REGIONAL TRANSIT COORDINATION STUDY FY 18/19	9,000										61,000		70,000
602.10-2000 SUSTAINABLE COMMUNITIES PLANNING GRANT- ELECTRIC VEHICLE IMPLEMENTATION PLAN FY 17/18	850										61,192		62,042
602.10-3000 SUSTAINABLE COMMUNITIES PLANNING GRANT- SUSTAINABILITY MODEL ENHANCEMENTS FY 17/18	2,500										3,198		5,698
602.10-3001 SUSTAINABLE COMMUNITIES PLANNING GRANT- SUSTAINABILITY MODEL ENHANCEMENTS FY 18/19	3,000										25,000		28,000
602.10-3020 SUSTAINABLE COMMUNITIES PLANNING GRANT- SUSTAINABILITY MODEL ENHANCEMENTS FY 19/20											60,000		60,000
602.10-5000 SUSTAINABLE COMMUNITIES PLANNING GRANT- MULTIMODAL DATA COLLECTION FOR SHORT & LONG TERM PLANNING FY 18/19	2,000										17,666		19,666
602.10-5020 SUSTAINABLE COMMUNITIES PLANNING GRANT- MULTIMODAL DATA COLLECTION FOR SHORT & LONG TERM PLANNING FY 19/20	10,000										8,807		18,807
602.10-6000 SUSTAINABLE COMMUNITIES PLANNING GRANT- MULTIMODAL OUTREACH & SAFETY PROGRAM FY 18/19	65,000											8,809	73,809
602.10-7020 SUSTAINABLE COMMUNITIES PLANNING GRANT- COMPLETE STREETS FY 19/20	10,000											148,938	158,938
602.10-7120 SUSTAINABLE COMMUNITIES PLANNING GRANT-FY 19/20	15,000											35,000	50,000
603.02 INTELLIGENT TRANSPORTATION SYSTEMS	5,000											1,000	6,000
604.01 TRANSPORTATION IMPROVEMENT PROGRAM	144,993											9,720	154,713
605.01 CONGESTION MANAGEMENT PROGRAM	149,839										9,310	3,200	162,349
610.01 AIR QUALITY PLANNING & ANALYSIS	85,179										26,023	3,000	114,202
620.01 VALLEYWIDE COORDINATION	55,000										13,000	51,200	119,200
620.02 GOODS MOVEMENT	19,262												19,262
650.01 PUBLIC INFORMATION & PARTICIPATION	79,018											7,700	86,718
670.01 ENVIRONMENTAL INFORMATION	5,000												5,000
670.05 LOCAL COORDINATION	53,125											6,950	60,075
670.07 ABANDONED VEHICLE ABATEMENT	3,600												3,600
670.1 REGIONAL HOUSING	1,000												1,000
680.02 FILM PROMOTION										50,000			50,000
680.03 CENSUS PROJECT	83,000											497,000	580,000
700.01 MEASURE R ADMINISTRATION & PLANNING	134,121										160,500	105,800	400,421
700.02 SANTA FE TRAIL CONNECTION	1,000						1,000	1,000		1,000	1,000		5,000
700.03 MEASURE R MITIGATION BANKING	10,000												10,000
800.01 LAFCO	165,000											90,500	255,500
TOTALS	\$2,167,350	\$40,500	\$30,500	\$500	\$500	\$500	\$1,500	\$1,500	\$500	\$285,001	\$897,149	\$1,409,883	\$4,835,383

EXPENDITURES BY FUNDING SOURCE
FISCAL YEAR 2019/2020 OVERALL WORK PROGRAM

WORK ELEMENT	MEMBER DUES/ TCAG RESERVES		DMV	LOCAL PLANNING CONTRIBUTION			TDA/Transit Admin FUNDS		FHWA PL FUNDS			FTA TPA		SB 1 Sustainable Communities		LEGACI GRANT/OTHER/TOLL		TOTALS	
	TCAG	CO. SPCL		TCAG	CITY/CO	CONSUL	TCAG	CONSUL	TCAG	CITY/CO	CONSUL	TCAG	CONSUL	TCAG	CONSUL	TCAG/CITY	CONSUL		
601.01 TRANSIT ADMINISTRATION		45,000					308,409											353,409	
601.02 TCAG ADMINISTRATION					223,122													223,122	
601.04 OFFICE EXPENSES/FIXED ASSETS		40,000			404,037													444,037	
601.06 OWP & BUDGET									78,000	1,000								79,000	
601.08 ADVOCACY	120,800	15,700				79,300												215,800	
601.09 PERFORMANCE MEASURES									6,000									6,000	
602.01 REGIONAL TRANSP. PLAN									65,000									65,000	
602.02 TRAFFIC FORECASTING/MODEL DEVELOPMENT	10,178								223,710	25,000								258,888	
602.03 REGIONAL BICYCLE & PEDESTRIAN PLANNING									124,500									124,500	
602.04 TRANSIT PLANNING AND COORDINATION							100,000					99,320	65,000					264,320	
602.04-0045 TRANSIT PLANNING AND COORDINATION-City of Tulare SRTP												105,528				9,200	4,472	119,200	
602.06 SPECIAL TRANSPORTATION PROJECT STUDIES									1,000									1,000	
602.07 SPECIAL TRANSPORTATION PROJECT STUDIES NON FEDERAL	22,913				8,000	47,087										9,994		87,994	
602.10-1000 SUSTAINABLE COMMUNITIES PLANNING GRANT-REGIONAL TRANSIT COORDINATION STUDY FY 17/18						1,504									11,610			13,114	
602.10-1001 SUSTAINABLE COMMUNITIES PLANNING GRANT-REGIONAL TRANSIT COORDINATION STUDY FY 18/19					8,029									971	61,000			70,000	
602.10-2000 SUSTAINABLE COMMUNITIES PLANNING GRANT-ELECTRIC VEHICLE IMPLEMENTATION PLAN FY 17/18					850	6,266									54,926			62,042	
602.10-3000 SUSTAINABLE COMMUNITIES PLANNING GRANT-SUSTAINABILITY MODEL ENHANCEMENTS FY 17/18					654									1,846	3,198			5,698	
602.10-3020 SUSTAINABLE COMMUNITIES PLANNING GRANT-SUSTAINABILITY MODEL ENHANCEMENTS FY 19/20						6,882									53,118			60,000	
602.10-3001 SUSTAINABLE COMMUNITIES PLANNING GRANT-SUSTAINABILITY MODEL ENHANCEMENTS FY 18/19					345	2,867								2,655	22,133			28,000	
602.10-5000 SUSTAINABLE COMMUNITIES PLANNING GRANT-MULTIMODAL DATA COLLECTION FOR SHORT & LONG TERM PLANNING FY 18/19					2,000	256									17,410			19,666	
602.10-5020 SUSTAINABLE COMMUNITIES PLANNING GRANT-MULTIMODAL DATA COLLECTION FOR SHORT & LONG TERM PLANNING FY 19/20	1,010				1,147									7,843	8,807			18,807	
602.10-6000 SUSTAINABLE COMMUNITIES PLANNING GRANT-MULTIMODAL OUTREACH & SAFETY PROGRAM FY 18/19					8,466									65,343				73,809	
602.10-7020 SUSTAINABLE COMMUNITIES PLANNING GRANT-COMPLETE STREETS FY 19/20					1,147	17,083								8,853	131,855			158,938	
602.10-0000 SUSTAINABLE COMMUNITIES PLANNING GRANT- FY 19/20					5,735									44,265				50,000	
603.02 INTELLIGENT TRANSPORTATION SYSTEMS					6,000													6,000	
604.01 TRANSPORTATION IMPROVEMENT PROGRAM	10,178								144,535									154,713	
605.01 CONGESTION MANAGEMENT PROGRAM									153,039	9,310								162,349	
610.01 AIR QUALITY PLANNING & ANALYSIS	10,178				3,184				74,816	26,023								114,201	
620.01 VALLEYWIDE COORDINATION	50,000				56,200	13,000												119,200	
620.02 GOODS MOVEMENT									19,262									19,262	
650.01 PUBLIC INFORMATION & PARTICIPATION					445				86,273									86,718	
670.01 ENVIRONMENTAL INFORMATION	5,000																	5,000	
670.05 LOCAL COORDINATION					60,075													60,075	
670.07 ABANDONED VEHICLE ABATEMENT			3,600															3,600	
670.1 REGIONAL HOUSING					1,000													1,000	
680.02 FILM PROMOTION	50,000																	50,000	
680.03 CENSUS PROJECT																580,000		580,000	
700.01 MEASURE R ADMINISTRATION & PLANNING																239,921	160,500	400,421	
700.02 SANTA FE TRAIL CONNECTION																5,000		5,000	
700.03 Measure R Mitigation Banking																10,000		10,000	
800.01 LAFCO																255,500		255,500	
SUBTOTALS	207,344	173,613	3,600		790,436	47,087	127,158	408,409	0	976,135	0	61,333	99,320	170,528	131,776	364,057	1,109,615	164,972	4,835,383
TOTALS		380,957	3,600		964,681			408,409		1,037,468			269,848		495,833		1,274,587		4,835,383

Tulare County Association of Governments

AGENDA ITEM VIII-A

February 24, 2020

Prepared by Benjamin A. Kimball, TCAG Staff

SUBJECT:

Information: Legislative Update

BACKGROUND:

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

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

Assisting TCAG staff in these efforts is our federal lobbyist, Pace Government Solutions.

DISCUSSION:

TCAG has been active in working with the San Joaquin Valley Policy Council (SJVPC) to develop an agenda for the Valley Voice Trip to Sacramento on March 10-11 and is part of a team leading the discussion on regional priorities for the valley. Initial topics for discussion include:

- Support for a Valley-Wide priority List of Projects (to be adopted by the SJVPC later this winter)
- Maintaining Distribution of Transportation Funding
- Acquiring SB1 Competitive Program Funds
- Solutions to Improving Air Quality in a way that works for the Valley
- Meeting Greenhouse Gas Emission Reduction Goals
- Synching Regional Transportation Plan Adoption Cycle – Pilot Program
- Obtaining Environmental Exclusions for Projects of Limited Federal Assistance
- Water Reliability, Quality and Supply
- Housing Planning and Production

TCAG is also preparing a Once Voice Trip to be held June 22-25 in Washington, D.C. to discuss a number of transportation related issues, foremost among them is grant funding for the Commercial Interchange Project in Tulare.

TCAG has begun will be working on federal and state grant applications for funding to construct the commercial interchange in Tulare.

Additional information on legislative matters will be made available at the Board Meeting.

ATTACHMENT(S):

None

AGENDA ITEM VIII-E

February 24, 2020

Prepared by Elizabeth Forte, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Transit Performance Measures

BACKGROUND:

TCAG operates and is designated by the state and Federal Transit Administration as a number of agencies. Various levels of regional coordination and oversight are the responsibility of TCAG acting as the federal Metropolitan Planning Organization (MPO), state Regional Transportation Planning Agency (RTPA) and local Measure R Transportation Authority. TCAG works very closely with member agencies and transit providers. As the region has evolved and transit has been changing, TCAG hired a consulting team to evaluate and make recommendations for improved transit efficiency and regional coordination in our region.

TCAG collects transit information from fiscal audits, performance audits, State Controllers Reports, and Transportation Development Act claims. While certainly useful, these documents are provided either annually or triennially and are designed for specific purposes. Over the past three years it has become increasingly clear that TCAG's performance measuring and monitoring process requires bolstering, formalization, and a more customized and continuous process to ensure that efficiency and other requirements are being met.

Over the past few months, TCAG staff has presented proposed performance measures and targets to the TCAG Board. A draft performance measures document was presented to the Board in January.

DISCUSSION:

TCAG staff recommends approval of the transit performance measures as attached. If approved, the first Service Implementation Report will be due in September.

RECOMMENDATIONS:

Approve performance measures, targets, and reporting processes described in the attached document.

FISCAL IMPACT:

None

ATTACHMENTS:

1. Resolution approving adoption of performance measures.
2. Draft performance measures document.

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

In the matter of:

APPROVAL OF TRANSIT)
PERFORMANCE MEASURES)

Resolution No. 2020-XX

WHEREAS, TCAG is a Regional Transportation Planning Agency, Metropolitan Planning Organization, and staff to the Tulare County Transportation Authority; and

WHEREAS, under all of these designations TCAG is a steward of funds and has the duty to ensure responsible and efficient use of local, state, and federal funds, with primary consideration on performance; and

WHEREAS, Attachment 1 outlines a set of measures, targets, and reporting processes.

NOW, THEREFORE, BE IT RESOLVED, that TCAG adopts the attached set of measures, targets, and reporting processes.

THE FOREGOING RESOLUTION was passed and adopted upon a motion by Member _____ and a second by Member _____ on this 24th day of February 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Kuyler Crocker
Chair, TCAG

Ted Smalley
Executive Director, TCAG

February 24, 2020

Transit Performance Measures

Performance measures are the parameters used to evaluate and modify transit service. Performance measures indicate productivity and service quality, and show where service can be altered to improve customer experience and transit efficiency.

Performance measures will be used, as appropriate, to evaluate funding allocations for operations and capital. The measures will be reported semiannually to TCAG from transit providers for each route and service, as part of a Service Implementation Report (SIR). The SIR will be due on March 1st and September 1st each year. Performance measures will be used for comparison in two ways. Based on past performance, the ultimate goal is to restore productivity to levels to those existing in Tulare County in 2015, by 2023. Additionally and independently, year-over-year performance for the purpose of funding allocations and service changes will also be evaluated. Year-over-year performance goals are based on an average of the annual improvement needed to meet the 2023 goals.

Prior year productivity performance metrics can be found in the Triennial Performance Audits (TPAs). For years beyond the TPAs, metrics can be calculated based on data collected for State Controller's Reports and National Transit Database (NTD) reports. Using Remix, the percentage of residents within a certain distance of transit access can be calculated, and Google Transit (Google Maps) can be used to evaluate trip time comparisons.

External factors can affect productivity measures. External factors of great significance should be noted with each report so their influence can be understood in present time and recorded for retroactive review.

Productivity

General, county-wide information is presented below. Targets (e.g. a 10% increase in a productivity measure) will be set and evaluated based on individual agency and service data.

Ridership

Total ridership is the performance measure most indicative of the health of a transit system. The number of rides peaked in 2015/16 with 348,737 riders, and decreased to 297,243 in 2017/18. There was a decline of 20.6% between 2014/15 and 2017/18. Nationally, transit ridership declined 2.5% per year, but Tulare County has lost an average of 7%. The targets are a 7% ridership increase year-over-year, and restoration of 2015 ridership levels by 2023.

Cost per passenger

The operating cost per passenger for 2017/18 was \$9.97, nearly double the cost per passenger in 2014/15, and on the high end of average for rural and suburban areas according to the National Transit Summary and Trends report from 2016. The low end of average was \$5.08 per passenger. To demonstrate efficiency, transit agencies strive to decrease the cost per passenger. Targets are to decrease cost per passenger 15% year-over-year and to meet 2015 cost per passenger rates by 2023.

Passengers per hour

In 2017/18 there were 7.9 passengers per service hour. In 2015, when other productivity measures peaked, there were 10.1 passengers per service hour. Increasing passengers per hour 7% year-over-year and meeting 2015 levels by 2023 are our targets.

Passengers per mile

The number of passengers per service mile was 0.29 in 2017/18, with a high of 0.38 passengers per mile in 2013. The targets are to increase passengers per mile 7% year-over-year and meet 2015 levels by 2023.

Cost per hour

The operating cost per service hour was \$78.81 in 2017/18, but peaked in productivity in 2014/15 with a cost of \$52.91 per hour. The targets are to decrease cost per hour 10% year-over-year and meet 2015 levels by 2023.

Cost per mile

The operating cost per mile was \$2.93 in 2017/18, and was lowest in 2014/15 at \$1.96 per mile. The targets are to decrease cost per mile 7% year-over-year and meet 2015 levels by 2023.

Farebox recovery ratio

The farebox recovery ratio (passenger fares only) averaged 11.5% in 2017/18, peaking at 22% in 2013/14. The targets are to increase the farebox recovery ratio 13% year-over-year and meet 2015 levels by 2023.

Service Usability

Comparison to auto-travel time

American Community Survey (ACS) 2017 dataset S0804 shows that in Tulare County, 57% of drivers commute to work in under twenty minutes. Only 27% of transit riders get to work in under twenty minutes. The target is to provide transit with travel time twice that of driving, or less. TCAG will evaluate sample travel times for randomized trips within ½ mile of transit stops.

Percent of residents within ½ mile of transit access

The percent or number of residents living or working within a specified distance to bus stops is able to be found using Remix software. Most people are willing to walk ½ mile to a bus stop. The goal would be to maintain or increase the number of people or the percentage of the population that lives within ½-mile of a bus stop year-over-year, or, in the case of service additions, increase resident access rates. This metric may require alteration under certain circumstances. For example, an agency may provide on-demand transit services in lieu of fixed routes. On-demand services may serve more residents than fixed route transit lines but that may not be reflected in Remix outputs.

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AGENDA ITEM VIII-F

February 24, 2020

Prepared by Ben Giuliani, TCAG Staff

SUBJECT:

Action: Letter of Support: Support, in Concept, Senator Beall's Federal Transportation Improvement Program (FTIP) Update Timing Bill

BACKGROUND:

The FTIP is a 4-year fiscally constrained program of transportation projects that includes all projects that have federal funding and other regionally significant projects. California state law currently requires that the FTIP be updated every 2 years while Federal law requires that the FTIP be updated every 4 years. The current FTIP was approved by the Federal Highway Administration (FHWA) in December, 2018. With the current schedule, the next FTIP update would occur this year.

DISCUSSION:

With the withdrawal of California's preemption waiver as part of the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule, new emission models have to be developed to allow for the analysis of projects that have an impact to air quality. Because it is not likely that the updated emission models will be completed by this year, this would result in all projects that have an impact to air quality being removed from the next FTIP.

Senator Beall is in the process of developing emergency legislation to waive the requirement for updating the FTIP this year. This would result in not having to run a new air quality conformity analysis so that projects that impact air quality that are currently in the FTIP would remain in the FTIP through Fiscal Year 21/22. This should allow for enough time for the development to new emissions models before the next FTIP update would be needed in 2022.

RECOMMENDATION:

Approve a letter of support to be drafted upon release of the bill and approval of the TCAG Chair.

FISCAL IMPACTS:

There are no fiscal impacts to the TCAG budget.

ATTACHMENTS:

None

Work Element: 601.08 Advocacy

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AGENDA ITEM VIII-G

February 24, 2020

Prepared by Kasia Poleszczuk, Derek Winning, Mark Hays, TCAG Staff

SUBJECT:

Information: Update to State Route 65, 99, 190, 198 Sustainable Corridors Committees (SCCs) of the Tulare Council of Governments (TCAG)

BACKGROUND:

The formation of the Sustainable Corridor Committees (TCAG - SCCs) for SR 65, 99, 190 and 198 originated from a common desire of concerned citizens, business leaders and elected officials of Tulare County to improve the image of major highway corridors in Tulare County. While views of agricultural fields and majesty of Sierras showcase the best of the region, sights of unscreened junk yards and litter detract from the view of the County and leave a less than desirable image.

At the December 2018 meeting, the TCAG Board authorized the formation of Sustainable Corridor Committees (TCAG-SCCs) and directed TCAG to provide staff support to this group. The purpose of each SCC is to advise the TCAG Board in all matters pertaining to the enhanced sustainability and beautification of corridors. Each committee is comprised of stakeholders from the cities and unincorporated communities along corridors in addition to Caltrans. The committees focus on corridor beautification, landscaping, corridor themes, debris clean-up and other pertinent corridor issues.

DISCUSSION:

The TCAG-SCCs, held joint meetings throughout 2019. The committee has discussed several items relating to corridors beautification. The consensus of members of the SCCs was that corridors have great appeal overall but lack of visual appeal at certain locations along state highways could discourage economic development. By showing an effort to invest in their community's image and aesthetic character, the region will encourage existing businesses to invest and attract new economic interests. In an effort to accomplish this, the SCCs developed a list of strategies and potential projects as a necessary first step toward accomplishing their goals.

The list includes concepts like:

- debris pick-up;
- minimizing sign clutter;
- screening unsightly views;
- welcoming entrances at cities;
- public art such as murals, sculptures and banners;
- consistent design features at new interchanges;
- recognizing residents and businesses in beautification efforts;
- complete streets.

Although the committees are strongly focused on implementation of all strategies, funding is limited. Implementation recommendations have been categorized to short, medium and long-term strategies. The short-term scenario institutes immediate improvements such as screening of unsightly views. The medium - term strategies are improvements such as a litter management and maintenance programs, researching available grants and funding mechanisms and coordinating with Caltrans on a consistent design features at new interchanges.

Long-term improvements hinge on continuing coordination, and in some cases, obtaining additional grant funding.

The next steps in the process are to focus on implementation of proposed project ideas and continued development of planning and implementation - level strategies. The SCCs seek the TCAG Board continued direction on funding mechanisms, prioritization and implementation of proposed corridor beautification projects.

ATTACHMENT:

1. Potential Projects List

Attachment 1

SR 198 Strategies						
Screening Unsightly Views	Landscaped Buffers	Bridges, barriers, abutments & wing walls	Annual Maintenance	Community Identifiers / Welcome Signs		
Leed Agency					Cost Estimate *Planning Level	Timeline
City of Farmersville				Monument sign and decorative options along embankments of the overpass welcoming people to Farmersville.	\$100 - \$150 k	Medium Term
City of Farmersville		Adding design elements to the overpass (similar to Visalia) (decorative rock or stamped concrete)			\$1 M	Long Term
Caltrans / County	Screening and landscaping between Lovers Lane and Farmersville Boulevard - both sides of Highway 198, (east of the Visalia city limits and the Farmersville Boulevard exit). combination of landscaping as well as chain link fencing with vinyl screening slats (for areas too narrow to allow landscaping).				\$150 k	Short Term
Caltrans			Landscape maintenance / debris pick up on SR 198 corridor		\$ 300 k	Medium Term
SR 99 Strategies						
Screening Unsightly Views	Landscaped Buffers	Bridges, barriers, abutments & wing walls	Annual Maintenance	Community Identifiers		
Agency					Cost Estimate *Planning Level	Timeline
Caltrans / County	Pixley area landscaping and screening - along east side of SR 99 from Pixley to Pond Rd.				\$ 50 -75 k	Short Term
Caltrans / County	Teviston area landscaping and screening - along Highway 99 north and south of the Avenue 76 overpass - combination of landscaping as well as chain link fencing with vinyl screening slats (for areas too narrow to allow landscaping). At the overpass, trees to screen unsightly views.				\$ 50 -75 k	Short Term

Caltrans / County	Traver area landscaping and screening- east side of Highway 99 at the Traver exit - a combination of landscaping as well as chain link fencing with vinyl screening slats (for areas too narrow to allow landscaping). The County should also do some code enforcement on excessive signage.					\$ 50 -75 k	Short Term
Caltrans / County	Goshen area landscaping and screening- along both sides of Highway 99 from north of Highway 198 to Betty Drive - a combination of landscaping as well as chain link fencing with vinyl screening slats (for areas too narrow to allow landscaping)					\$ 50 -75 k	Short Term
Caltrans / TCAG			SR 99 Tagus Widening Decorative hard scape for median barrier and "J" Street Bridge. Landscape treatments along corridor and at "J" Street interchange.			Funded - STIP Project	Short Term (design 95%)
Caltrans / TCAG			SR 99 City of Tulare Widening Decorative hard scape for median barrier. Landscape treatments along corridor.			Funded - STIP Project	Medium Term
Caltrans / TCAG		SR 99 Caldwell Interchange Draught tolerant native landscape treatments (California Water Service)				Funded - STIP/ Measure R Project	Medium Term
Caltrans / TCAG		SR 99 Betty Drive Interchange Draught tolerant native landscape treatments				Unfunded \$800k	Long Term
					SR 99 Welcome to County of Tulare Signs Fresno County Line Kern County Line	Unfunded \$100 - \$150 k	Medium Term
				Landscape maintenance / debris pick up on SR 99 corridor		\$ 300 k	Short Term

SR 65 Beautification Strategies

Screening Unsightly Views

Landscaped Buffers

Bridges, barriers, abutments & wing walls

Annual Maintenance

Community Identifiers

Agency

Cost Estimate
*Planning Level

Timeline

Caltrans / Tulare County			West Hermosa Street Gateway and Corridor Enhancement Plan - Hermosa Street, Hwy 65 to Sweet Briar Avenue Description; Remove non-compliant sidewalks and install new curb, gutter and sidewalks, tree wells, install pedestrian bulbouts; extend and expand sidewalks to increase pedestrian capacity; street crossings and lighting and associated utility work; slurry coat street and restripe to include bike lanes and remove unnecessary turn lanes			Not funded 750 k	Short Term
Caltrans / Tulare County				Clean up view corridor and/or do a screening project along 65 from Lindsay to Porterville		\$ 200 k	Short Term
				Landscape maintenance / debris pick up on SR 65 corridor			
SR 190 Beautification Strategies							
Screening Unsightly Views		Landscaped Buffers	Bridges, barriers, abutments & wing walls	Annual Maintenance	Community Identifiers	Cost Estimate *Planning Level	Timeline
Agency							
Caltrans / Tulare County			Roundabout Landscaping @ SR190 & Road 152			\$ 300 k	Medium Term
	Corridor Screening at Poplar and Porterville					\$ 50 -75 k	
Caltrans / Tulare County					"Mighty 190" corridor identifiers/theme	\$ 200 k	Medium Term

Caltrans / Tulare County				Landscape maintenance / debris pick up on SR190 corridor		\$ 300 k	Medium Term
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AGENDA ITEM VIII-H

February 24, 2020

Prepared by Elizabeth Forte, TCAG Staff

SUBJECT:

Information: Regional Transit Coordination Update

BACKGROUND:

TCAG operates as a number of agencies. Various levels of regional coordination and oversight are the responsibility of TCAG acting as the federal Metropolitan Planning Organization (MPO), state Regional Transportation Planning Agency (RTPA) and local Measure R Transportation Authority. TCAG works very closely with member agencies and transit providers. As the region has evolved and transit has been changing, TCAG hired a consulting team to evaluate and make recommendations for improved transit efficiency and regional coordination in our region.

At the August 19, 2019 Board meeting, TCAG staff was directed to assemble an ad hoc committee to discuss concerns regarding transit coordination and the potential for exploring a Joint Powers Authority (JPA) or other formal coordination of regional transit service. The ad hoc committee prepared and presented a number of recommendations to the TCAG Board on December 9, 2019. Staff was directed to prepare a governance document and submit it for legal review.

DISCUSSION:

The proposed governance document for a potential new regional transit agency has been reviewed by TCAG counsel and sent to each of TCAG's member agencies for their review and comment. Comments are due March 27th. Once comments are received and addressed a final document will be brought back before TCAG for approval for final circulation to member agencies.

ATTACHMENT:

None

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AGENDA ITEM VIII-I

February 24, 2020

Prepared by Elizabeth Forte, TCAG Staff

SUBJECT:

Information: Míocar Project Update

BACKGROUND:

Míocar is an electric vehicle carsharing service that has been available in the San Joaquin Valley since July 2019. The purpose of the project is to provide a flexible mobility option for when a car is the most appropriate choice, and is funded by the Car Sharing and Mobility Options Pilot grant, part of California Climate Investments (CCI) Program, through the Air Resources Board. The cars are available 24/7 and can be reserved hours, days, or weeks in advance. Drivers must be 21 or older with a good driving record or 25 years or older, and able to pay by card the one-time membership fee and the hourly or daily usage rate.

DISCUSSION:

Usage

As of three months of operation, Míocar has over 150 active users and about 125 reservations per month. The average trip distance is about 60 miles and the average rental time is almost 8 hours.

The cars are charged and stored at eight locations, in reserved parking spaces at housing complexes. The Orosi and Dinuba sites are the most used in the program.

Pricing

There is a one-time membership fee of \$20. When rented, the car costs \$4/hr., \$35/day for a weekday, \$45/day for a weekend, and \$0.35/mile after 150 miles. Fees may be paid by a credit, debit, or prepaid card through the app. Insurance, off-site charging, and roadside assistance are included in these fees.

Data collected by Míocar

Míocar collects data on demographics, when the cars are used, how long the cars are used for, and for how many miles the cars were driven. A voluntary survey asks: if the driver had not chosen Míocar what modes of transportation would have been used, and, if the driver had not used Míocar would the trip have been made. Little survey data has been obtained at this point, but TCAG staff will provide updates as more information comes in.

Cost and Program Sustainability

The program has been incrementally phasing in to its fully planned deployment of 27 cars. Full deployment began February 1st. At this time cost estimates are very preliminary. At 27 cars, the annual estimated cost for operating (excluding capital) is about \$400,000. Rental revenue is about \$55,000 per year. A goal of the program would

be to reach 50% sustainability after three years. A larger fleet, with a target number of about 80 cars, would help accomplish that for a number of reasons (e.g. more sites could open up one-way trip reservations).

The current program is funded for one more year and is also looking to expand. Staff on the project are working on applying for the Clean Mobility Options Voucher Program. They are evaluating several sites in the South San Joaquin Valley; each project has a maximum request of \$1,000,000 and must be located in a state-defined Disadvantaged Community (DAC). Miocar staff are in the process of reaching out to Porterville, Farmersville, Tulare, Visalia, and the County regarding new sites to service the cities, adjacent unincorporated cities, and potentially a regional-style project in the south county, such as a Pixley-Earlimart-Delano system.

The San Joaquin Valley Air Pollution Control District is the grantee on the current grant. The project team is considering creating a non-profit organization for continued operation.

ATTACHMENT:

None

AGENDA ITEM VIII-J

February 24, 2020

Prepared by Barbara Pilegard and Roberto Brady, TCAG Staff

SUBJECT:

Information: Update on 2020 Census Complete Count Outreach

BACKGROUND:

The U.S. Census Bureau

The U.S. Census Bureau counts each resident of the country, where they live on April 1, every decade. The Constitution mandates the enumeration to determine how to apportion the House of Representatives among the states and to distribute billions of dollars in federal funds to local communities. More than 70 federal programs that benefit California, including education, health, and transportation, use Census numbers as part of their funding formulas.

California Complete Count

California Complete Count – Census 2020 is a statewide outreach and awareness campaign designed to ensure the federal government collects an accurate and complete count of all California residents in the upcoming U.S. Census 2020. California's Census efforts are designed to supplement the U.S. Census Bureau's outreach campaign and through collaboration, avoid duplication of work.

California Census Funding

State leaders have made a significant commitment to California's outreach and communication efforts in support of the U.S. Census 2020 by investing in strategies and activities that will help ensure an accurate and successful count of all Californians, including approximately \$27 million in funding for local governments. The County of Tulare has chosen to participate in this funding program and executed an Agreement with the State of California, California Complete Count – Census 2020 in the amount of \$582,714 on March 26, 2019.

TCAG Sub-contract for Census Outreach

For both the 2000 and 2010 censuses, TCAG was the lead agency in Tulare County for formation of a Census Complete Count Committee and conducting outreach related to the California Complete Count. In terms of census outreach, California is considered to have one of the largest proportions of "hard to reach" populations in the nation. Tulare County is also considered to have one the highest proportions in the state. Tulare County has approached TCAG to again take the lead in these tasks for the 2020 Census. On January 28, 2019, the TCAG Board authorized the Executive Director to

negotiate an agreement with Tulare County to conduct outreach for the 2020 Census. The agreement between TCAG and the County was executed on April 15, 2019.

DISCUSSION:

Tulare County Regional Complete Count Committee

The Tulare County Regional Complete Count Committee (CCC) is comprised of representatives from a wide range of government, education, business, healthcare, media and community based organizations. At the most recent meeting held on January 14th, the committee discussed the status of mini-grant applications, State media plans, and Census promotional items. The committee also reviewed Census Bureau maps showing which areas would receive bilingual Census materials and which areas would receive paper Census forms along with the card inviting people to complete the Census online. In addition, the CCC discussed a draft Census questionnaire guide being prepared by the Central Valley Equal Voice Network to help people prepare the information they need to complete the Census. Participants also reported information about recently completed and upcoming outreach opportunities.

The State has recently provided guidance regarding what is considered eligible expenses for Census outreach. Draft mini-grant agreements have been sent to all the organizations recommended for approval. The State has also recently issued a revised Questionnaire Assistance Center/Questionnaire Assistance Kiosk (QAC/QAK) Guide (including facility, security and reporting requirements plus guidance on QAC/QAK equipment purchases) and training materials that have been distributed to partnering organizations that are proposed QAC/QAK sites.

The Porterville CCC met on February 6th and discussed outreach being conducted and planned. TCAG staff is working in coordination with the Porterville CCC to support their outreach efforts and avoid duplication.

Census Outreach Efforts

A description of outreach activities from January 11 through February 14 is provided in the following table.

Date	Event / Meeting	Type of Participation
Ongoing	FoodLink Tulare County, countywide	Provided FoodLink with Census grocery tote bags to hand out during food distributions throughout the county
Ongoing	Sierra View Medical Center, Porterville	Including a “Sierra View Medical Center supports the Census” sticker with Census logo and message on front cover of Patient Guide
Ongoing	City of Tulare, Tulare	City of Tulare will be handing out Know Your Rights About the 2020 Census (KYR) cards at their utility billing window
Ongoing	League of Women Voters, countywide	Handing out KYR cards and providing Census information at various High School outreach presentations

Date	Event / Meeting	Type of Participation
Ongoing	Sequoias Adult Education Consortium, countywide	Providing KYR cards and Census information as part of Navigator team outreach, including at food distribution sites, ESL programs, adult education classes and parent meetings
Ongoing	First 5 Tulare County, countywide	Providing KYR cards and Census information as part of client visits. Working through First 5's 18 funded programs to conduct Census outreach throughout Tulare County
Ongoing	Proteus, Dinuba, London and Porterville area	Providing KYR cards and Census information as part of client visits and through Proteus educational classrooms
Ongoing	Woodlake Family Resource Center, Woodlake area	Providing KYR cards and Census information as part of client office visits and home visits. Will send KYR cards home with every student in January (est. 2,135 students)
Ongoing	Cutler-Orosi Joint Unified School District, Cutler-Orosi area	Providing KYR cards and Census materials as part of home visits, through school events and through the Family Education Center
1/14/20	Dolores Huerta Foundation, Lindsay	Provided KYR cards and Census information at town hall meeting in Lindsay
1/15/20	Porterville Kiwanis, Porterville	Provided 300 Census tote bags for bread giveaways and upcoming outreach efforts
1/18/20	Tule River Indian Tribe of California	Included Census information in their election booklet for 1/18/20 Election Day
January - February	League of Women Voters	Handing out KYR cards at the Farmers Market in Visalia for 4 weeks
1/21/20	League of Women Voters, Exeter	Handed out KYR cards and provided Census information at candidate forum in Exeter
1/21/20	Dolores Huerta Foundation, Woodlake	Provided KYR cards and Census information at town hall meeting in Woodlake
1/24/20	Porterville Area Coordinating Council	Provided KYR cards and 200 Census totes for Census outreach at Project Homeless Connect
1/25/20	Central California Environmental Justice Network (CCEJN), Visalia	Provided 300 KYR cards and 200 Census tote bags for Census outreach at the Roots of Resistance Conference held at COS
1/27/20	Leadership Counsel for Justice and Accountability	Provided 500 KYR cards and 50 Census tote bags for 1/27 meeting in Pixley and for use in upcoming Census outreach

Date	Event / Meeting	Type of Participation
1/30/20	Parenting Network, Porterville area	Provided 500 KYR cards and 300 Census tote bags to conduct Census outreach in conjunction with monthly house visits to approximately 300 families
1/30/20 – 2/27/20	Porterville College	Providing Census information and including Census job recruitment at booths in campus quad area and Student Center
1/30/20	League of Women Voters	Handed out KYR cards and provided Census information at candidate forum at COS
1/31/20	Sierra Health Foundation (SHF), countywide	Provided 9,600 KYR cards for use by organizations partnering with SHF to conduct door-to-door Census outreach in Tulare County communities
1/31/20	Porterville Area Coordinating Council	Provided 200 Census tote bags for church outreach for At-Risk Youth
2/5/20	Proteus, Linnell Camp	Provided KYR cards and Census tote bags for Census outreach at Farmworker Appreciation Day at Linnell Camp
2/10/20 – 2/13/20	Porterville Family Crisis Center	Providing Census information and Census pencils as part of Teen Dating/Violence Awareness month at schools in Porterville, Strathmore and Terra Bella
2/11/20 – 2/13/20	Sequoias Adult Education Consortium, Tulare	Providing Census information and KYR cards at booth at 2020 World Ag Expo
2/11/20 – 2/13/20	Porterville College	Providing Census information and materials at Rock the Vote & Census Awareness booth at college quad area
2/14/20	Proteus, Porterville	Provided KYR cards and Census tote bags for Census outreach at Farmworker Resource Fair at Santa Fe Elementary School

ATTACHMENT(S):

None

Tulare County Association of Governments

AGENDA ITEM VIII-K

February 24, 2020

Prepared by Leslie Davis, TCAG Staff

SUBJECT:

Information: Tulare County Association of Governments (TCAG) Audit Year Ending June 30, 2019

BACKGROUND:

Tulare County Association of Governments (TCAG) audit was completed for the year ending June 30, 2019 and issued January 29, 2020. The audited financial statements of the governmental activities and the major funds of the Tulare County Association of Governments (TCAG) can be found at <http://www.tularecog.org/budget/>. The audit was conducted in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Controller General of the United States.

The TCAG audit by Brown Armstrong Certified Public Accounts did not identify any instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.

DISCUSSION:

Member Agencies: Tulare County Association of Governments (TCAG) did not have any material weaknesses for the year-ended June 30, 2019. The City of Lindsay Transportation Development Act (TDA) audit has been completed and did not have any findings or material weaknesses for the year ended June 30, 2019, however, the City of Lindsay continues as a going concern.

The city of Dinuba, city of Exeter, city of Farmersville, city of Porterville, city of Tulare, city of Woodlake, County of Tulare, and the city of Visalia TDA audits have not been completed.

ATTACHMENT:

None