

Tulare County Association of Governments	Date: Monday, February 22, 2021 Time: 1:00 p.m. Place: Tulare County Board of Supervisors 2800 W. Burrel Avenue Visalia, CA 93291
Technical Advisory Committee	Date: Thursday, February 18, 2021 Time: 1:30 PM Place: Tulare County Association of Governments 210 N. Church Street, Suite B (Sequoia Conference Room) Visalia, CA 93291
<p>NOTE: This meeting will allow Board Members and the public to participate in the meeting via Teleconference, pursuant to the Governor's Executive Order N-29-20 (March 17, 2020), available at https://www.gov.ca.gov/wp-content/uploads/2020/03/3.17.20-N-29-20-EO.pdf</p> <p>Zoom Meeting Direct Link: https://bit.ly/2Zt4BQY</p> <p>Toll Free Call in: 1(888) 475-4499 Meeting ID: 744 710 0343 Passcode: 82243742</p> <p>Call in only instructions: Enter your meeting ID followed by #, Enter # for participant ID, Enter the passcode followed by #.</p>	

In compliance with the Americans with Disabilities Act and the California Ralph M. Brown Act, if you need special assistance to participate in this meeting, including auxiliary aids, translation requests, or other accommodations, or to be able to access this agenda and documents in the agenda packet, please contact the TCAG office at 559-623-0450 at least 3 days prior to the meeting.

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-D.

- A. Information: Approve Sustainable Communities Strategy (SCS) Regional Transportation Plan (RTP) Roundtable Appointments (Pages 01-02)
- B. Information: Status of State Transportation Improvement Program (STIP) Allocations and California Transportation Commission (CTC) Update (Pages 03-04)
- C. Information: Implementation Status of Federally Funded Projects (Pages 05-06)
- D. Action: Adoption of Resolution: 2021 California Safety Performance Management 1 (PM1) Target Setting (Pages 07-22)

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. Action: Approve Congestion Mitigation and Air Quality (CMAQ) Projects (Pages 23-26)
- B. Information: Process for Division of Large Urbanized Area (UZA) Federal Transit Funds (Pages 27-32)
- C. Action: Adoption of Resolution: Approval of the Final 2021 Federal Transportation Improvement Program (FTIP) and Corresponding Air Quality Conformity Analysis (Pages 33-36)
- D. Information: 2020/21 Unmet Transit Needs Outreach Campaign (Pages 37-40)
- E. Information: Senate Bill 1 (SB 1) Competitive Programs Update (Pages 41-42)
- F. Information: Update on Timing and Funding Implications of the Federal SAFE Vehicles Regulation (Pages 43-44)
- G. 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-B.

- A. Action: Minutes of January 25, 2021 TCAG Board Meeting (Pages 45-48)
- B. Action: Minutes of January 21, 2021 Technical Advisory Committee Meeting (Pages 49-52)

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

- A. Information: Legislative Update (Pages 53-54)
- 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: 2020 Draft Tribal Public Participation Plan (Pages 55-64)
- F. Information: Housing Planning Funds Update (Pages 65-66)
- G. Information: Regional Transit Coordination Update (Page 67)

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) Board meeting will be held on **Monday, March 15, 2021 at 1:00 p.m.** at the **Tulare County Board of Supervisors, 2800 W. Burrel Avenue, Visalia, CA 93291**. The Technical Advisory Committee (TAC) will meet on **Thursday, March 11, 2021 at 1:30 p.m.** at the **Tulare County Association of Governments (TCAG), 210 N. Church Street, Suite B, Sequoia Conference Room, Visalia, CA 93291**.

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

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

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

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TCAG STAFF

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

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AGENDA ITEM IV-A

February 22, 2021

Prepared by Ben Kimball, TCAG Staff

SUBJECT:

Information: Sustainable Communities Strategy (SCS) Regional Transportation Plan (RTP) Roundtable Appointments

BACKGROUND:

Every 4 years TCAG updates their Regional Transportation Plan (RTP) as required by State and Federal regulations. The RTP is the highest level and most comprehensive planning document prepared by TCAG. The RTP update process has always represented a major work effort.

As part of TCAG's strategy for stakeholder participation in development of the 2022 RTP, a Public Participation Plan (PPP) for the SCS was adopted at last month's TCAG Board meeting. One of the provisions of the SCS PPP for stakeholder outreach is the establishment of an RTP Roundtable committee.

The purpose of the RTP Roundtable is to support TCAG in development and preparation of the 2022 Regional Transportation Plan and Sustainable Communities Strategy. It is vital to the success of the process that the RTP Roundtable help to generate consensus about the RTP to be based on the input of an informed and active local constituency. While the RTP Roundtable will provide comments and input on issues related to development of the 2022 RTP/SCS, the final decisions on the RTP will be the responsibility of the TCAG Board of Governors.

TCAG developed guidelines for 2022 RTP Roundtable. These Guidelines will serve to guide the development of the 2022 RTP update and adoption. They state that applications for positions on the RTP Roundtable are subject to approval by the Board. The Guidelines do not provide for a term of appointment since upon the adoption of the 2022 RTP Update the RTP Roundtable will dissolve in its current form, as it has done in the past.

DISCUSSION:

There are no new appointments for your consideration (as of the publishing of this agenda item). We still have several vacancies. Those future appointments will be placed on the consent agenda for consideration. Current members are listed in the table shown.

Positions	Name
County of Tulare	Aaron Bock
Dinuba	Crystal Flores
Exeter	Lisa Wallis-Dutra
Farmersville	Lisa Wallis-Dutra
Lindsay	Michael Camarena
Porterville	Jason Ridenour
Tulare	Mike Miller
Visalia	Nick Mascia
Woodlake	Rebecca Griswald
LAFCo	Julie Allen
Public Transportation	Richard Tree, Dan Fox
Agriculture	Vacant
Environmental Advocate	Adam Livingston (Sequoia Riverland Trust)
Bicycle/Pedestrian advocate	Mark Wall (Southern Sierra Cyclist)
Health Advocate	Vacant
Goods Movement	Vacant
Disabled Access/ADA	Vacant
SJV Air District	Vacant
Caltrans, District 6	David Deel
Tribal Governments	Vacant
Building/Development	Mike Lane
Environmental Justice Community	Bianca Escobedo
Banking, finance or real estate	Vacant
Affordable Housing Advocate	Betsy McGovern-Garcia
Broad-based business or economic development organizations	Vacant
At-Large 1	Vacant
At-Large 2	Vacant

RECOMMENDATION:

No action needed

ALTERNATIVES:

None

FISCAL IMPACT:

Administration of the RTP Roundtable will be charged to the Regional Transportation Plan budget, Work Element 602.01 for the 2020/2021 fiscal year. These types of costs were anticipated and should not, in themselves, necessitate a budget adjustment.

ATTACHMENT:

None

AGENDA ITEM IV-B

February 22, 2021

Prepared by Benjamin Giuliani, TCAG Staff

SUBJECT:

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

BACKGROUND:

The CTC is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The CTC met via webinar/teleconference on January 27th-28th. The next CTC meeting will also be held via webinar/teleconference on March 24th-25th. The STIP is a biennial document, which covers five years of programming for transportation projects in California. The STIP is comprised of Regional Transportation Improvement Programs (RTIPs) from each of the counties in California and the Interregional Transportation Improvement Program (ITIP) that is developed by Caltrans. The RTIPs account for 75% and the ITIP accounts for 25% of the total STIP funding.

DISCUSSION:

January CTC Meeting

There were two delegated Caltrans allocations:

\$3.75 million for SR-190 from 1 mile east of Camp Nelson Rd to .5 mile west of Quaking Aspen campground, removal of fire damaged trees and brush, repair culverts, clean drainage systems, apply erosion control measures and repair fire damaged pavement.

\$1.839 million for SR-63 and SR-137 installing rumble strips at various locations.

December CTC Meeting

Local Partnership Program (LPP):

Programming of \$9 million of competitive LPP funding for the construction of the SR-99/Commercial Interchange.

Active Transportation Program (ATP):

Allocation of \$1 million for the construction of the Greenway Belt Trail connection on the east side of Visalia, north of SR-198.

2020 RTIP/STIP

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

2020 RTIP/STIP

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

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

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

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

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

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

ATTACHMENTS:

None

AGENDA ITEM IV-C

February 22, 2021

Prepared by Gabriel Gutierrez and Elizabeth Forte, TCAG Staff

SUBJECT:

Information: Implementation Status of Federally Funded Projects

BACKGROUND:

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

The **Congestion Mitigation and Air Quality (CMAQ) Program** has been a longstanding source of funding for TCAG's member agencies. Tulare County agencies qualify for funding due to the region being in a non-attainment area for meeting federal air quality standards for Particulate Matter (PM) and Ozone. The program exists under federal law and is implemented via guidance issued by the Federal Highway Administration and carried out by Caltrans. TCAG received estimates for the receipt of approximately \$6.1 million per year for the next four-year cycle. Project examples include roundabouts, signal coordination, compressed natural gas and electric facilities and vehicles, transit route expansion and bus purchases, etc.

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

As the Metropolitan Planning Organization for the Tulare County region, TCAG is responsible for soliciting projects from eligible agencies for programming in the FTIP and ensuring that the funds are being utilized appropriately and are obligated in a timely manner. Beginning in federal fiscal year (FFY) 22/23, TCAG will begin distributing federal STBGP funds on a competitive basis. The first call for projects is scheduled for spring of 2021. Selected projects will be programmed in the 2021 FTIP. STBGP funds in FFY 20/21 remain committed to the two projects described in the table below. Staff is working with Caltrans to identify a project to program the FFY 21/22 funds.

FFY	Agency	Project Name	Project Description	Amount of STBGP Funds
20/21	Visalia	Tulare Avenue Rehabilitation	In City of Visalia, on Tulare Avenue from Demaree Avenue to Cotta Street; rehabilitate roadway	\$1,834,000 Construction
	County of Tulare	Avenue 152 Rehabilitation Project	Near community of Tipton, on Avenue 152 between the road alignment of Road 136 and Road 168; rehabilitate roadway	\$1,775,000 Construction

CMAQ

Two roundabout projects are scheduled for obligation this year and are currently on schedule for submittal by April 1, 2021:

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

- CMAQ: \$1,015,000 Match: \$635,000

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

- CMAQ: \$1,970,000 Match: \$518,000

ATTACHMENT:

None

AGENDA ITEM IV-D

February 22, 2021

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: 2021 California Safety Performance Management 1 (PM1) Target Setting

BACKGROUND:

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

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

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

DISCUSSION:

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

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

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

The table below identifies the performance targets, the data source used to establish the targets, and 5-Year Rolling Average targets set for 2021 by Caltrans.

**Caltrans' 2021 Statewide Safety Performance Management Targets (SPMT)
Based on a 5-Year Rolling Average**

Performance Target	Data Source	5-Yr. Rolling Average
Number of Fatalities	FARS	3,624.8
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.044
Number of Serious Injuries	SWITRS	15,419.4
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.423
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,340.8
FARS – Fatality Analysis Reporting System HPMS – Highway Performance Monitoring System SWITRS – Statewide Integrated Traffic Records System		

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

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

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

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

Attached is a paper prepared by Caltrans that addresses how they adopted their safety performance management targets for 2021.

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 of Approval
2. Safety Performance Management Targets for 2021

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

In the matter of:

APPROVAL OF 2021 CALIFORNIA)	
SAFETY PERFORMANCE)	Resolution No. 2021-xxx
MANAGEMENT TARGET SETTING)	

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

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

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

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

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

WHEREAS, the California Department of Transportation (Caltrans) adopted 2021 safety performance measure targets on August 31, 2020; and

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

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

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

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

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 22nd day of February, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel, III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

2021 California Safety Performance Management 1 (PM1) Targets **Metropolitan Planning Organization Agreement: MPO Target Reporting Template**

Safety Performance Measures:

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

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

State Target Setting Actions:

In preparation for the California 2021 Statewide Safety Performance Management Target (SPMT) setting efforts, the California Department of Transportation (Caltrans) and Metropolitan Planning Organizations (MPOs) coordinated at the 2021 Safety Performance Management Engagement Workshop in 2020.

Caltrans coordinated with the California Office of Traffic Safety to establish statewide targets for the first three performance measures (number of fatalities, number of serious injuries, and rate of fatalities), which are required to be submitted to the National Highway Traffic Safety Administration (NHTSA) by June 30th of each year. Caltrans also established statewide targets for the rate of serious injuries and the number of non-motorized fatalities and serious injuries. All five of these targets were reported to the Federal Highway Administration through California Highway Safety Improvement Program annual report on August 31, 2020.

MPO Target Setting Requirements:

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

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

Annual targets will be expressed as five-year rolling averages of the five consecutive calendar years ending in the year for which the targets are established. Please see the table below for Caltrans' 2021 Statewide SPMT.

Caltrans' 2021 Statewide SPMT Based on a 5-Year Rolling Average

Performance Target	Data Source	5-Yr. Rolling Average
Number of Fatalities	FARS	3,624.8
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.044
Number of Serious Injuries	SWITRS	15,419.4
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.423
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,340.8

To fulfill this requirement, MPOs shall complete the following form and return it to the Caltrans MAP-21 PM1 Team at PM1@dot.ca.gov no later than February 27, 2021.

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:

Saurabh Jayant, Branch Chief, Strategic Highway Safety Programs, Caltrans Division of Safety Programs

Phone: (916) 654-6101

Email: saurabh.jayant@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

2021 California Safety Performance Management 1 (PM1) Targets
Metropolitan Planning Organization Agreement: 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 2021?

_____ A) My MPO has elected to support the 2021 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 2021 SPMTs for each performance measure for your metropolitan planning area and provide the data source.

Performance Target	Data Source	5-Yr. Rolling Average
Number of Fatalities	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 2021 SPMTs (and data sources) for each performance measure for your metropolitan planning area, please provide a methodology and rationale for your MPOs 2021 SPMTs.

Question 4: Please explain how your MPO will plan and program projects so that they contribute toward the accomplishment of either 2021 Caltrans Statewide SPMTs or your MPO's 2021 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:

Safety Performance Management Targets for 2021

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 2021 calendar year by August 31, 2020. Caltrans and OTS have adopted targets consistent with the California Strategic Highway Safety Plan (SHSP) as follows:

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

Performance Measure	Data Source	5-Yr. Average Target for 2021	Annual Reduction 2018 to 2021
Number of Fatalities	FARS	3,624.8	2.9%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.044	2.9%
Number of Serious Injuries	SWITRS	15,419.4	1.3%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.423	1.3%
Number of Non-Motorized Fatalities and Serious Injuries	FARS & SWITRS	4,340.8	2.9% for Fatalities and 1.3% 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 January 2020, California updated its SHSP, which is "a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California's public roads" (SHSP, 2020-2024, page 5). It further states that the "SHSP is a multi-disciplinary effort involving Federal, Tribal, State, and local representatives from the 5 Es of safety who dedicate countless hours to improve safety and partnerships across disciplines" (SHSP, 2020-2024, page 38). In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to:

- the HSIP report content and schedule,
- the SHSP update cycle, and

- 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 averages for:

- Number of Fatalities,
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- Number of Serious Injuries,
- Rate of Serious Injuries per 100 million VMT, and
- 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 PMs. 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 PMs (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 PM is better than the baseline performance the year prior to the target being set. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that the 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 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:

- estimating the existing trends to determine where the state is,
- determining what external factors will impact the target in order to forecast future trends, and
- estimating targets based on forecasted fatality reductions from safety plans.

Since safety targets are applicable to all public roads in the California, regional and local jurisdictions should be collaboratively involved in the safety target setting process. In line with this, on July 20, 2020, a virtual workshop was held to discuss the 2021 SPMTs with the MPOs and other vested stakeholders. During this workshop, three possible scenarios for setting the 2021 targets were discussed. They included: (1) an aspirational trend such as reaching zero fatalities by 2050; (2) a target based on estimated impacts from completed activities and projects; and (3) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future.

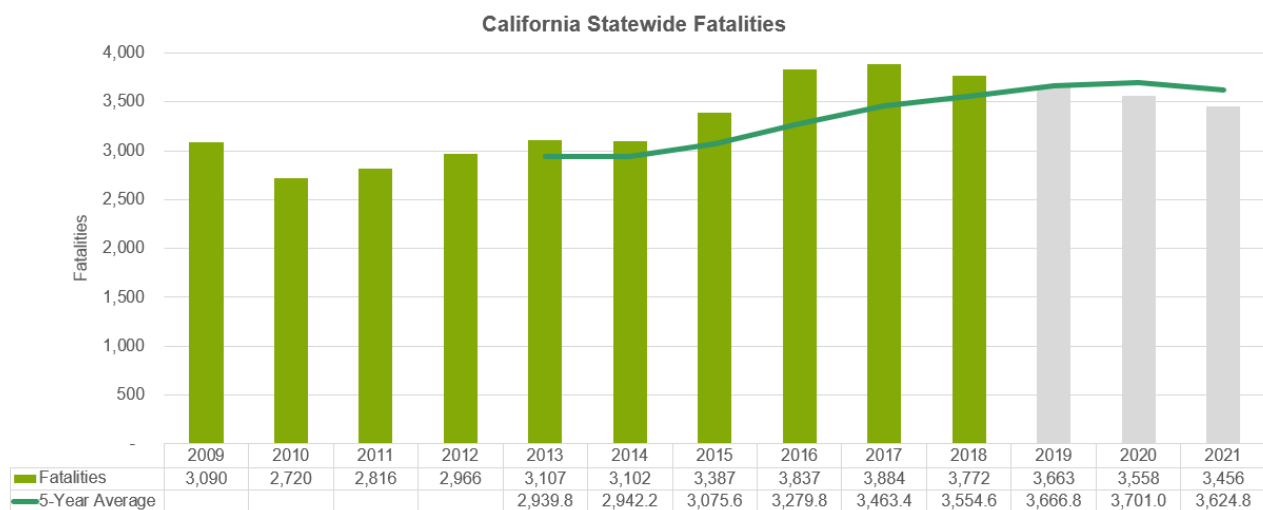
The current approach is the third scenario that uses a trend line. The trend line approach extrapolates the existing changes in fatalities and serious injuries into the future and is a data-driven process that estimates the impacts of external factors and safety improvements based on collision history.

The Number of Fatalities

For 2021, the target for fatalities is the five-year average of **3,624.8** with 3,456 fatalities projected for the same year. NHTSA Fatality Analysis Reporting System (FARS) data was used through 2017 and the adjusted provisional number of 3,772 obtained from California Highway Patrol (CHP) FARS was used for 2018 as it was believed to be a more accurate number for 2018. Even though traffic fatalities have generally increased from 2010 to 2017 in California as shown in Figure 1, there was a 2.9% reduction in fatalities from 3,884 in 2017 to 3,772 in 2018. The target for 2021 fatalities is based on continuing this trend line for fatalities of an annual reduction of 2.9% from 2018 through 2021. This includes a decrease in actual annual fatalities from 3,772 in 2018 to 3,456 in 2021. In **Figure 1**, the dark green bars for 2009 through 2018 denote the existing fatality data and the gray bars for 2019 through 2021 represent the trend line reduction.

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury collisions throughout their respective jurisdictions. This coupled with an increase (over 25 percent) in the number of OTS grants from the prior year, will assist California in continuing the downward trend in fatalities.

FIGURE 1 – CALIFORNIA STATEWIDE FATALITIES

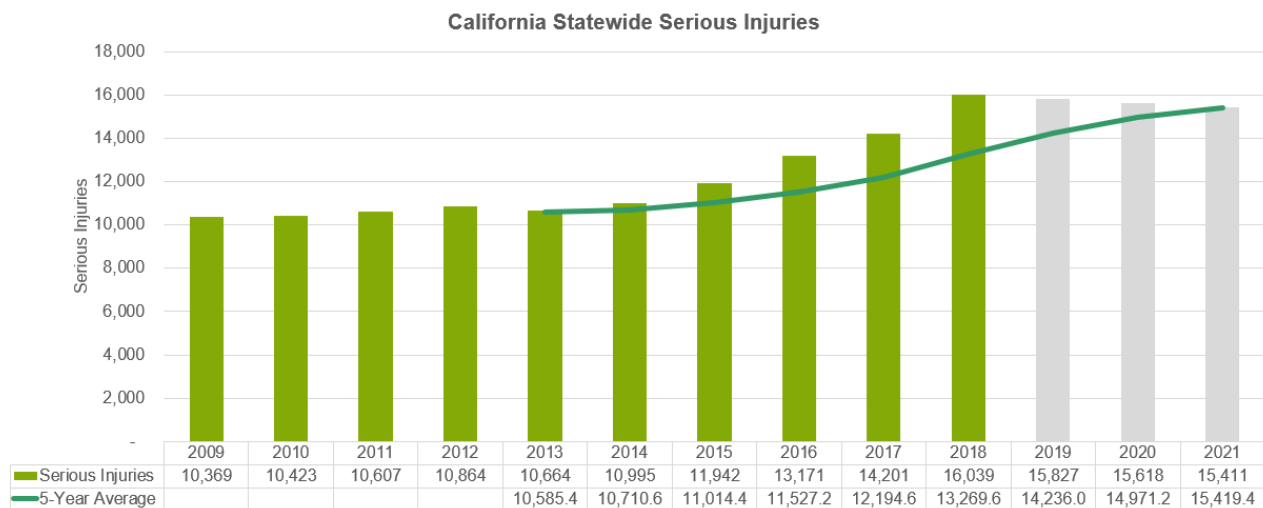


The Number of Serious Injuries

The 2021 target for serious injuries is the five-year average of **15,419.4** with 15,411 serious injuries projected for the same year. Statewide Integrated Traffic Records System (SWITRS) data was available for serious injuries through 2018. The definition of serious injuries was changed to include suspected serious injuries and was implemented in mid-2017. The first full year of suspected serious injuries resulted in an increase of 21% from the last full year using the old definition. The trend line for serious injuries was based on the 1.3% reduction from 7,725 serious injuries for the first half of 2018 to 7,623 for the first half of 2019. The target for 2021 serious injuries is based on continuing this trend line for serious injuries of an annual reduction of 1.3% of serious injuries from 2019 through 2021. This is represented by a decrease in serious injuries from 16,039 in 2018 to 15,411 in 2021. In **Figure 2**, the dark green bars for 2009 through 2018 denote the existing serious injury data and the gray bars for 2019 through 2021 represent the trend line reduction.

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatalities and serious injuries throughout their agency. This coupled with the increase (over 25%) in the number of OTS grants from the prior year, will assist California in continuing the downward trend in serious injuries.

FIGURE 2 – CALIFORNIA STATEWIDE SERIOUS INJURIES

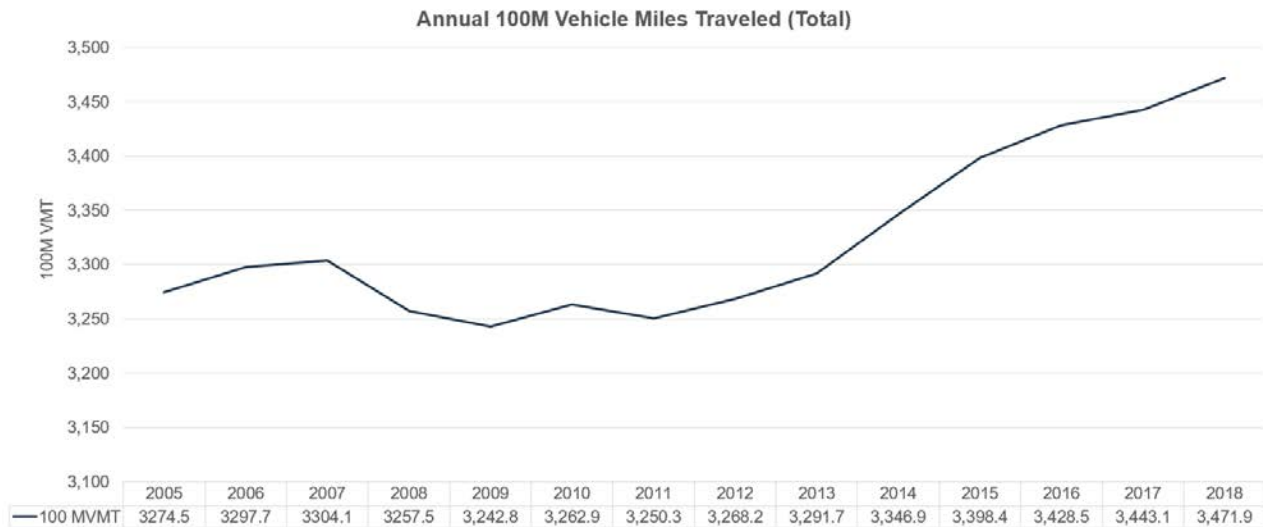


Annual Fatality Rate (per 100M VMT)

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT).

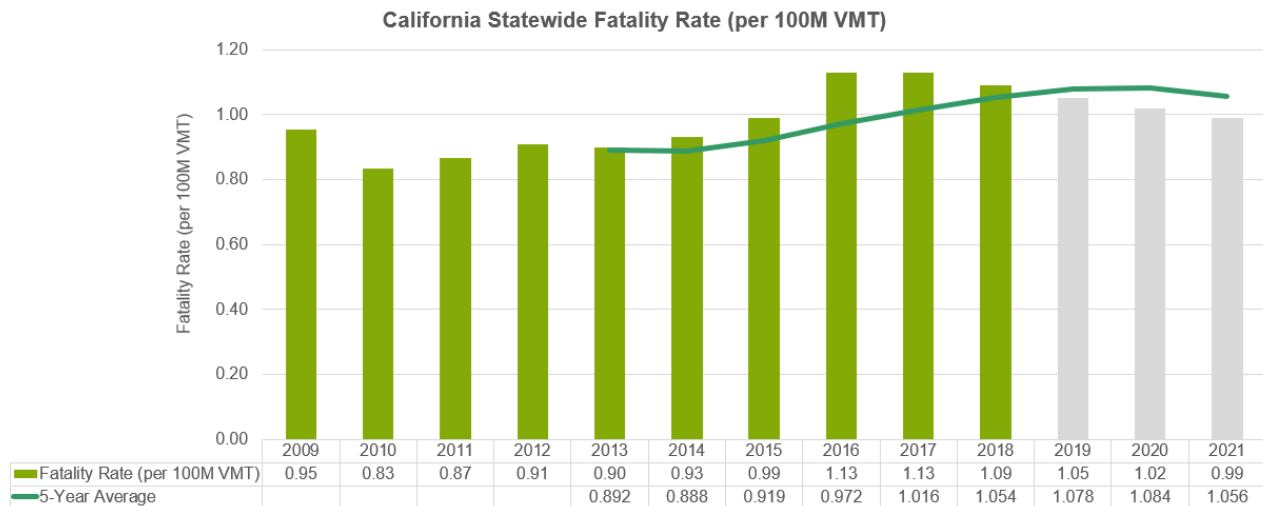
For the purposes of safety performance target setting, VMT data used was from the Highway Performance Monitoring System through 2018. As shown in Figure 3, traffic volumes have been steadily increasing since 2011. 2019 VMT was projected to have a 0.9 percent increase over 2018 and then remain flat through 2021 due to the uncertainties of the impacts of COVID-19.

FIGURE 3 – ANNUAL STATEWIDE TRAFFIC VOLUMES



For 2021, the target for fatality rate is the five-year average of **1.043** with an annual rate of 0.99 for the same year. This represents an annual reduction from a rate of 1.09 for 2018 to 0.99 in 2021. For the fatality rate calculation, the fatality data and reduction of fatalities of 2.9% from 2018 through 2021 from the number of fatalities performance measure was used. In **Figure 4**, the dark green bars for 2009 through 2018 denote the existing fatality rate data and the gray bars for 2019 through 2021 represent the trend line reduction.

FIGURE 4 – CALIFORNIA STATEWIDE FATALITY RATE

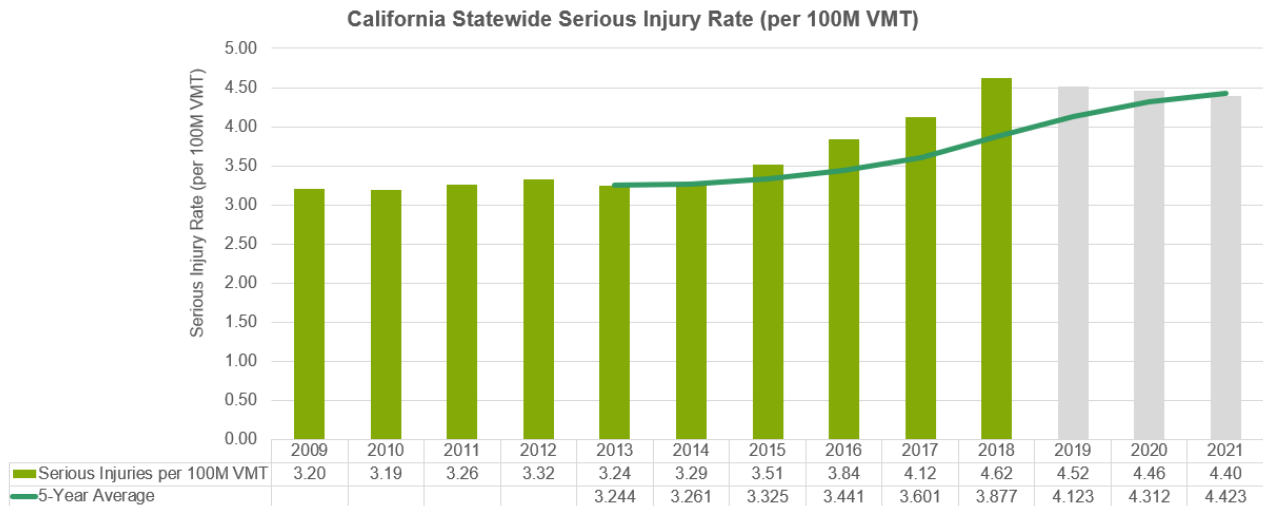


The Rate of Serious Injury

The serious injury rate is the number of serious injuries divided by 100M VMT. For 2021, the target for serious injury rate is the five-year average of **4.423** with an annual rate of 4.40 for the same year. This includes a reduction of the annual serious injury rate from 4.62 in 2018 to 4.40 in 2021. For the serious injury rate calculation, the serious injury data and reduction of serious injuries of 1.3% from 2019 through 2021 from the number of serious injuries performance measure was used. The VMT data used was from the Highway Performance Monitoring System through 2018 and 2019 VMT was projected to have a 0.9 percent increase over 2018 and then remain flat through 2021 (as is the case in calculating the fatality rate). In **Figure 5**, the dark green bars for 2009 through 2018 denote

the existing serious injury rate data and the gray bars for 2019 through 2021 represent the trend line reduction.

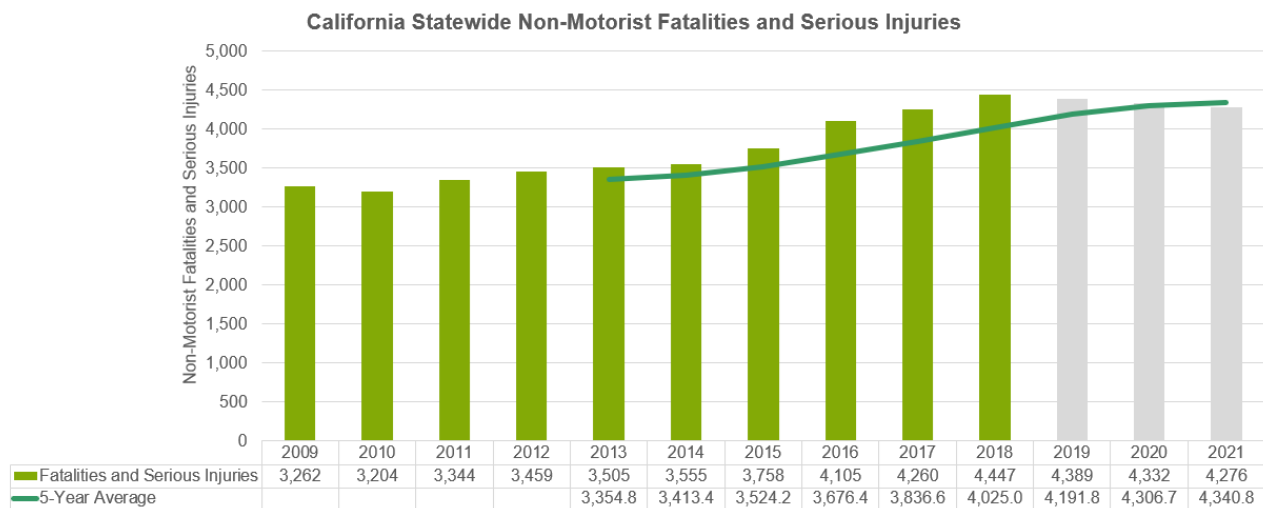
FIGURE 5 - CALIFORNIA STATEWIDE SERIOUS INJURY RATE



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

In **Figure 6**, the darker green bars for 2009 through 2018 show the number of fatalities from FARS and serious injuries from SWITRS for pedestrians and bicyclists combined. The gray bars for 2019 through 2021 depict the decreasing number of fatalities and serious injuries. For 2021, the target for non-motorized fatalities and serious injuries is the five-year average of **4,340.8** with an annual frequency of 4,276 for the same year. This includes a reduction in the annual frequency from 4,447 in 2018 to 4,276 in 2021. This reduction is based on applying the 2.9% reduction for fatalities and 1.3% reduction for serious injuries discussed previously.

FIGURE 6 - CALIFORNIA STATEWIDE NON-MOTORIST FATALITIES AND SERIOUS INJURIES



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Further information with regards to the safety targets is accessible at: <https://dot.ca.gov/programs/federal-liaison>.

Tulare County Association of Governments

AGENDA ITEM V-A

February 22, 2021

Prepared by Elizabeth Forte, TCAG Staff

SUBJECT:

Action: Approve Congestion Mitigation and Air Quality (CMAQ) Projects

BACKGROUND:

The Congestion Mitigation and Air Quality (CMAQ) Program has been a longstanding source of funding for TCAG's member agencies. Tulare County agencies qualify for funding due to the region being in a non-attainment area for meeting federal air quality standards for Particulate Matter (PM) and Ozone. The program exists under federal law and is implemented via guidance issued by the Federal Highway Administration and carried out by Caltrans. TCAG receives approximately \$6.1 million per year for the program. Project examples include roundabouts, bike paths, compressed natural gas and electric facilities and vehicles, new transit service, etc.

DISCUSSION:

A Call for Projects was released in November 2020 for new CMAQ projects and applications were due in January 2021. Approximately \$10 million is available for projects through 2023.

TCAG staff has reviewed applications. In combination with Measure R, and due to the recent recommendation at the state level to fund one of the large bike projects, it appears to be possible to fund all projects, with one exception. The one exception is based on federal policy, not necessarily funding availability.

Recommended for current programming:

Agency	Project	Federal CMAQ Dollars	Local Match	Total Project/Phase Cost	Local Match Percentage	Cost Effectiveness (\$/lb)	Measure R Project
Visalia	Class IV Bike Path on Santa Fe from Tulare to Houston	\$2,994,102	\$387,918	\$3,382,020	11.47%	4333.56	Yes
Visalia	New Industrial Park Transit Route	\$1,385,983	\$179,569	\$1,565,552	11.47%	1207.95	No
TCRTA	New Microtransit Service	\$1,500,000	\$194,341	\$1,694,341	11.47%	24446.15	No
Visalia	Ben Maddox Signal Interconnect between Goshen and St. Johns	\$152,000	\$38,000	\$190,000	20.00%	351.43	Yes
Visalia	Install Signal at Burke and St. Johns Parkway	\$660,000	\$90,000	\$750,000	12.00%	896.30	Yes
Visalia	Signal Interconnect on Demaree from Campus to Caldwell	\$485,000	\$65,000	\$550,000	11.82%	356.15	Yes
Visalia	Signal Interconnect on Houston from Demaree to Giddings	\$460,000	\$65,000	\$525,000	12.38%	651.46	Yes
Woodlake	Roundabout at Cajon & Valencia (SR-245)	\$3,000,000	\$1,550,000	\$4,550,000	34.07%	339.83	No

Alternative funding:

Agency	Project	Federal CMAQ Dollars	Local Match	Total Project Cost	Local Match Percentage	Cost Effectiveness (\$/lb)	Measure R Project
Porterville	Butterfield Stage Corridor Bike Path	\$4,032,360	\$7,827,521	\$11,859,881	66.00%	1984.43	Yes
Visalia	Akers Signal Coordination at SR-198	\$70,000	\$10,000	\$80,000	12.50%	294.76	Yes

Porterville's Butterfield Stage Corridor Bike Path project has been recommended for statewide Active Transportation Program (ATP) funds. Due to the cost of the project on Akers, staff recommends funding this project with Measure R funds only.

Recommended for a standby list:

Porterville	Purchase 3 Electric Refuse Trucks	\$1,389,069	\$179,969	\$1,569,038	11.47%	52.26	No
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Due to federal Buy America regulations, non-transit vehicle purchases have not been approved since 2017. Although a waiver process does exist, it is not known whether waivers will be approved or if any manufacturers will become Buy America certified in the near future. Staff recommends that this project be held on a standby list. In the case that this issue is resolved, and if funding becomes available for additional projects in a given fiscal year, this standby list could be used to add a project to the CMAQ program. Further, staff recommends that if these projects become viable and that additional funding is available, other member agencies be given the opportunity to apply for vehicles as well.

FISCAL IMPACT:

There is no fiscal impact to TCAG operations. The approval of the CMAQ Program of Projects will allow those projects to be programmed into the Federal Transportation Improvement Program (FTIP).

RECOMMENDATION:

Approve projects as presented.

ATTACHMENT:

CMAQ project list.

CMAQ Project Scoring and Recommendations - 2021

1. Projects Recommended

Agency	Project	Federal CMAQ Dollars	Local Match	Total Project/Phase Cost	Local Match Percentage	Cost Effectiveness (\$/lb)	Measure R Project
Visalia	Class IV Bike Path on Santa Fe from Tulare to Houston	\$2,994,102	\$387,918	\$3,382,020	11.47%	4333.56	Yes
Visalia	New Industrial Park Transit Route	\$1,385,983	\$179,569	\$1,565,552	11.47%	1207.95	No
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Visalia	Ben Maddox Signal Interconnect between Goshen and St. Johns	\$152,000	\$38,000	\$190,000	20.00%	351.43	Yes
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Visalia	Signal Interconnect on Houston from Demaree to Giddings	\$460,000	\$65,000	\$525,000	12.38%	651.46	Yes
Woodlake	Roundabout at Cajon & Valencia (SR-245)	\$3,000,000	\$1,550,000	\$4,550,000	34.07%	339.83	No

All selected projects will undergo the federal process. Eligibility based on specific project details will be determined by Caltrans.

2. Alternative Funding Recommendation

Agency	Project	Federal CMAQ Dollars	Local Match	Total Project Cost	Local Match Percentage	Cost Effectiveness (\$/lb)	Measure R Project
Porterville	Butterfield Stage Corridor Bike Path	\$4,032,360	\$7,827,521	\$11,859,881	66.00%	1984.43	Yes
Visalia	Akers Signal Coordination at SR-198	\$70,000	\$10,000	\$80,000	12.50%	294.76	Yes

Porterville's Butterfield Stage Corridor bike project has been recommended for state Active Transportation Program funds.

Due to the size of the project at Akers, staff recommends using Measure R to fund this project.

3. Recommended for a standby list

Agency	Project	Federal CMAQ Dollars	Local Match	Total Project Cost	Local Match Percentage	Cost Effectiveness (\$/lb)	Measure R Project
Porterville	Purchase 3 Electric Refuse Trucks	\$1,389,069	\$179,969	\$1,569,038	11.47%	52.26	No

Non-transit vehicles are currently not being approved due to Buy America regulations. This could change, and staff recommends keeping this project on a standby list until the next call for projects.

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AGENDA ITEM V-B

February 22, 2021

Prepared by Elizabeth Forte, TCAG Staff

SUBJECT:

Information: Process for Division of Large Urbanized Area (UZA) Federal Transit Funds

BACKGROUND:

TCAG is the federally designated Metropolitan Planning Organization (MPO) for the Tulare County region. There are many responsibilities as an MPO, the most fundamental being the development of the Regional Transportation Plan, programming of all federal transportation funds, and transportation modeling and air quality conformity analysis.

One of the characteristics of the region that delineates the responsibilities of TCAG is Census designations. There are three size designations relating to this process:

1. Large Urbanized Areas: A Census-designated urban area with 200,000 residents or more.
2. Small Urbanized Area: A Census-designated urban area with 50,000 to 199,999 residents.
3. Areas with under 50,000 residents are classified as rural.

There is one Large UZA in our region, called the Visalia UZA. A map of the UZA is attached. UZAs are defined through the Census process. In short, a set of criteria exist, such as spacing between developments, that organize places into UZAs. For example, the 2000 Census showed the city of Tulare separate from the Visalia UZA. After 2010, the space was connected by development along Mooney Boulevard and Tulare was added into the Visalia UZA. This addition changed the Visalia UZA into a Large UZA with a population of 219,454.

Urbanized areas are generally named after their largest city or cities but can include several cities and unincorporated communities. For example, to our south is the Los Angeles-Long Beach-Anaheim UZA, with over 12 million people as of the 2010 Census, and the Riverside-San Bernardino UZA with nearly two million. The Visalia UZA includes Visalia, Farmersville, Exeter, Tulare, and unincorporated residents, such as in Ivanhoe, Goshen, and East Tulare Villa.

TCAG is also the Designated Recipient of federal transit funds apportioned to the Large Urbanized Area (UZA) in our region. The Federal Transit Administration (FTA) and Caltrans manage funding apportionments for the Small Urban and rural areas. Transit funds are apportioned at the federal level to urbanized areas (and states, for rural populations). It is TCAG's responsibility to approve the division of urbanized areas funds apportioned to a UZA to the agencies within the UZA.

Currently, there is a formula used that splits the Large UZA apportionment into two: an apportionment for the City of Visalia and one for the City of Tulare. After the apportionment, Visalia works with the County, Farmersville, and Exeter to credit them a share of the apportionment since they are included in the urbanized area.

DISCUSSION:

The establishment of the TCRTA is essentially a reorganization of agencies, all of which either provide service directly or compensate another operator to provide service to their residents on their behalf. The TCRTA will soon become an agency that receives and expends federal transit funds directly. This reorganization prompted a need to update the methodology for division of funding within the UZA. A memo from TCRTA interim staff outlines this issue from the TCRTA perspective.

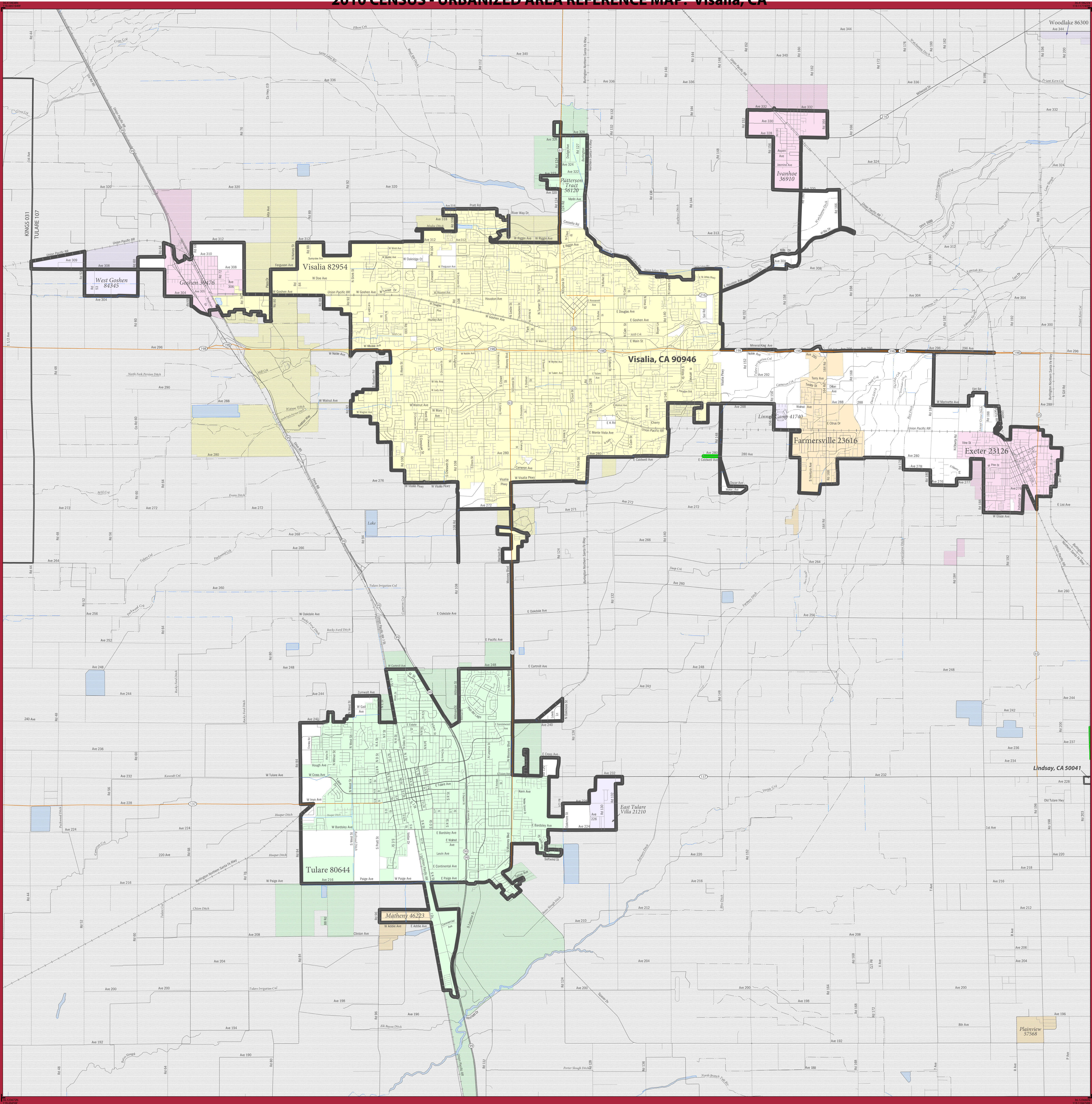
In addition to the reorganization of agencies, TCAG staff has discussed this process with FTA and our transit consultants. The division of Large UZA funds should be revised to include all agencies in the UZA, as opposed to only sub-apportioning funds to the City of Tulare. As the MPO for the region, updating the methodology is an opportunity for TCAG to clean up the apportionment process and make it more transparent. The process for the division and programming of federal transportation funds is a primary responsibility of TCAG and is part of TCAG's performance review by FTA and the Federal Highway Administration.

Staff will provide a recommendation on an updated formula at the March TCAG meeting.

ATTACHMENTS:

1. Visalia Urbanized Area map
2. Memo from TCRTA interim staff

2010 CENSUS - URBANIZED AREA REFERENCE MAP: Visalia, CA



LEGEND

SYMBOL DESCRIPTION	SYMBOL	LABEL STYLE
International	---	CANADA
Federal American Indian Reservation	•••••	L'ANSE RES 1880
Off-Reservation Trust Land	•••••	T1880
Urbanized Area	■	Dover, DE 24580
Urban Cluster	■	Toole, VT 88057
State (or statistically equivalent entity)	---	NEW YORK 36
County (or statistically equivalent entity)	---	ERIE 029
Minor Civil Division (MCD) 1,2	---	Bristol town 07485
Consolidated City	•••••	MILFORD 47500
Incorporated Place 1,3	■	Davis 18100
Census Designated Place (CDP) 1	■	Incline Village 35100

DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL
Interstate	—+—	Water Body	■
U.S. Highway	—+—	Military	■
State Highway	—+—	Outside Subject Area	■
Other Road	—+—		
Railroad	—+—		
Perennial Stream	—+—		
Intermittent Stream	—+—		

Where international, state, county, and/or MCD boundaries coincide, the map shows the boundary symbol for only the highest-ranking of these boundaries.

1 A " " following an MCD name denotes a false MCD. A " " following a place name indicates that a false MCD exists with the same name and FIPS code as the place; the false MCD label is not shown.

2 MCD boundaries are shown in the following states in which some or all MCDs function as general-purpose governmental units: Connecticut, Illinois, Indiana, Kansas, Maine, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Dakota, Ohio, Pennsylvania, Rhode Island, South Dakota, Vermont, and Wisconsin. (Note that Illinois and Nebraska have some counties covered by nongovernmental precincts and Missouri has most counties covered by nongovernmental townships.)

3 Place label color corresponds to the place fill color.
Label colors: Davis Davis Davis Davis Davis

SUBJECT AREA COUNTIES ON MAP SHEET
06107 Tulare

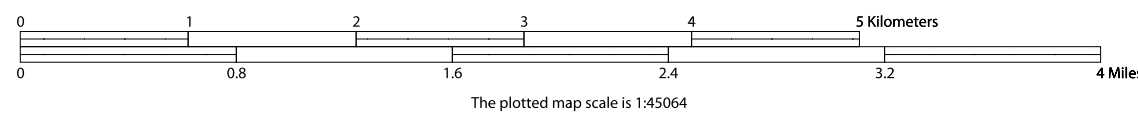
Attachment 1

All legal boundaries and names are as of January 1, 2010. Urban areas are based on results from the 2010 Decennial Census. The boundaries shown on this map are for Census Bureau statistical data collection and tabulation purposes only; their depiction and designation for statistical purposes does not constitute a determination of jurisdictional authority or rights of ownership or entitlement.

Geographic Vintage: 2010 Census (reference date: January 1, 2010)
Data Source: U.S. Census Bureau's MAF/TIGER database (TAB10)
Map Created by: Geography Division: March 11, 2012

U.S. DEPARTMENT OF COMMERCE Economics and Statistics Administration U.S. Census Bureau

Projection: Albers Equal Area Conic
Datum: NAD 83
Spheroid: GR80
1st Standard Parallel: 34 06 27
2nd Standard Parallel: 40 32 20
Central Meridian: -119 18 20
Latitude of Projection's Origin: 32 31 43
False Easting: 0
False Northing: 0



PARENT SHEET 1
Total Sheets: 1
Index Sheets: 0
Parent Sheets: 1

UA NAME: Visalia, CA
UA CODE: 90946
ENTITY TYPE: Urbanized Area (UA)
ST: California (06)

Tulare County Regional Transit Agency (TCRTA)

Date: January 29, 2021

Memorandum

To: Ted Smalley, Executive Director

From: Richard Tree, TCRTA Staff

CC: Elizabeth Forte, TCAG Staff

RE: FTA Funding Sub-allocation Methodology

The Federal Transit Administration (FTA) apportions “formula funds” to urbanized areas (UZAs), which are determined by the U.S. Bureau of the Census, and these funds are the primary source of financial support for public transportation.

In Tulare County, the 2010 Census designated two urbanized areas, Visalia and Porterville. Visalia UZA is designated as large urban with a population 200,000 and greater; Porterville is designated as small urban with a population between 50,000 and 199,999.

UZAs can have a single or multiple public transportation operators within a UZA. Porterville and the County are the public transportation operators for the Porterville UZA; Visalia, Tulare, and the County are the public transportation operators in the Visalia UZA.

Incorporated jurisdictions, within the UZA, who do not self-operate, but have another public transportation operator operating within their jurisdiction are Farmersville, Exeter, and Lindsay. In 2004, these municipalities agreed to have Visalia and the County to operate public transportation within their jurisdictions.

It is important to note that FTA funds are allocated to urbanized areas rather than to transit operators.

For the Visalia UZA, the FTA determined Visalia to be the direct recipient, and may authorize another public entity to be a “recipient” of federal funds by way of a “split letter.” The amount of funds available to recipients is determined cooperatively by public transit providers, the MPO, and the designated recipient for the UZA. The FTA can only make grants to recipients after the designated recipient provides a split or sub-allocation letter to the FTA regional office.

FTA guidance states that sub-allocations should be based on the investment needs of the individual agencies, which may or may not be well-represented by a split or formula. The key is that the metropolitan planning organization, TCAG, and the “designated recipient”, Visalia and Porterville, be able to demonstrate that whatever system they use “adequately represents” the current needs of the urbanized area(s).

The FTA does not prescribe the methodology to be used to sub-allocate formula funds within a UZA; this is a local decision. However, Department of Transportation (DOT) planning guidelines state that using a predetermined split or formula, for sub-allocating funds in the UZA, is not necessarily consistent with the goals of the metropolitan planning process. The split letter process in larger urbanized areas often includes a large sub-allocation to the local government of transit and smaller sub-allocations to the smaller local governments that fill in the UZA and often have limited fixed route and paratransit service.

Those entities that aspire to be FTA recipients, for example Farmersville, Exeter, and Lindsay, must agree to certify that they understand and adhere to hundreds of pages of regulations; have the technical and financial capacity to produce the projects in the manner these regulations specify. Or they can choose to have another operator service their jurisdiction. But a clear and consistent sub-allocating methodology should include all jurisdictions.

Transit Cooperative Research Program Synthesis 113 stated that the majority of UZAs use the exact FTA formula data and values to sub-allocate FTA funds. The Synthesis also stated that public transportation operators were more likely to use the exact FTA formula and MPOs were more likely to use a local approach.

The FTA allocation formula for UZAs with a population less than 1,000,000 is the following:

- 50% - Bus Revenue Vehicle Miles
- 25% - Population
- 25% - Population x Density

In 2010, when the Visalia Large UZA was established, the local approach for FTA sub-allocation formula (Visalia & Tulare) is the following:

- 20% - Bus Revenue Vehicle Miles
- 40% - Population
- 40% - Ridership

In 2004, both Porterville and Visalia agreed to provide a federal funding “credit” to the County, Farmersville, Exeter, which is a percentage of the total cost to operate public transportation within their jurisdiction by way of either an MOU or Transfer Agreement.

The split letter process allows for the equitable sub-allocation of the formula funds. The MPO and public transit operators can make adjustments to their local FTA Section 5307 allocation formula as needs and priorities change. It is not rare for split letter agreements to be modified when circumstances change, however, Synthesis 113 revealed that, once established, agencies reported that it is difficult to modify a sub-allocation approach, as it usually implies that one or more parties will have increased funding at the expense of other public transportation operators.

Consistent with FTA best practices, the sub-allocation schedule for the Porterville and Visalia UZAs should be reviewed in an effort to establish a uniform methodology for all jurisdictions within the UZA and establish a methodology policy for any FTA formula funding the UZA is apportioned. The consistency of a uniform methodology, across all jurisdictions within the UZA, can achieve an equitable sub-allocation schedule.

In lieu of the unexpected CARES Act funding and the recent release of FTA FY 2021 Apportionments, the potential lack of consistency to follow the established sub-allocation methodology, across all jurisdictions, could potentially lead to an agency either not receiving any funds or an unequitable amount.

In the case of TCRTA, there have been changes that have already taken place and changes that are on the horizon which would lead to changing the split letter, MOU, and Transfer Agreements. It is important to consider these issues early in the decision-making of TCRTA.

I hope this information provides an avenue for discussion and that each agency cooperate to achieve both sustainable and greater mobility within the region. Should you have any questions, please feel free to contact me.

Sincerely,



Richard Tree

TCRTA Staff

AGENDA ITEM V-C

February 22, 2021

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Approval of the Final 2021 Federal Transportation Improvement Program (FTIP) and Corresponding Air Quality Conformity Analysis

BACKGROUND:

The FTIP is a four-year program of federally funded and regionally significant transportation projects. It is updated every two years and is submitted to Caltrans to be included in the Federal Statewide Transportation Improvement Program (FSTIP). These federal projects are reviewed and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The FTIP is subject to federal air quality conformity rules established by the Environmental Protection Agency (EPA).

Tulare County, along with the other seven counties in the San Joaquin Valley (SJV), rests in the San Joaquin Valley Air Basin. The air basin is classified as being a “non-attainment” area; air quality standards are not met for ozone and particulate matter. Due to the unique nature of air quality issues in the San Joaquin Valley, all eight Metropolitan Planning Organizations (MPOs) coordinate and work together on many transportation planning issues, procedures, and processes. The SJV MPOs work together with state and federal partner agencies via a robust Interagency Consultation Process.

The Air Quality Conformity process evaluates projects planned in Tulare County through a travel model and an air quality emissions model. The Environmental Protection Agency (EPA) sets budgets, by pollutant, for air basins that must not be exceeded. Exceeding pollutant budgets can have serious sanctions and even lead to the withholding or loss of federal funds.

DISCUSSION:

Metropolitan Planning Organizations, such as TCAG, are the stewards of the Federal Transportation Improvement Program (FTIP). The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The 2021 FTIP will cover the next four fiscal years (FFY 20/21 through FFY 23/24). The FTIP also identifies all nonfederal, regionally significant projects for information and air quality emissions modeling purposes.

The FTIP presents the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years. Existing projects that are not obligated in the current 2019 FTIP are carried forward into the 2021 FTIP as well as the projects recently adopted in the 2020 State Transportation Improvement Program (STIP). The typical funding programs associated with the FTIP include the STIP, State Highways Operations and Protection Program

(SHOPP), Highway Bridge Program (HBP), Federal Transit Administration Programs (FTA), Congestion Mitigation and Air Quality Program (CMAQ), Surface Transportation Block Grant Program (STBGP), Highway Improvement Program (HIP), Active Transportation Program (ATP), and Highway Safety Improvement Program (HSIP).

The TCAG Board held a public hearing on the 2021 FTIP and Air Quality Conformity Document on December 14, 2020. No public comments were received at that hearing. TCAG did receive comments from Caltrans. Responses to those comments are provided in the Final 2021 FTIP.

All documents are posted on TCAG's website (www.tularecog.org). Hard copies will be provided upon request.

ATTACHMENTS:

1. Resolution of Approval
2. Final 2021 Federal Transportation Improvement Program and Final Corresponding Air Quality Conformity Analysis
Due to the file size, this attachment is available under separate cover.

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

In the matter of:

ADOPTING THE TCAG 2021 FEDERAL)	
TRANSPORTATION IMPROVEMENT)	
PROGRAM AND CORRESPONDING)	Resolution No. 2021-XX
AIR QUALITY CONFORMITY)	
ANALYSIS)	

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

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short-range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2021 Federal Transportation Improvement Program (2021 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the TCAG forum and general public involvement; and

WHEREAS, the 2021 FTIP program listing is consistent with: 1) the 2018 Regional Transportation Plan; 2) the 2020 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2021 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2021 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, TCAG has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, projects submitted in the 2021 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the Regional Transportation Plan (RTP) and FTIP; and

WHEREAS, the corresponding Conformity Analysis supports a finding that the 2021 FTIP and 2018 RTP meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2021 FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2021 FTIP conforms to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by TCAG advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Tulare County consistent with public participation process adopted by TCAG; and

WHEREAS, a public hearing was conducted on December 14, 2020 to hear and consider comments on the 2021 FTIP and corresponding Conformity Analysis.

NOW, THEREFORE, BE IT RESOLVED, that TCAG adopts the 2021 FTIP and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that TCAG finds that 2021 FTIP is in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____ at a regular meeting held on the 22nd day of February, 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel, III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

AGENDA ITEM V-D

February 22, 2021

Prepared by Giancarlo Bruno, TCAG Staff

SUBJECT:

Information: 2020/21 Unmet Transit Needs Outreach Campaign

BACKGROUND:

The Transportation Development Act (TDA) of 1971 is the primary state law governing public transportation in California. The TDA requires that the local Transportation Planning Agency (TPA) identify the unmet transit needs within its jurisdiction and determine which of those needs that are reasonable to meet. TCAG is the designated TPA for Tulare County.

The TPA must conduct at least one public hearing as part of this outreach process. The TPA is also required under the statute to adopt a resolution establishing one of the following findings for each request: 1) item is not an unmet transit need; 2) item is an unmet need that is not reasonable to meet; or 3) item is an unmet transit need that is reasonable to meet. The TCAG Board has adopted definitions of an unmet need that is reasonable to meet. This definition is considered by the Social Services Transportation Advisory Council (SSTAC), which reviews each comment received and makes a recommendation of findings to the TCAG Board for adoption.

DISCUSSION:

TCAG is implementing extensive outreach for the 2020/21 Unmet Transit Needs process, building on and refining the efforts of recent years. Outreach methods include:

1. Designing and distributing posters with comment cards and QR codes accessing the online survey, and on-board bus advertisements in English and Spanish countywide. Information is also included in Tagalog.
2. Direct mailings to an extensive list of agencies, including social service agencies, the Tule River Tribe, civic organizations, community centers, clinics, libraries, and local supermarkets to provide comment cards that residents can easily fill out and send to TCAG postage-free.
3. Working with Tulare County Public Health to post information on digital displays in high traffic public buildings, and to increase awareness at local social service offices.
4. Posting official notices in local newspapers, in English and Spanish. Public hearings are being held in two locations.
5. Advertising campaign on Facebook and Instagram. Social media advertising generated a significant response last time, and the ads have been refined to further increase engagement. Staff will also follow up on comments received.
6. Creating and advertising an online survey (<https://www.surveymonkey.com/r/RXQ5THS>).
7. Extending the offer to provide additional information, assistance, and materials to various stakeholders and TCAG committee members.

8. Accepting comments via a dedicated email address:
TCAGinfo@tularecag.ca.gov

Two public hearings are being conducted for this process on March 15, 2021, the first being at 1:00 p.m. during the regularly scheduled TCAG Board meeting, and the latter at 5:30 p.m. will be a virtual hearing accessible only via Zoom. The 1:00 pm hearing will also be accessible on Zoom, including via a landline telephone. Spanish translation will be provided at both hearings.

The final day to submit comments for consideration this year is March 31, 2021. Once all comments have been received, TCAG staff will review comments and distribute them to the respective transit agencies for responses.

Staff will provide all comments, along with transit agency responses, to the Social Service Transportation Advisory Council (SSTAC) for their consideration. The SSTAC will meet on May 11, 2021 to make recommendations for each comment received. The SSTAC recommendations will be brought to the Board for action in June. The adopted findings must then be transmitted to Caltrans. Identified unmet transit needs that are found reasonable to meet are required to be implemented before any allocation is made for streets and roads using TDA funds in 2021/22.

ATTACHMENT:

1. 2021 Unmet Transit Needs promotional flyer, with QR code.

Your Bus. Your Voice.

March 2021 is Unmet Transit Needs Month!

Tell us how we can make public transportation work for you!
 ¡Cuéntenos cómo podemos hacer que el transporte público funcione para usted!



We want to hear about ways we can improve transit in Tulare County. Send us a comment or participate in a public hearing! All mailed comments must be received by March 31, 2021.



Queremos saber cómo podemos mejorar el tránsito en el condado de Tulare. ¡Envíanos un comentario o participa en una audiencia pública! Todos los comentarios enviados por correo deben recibirse antes del 31 de marzo de 2021. recibidos antes del 31 de Marzo, 2021.

SEND COMMENTS TO:

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

559-623-0450 • tcaginfo@tularecog.org

Or participate in a public hearing on

Monday, March 15, 2021 AT 1:00 PM

Tulare County Board of Supervisors

2800 W. Burrell Ave., Visalia, CA 93291

Or Via Zoom: Toll Free Call in: 1(888) 475-4499

| Meeting ID: 744 710 0343 | Passcode: 82243742

And also MONDAY, MARCH 15, 2021 AT 5:30 PM

Via Zoom Only

Enviar comentarios a:

O participe en una audiencia pública el

Lunes, 15 de marzo de 2021 a las 13:00

Junta de Supervisores del Condado de Tulare

2800 W. Burrell Ave., Visalia, CA 93291

O a través de Zoom: Llame gratis al: 1 (888) 475-4499

| ID de la reunión: 744 710 0343 | Código de acceso: 82243742

Y también el Lunes 15 de marzo de 2021 a las 5:30

Solo a través de Zoom

Sa karagdagang impormasyon o para isubmit ang kailangang transportasyon, maari po lamang tumawag

sa (559) 623-0450 para mabigyan ng kadagdagang instruksyon.

www.tularecog.org

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Tulare County Association of Governments

AGENDA ITEM V-E

February 22, 2021

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

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

BACKGROUND:

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

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

DISCUSSION:

TCAG staff participated in the discussions leading up to the adoption of the 2020 Local Partnership Program, 2020 Trade Corridor Enhancement Program, and 2021 Active Transportation Program Guidelines. Draft guidelines for each of the programs were presented to the California Transportation Program (CTC) on January 29, 2020. The final guidelines were adopted by the CTC on March 25, 2020. 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	Other Information
Local Partnership Program (Competitive)	Minimum: \$2,000,000 Maximum: \$25,000,000	2020/21 2021/22 2022/23	The LPP Competitive Program grant application for the Commercial Avenue Interchange Project was submitted on June 30, 2020. The grant application requested \$25m in LPP competitive grant funds. On November 12, 2020, it was announced that TCAG was awarded \$9 million in LPP funds.
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	A TCEP grant application for right-of-way funding for the Tulare City Widening Project was submitted in August 2020. The grant application requested \$18.6 million for right of way costs. Unfortunately, this project was not selected for funding under this cycle of the TCEP program.

Active Transportation Program	There are no minimum or maximum funding limitations for the Active Transportation Program. The program is divided into three funding components – the Statewide, Small Urban and Rural, and MPO Components. TCAG agencies are eligible to compete for ATP funding under the Statewide and MPO Components.	2021/22 2022/23 2023/24 2024/25	Agencies from the Tulare County region submitted a total of 18 projects for funding consideration. The total ATP funding request was \$66.3 million for projects totaling \$75.7 million. Funding recommendations were released on February 8, 2021. Two projects from the Tulare County region were recommended for funding. They are the Butterfield Stage Corridor (Henderson Ave. to Dale Ave.) awarded \$4 million and the Butterfield Stage Corridor (W. North Grand Ave. to College Ave.) awarded \$7.1 million.
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Federal BUILD Grant

As announced in September 2020, the U.S. Department of Transportation awarded TCAG \$16 million in BUILD grant funds for the State Route 99 and Commercial Avenue Interchange Project.

RECOMMENDATION:

Information item only. No action needed at this time.

ATTACHMENTS:

None

Tulare County Association of Governments

AGENDA ITEM V-F

February 22, 2021

Prepared by Roberto Brady, TCAG Staff

SUBJECT:

Information: Update on Timing and Funding Implications of the Federal 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 in the Federal Register as “Part One.” Part One is highly significant in that it included 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 of the SAFE Vehicles Rule followed, being published on April 30, 2020. It became effective on June 29, 2020. Essentially, Part Two requires both Corporate Average Fuel Economy (CAFE) and CO2 standards to increase in stringency by 1.5% per year for Model Years (MY) 2021-2026 from 2020 levels. This replaces the previous rule that required a 5% annual increase in stringency over the same period.

Because California’s current mobile source emissions model, EMFAC, did not account for the greater emissions possible under the SAFE Vehicles Rule, it could not be used to demonstrate regional or project-level conformity with the Clean Air Act until updated.

California, along with at least 23 other states, filed lawsuits challenging aspects of both parts of the SAFE Vehicle Rule. The lawsuits have not requested temporary injunctive relief. This means the rule remains in effect during litigation.

A more extensive summary of SAFE Vehicles Rule impacts is available on the California Association of Council of Governments (CalCOG) website.
(<https://calcog.org/safe-rule/>)

On November 20, 2019, the California Air Resources Board (ARB) published off-model adjustment factors for EMFAC output intended to replicate the effects of the implementation of SAFE Vehicles Rule. This was proposed to make conformity determinations for non-exempt plans and projects possible until the emissions model itself could be updated. EPA indicated their concurrence with the off-model adjustment factors in a letter dated March 12, 2020. More recently, they indicated verbally, concurrence that the off-model adjustments also addressed the effects of Part 2. As long as this concurrence holds, federal agencies can approve conformity determinations in California and implications to transportation funding can be avoided. As of the publishing of this agenda item, no significant changes have occurred affecting SAFE Vehicle Rule implementation by California MPOs. Staff will report subsequent changes, if any, at the meeting. The federal concurrence applies to adjustment factors for both EMFAC 2014 and EMFAC 2017. California MPOs, including TCAG, are transitioning to EMFAC 2017 as the model required for developing conformity demonstrations.

The more central issue becomes the characteristics of EMFAC 2017 itself. Five of the eight Valley MPOs have been unable to meet regional conformity with EMFAC 2017. While TCAG does appear to still meet conformity using the newer model, it can still be affected if other regions in the same air basin do not meet conformity. Valley MPO staff and our consultants are working with ARB to develop possible solutions. A new version of EMFAC (2021 v1.0.0) was released on January 15, 2021. It may be possible to shift straight to that model and bypass EMFAC 2017 if the new model shows better results. The Southern California Association of Governments (SCAG), the largest MPO in the nation, is also having issues with EMFAC 2017. This means the matter should continue to receive high priority from ARB and other state agencies.

In late August, ARB released a new version of EMFAC 2017 (v. 1.0.3) and a new web platform. The issues addressed in this update may be of importance to MPOs as they include input of custom speed profiles over multiple years. This is relevant to regional conformity modeling. Testing of TCAG's current regional transportation scenarios shows minimal change due to the update and does not affect our ability to demonstrate conformity.

DISCUSSION:

The change in the White House resulting from the November elections signals a drastic change in federal environmental priorities. The new administration is expected to make the regulation of greenhouse gas emissions a top priority. The SAFE Vehicles Rule will certainly be targeted for replacement. However, just as it took years to replace certain Obama-era regulations through formal rulemaking, the same may be true of replacing the most recently established regulations.

With regard to emissions modeling, at a recent meeting between valley MPO staff and consultants, ARB and US EPA, there was consensus that MPOs could continue to use the current version of EMFAC (2014) for upcoming Regional Transportation Plan (RTP) updates if actual modeling for the RTPs begin by the sunset date of that model in August of 2021. This appears to be a viable option for TCAG. It fits within our current RTP update schedule.

Staff will continue to carefully monitor and report on developments that affect transportation planning and infrastructure funding. These will include known issues such as the SAFE Vehicles Regulation and emissions modeling discussed above as well as potential new issues arising from shifting legislative and regulatory priorities at various governmental levels.

ATTACHMENT(S):

None

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

Executive Minutes January 25, 2021

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

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

Counsel and TCAG Staff Present (X)

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

I. WELCOME

The Tulare County Association of Governments Board Meeting was called to order by Chair Vander Poel at 1:01 p.m. on January 25, 2021 at the Tulare County Human Resources & Development Department, 2500 W. Burrell Avenue, Visalia, CA, 93291.

II. PLEDGE OF ALLEGIANCE

Supervisor Valero led the Pledge of Allegiance.

III. PUBLIC COMMENTS

Public comments opened/closed at 1:03 p.m. No public comments received.

Convene as the Transportation Policy Advisory Committee

IV. TRANSPORTATION CONSENT CALENDAR - INFORMATION ITEMS

- A. Information: Senate Bill 1 (SB 1) Competitive Programs Update**
- B. Information: Implementation Status of Federally Funded Projects**
- C. Information: Sustainable Communities Strategy (SCS) Regional Transportation Plan (RTP) Roundtable Appointments**
- D. Information: Update on Timing and Funding Implications of the Federal SAFE Vehicles Regulation**

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

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

Mr. Smalley provided an update on regional projects highlighting the commercial interchange, and allocation of one million for the construction of the greenway belt trail connection.

- B. Information: Caltrans Monthly Report**

Mr. Navarro announced most Caltrans staff continue to telecommute due to Covid-19 and shared that in December, an equity statement was released for project selection. Mr. Navarro discussed the goals of the strategic management plan that was updated and provided highlights from the virtual planning grant webinar that had been recently held, noting that applications would be due February 12, 2021. In closing, Mr. Navarro outlined the various Caltrans projects being conducted within Tulare County.

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

VII. ASSOCIATION CONSENT CALENDAR-ACTION AND INFORMATION ITEMS

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

- A. Action: Minutes of December 14, 2020 TCAG Board Meeting**
- B. Action: Minutes of December 10, 2020 TCAG Technical Advisory Committee Meeting**
- C. Action: Adoption of Resolution: Approval of Amendment No. 8 to the FY 2020/2021 Overall Work Plan (OWP)**
- D. Action: Adoption of Resolution: Allow TCAG Staff to Provide Affordable Housing Sustainable Communities Grant Technical Assistance to San Joaquin Valley (SJV) Applicants**

Upon a motion by Member Stammer, and seconded by Member Valero, the Association unanimously approved the Association Consent Calendar Items VII-A through VII-D. Absent: Cox.

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

- A. Information: Legislative Update**

Mr. Kimball announced that a virtual Washington DC trip would possibly take place in late February and reviewed the topics proposed to be the focus for the year's legislative platform. Mr. Kimball provided details on some of the proposed topics such as the FAA sales tax, Buy America requirements, protections of the CMAQ program, highway 99 projects, and opportunities and strategies to build State and Federal partnerships to find solutions to Valley needs.

- 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. Action: Adoption of Resolution: Draft 2022 Public Participation Plan

Chair Vander Poel announced that this was an action item to approve the draft 2022 Public Participation Plan. Chair Vander Poel stated that forty-five-day public comment period began December 14, 2020 and would include the public hearing held during today's meeting; any comments collected would be reviewed and considered for incorporation into the 2022 draft Public Participation Plan.

Upon a Motion by Member Boyer, and seconded by Member Valero, the Association unanimously approved the 2022 Public Participation Plan. Absent: Cox.

F. Public Hearing: 2022 Public Participation Plan

Chair Vander Poel invited members of the public to comment in reading the opening statement and officially opened the Public Hearing opened at 1:21pm.

Blanca Escobedo, with the Leadership Council commented that due to Covid-19 and the impact it has had to outreach efforts she suggested that the plan include the effects and remedies if any to them that had been implemented.

Seeing and hearing no others wishing to comment Chair Vander Poel closed the Public Hearing at 1:25pm.

Ms. Moore stated that public participation and outreach had changed to remote and virtual options and additional software had been purchased and would be implemented to help with these efforts. Mr. Kimball requested approval of the plan with the addition of the information regarding the additional use of technology and public participation software package that would rollout.

G. Action: Adoption of Resolution: Draft 2020 Tribal Public Participation Plan

Chair Vander Poel announced that this item would be continued and carried over until next month, therefore no motion would be requested but appreciated the comment and participation from Mr. Garfield and the Tule River Tribe.

H. Public Hearing: 2020 Tribal Public Participation Plan

Chair Vander Poel invited members of the public to comment in reading the opening statement and officially opened the Public Hearing opened at 1:31pm.

Mr. William Garfield, Chairman with the Tule River Tribe commented about the tribe's involvement moving forward and thanked everyone for inviting him to the meeting.

Seeing and hearing no others wishing to comment Chair Vander Poel closed the Public Hearing at 1:33pm.

I. Information: Regional Transit Coordination Update

Ms. Forte stated that TCRTA is still meeting monthly and that the subcommittees continue to meet and work on several issues such as: staffing, office space needs, policies, CMAQ, and planning grants opportunities.

J. Information: Conflict of Interest Code (Form 700) Due April 1, 2021

Ms. Kane announced that the annual Form 700's would be due April 1, 2021 and that they were available online or Members could contact the TCAG office for a copy. Ms. Kane noted that although an extension was granted last year due to Covid-19, there was no plans to extend the deadline this year.

K. Information: Member-At-Large and the Alternate Member-At-Large for Position No. 3

Ms. Kane explained that last month the alternate member at large was reported as vacant and a request was made to reaffirm the member for position number 3. However, since that time the Member was unable to continue and therefore both the member and alternate member positions are currently vacant, and staff would be advertising these positions. Ms. Kane asked the Board and those present to notify anyone they thought may want to serve and encourage them to apply.

IX. CORRESPONDENCE

A. None

X. OTHER BUSINESS

A. Information: Items from Staff

1. TCAG Director's Report

Mr. Smalley outlined three topics: The first being the efforts to finish the projects on Highway 99 noting that many agencies are supporting these efforts. Secondly the trash cleanup efforts and beatification of highway routes 190, 65, 99, & 198; adding that this is a complex problem in which establishing partnerships to assist is being looked at but that liability and funding are just some of the roadblocks to remedying the trash problem. Lastly Mr. Smally announced that during the TCTA meeting Ms. Davis would be discussing interest free transportation loans that could be available and encouraged those wishing to know more to stick around for that meeting that meets directly after TCAG.

2. Other Items

None

B. Information: Items from Board Members

1. Tulare County Water Commission Update

Vice-Chair Flores stated that the next meeting was scheduled for February 8, 2021, after which time an update would be provided.

2. San Joaquin Valley Policy Council Update

Mr. Mendoza highlighted transportation matters that would be discussed in Sacramento and Washington DC this coming year and stated that highway 99 remains an important regional project with many benefits.

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

Member Shuklian reported that during the past meeting the initial study and movement of the Madera station location had been approved. Ridership continued to decline and in December was down 75%. Member Shuklian stated that the new chair and vice-chair had been elected. However, Mr. Bob Link was previously her alternate to represent TCAG on the SJJPA Committee and she would need a new alternate since Mr. Links retirement.

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

Member Valero stated that no meeting was held, and he had nothing to report.

5. TCAG Transit Report

Member Gomez stated that there was no additional information to report at this time.

6. Other Items

None

C. Request from Board Members for Future Agenda Items

None

XI. ADJOURN

The TCAG Meeting was adjourned at approximately 1:50 p.m.

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

Item VII-B
TCAG Technical Advisory Committee Meeting
Tulare County Association of Governments - 210 N. Church Street, Suite B, Visalia, CA 93291
January 21, 2021 – Summary Meeting Minutes

ATTENDANCE LIST

City of Dinuba	George Avila
City of Exeter	Eddie Wendt
Cities of Farmersville, Woodlake	Lisa Dutra-Wallis
City of Lindsay	<i>Absent</i>
County of Tulare	Johnson Vang
City of Porterville	Javier Sanchez
City of Tulare	<i>Absent</i>
City of Visalia	Dolores Verduzco
Tule River Indian Reservation	<i>Absent</i>
TCAG	Ben Kimball
Caltrans	Lorena Mendibles

Others Present:

TCAG Staff Present: Steven Ingoldsby, Gabriel Gutierrez, Leslie Davis, Ted Smalley, Elizabeth Forte, Roberto Brady, Giancarlo Bruno, Derek Winning, Holly Gallo and Servando Quintanilla Jr Recording.

SUMMARY MEETING MINUTES

(Minutes reflect agenda items discussed only)

I. CALL TO ORDER & WELCOME:

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

All action and informational documents were distributed for review and discussion. All actionable items would be voted on at the next Tulare County Association of Governments (TCAG) Board meeting, scheduled for January 25, 2021.

III. PUBLIC COMMENTS

Mr. Kimball opened public comment and closed with no public comment.

IV. TRANSPORTATION CONSENT CALENDAR – ACTION AND INFORMATION ITEMS

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

Mr. Gutierrez gave an update on the SB 1 Competitive Program with the Local Partnership Program (LPP) Competitive grant application award of 9 million for the Commercial Avenue Interchange Project. Additionally, he stated that the Trade Corridor Enhancement Program (TCEP) grant application for right-of-way for the Tulare City Widening was not selected for funding for the cycle of TCEP and CTC would be announcing funding recommendation on February 15.

B. Information: Implementation Status of Federally Funded Projects

Mr. Gutierrez gave an update on Surface Transportation Block Grant Program with two project updates on the City of Visalia's Tulare Avenue Rehabilitation Project with \$1,834,000 and County of Tulare Avenue 152 Rehabilitation Project with \$1,775,000. Ms. Forte provided an update on CMAQ projects in the city of Dinuba; a roundabout at Alta and Nebraska and the city of Woodlake a roundabout at Sierra and Castle Rock.

C. Information: Sustainable Communities Strategy (SCS) Regional Transportation Plan (RTP) Roundtable Appointments

Mr. Kimball stated that the item would be a continuing item just in case there are appointments made to the RTP Roundtable.

D. Information: Update on Timing and Funding Implications of the Federal SAFE Vehicles Regulation

Mr. Brady gave an update on the Federal SAFE Vehicles and there had been no changes to the SAFE Vehicles since last meeting.

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

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

Mr. Gutierrez gave an update on two actions, first was LPP Programming of \$9 million for funding the construction of SR-99/Commercial Interchange and second was an allocation of \$1 million for the construction of the Greenway Belt Trail connection on the east side of Visalia North of SR-198, and the CTC meeting would be January 28, 2021.

B. Information: Caltrans Monthly Report

Ms. Mendibles gave an update on Sustainable Communities Caltrans Grant Program that was open for call for projects and grants deadline was February 1, 2021.

VII. ASSOCIATION CONSENT CALENAR- ACTION AND INFORMATION ITEMS

C. Action: Adoption of Resolution: Approval of Amendment No. 8 to the FY 2020/2021 Overall Work Plan (OWP)

Ms. Davis gave an update on the Amendment No. 8 for FY 2020/2021 with increased funding of \$25,000 to work element 601.06, increased funding of \$1,000 to work element 602.06, increased funding of \$40,000 to work element 602.07, and request from Caltrans to request a 30-day spending extension for SB 1 funding in work element 602.10-5000 and 602.10-6000 due to delay brought about by COVID 19 pandemic restricting our ability to continue the necessary work to complete the projects within these work elements.

D. Action: Adoption of Resolution: Allow TCAG Staff to Provide Affordable Housing Sustainable Communities Grant Technical Assistance to San Joaquin Valley (SJV) Applicants

Mr. Winning provided an update on the Strategic Growth Council (SGC) and announced awards for the FY 19-20 Affordable Housing and Sustainable Communities (AHSC) Technical Assistance Program. Enterprise Community Partners, Inc. (Enterprise) was one of two non-profit lead organizations to be awarded funding to provide technical assistance for a third round of AHSC.

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Information: Legislative Update

Mr. Kimball stated that TCAG is planning a virtual trip to Washington D.C. and looking forward to going after active transportation projects this year.

E. Action: Adoption of Resolution: Draft 2022 Public Participation Plan

Mr. Quintanilla stated that the item was for the Draft 2022 Public Participation Plan outreach and comments for this item would close on January 25, 2021.

F. Public Hearing: 2022 Public Participation Plan

Mr. Kimball stated that the time is for public comment.

G. Action: Adoption of Resolution: Draft 2020 Tribal Public Participation Plan

Mr. Kimball stated that the draft would be extended another month so TCAG could receive more comments and would bring it back to the Board the following month.

H. Public Hearing: 2020 Tribal Public Participation Plan

Mr. Kimball stated that the time is for public comment.

I. Information: Regional Transit Coordination Update

Ms. Forte reported that in February, TCRTA would adopt an interim budget and start the recruitment process for filling the TCRTA Director position. Ms. Forte stated that the TCRTA would also start applying for projects.

J. Information: Conflict of Interest Code (Form 700) Due April 1, 2021

Ms. Kane reported that Form 700's would be due on April 1, 2021 and forms could be found online.

K. Information: Member-At-Large and the Alternate Member-AT-Large for Position No. 3

Ms. Kane stated that the Member-At-Large and Alternate Member-At-Large positions were open, and applications could be found on the TCAG website.

X. OTHER BUSINESS

A. Information: Items from Staff:

1. TCAG Director's Report

Mr. Smalley talked about potential trips to Washington D.C. and noted that he had been talking to other Valley COG's about finishing highway 99.

XI. ADJOURN

The TCAG Technical Advisory Committee adjourned at 1:53 p.m.

The next scheduled Tulare County Association of Governments (TCAG) Board meeting will be held on **Monday, February 22, 2021 at 1:00 p.m.**, at the **Tulare County Board of Supervisors 2800 W. Burrel Ave, Visalia, CA 93291**. The Technical Advisory Committee will meet on **Thursday, February 18, 2021 at 1:30 p.m. at the Tulare County Association of Governments (TCAG), 210 N. Church Street, Suite B, Sequoia Conference Room, Visalia, CA 93291**.

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Tulare County Association of Governments

AGENDA ITEM VIII-A

February 22, 2021

Prepared by Benjamin A. Kimball, TCAG Staff

SUBJECT:

Information: Legislative Update

BACKGROUND:

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

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

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

DISCUSSION:

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

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

ATTACHMENT(S):

None

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Tulare County Association of Governments

AGENDA ITEM VIII-E

February 22, 2021

Prepared by Benjamin Kimball, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Draft 2020 Tribal Public Participation Plan

BACKGROUND:

The 2020 Tribal Public Participation Plan is used to solicit public comment on transportation-related issues of the Tulare County for matters regarding the Tule River Tribe as part of the Regional Transportation Plan (RTP).

Having an outreach plan for the tribe, separate from the Public Participation Plan used for the RTP allows TCAG to focus on the unique needs of the tribe and craft outreach to meet their specific circumstances. This is a way of planning outreach that has not been attempted at TCAG in prior years.

On December 2, 2020, the public comment period opened for the Tribal PPP. At the December 14, 2020 Board meeting, the Draft 2020 Tribal PPP was introduced to the Board. The Plan was distributed to Caltrans District 6 and Headquarters, Tule River Tribe Representative, the Regional Transportation Plan Roundtable, various other Tulare County agencies and interested parties, as well as advertised on the TCAG website, Facebook, Instagram, and Twitter. Additionally, the notice of public hearing and draft plan was posted in the Sun Gazette newspaper.

DISCUSSION:

The Draft 2020 Tribal Public Participation Plan was distributed via e-mail to local, state and federal agencies and notice of the availability of the Plan on the TCAG website was emailed and disseminated via local newspaper and social media. The forty-five-day public comment period began December 2, 2020 and a public hearing regarding the Draft Plan will be held at the TCAG Board Meeting on January 25, 2021. Public comments collected will be reviewed and considered for incorporation into the 2020 Draft Plan.

FISCAL IMPACT:

There are no fiscal impacts with the adoption of the Draft 2020 Participation Plan.

ATTACHMENTS:

1. Resolution approving the Draft Tribal Public Participation Plan
2. Draft 2020 Tribal Public Participation Plan

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

In the matter of:

APPROVAL OF THE DRAFT 2020 TRIBAL)
PUBLIC PARTICIPATION PLAN)

Resolution No. 2021-xxx

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

WHEREAS, Code of Federal Regulations, Title 23, Sec. 450.316(a) requires that MPOs develop and use a documented participation plan; and

WHEREAS, the Draft 2020 Tribal Public Participation Plan was developed in full compliance with federal guidelines; and

WHEREAS, the Draft 2020 Tribal Public Participation Plan and notice of the location of the Plan on the TCAG website was widely circulated to identified Resource Agencies, Tule River Tribe Representative, social media, local agencies and groups and individuals on TCAG's email distribution list; and

WHEREAS, the public comment period for the Draft 2020 Tribal Public Participation Plan was opened on December 2, 2020 with a public hearing held on January 25, 2021 and the comment period was extended to February 22, 2021; and

WHEREAS, comments were received from the following: *(to be added at the February 22th Board Meeting)*; and

WHEREAS, all comments submitted regarding the Draft 2020 Tribal Public Participation Plan through January 25th will be addressed in the Final Plan; and

WHEREAS, there will be an additional update to the Tribal Public Participation Plan to address the public participation process in the development of the Sustainable Communities Strategy and Alternative Planning Strategy as required by SB 375 (Steinberg) prior to the adoption of the 2022 Regional Transportation Plan (RTP).

NOW, THEREFORE, BE IT RESOLVED that the TCAG adopts the Draft 2020 Tribal Public Participation Plan.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 22nd day of February, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III,
TCAG Chair

Ted Smalley,
Executive Director, TCAG

Tulare County Association of Governments 2022 Regional Transportation Plan (RTP) Tribal Outreach Strategy

Introduction

The United States Constitution and treaties recognize Native American communities as separate and independent sovereign nations within the territorial boundaries of the United States. In the Tulare County Region, there is one federally recognized tribal government. Federal legislation requires that federally recognized tribal governments be consulted in the development of Regional Transportation Plans (RTP) and programs (23 U.S.C. §450.312). In particular, the current federal transportation authorization – the Moving Ahead for Progress in the 21st Century (MAP-21) – reinforces federal emphasis on tribal government participation. President Obama, in his November 5, 2009 Memorandum on Tribal Consultation (Federal Register, Vol. 74, No. 215, November 9, 2009), reiterated the directive for public agencies to incorporate tribal consultation into their plans and programs in a timely and meaningful manner. At the state level, Governor Edmund G. Brown Jr.'s administration emphasized the importance of tribal-state relations through the creation of the Office of the Tribal Advisor (Executive Order B-10-112) in 2010. The Tribal Advisor's charge is to serve as a direct link between the tribes in California and the Governor; facilitate communication and consultations between tribes and State Agencies; and, review state legislation and regulations affecting tribes and provide recommendations.

At the regional level, there are minimal guidelines for consultation. How consultation should occur is left to the Metropolitan Planning Organizations (MPOs) and the tribal governments. Over the last decade, the Tulare County Association of Governments, as an MPO, has forged a strong working relationship with the Tule River Tribe based on a framework of communication, service, and joint projects. With each cycle of the RTP process, TCAG has engaged the Tribe in soliciting comments on issues regarding policy, scenario selection and project selection. TCAG has made presentations at the tribal Council Meetings, engaged in active transportation awareness at the reservation and worked with the City of Porterville to provide a number of transportation projects and services.

Caltrans was the first state agency in California to enact an agency-wide policy on tribal consultation. Its objectives are to: (a) establish close coordination and early project involvement with tribal governments to streamline funding, environmental, and project delivery processes in areas on or near reservations; (b) ensure that Caltrans programs do not adversely affect important California Native American sites, traditions, or practices; (c) encourage cooperation between other agencies and local tribal governments; (d) assist with training, information dissemination, and project delivery; and (e) consider the Tribal Employment Rights Ordinance (TERO) from individual tribes for employment and

contracting opportunities for Native Americans on Caltrans projects on or near reservations.

Led by TCAG, the Regional Plan combines an overall vision for the region's future with an implementation program to make the vision a reality. As the Tulare County Region's MPO, TCAG is responsible for developing an RTP every four years. Each cycle of the RTP is an iterative process in which the region's long-term transportation goals and project priorities are revisited and discussed through a public involvement process among diverse stakeholders. The most recent RTP was approved by the TCAG Board of Directors in June 2018 and the next is anticipated to be approved in June 2022.

Tule River Tribal Background *(Provided by Gelya Frank of the Tribe).*

History

When gold was discovered in 1848, California was under American military occupation in the war against Mexico. Thousands of American prospectors poured into the territory. California statehood followed in 1850 and everything changed for the native people of the Great Central Valley. Although Spain, and later Mexico, had sent forays into the interior of California for a century and a half, the Indians of the foothills of the Sierras were relatively well protected. There were the safest of any California Indians from military expeditions, capture, and forced conversion at the missions. With the Gold Rush and California statehood, disease decimated the population. The ravages of disease were compounded by injustice and starvation. In 1860 the Indian population in California was only 20% of what it had been ten years earlier.

Stories & Legends

Many of the Stories told by the Elders of the Tule River Indian reservation have been handed down from generation to generation. Almost all of these stories reflect the ways and life of the Tule River Tribes. All of the stories however, carry a strong message to the youth and adults in the region. Significant historical facts on these stories come from Painted Rock. This is a formation located next to the Tule River, on the Reservation.

Arts & Crafts

In the old days, basket weaving was not only a common practice but a necessity of every day life. Baskets were used for cooking, gathering and storage. "Baskets were the early Tupperware," says Basket Weaver and Tule River Tribal Member Nicola Larsen. Baskets are made of various materials available on the reservation, such as pine needle, willow, sour berry, etc. Today, Basket weaving is a revived skill that is practiced amongst various Tule River Tribal members.

Language

At one time, there were many different dialects spoken amongst the original inhabitants on Tule River Indian Reservation. Today, some Tule River Tribal members still teach and practice their tribe's dialect to continue the culture. Denise Hunter teaches members of the community the Yowlumne dialect, with some Wukchumne. Her classes are held on Wednesdays at 4pm. For more information she may be contacted at 559.784.0973. Nicola Larsen has been teaching the Yowlumne dialect since 2002. This is a tradition she has carried on from her great grandmother Mary Santiago. Nicola not only covers language, but continues to teach other cultural practices such as acorn making, milk weed fiber making, songs, and so much more. All tribal members are welcome. Her classes are held in a trailer right behind the Education Center every Wednesday at 5pm and every Saturday at 10:30am

Economic Development

The Tule River Economic Development Corporation (TREDC), organized in the state of California and located in Porterville, CA on Tule River Trustee Land. TREDC is a non-profit organization that is owned by the Tule River Indian Tribe, and governed by a Board of Directors comprised by the Tule River Tribal Council. Having started Tule River Economic Development Corporation years prior to the advent of Indian gaming, it is now situated to help the Tribe diversify its revenue potential as well as employment opportunities for members of the Tribe. TREDC's business model is hierarchical with leadership and management oversight of day-to-day operations coming from the Chief Executive Officer (CEO) and the Executive Staff. TREDC operates businesses with onsite management for superior customer service. Current Economic Development Projects Include:

- Arrow Falcon Exporters, Inc.
- The Oak Pit
- Eagle Feather Trading Post #1
- Eagle Feather Trading Post #2 (Outside of the Tulare County Region)
- Burger Box

Planning and Transportation Issues

A number of planning issues surround this reservation, as it is located in a remote area far from major highways. Inadequate access to and from the reservation often results in a lack of economic opportunities, as well as insufficient health, social, and cultural services.

Gaming is a traditional social activity among many tribal nations; however, tribal gaming enterprises expanded exponentially nationwide in the early 1990s as a result of the passage of the Federal Indian Gaming Regulatory Act (IGRA). The IGRA was the result of a legal battle between the Cabazon Band of Mission Indians and the State of California over the issue of the definition of sovereignty. The State claimed that Cabazon was

violating state anti-gambling laws, while the tribe asserted its sovereign right to pursue its own economic interests. In 1987, the United States Supreme Court ruled in favor of Cabazon, prompting Congress to pass a federal gaming regulatory act to define how gaming should be conducted nationwide and what role the states should have in that activity. The Tule River Tribe owns and operates a Casino and associated uses on the reservation, but has plans for a new casino on their trust land adjacent to the Porterville Airport and emerging business park. The existing casino provides jobs and economic development for the tribe and its members. Getting casino customers up the hill on narrow, winding roads has been a challenge since the casino was constructed. Although improvements to the road have been made over the years, and the City of Porterville has contracted with the Tribe to provide transit service to and from the casino, the Tribe has worked for years on a plan to relocate it.

The City of Porterville is the closest community to the reservation. Many tribe members live, work and recreate in Porterville and many of their children attend Porterville schools. The City of Porterville has a long-standing relationship with the tribe and contracts with them to provide needed services, including transit. When plans for a new casino near the airport first emerged, the City and Tribe created a Joint Powers Agreement to manage the roads and land within the city limits that were adjacent to the proposed site. This organization was funded by both parties and has an elected board.

As the Porterville Industrial Park has grown, access to the area has become an issue of major concern. Existing road and highway access has historically been inadequate to serve the existing and proposed truck trips from the businesses, as well as passenger vehicles from the new Sports Park and Fair Grounds. The construction of a casino in that area would put added strain on a system already struggling. There is little in the way of transit service to this area and current active transportation routes don't extend that far west or south.

Projects being considered in the upcoming 2022 Regional Transportation Plan

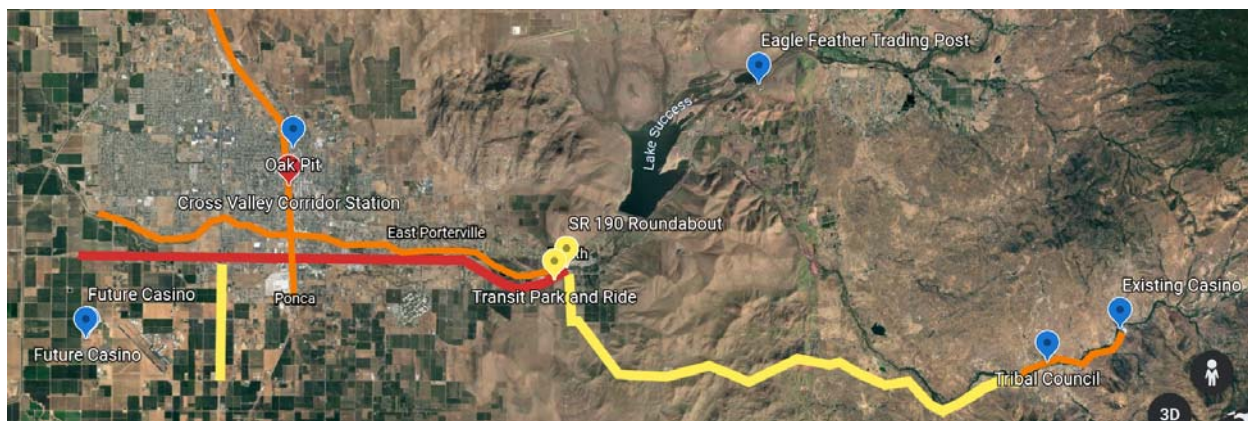
In order to help the tribe meet its economic development, safety, and environmental goals, TCAG has been partnering with the City of Porterville, Tulare County and Caltrans to help improve the transportation system in that area.

Past projects that benefit the tribe are shown on the map in yellow and include:

- Operational improvements to Reservation Road
- New Roundabout at SR 190 and Reservation Road
- Park and Ride lot at SR 190 and Reservation Road for transit buses serving the reservation.
- Widening of SR 65 from SR 190 to Teapot Dome Avenue, providing greater access to the industrial park.

Projects being considered in the future are shown on the map in red for roads and orange for active transportation, and include:

- Active Transportation Program funding for sidewalks in the reservation.
- SR 190 Corridor enhancements, per a recent corridor plan.
- Extension of the Tule River Parkway, giving greater access to the west of Porterville on foot or bike.
- The Butterfield Stagecoach Corridor project, bringing an active transportation trail through the community that will provide access to the north eastern portion of the industrial park and serve the Oak Pit restaurant owned by the tribe.
- Cross Valley Corridor Station, bringing people into the area using an alternate mode.



Past Outreach Efforts

Successful outreach for Regional Planning with the Tribe is a mixture of outcomes. We have had successes with some approaches and lacked successful interaction with others.

For years, the tribe has been a member of the TCAG Technical Advisory Committee. The tribe receives regular agendas and monthly meeting information and is invited to participate. Meetings include reviews of all official TCAG business and solicitations of comments by member agencies on all TCAG actions. However, the tribe does not want to participate on this committee, nor do they attend the meetings. Invitations and encouragement to attend continue regularly.

The tribe has also been invited to participate in past RTP Roundtables as a voting member. The Roundtable reviews the work done in preparation of the RTP and makes recommendations to the TCAG Board on related items including policies, scenarios and projects. During the 2018 the tribe was unwilling to participate on the Roundtable, even

when given the option of calling into the meeting to avoid a long trip to the meeting site. During the initial stages of the 2022 RTP, the tribe has already expressed that they will not be participating in Roundtable or other related meetings. Their stated reason was concern over COVID and lockdowns, and the struggles having sufficient staff during these times to do the work, even when given teleconferencing opportunities.

What has worked well in recent efforts is physically going to the reservation and meeting with them at their facilities. During the 2018 RTP outreach efforts TCAG attended a Tribal Council meeting to give and update on the plan and solicit their input on a preferred scenario. The Council was pleased to get this report and offered excellent advice. Meeting their staff at the reservation to examine the sites for an active transportation project went well too. A short time after that, TCAG held a bike rodeo to build awareness in youth on bike safety principles and connect with the community. There was a great deal of support from the tribe and the families there for this event.

This is not unlike the results TCAG has seen with outreach to other groups: not much success bringing them to workshops, but a lot of success when we “go where they already are.”

Upcoming Outreach Efforts

As the tribal reservation continues to develop, the need for establishing a government-to-government framework at a regional level has become increasingly apparent. The tribe operates under independent constitutions, has their own system of governance, and establishes and administers their own laws. This sovereign status of tribal governments dictates that the United States, and all agencies operating within it, is expected to engage in government-to-government relationships with Native American tribes. Government-to-government interaction with Native American tribes should follow the principles of coordination, cooperation, and consultation.

Having learned a great deal from the successes of past outreach efforts, TCAG will be engaging the tribe to the maximum extent possible during the 2022 RTP process. Specifically, TCAG will be:

- Continuing efforts to include the tribe in the monthly Technical Advisory Committee
- Continuing efforts to include the tribe in the RTP Roundtable and its meetings
- Continuing efforts to include the tribe in the Rural Communities Committee (focused on environmental justice issues)
- Working with FHWA and Caltrans staff to better understand tribal needs and effective communication techniques
- Contacting the tribe to ask them how they would like to be involved in this process this time around

- Attending Tribal Council meetings to present plan updates and solicit feedback (as far as quarantine measures allow)
- Conduct another bike rodeo to further promoted bike safety and solicit feedback from participants on important RTP issues
- Work in tandem with the City of Porterville to communicate with the tribe and partner on the preparation of plans and projects
- Use Facebook ads and other social media to reach residents directly with plan updates and solicit feedback

AGENDA ITEM VIII-F

February 22, 2021

Prepared by Steven Ingoldsby, TCAG Staff

SUBJECT:

Information: Housing Planning Funds Update

BACKGROUND:

As part of the California State 2019-20 Budget Act, \$250 million was allocated for all regions, cities and counties for planning activities that accelerate housing production. Within this allocation, the California Department of Housing and Community Development (HCD) established the Regional Early Action Planning Grant Program (REAP) with \$125 million set for regions. REAP provides one-time grant funding to regional governments and regional entities for planning activities that will accelerate housing production and facilitate compliance in implementing the sixth cycle of the Regional Housing Needs Allocation (RHNA).

The Budget Act also created a planning grant program specifically for cities and counties called the Local Early Action Planning Grants (LEAP) that is like the SB2 Planning Grants Program. These are noncompetitive funds that would go directly to the cities or County without TCAG involvement.

DISCUSSION:

LEAP Funding: The Local Action Planning Grants (LEAP), provides over-the-counter grants complemented with technical assistance to local governments for the preparation and adoption of planning documents, and process improvements that:

1. Accelerate housing production
2. Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment (RHNA).

Jurisdictions were required to submit their applications by January 31, 2021. All TCAG member agencies applied in time for the LEAP Planning Grants.

REAP Funding:

Of the 125 million set for regions, the San Joaquin Valley received 19 million and is engaging in a number of valley wide efforts. TCAG will likely receive approximately \$1,427,500 directly over multiple applications. Fresno COG is the fiscal agent for the regional effort.

TCAG received \$523,145 in the initial application. TCAG intends to use \$225,000 of the REAP funds to complete a variety of planning related housing items. These include the following: Prepare the Regional Housing Needs Assessment (RHNA) "in house" which

in prior cycles was completed by a consultant. Provide technical assistance to member agencies and other entities for housing grant applications and coordinate efforts with the valley and with state agencies for the planning and provision of housing. These are items that in prior years have been funded by member dues.

TCAG intends to use the remaining funds to distribute directly to member agencies to help fund their planning related housing efforts. TCAG will allocate these funds by formula to its member agencies by using a base of \$100,000 for each member agency with the remaining funds to be distributed by population.

REAP Workshop

The California Department of Housing and Community Development (HCD) will be hosting a virtual workshop on the REAP Grant Program for San Joaquin Valley Jurisdictions on February 23, 2021 from 2:00 pm to 3:30 pm. The topics will include the following:

1. Overview of the REAP program
2. Funds available to your city or county to increase housing production
3. Combining LEAP and REAP funds for planning activities
4. Eligible uses of funds, including using REAP funds for staffing
5. Communicate your technical assistance needs

TCAG member agencies have been notified of the workshop are encouraged to attend.

REAP Agreement

Member agencies will enter into an MOU with TCAG for the distribution of funds. The agreement will specify, among other things, the amount of funds granted, timeline for expenditure of funds, and the approved use of funds. Expenditure report dates and other requirements will also be identified in the agreement. Quarterly reports will be submitted to TCAG with detailed invoices for reimbursement.

RECOMMENDATION:

Information item only. No action needed at this time.

ATTACHMENTS:

None

AGENDA ITEM VIII-G

February 22, 2021

Prepared by Elizabeth Forte, TCAG Staff

SUBJECT:

Information: Regional Transit Coordination Update

BACKGROUND:

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

DISCUSSION:

The TCRTA continues to move forward in its implementation. An interim budget for the remainder of the 2020/2021 fiscal year has been prepared and accounts established. The recruitment for the TCRTA director should be underway next month.

Applications for the Congestion Mitigation and Air Quality (CMAQ) program have been prepared by contract staff from the City of Porterville and approved by TCRTA for submittal to TCAG. CMAQ applications are scheduled for TCAG Board review in February.

ATTACHMENT:

None