

Tulare County Association of Governments	Date: Monday, April 18, 2022 Time: 11:30 a.m. (Workshop) 1:00 PM Place: Tulare Ag Auditorium 4437 S. Laspina, Tulare, CA 93274
Technical Advisory Committee	Date: Tuesday, April 12, 2022 Time: 1:30 PM Place: Tulare County Association of Governments 210 N. Church Street, Suite B (Sequoia Conference Room) Visalia, CA 93291
<p>NOTE: This meeting will allow Board Members and the public to participate in the meeting via Teleconference, pursuant to Assembly Bill 361, available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB361</p> <p>Zoom Meeting Direct Link: https://bit.ly/2Zt4BQY Toll Free Call in: 1(888) 475-4499 Meeting ID: 744 710 0343 Passcode: 82243742 Call in only instructions: Enter your meeting ID followed by #, Enter # for participant ID, Enter the passcode followed by #.</p>	

In compliance with the Americans with Disabilities Act and the California Ralph M. Brown Act, if you need special assistance to participate in this meeting, including auxiliary aids, translation requests, or other accommodations, or to be able to access this agenda and documents in the agenda packet, please contact the TCAG office at 559-623-0450 at least 3 days prior to the meeting. If information is needed in another language, contact (559) 623-0450. Si se necesita esta información en español, llame (559) 623-0450. Kung ang kailangang impormasyon ay sa Tagalog, tawagan ang (559) 623-0450

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

WORKSHOP (11:30 A.M. – 1:00 P.M.)
 (Agenda Subject to Change)

- A. Budget Presentation
- B. Tulare County Regional Transit Agency (TCRTA) Micro-transit
- C. Legislative Report
- D. Director’s Report

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- I. CALL TO ORDER & WELCOME**
 - II. PLEDGE OF ALLEGIANCE**

III. PUBLIC COMMENTS

NOTICE TO THE PUBLIC PUBLIC COMMENT PERIOD

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

Convene as the Transportation Policy Advisory Committee

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

IV. TRANSPORTATION CONSENT CALENDAR –INFORMATION ITEMS

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

- A. Action: Reaffirm Conditions of State Assembly Bill 361 to Continue Remote Attendance at Public Meetings (Pages 01 - 02)
- B. Information: Senate Bill 1 (SB 1) Competitive Program Update (Pages 03 - 06)

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. Action: Adoption of Resolution: Confirm Congestion Mitigation and Air Quality (CMAQ) Projects (Pages 07 - 10)
- B. Action: Adoption of Resolution: Approve Surface Transportation Block Grant Program (STBGP) Projects (Pages 11 - 14)
- C. Information: Implementation Status of Federally Funded Projects (Pages 15 - 16)
- D. Information: Status of State Transportation Improvement Program (STIP) Allocations and California Transportation Commission (CTC) Update (Pages 17 - 18)
- E. Action: Adoption of Resolution: Approve 2022 Regional Active Transportation Plan Update 'Walk 'N Bike Tulare County' (Pages 19 -32)
- F. Information: Caltrans Monthly Report (No Page)

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

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

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

VII. ASSOCIATION CONSENT CALENDAR –ACTION AND INFORMATION ITEMS

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

- A. Action: Minutes of March 21, 2022 TCAG Board Meeting (Pages 33 - 38)
- B. Action: Minutes of March 17, 2022 Technical Advisory Committee Meeting (Pages 39 - 40)

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

- A. Information: Legislative update (Pages 41 - 46)
- B. Presentation: Report from Congressman Valadao's Office (No Page)
- C. Presentation: Report from Assemblyman Mathis' Office (No Page)
- D. Presentation: Report from Senator Grove's Office (No Page)
- E. Presentation: Report from Senator Hurtado's Office (No Page)
- F. Action: Adoption of Resolution: Approve Compensation Recommendations and for TCAG Position for Submittal to County Board of Supervisors (BOS) for Approval and Implementation (Pages 47 - 52)
- G. Action: Adoption of Resolution: Approve the FY 2022/2023 Overall Work Plan (OWP) for the Tulare County Association of Governments (TCAG) (Pages 53 - 68)
- H. Information: Member Agency (TDA) Audit Year Ending June 30, 2021 (Pages 69 - 70)
- I. Information: Regional Housing Needs Allocation (RHNA) Methodology Update (Pages 71 - 76)
- J. Information: California Department of Public Health (CDPH) Kids' Plates Grant Outreach Update (Pages 77 - 80)

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 Transportation Authority (TCTA) Board meeting will be held on **Monday, May 16, 2022 at 1:00 p.m.** at the **Tulare County Human Resources & Development Office, 2500 W. Burrel Avenue, Visalia, CA 93291.** The Technical Advisory Committee will meet on **Thursday, May 12, 2022 at 1:30 p.m.** at the **Tulare County Association of Governments (TCAG), 210 N. Church Street, Suite B, Sequoia Conference Room, Visalia, CA 93291.**

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

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

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

TCAG STAFF

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

Office Address

Tulare County Association of Governments
 210 N. Church, Suite B
 Visalia, CA 93291
 P: (559) 623-0450
 F: (559) 733-6720
www.tularecog.org
www.tcmeasurer.com

TCRTA STAFF

Richard Tree, Executive Director – TCRTA

Tulare County Association of Governments

AGENDA ITEM IV-A

April 18, 2022

Prepared by Jeff Kuhn, Chief Deputy County Counsel

SUBJECT:

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

BACKGROUND:

In response to the COVID-19 pandemic, the Governor suspended part of the Brown Act concerning the requirements for allowing Governing Board members to remotely participate in Board meetings. The suspended provisions require that (1) Governing Board meeting agendas allowing remote Board Member participation list each of the specific locations from which Board members will be remotely participating, (2) such agendas be posted at each such location, and (3) members of the general public must be allowed to remotely participate in the meeting from each of the listed locations. The suspension was done to promote social distancing and so to help limit the spread of COVID-19.

DISCUSSION:

The Governor’s suspension of these Brown Act provisions expired as of September 30 and was replaced by new AB 361, an urgency statute that became effective as of September 30. Under AB 361, Governing Boards can continue to allow remote Board members participation in Brown Act public meetings if several conditions are met:

1. The meeting is held during a declared State of Emergency (Like the Governor’s COVID-19 pandemic State of Emergency that’s still in effect in California);
2. The Governing Board adopts findings to the effect that allowing remote meeting participation by Governing Board members promotes social distancing, which in turn helps prevent the spread of COVID-19;
3. The Governing Board confirms these conditions continue to be met every 30 days.

The Tulare County Association of Governments Board of Governors passed a resolution adopting a policy of remote attendance pursuant to AB 361 on October 18, 2021.

RECOMMENDATION:

Reaffirm the decision to continue allowing the option to participate in its governing board meetings remotely through the use of the teleconferencing provisions of AB 361.

FISCAL IMPACT:

None

ATTACHMENT:

None

Work Element 601.02 TCAG Administration

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AGENDA ITEM IV-B

April 18, 2022

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

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

BACKGROUND:

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

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

DISCUSSION:

Summary of SB1 Funding Programs

Solutions for Congested Corridors Program (SCCP)

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

Trade Corridor Enhancement Program (TCEP)

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

Local Streets and Roads Program (LSRP)

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

Local Partnership Program (LPP)

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

Program	Workshop Dates and Times
Local Partnership Program	April 26, 2022 1:00-4:00 PM (Virtual)
Solutions for Congested Corridors Program	April 15, 2022 1:00-4:00 PM (Virtual)
Trade Corridors Enhancement Program	April 20, 2022 1:00-4:00 PM (Virtual)

SB 1 Augmented Funding Programs

State Highway Operation and Protection Program (SHOPP)

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

State Transportation Improvement Program (STIP)

The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments. Tulare County’s 2022 STIP proposal was approved by the CTC on March 16, 2022. (For more specific information related to the Tulare County’s 2022 STIP proposal, please see Agenda Item V-D of this month’s agenda).

The SB 1 Competitive Programs Cycle 3 guidelines development is nearing the final stage before drafts are submitted to the Commission at the June 2022 CTC meeting. Information regarding the remaining workshop dates and times is shown below.

Active Transportation Program (ATP)

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

Final guidelines for the Cycle 6 Active Transportation Program were adopted by the CTC on March 16, 2022. **The Call for Projects was announced on the same day. Applications are due to the CTC by June 15, 2022.**

RECOMMENDATION:

Information item only. No action needed at this time.

ATTACHMENTS:

None

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AGENDA ITEM V-A

April 18, 2022

Prepared by Elizabeth Forte, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Confirm 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, electric vehicles and infrastructure, new transit service, etc.

DISCUSSION:

Project Characteristics

The CMAQ program has been an invaluable tool for improving air quality and transportation in the Tulare County region. CMAQ projects selected by the TCAG Board reflect a number of priorities. In addition to the direct program goals of congestion mitigation and air quality improvement, CMAQ projects reflect priorities such as improving safety, supporting active transportation, leveraging funds to implement projects planned and supported by the community’s residents, and using federal funds efficiently.

Programming of Projects

The TCAG Board has formally supported the use of CMAQ funds to bring eligible voter-approved projects to fruition using this funding source, leveraging CMAQ funds with Measure R funds to complete air quality improving projects. Several Measure R projects have been and are scheduled to be partially funded with CMAQ funds for their implementation.

In January 2021 member agencies submitted projects to add to the ongoing CMAQ program. The majority of the projects were selected for funding; two projects were programmed using alternate funding, and one was placed on a standby list due to regulatory/eligibility issues related to “Buy America” waivers.

Current Projects

Attachment 2 is a list of current CMAQ projects; the majority are programmed in the current Federal Transportation Improvement Program (FTIP), and some will carry over into the 2023 FTIP, if approved by the Board.

FISCAL IMPACT:

There is no fiscal impact to TCAG operations.

RECOMMENDATION:

Confirm CMAQ projects listed in Attachment 2. Projects not yet completed will be carried over into the 2023 FTIP, which is currently being prepared.

ATTACHMENTS:

1. Resolution to confirm CMAQ Projects
2. CMAQ project list

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

In the matter of:

CONFIRMING CONGESTION MITIGATION)
AND AIR QUALITY IMPROVEMENT) Resolution No. 2022-xxx
PROGRAM (CMAQ) PROJECTS)

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

WHEREAS, federal planning regulations require MPOs to select and program projects using apportioned Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, TCAG has programmed projects based on a number of policies and priorities; and

WHEREAS, the attached project list includes projects currently programmed and projects that will be carried over in to the 2023 Federal Transportation Improvement Program (FTIP).

NOW, THEREFORE, BE IT RESOLVED, that the Tulare County Association of Governments confirms the CMAQ projects listed in the attachment to this resolution.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 18th day of April 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

Item V-A - Confirm CMAQ Projects - Proposed Project List

2021 Federal Transportation Improvement Program (FTIP) Congestion Mitigation and Air Quality (CMAQ) Projects							
Lead Agency	Description	Federally Funded Phases					
		Type	Year	Fed \$ Est.	Type	Year	Fed \$ Est.
Porterville	Purchase 3 Battery Electric Buses	CON	20/21	\$2,055,000	N/A	N/A	N/A
Dinuba	Roundabout at Alta & Nebraska	CON	20/21	\$1,015,000	N/A	N/A	N/A
Visalia Transit	New Industrial Park Transit Service	CON	20/21	\$1,385,000	N/A	N/A	N/A
Woodlake	Roundabout at Sierra & Castle Rock	CON	20/21	\$1,970,000	N/A	N/A	N/A
Visalia Transit	Purchase 3 Battery Electric Buses	CON	21/22	\$1,750,000	N/A	N/A	N/A
TCRTA	New Microtransit Service	CON	21/22	\$2,500,000	N/A	N/A	N/A
TCRTA	Purchase 3 Battery Electric Buses	CON	21/22	\$1,750,000	N/A	N/A	N/A
Dinuba	Roundabout at Alta & Kamm	CON	21/22	\$1,800,000	N/A	N/A	N/A
Visalia	Signal Interconnect on Houston; Demaree to Giddings	CON	22/23	\$460,000	N/A	N/A	N/A
Visalia	Signal Interconnect on Demaree; Campus to Caldwell	CON	22/23	\$485,000	N/A	N/A	N/A
Visalia	Signal Interconnect on Ben Maddox; Goshen to St. John's	CON	22/23	\$152,000	N/A	N/A	N/A
Visalia	Install Signal at Burke and St. John's Parkway	CON	22/23	\$660,000	N/A	N/A	N/A
Woodlake	Roundabout at Cajon & State Route 245	CON	22/23	\$3,000,000	N/A	N/A	N/A
Caltrans	Caldwell Interchange Roundabouts*	CON	23/24	\$6,000,000	CON	24/25	\$6,000,000
Caltrans	Roundabout at Plano & State Route 190*	PE&ROW	22/23	\$1,636,000	CON	25/26	\$6,000,000
Caltrans	Roundabout at Plano & College*	PE&ROW	22/23	\$1,636,000	CON	26/27	\$6,000,000
Porterville	Veterans' Park Bike and Pedestrian Trail	CON	23/24	\$1,500,000	N/A	N/A	N/A

*These projects include future phases outside of the 2021 FTIP period ("outer years") and will be continued in the 2023 FTIP

CON= Construction (and purchases) PE= Design ROW= Right of Way

AGENDA ITEM V-B

April 18, 2022

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

Action: Approve Surface Transportation Block Grant Program (STBGP) Projects

BACKGROUND:

The Surface Transportation Block Grant Program (STBGP) provides flexible funds for a variety of highway, bridge, transit, and pedestrian and bicycle infrastructure projects. In the TCAG region, these funds have been primarily used for street and highway construction, reconstruction, rehabilitation, resurfacing, and operational improvements. Each year when STBGP are distributed by the State, it has been TCAG’s longstanding practice to exchange federal STBGP funds for state funds for those rural agencies located outside the Visalia Urbanized Area boundary (Dinuba, Lindsay, Porterville, and Woodlake, and portions of the County of Tulare). For agencies located within the Visalia Urbanized Area boundary (Visalia, Tulare, Farmersville, Exeter, and portions of the County of Tulare), the remaining STBGP funds¹ were made available to each agency on the basis of population.

As a result of the FHWA certification review process held in April 2020, it was required that TCAG change its STBGP allocation process from a population-based process to a competitive selection process.

In accordance with the requirement from FHWA, TCAG staff prepared and the TCAG Board approved STBGP competitive project selection guidelines and application form in December 2020. The draft documents were made available for an extensive period of review and comment to the eligible recipients, Caltrans District 6, Caltrans HQ, and FHWA.

DISCUSSION:

Approximately \$12.8 million (or \$3.2 million per fiscal year) is available for projects through fiscal year 25/26. A Call for Projects for STBGP projects was released in December 2021 and applications were due in February 2022.

TCAG staff has reviewed and scored the six project applications received based on adopted scoring criteria. The scoring results are as follows:

Project	Agency	STBGP Amount Requested	Score	Rank
SR99 Safety and Goods Movement	Tulare	\$10,000,000	90	1
K Street Reconstruction Project	Tulare	\$3,000,000	85	2
Goshen Community Enhancements	Tulare County	\$3,685,503	70.5	3
Major Street Rehabilitation -Giddings Street	Visalia	\$3,472,000	67.5	4
Major Street Rehabilitation -Conyer Avenue	Visalia	\$2,900,000	67	5
Exeter Roadway Rehabilitation Project	Tulare County	\$885,300	58.5	6

¹ These are federal funds and agencies are required to following the federal authorization process to obligate these funds.

Based on the scoring results, the projects recommended for programming are the City of Tulare's SR99 Safety and Goods Movement Project and the City of Tulare's K Street Reconstruction Project. The total amount of STBGP requested for both projects is \$13 million. Since the approximate amount of STBGP funds available is for this call for projects is \$12.8 million, the amount of STBGP funds recommended to be awarded to the second highest scoring project (Tulare K Street Reconstruction) is \$2,800,000 (\$200,000 less than the requested amount).

If additional STBGP funding becomes available for additional projects in a given fiscal year, the remaining projects beginning with the next highest ranking project could be used to add a project to the STBGP program of projects.

FISCAL IMPACT:

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

RECOMMENDATION:

Approve projects as presented.

ATTACHMENT:

1. Resolution of Approval

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

In the matter of:

APPROVAL OF SURFACE)	
TRANSPORTATION BLOCK GRANT)	Resolution No. 2022-xxx
PROGRAM OF PROJECTS)	

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

WHEREAS, federal planning regulations require the MPOs to select and program projects using apportioned Surface Transportation Block Grant Program (STBGP) funds; and

WHEREAS, projects using STBGP funds shall be selected using a competitive project selection process; and

WHEREAS, in December 2020, the STBGP Project Selection Guidelines and the application form were approved by the TCAG Board; and

WHEREAS, in December 2021, the STBGP Call for Projects was announced with projects applications due by February 14, 2022; and

WHEREAS, six applications were received, and the applications were reviewed and scored in accordance with the STBGP Project Selection Guidelines; and

WHEREAS, given the approximate amount of \$12.8 million in STBGP funds available for the call for the projects, the City of Tulare's SR99 Safety and Goods Movement project requesting \$10 million in STBGP funds and the City of Tulare's K Street Reconstruction Project requesting \$3 million in STBGP funds are recommended for funding.

NOW, THEREFORE, BE IT RESOLVED, that the Tulare County Association of Governments approves the aforementioned projects for funding under Surface Transportation Block Grant Program.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 18th day of April 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

AGENDA ITEM V-C

April 18, 2022

Prepared by Gabriel Gutierrez and Elizabeth Forte, TCAG Staff

SUBJECT:

Information: Implementation Status of Federally Funded Projects

BACKGROUND:

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

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

DISCUSSION:

STBGP

As the Metropolitan Planning Organization for the Tulare County region, TCAG is responsible for soliciting projects from eligible agencies for programming in the FTIP and ensuring that the funds are being utilized appropriately and are obligated in a timely manner. In FFY 20/21, \$3.6 million in STBGP funds were obligated on two roadway rehabilitation projects (in the City of Visalia and County of Tulare). In the current fiscal year, \$4.3 million in STBGP is programmed on three road rehabilitation projects in the City of Visalia. Beginning in federal fiscal year 22/23, STBGP funds will be awarded on a competitive basis. The call for projects was released in December 2021. Six applications were received. TCAG staff has reviewed and scored the applications. The funding recommendations are being presented to the TCAG Board under Agenda Item V-B. Approved projects will be programmed in the FTIP.

CMAQ

A number of projects are scheduled for obligation this year:

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

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

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

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

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

ATTACHMENT:

None

AGENDA ITEM V-D

April 18, 2022

Prepared by Benjamin Giuliani, TCAG Staff

SUBJECT:

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

BACKGROUND:

The CTC is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The CTC met in San Diego on March 16th-17th. The next regular CTC meeting will be in Fresno on May 18th-19th. The CTC will be having a short meeting ahead of the townhall meeting in Tulare on April 13th-14th. The STIP is a biennial document, which covers five years of programming for transportation projects in California. The STIP is comprised of Regional Transportation Improvement Programs (RTIPs) from each of the counties in California and the Interregional Transportation Improvement Program (ITIP) that is developed by Caltrans. The RTIPs account for 75% and the ITIP accounts for 25% of the total STIP funding.

DISCUSSION:

March CTC Meeting

Active Transportation Program (ATP)

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

State Highway Operation and Protection (SHOPP):

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

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

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

January CTC Meeting

Prop 1b bond - SR-99:

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

2022 RTIP/STIP

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

2022 RTIP/STIP

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

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

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

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

ATTACHMENTS:

None

AGENDA ITEM V-E

April 18, 2022

Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:

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

BACKGROUND:

TCAG has been in the process of updating its Regional Active Transportation Plan (RATP), which was originally approved in May 2016. The goal of the plan, called "Walk 'n Bike Tulare County" for public-outreach purposes, is to make walking and biking throughout the county safer and more convenient. Toward that end, the plan identifies the highest-priority pedestrian and bicycle improvements for the county's eight cities and its unincorporated areas. The plan is the foundation for the pedestrian and bicycle component of the next Regional Transportation Plan update.

The most critical objective of the RATP is to help secure outside funding for pedestrian and bicycle improvements through the Active Transportation Program (ATP). The Cycle 6 ATP application period opened on March 16, 2022 with a call for projects and closes on June 15, 2022. Walk 'n Bike Tulare County tries to increase the chances that the priority projects will be funded by establishing that all the projects are part of an adopted plan, providing an additional layer of outreach and engagement with the public, and coalescing evidence of the benefits of these projects for public health and in disadvantaged communities.

DISCUSSION:

The public review draft of the plan was released on February 21, 2022 for a 30-day public review and comment period. Two comment letters were received. The comments were reviewed and appropriate changes and additions incorporated into the Final Draft 2022 RATP Update. The Introduction chapter of the 2022 RATP Update is attached (see Appendix 1). The full RATP is available on the TCAG website (<https://tularecog.org/tcag/planning/active-transportation-planning/regional-active-transportation-plan-ratp/>). Comments and responses to the Final Draft are shown in Appendix 2.

The RATP will be updated at least in concert with the RTP/SCS development cycle (every four years) but is intended to be a dynamic and evolving document responding to changing information and circumstances. The RATP can be augmented or amended as often as will provide benefit to efforts in the region to enhance biking and walking.

RECOMMENDATIONS:

Approve the 2022 Regional Active Transportation Plan Update 'Walk 'N Bike-Tulare County' as set forth in the attached resolution (Appendix 3).

FISCAL IMPACT:

Development costs for the 2022 RATP Update were funded by a Sustainable Communities Planning Grant budgeted in the 2019/20 fiscal year. Implementation costs are budgeted in the draft FY 2022/23 OWP.

ATTACHMENT(S):

1. Resolution of Approval of the 2022 Regional Active Transportation Plan Update 'Walk 'N Bike-Tulare County'
2. 2022 RATP Update Introduction Chapter
3. Comments and Responses to Draft 2022 Regional Active Transportation Plan Update

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

In the matter of:

APPROVING THE 2022 REGIONAL ACTIVE)
TRANSPORTATION PLAN UPDATE) Resolution No. 2022-xxx
WALK 'N BIKE TULARE COUNTY)

WHEREAS, the original Regional Active Transportation Plan (RATP) was approved by the TCAG Board in 2016; and

WHEREAS, it is the intent of TCAG to update the RATP in concert with the RTP/SCS development cycle (every four years); and

WHEREAS, in 2013, state legislation combined pedestrian, bicycle, safe-routes-to-schools and other alternative transportation funding into a single Active Transportation Program (ATP); and

WHEREAS, TCAG, in order to implement the policies of the 2022 RTP/SCS and best position all the local agencies in the region to compete for grant funding under the ATP, determined to update the Regional Active Transportation Plan in coordination with the member agencies and stakeholders.

NOW, THEREFORE, BE IT RESOLVED that the Tulare County Association of Governments, after circulating the draft plan for public review and addressing comments received through appropriate changes and additions, approves the 2022 Regional Active Transportation Plan Update 'Walk 'N Bike-Tulare County'.

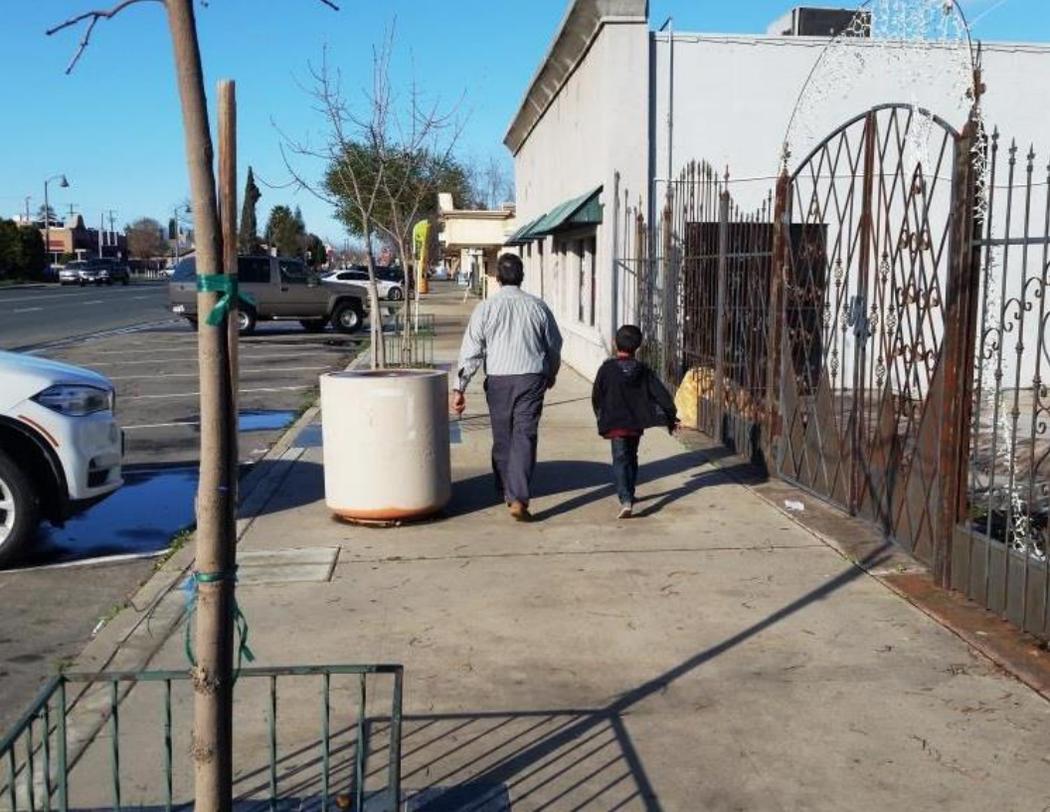
The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 18th day of April, 2022 by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG



2022 Regional Active Transportation Plan for the Tulare County Region

Update Approved April 18, 2022



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Common acronyms

ADA	Americans with Disabilities Act
ATP	Active Transportation Plan or Active Transportation Program, depending on the context
CTC	California Transportation Commission
RATP	Regional Active Transportation Plan
RTP / SCS	Regional Transportation Plan / Sustainable Communities Strategy
SRTS	Safe Routes to School(s)
TCAG	Tulare County Association of Governments

Image and photo credits

- Page 13: Olivia Gonzales (8th grade; Washington Intermediate School, Dinuba).
- Page 37: Rayna Baga (7th grade; Burton Middle School, Porterville).
- Page 100: City of Lindsay (top), City of Visalia (bottom).

Acknowledgments

Board of Governors

Board member	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	Steve Garver
Paul Boyer	City of Farmersville	Ruben Macareno
Ramona Caudillo	City of Lindsay	Hipolito Cerros
Martha A. Flores (Vice Chair)	City of Porterville	Milt Stowe
Terry Sayre	City of Tulare	Jose Sigala
Brian Poochgian	City of Visalia	Vacant
Rudy Mendoza	City of Woodlake	Florencio Guerra
Greg Gomez	Public Transit	Vacant
Tyrone Holscher	Member-at-Large*	Shea Gowin
Vicki Riddle	Member-at-Large*	Vacant
Pamela K. Whitmire	Member-at-Large*	Julie Allena
Diana Gomez	Caltrans**	Michael Navarro

* Members-at-large and the Public Transit representative are not members of the Tulare County Transportation Authority or Abandoned Vehicle Abatement Authority.

** Caltrans serves as an ex-officio member of the TCAG Policy Advisory Committee.

TCAG member agencies

- County of Tulare
- City of Dinuba
- City of Exeter
- City of Farmersville
- City of Lindsay
- City of Porterville
- City of Tulare
- City of Visalia
- City of Woodlake

TCAG staff

- Ted Smalley, Executive Director

2022 Walk 'n Bike Tulare County Staff Team:

- Gabriel Gutierrez, Project Manager
- Sheela Bhongir, Assistant Project Manager
- Steven Ingoldsby, Senior Regional Planner
- Giancarlo Bruno, Regional Planner



Introduction

What is active transportation?

Active transportation means getting around on foot or by bike—and also by wheeling or rolling as, for example, in a wheelchair or on a push scooter. It is another term for non-motorized or human-powered transportation—and perhaps a better term, since it expresses the important connection between our transportation choices and healthy, active living.

In recent years, many communities around California, including throughout Tulare County, have seen greatly increased interest on the part of their residents in active transportation. At the same time, there has been growing awareness among decision-makers and the broader public that active transportation provides a number of important benefits to individuals and communities (see Chapter 2), and should therefore be encouraged and promoted. Communities enable people to choose active transportation by providing a system of sidewalks, bike lanes, paths and trails, safe crossings, traffic-calmed streets and other pedestrian and bicycle facilities that connect the places where people live, work, study, shop, play and visit.

Overview of 2022 Walk 'n Bike Tulare County

The Tulare County Association of Governments (TCAG) has played an important role in promoting active transportation in the county by providing funding and logistical support to its member agencies for the implementation of pedestrian and bicycle projects and programs. The Tulare County Regional Active Transportation Plan (RATP), known more informally as 2022 Walk 'n Bike Tulare County, is a further demonstration of TCAG's commitment to active transportation. TCAG has prepared this plan in response to

the growing interest among residents and in recognition of the benefits of active transportation and its contribution to a more diverse transportation system for the county.

Who, or what, is TCAG?

TCAG, the Tulare County Association of Governments, is a government agency that carries out multiple, overlapping responsibilities for the Tulare County region, delivering a wide variety of federal, state and local programs. Its most relevant role to the Walk 'n Bike Plan is as the agency that plans the overall countywide transportation system, coordinates transportation projects among local agencies and distributes most of the funds used for transportation purposes.

TCAG was founded jointly by, and represents, the nine municipalities in the county. These nine TCAG “member agencies” are the County of Tulare and the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia and Woodlake.

Put simply, the objective of 2022 Walk 'n Bike Tulare County is to make walking and biking around the county safer and easier. Within this overarching objective, the plan has two main purposes. The first is to be the foundation for the pedestrian and bicycle component of the soon-to-be updated Tulare County Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the long-range plan that guides the development of the overall transportation system in the county. The plan, which is updated every four years, lists projects and

programs to manage, operate and maintain the transportation system better and also to expand it. The last RTP/SCS was published in 2018 and work is underway on the 2022 update. 2022 Walk 'n Bike Tulare County fulfills the objective of serving as the foundation for the pedestrian and bicycle component of the RTP/SCS by compiling and incorporating the high-priority pedestrian and bicycle projects among TCAG's member agencies (see Chapter 7).

The SCS component of the RTP/SCS aims to reduce per capita greenhouse gas (GHG) emissions from motor vehicles in the Tulare County region and promote better coordination of land use, transportation and housing planning at the local and regional levels. The SCS includes numerous implementation strategies related to active transportation, including:

- Encourage local agencies to prepare Complete Streets plans for accommodating all users, including pedestrians and cyclists.
- Provide funding for the development of complete streets and active transportation plans and projects.
- Coordinate bicycle planning and implementation with other modes of transportation, particularly transit.
- Support implementation of local bicycle and trail plans.
- Promote the placement of compatible land uses near each other and design them as high-quality environments for pedestrians and cyclists.
- Develop partnerships with irrigation districts, rail companies and other agencies to use canals, waterways, abandoned right-of-ways and other corridors as multi-use trails.
- Encourage employers to offer incentives for employees who walk or bike to work.

- Encourage and support the maintenance and improvement of bicycle and pedestrian facilities.
- Include active transportation modes in TCAG's transportation demand model as feasible.

According to the 2018 RTP/SCS adopted scenario, the plan will reduce 2005 levels of per capita GHG emissions from cars and light trucks by 13.1% by 2020 (exceeding the state's target of a 5% reduction); by 17.9% by 2035 (exceeding the state's 10% target); and by 18.6% by 2042.



The second main purpose of 2022 Walk 'n Bike Tulare County is to position these high-priority projects to compete better for funding from federal, state and regional sources. That's particularly true for the California Transportation Commission's Active Transportation Program, the main statewide source of funding for pedestrian and bicycle projects. The Walk 'n Bike Plan tries to increase the chances that the priority projects will obtain funding in several ways:

- Incorporating the projects in an adopted plan.
- Providing an additional layer of public outreach and engagement around these projects, beyond what the member agencies have already conducted for individual projects (see the last section in this chapter).
- Strengthening the case for the benefits that these projects bring to disadvantaged communities and to the public health of their communities (see Chapters 4 and 5).

Contents of the plan

Beyond this introductory chapter, the 2022 Walk 'n Bike plan consists of the following main sections:

- **Chapter 2: Benefits of active transportation.** This chapter sets the stage for the plan by outlining the many benefits of active transportation under five themes: health, mobility, neighborhood livability, the economy and the environment.
- **Chapter 3: Planning context.** This chapter establishes the context surrounding active transportation in Tulare County. It analyzes data on trip-making and on traffic collisions and reports on information gathered from the County and the eight cities about pedestrian and bicycle issues and conditions at the local level.
- **Chapter 4: Public health.** This chapter summarizes and analyzes data from around the county on ten key indicators related to public health. The chapter makes the case for why active transportation projects are needed in Tulare County from a public health perspective.
- **Chapter 5: Socioeconomics.** Similar to chapter 4, this chapter summarizes and analyzes data at the local level on six key socioeconomic indicators. By highlighting the presence of disadvantaged communities around Tulare County, the chapter strengthens the case for implementing active transportation projects in those communities.
- **Chapter 6: Needs assessment.** As part of the planning process, TCAG gathered input from the public on the barriers, obstacles and challenges to walking and biking in the county; the needs and concerns of pedestrians and cyclists; problem areas and locations; and ideas and suggestions for improving conditions. Chapter 6 presents the results of this process.
- **Chapter 7: Priority projects.** Given that this plan will inform the pedestrian and bicycle projects in the next Tulare County RTP/SCS update, this chapter is the heart of the Walk 'n Bike Plan. The chapter describes, and illustrates with photos and location maps, the priority pedestrian and bicycle projects of the TCAG member agencies, as submitted by the agencies themselves.
- **Chapter 8: Funding.** Chapter 8 outlines key considerations related to implementing Tulare County's active transportation projects, particularly in the realm of funding.
- **Appendix A.** This appendix contains the public outreach results from the first Walk 'N Bike Tulare County plan that was approved in 2016.

Public engagement and plan adoption

As mentioned above, one of the objectives for the Walk 'n Bike plan was to provide an additional layer of public outreach and engagement for the projects included in the plan. Outreach efforts were focused on three tasks or phases of the project: (i) as the project was kicking off; (ii) during the needs assessment process;

and (iii) during the review and comment period for the public draft version of the plan.

Project kick-off

A questionnaire survey was developed for the public outreach portion of the 2022 Walk'n Bike Tulare County plan. The survey was made available on Facebook and was distributed to the public during the 2019 Tulare County Fair. The questionnaire was also distributed at a Bike Rodeo held in September 2019 at the Tule River Indian Reservation. Additional outreach was planned for the winter and spring of 2020, but due to the COVID-19 pandemic, plans for this additional outreach did not occur.

Needs assessment

The needs assessment process began to ramp up in the Spring 2020 around the same time as the beginning of the COVID-19 pandemic. This prevented staff from meeting directly with residents and groups to introduce the plan update and receive feedback. In lieu of these direct meetings, staff contacted city staff to receive updates to their active transportation plans for inclusion in the 2022 Walk 'n Bike plan update. It is still important to conduct a public needs assessment process for the plan. This process gathered input from the public on the barriers, obstacles and challenges to walking and biking; the needs and concerns of pedestrians and cyclists; and ideas and suggestions for improving conditions. The results may be used by the agencies to refine their planned projects and inform the development of future projects. The needs assessment process—including the various opportunities for public participation and the resulting comments—is described thoroughly in Chapter 6 of the plan.

Public draft plan

The public draft version of the 2022 Walk 'n Bike Plan update is planned for release in February 2022 for a month-long comment period. As part of this task, TCAG staff will make the plan available online for the public. It was also made available to the TCAG member agencies for comment. The ongoing COVID-19 pandemic prevented staff from presenting the document in person or holding meetings with public groups as was done with the original plan in 2016.



Plan adoption

Comments received on the draft plan will be incorporated as appropriate into this final version of the plan. Tentatively, it is planned that the final version will be presented to the TCAG Board at its April 2022 meeting with a recommendation from staff that the Board approve the 2022 Walk 'n Bike Tulare County update as the 2022 Tulare County Regional Active Transportation Plan.

**Comments and Responses to the
Draft 2022 Regional Active Transportation Plan Update**

Commenter	Comments	Response
California Department of Transportation (Letter dated March 21, 2022)	Comments 1 and 2: Caltrans commends TCAG for the thorough discussion in RATP about how ATP plans and a reduction in GHG linked to climate changes are connected. Also commends TCAG for discussion in RATP about benefits of reducing car trips by promoting walking and biking and its role to reduce GHGs required by SB 375.	Comment noted.
	Comment 3: Caltrans recommends that TCAG include a map in the RATP that shows existing pedestrian/bicycle facilities along with the proposed pedestrian/bicycle facilities.	A map like the one described by the commenter is currently under production. Once completed, the map will be incorporated into the RATP.
	Comment 4: Caltrans reminds TCAG to check the report header for the correct title of the ATP report.	Comment noted
	Comment 5: Caltrans recommends that TCAG check the source information for the “Did you know...?” section on page 10.	The information and source references were updated.
	Comments 6 and 14: Caltrans recommends that the RATP update recognize current Caltrans policies regarding traffic safety and complete streets.	References to said policies was included in the RATP update on pages 19 and 158.
	Comments 7, 9 and 10	These comments refer to the public outreach results from the 2016 RATP. Since the outreach results from the previous plan are still relevant to the current active transportation planning efforts, they were left in the draft RATP update. For the final RATP update, the 2016 RATP outreach was removed from the main body of the plan and added to the Appendices as Appendix A.

	<p>Comment 8 Caltrans states the page numbering for Chapter 5 is incorrect.</p>	Page numbering corrected.
	<p>Comments 11 and 12</p> <p>Caltrans acknowledges and commends TCAG's continued effort towards more active transportation and encourages continued engagement with CDPs/DACs/Tribes related to active transportation/ complete streets projects. Also acknowledges and encourages TCAG's continued coordination with projects related to active transportation/ complete streets on or near the State Highway System.</p>	Comments noted.
	<p>Comment 13</p> <p>Caltrans states project W-2 North Valencia Boulevard Extension and Sequoia Avenue Improvements in the City of Woodlake may have already been completed. Caltrans requests that TCAG to verify and confirm.</p>	
City of Farmersville (Email dated February 23, 2022)	<p>Commenter wanted to make staff aware of a pending commercial and multi-family development planned along the north side of E. Walnut Avenue where a portion of Project F-1 from the RATP is located.</p>	Comment noted. No conflicts or issues are anticipated.
	<p>Regarding Project F-2 from the RATP, commenter states that it has been determined that there is no room for trails along Deep Creek and trails are no longer planned along the railroad going through Farmersville.</p>	The project description for Project F-2 has been revised to remove the reference to trails along Deep Creek and the railroad.
County of Tulare (Email dated March 26, 2022)	<p>Comments from the County of Tulare were received after the comment period deadline. Staff will consider the comments submitted and make appropriate changes prior to release of the final document.</p>	

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

Executive Minutes March 21, 2022

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

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

Counsel and TCAG Staff Present (X)	<u> X </u> Steven Ingoldsby, Associate Regional Planner
<u> X </u> Jeff Kuhn, Tulare County Deputy Counsel	<u> X </u> Giancarlo Bruno, Regional Planner
<u> X </u> Ted Smalley, Executive Director	<u> X </u> Sheela Bhongir, Regional Planner
<u> X </u> Benjamin Kimball, Deputy Executive Director	<u> X </u> Gail Miller, Associate Regional Planner/EH
<u> </u> Benjamin Giuliani, Executive Officer-LAFCO	<u> </u> Maria Garza, Associate Regional Planner/EH
<u> X </u> Leslie Davis, Finance Director	<u> </u> Jennie Miller, Associate Regional Planner EH
<u> X </u> Elizabeth Forte, Principal Regional Planner	<u> </u> Michele Boling, TCAG Accountant III
<u> X </u> Roberto Brady, Principal Regional Planner	<u> X </u> Brideget Moore, TCAG Analyst III
<u> </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 II
<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 1:00 p.m. on March 21, 2022, at the Lamp Litter Inn, 3300 W. Mineral King Avenue, Visalia, CA 93291.

II. PLEDGE OF ALLEGIANCE

Member at Large Holscher led the Pledge of Allegiance.

III. PUBLIC COMMENTS

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

Convene as the Transportation Policy Advisory Committee

IV. TRANSPORTATION CONSENT CALENDAR – ACTION AND INFORMATION ITEMS

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

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

B. Action: Adoption of Resolution: Approve Local Transportation Fund (LTF) Claims for the City of Woodlake for Fiscal Year 2021/22

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

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

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Presentation: Transit Provider Updates

Ms. Forte announced that transit providers would be giving updates.

Mr. Caleb Bowman, with Visalia Transit provided an update on transit within the City of Visalia, highlighting Covid-19 mask mandate extensions, and the Sequoia Shuttle Season.

Mr. Rich Tree, with the Tulare County Regional Transit Agency discussed three main areas of focus: improving customer experience, brining innovation to transit, and reducing the carbon footprint.

B. Information: 2021/2022 Unmet Transit Needs

Mr. Bruno provided a brief overview and background of unmet needs and reviewed the outreach efforts to collect unmet needs comments for the public hearings.

C. Public Hearing: 2021/2022 Unmet Transit Needs

Public Hearing opened at 1:16 p.m. by Chair Vander Poel

Unmet transit needs opening statement was read by Chair Vander Poel which invited anyone to submit testimony before the Board. The same statement was read aloud by Mr. Quintanilla in Spanish.

Seeing no one wishing to speak, the public hearing was closed at 1:21 p.m. by Chair Vander Poel.

D. Information: Implementation Status of Federally Funded Projects

Ms. Forte discussed a call for STBGP projects that had gone out and stated that scoring would be brought to the board next month for review. Ms. Forte stated that some CMAQ projects would not be ready and would be moved around to maximize funding. Ms. Forte explained that continued work would be conducted with member agencies to ensure funds are being spend on regional projects.

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

Mr. Smalley stated that last week the CTC approved STIP funding construction for 99 in Madera and the city of Tulare section, no money was removed. He discussed active transportation call for projects for 3.3 million which would be about 3 projects or less.

F. Information: Clean California Local Grant Program (CCLGP) Awardees

Ms. Bhongir shared that of 105 applicants, our area was awarded four projects. She went on to describe the four projects which were located in the cities of Farmersville, Lindsay, Porterville, and Woodlake.

G. Information: Caltrans Monthly Report

Ms. Mendibles provided District 6 updates sharing that April 1st staff were scheduled to return to the office. She discussed the grants awarded to the district, 99 summit, and various projects that included but were not limited to the following: 99 J street bridge, Packwood Creek bridge widening, Tulare city widening at Paige Avenue, Tulare city rehab with SHOPP funds, Delano to Pixley rehab, Caldwell interchange, and the Tulare 99 /137 ramp signals.

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 Shuklian, the Transportation Policy Advisory Committee unanimously reaffirmed all actions while sitting as the Transportation Policy Advisory Committee. Absent: Caudillo, and Gomez.

VII. ASSOCIATION CONSENT CALENDAR-ACTION AND INFORMATION ITEMS

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

A. Action: Minutes of February 28, 2022 TCAG Board Meeting

B. Action: Minutes of February 24, 2022 Technical Advisory Committee Meeting

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

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Presentation: State Legislative Update from State Government Relations Firm, The Politico Group

Ms. Kiana Valentine, with the Politico Group introduced herself and discussed the 22/23 state budget highlighting the proposal by the governor to forgo the annual inflationary adjustment to the gas tax, 9.1 billion transportation infrastructure package, regional transportation funding proposals, and SR 99 gap proposals. Ms. Valentine stated that the Gas tax holiday was picking up support, but it was unclear how it would turn out, and the possibility of a fuel price rebate. She highlighted bills that were being working on with staff on Transportation and climate change such as AB2438, AB2337, SB1410. She outlined CalSTA IJJA working group efforts of over 100 people and 13 working groups and working to cover issues that matter the most.

B. Information: Legislative Update

Mr. Smalley discussed AB743 complexities with funding. He mentioned the effort to request funding for 99. He discussed the report published on AB285 that didn't accurately reflect Tulare County. Mr. Smalley highlighted the letters of support for State Route 99 and discussed the work that is being done together.

C. Presentation: Report from Congressman Valadao's Office

Mr. Clayton Smith, representative for Congressman Valadao's office, discussed the immigration, supply chain crisis, shipping regulations, and the fiscal year appropriations package which included goods movements and water projects. Member Mendoza mentioned public safety legislation.

D. Presentation: Report from Assemblyman Mathis' Office

Ms. Racheal Ray, District Director from Assemblyman Mathis office stated that they had been working with agencies for Gann limit requests. She discussed some projects being advocated for as well as ACA-13, a proposed constitutional amendment relating to water infrastructure.

Presentation: Report from Senator Grove's Office

Mr. Kenneth Loehner with Senator Grove's office introduced himself and expressed thanks for the opportunity to be reporting to TCAG. He stated that he would be happy to attend each month to provide a legislative update. Mr. Loehner provided a brief update on the Senators efforts to support water and public safety.

E. Presentation: Report from Senator Hurtado's Office

Mr. Eric Coyne with senator Hurtado's office, discussed the 99 widening and needs of the central valley, such as water infrastructure, conveyance, storage and how it impacts the rest of the nation. He further discussed the unity policy, mental health outreach and improvements, and ongoing discussions about AB-743.

F. Information: Draft Overall Work Plan (OWP) for Fiscal Year 2022/2023

Ms. Davis discussed the OWP details and the total estimated expenditures for fiscal year 2022/2023. She outlined the budget reductions compared to the current fiscal year budget.

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

Ms. Davis shared that the annual TDA audits for member agencies had not yet been completed but were expected to be finished by March 31, 2022.

H. Information: Regional Transit Coordination Update

Ms. Forte discussed that TCRTA released an RFP for unified service for all the agencies. They will be doing interviews soon. She further discussed fare changes and review services changes as well with the public.

Ms. Forte outlined TCRTA activities highlighting the request for proposal for unified service for all the agencies and interviews would be conducted soon, fare changes had been discussed and public hearings were expected to be in April.

I. Information: Conflict of Interest Code (Form 700) Due April 1, 2022

Chair Vander Poel reminded all members that Form 700's would be due no later than April 1, 2022.

IX. CORRESPONDENCE

A. San Joaquin Valley Policy Conference – The Road Ahead

Mr. Smalley announced that the San Joaquin Valley Policy Conference would be held May 11-13, 2022 and encouraged those interested to attend.

B. Tule River Indian Tribe Request

Mr. Smalley discussed the partnership with Porterville and Tule River Tribe.

X. OTHER BUSINESS

A. Information: Items from Staff

1. TCAG Director's Report

a. CTC Townhall April 13-14, 2022

Mr. Smalley announced that Tulare County would be hosting the CTC Town Hall - April 13 – 14, 2022 and that this opportunity would be used to highlight all the great efforts happening and a good chance to tell our story. He further described the tour that the commissioners would be taken on to highlight key projects.

b. Local Motion May 5, 2022

Mr. Smalley announced plans to hold Local Motion Awards on May 5, 2022 and encouraged agencies to submit project nominations.

2. Other Items

None

B. Information: Items from Board Members

1. Tulare County Water Commission Update

Member Flores provided a detailed overview of the meeting sharing priority projects and initiatives, well permits, and bottled water program. Member Flores stated that drought conditions, water needs, and funding had been discussed. She also highlighted legislation regarding water use and pollution crimes. Member Flores lastly discussed commission vacancies.

2. San Joaquin Valley Policy Council Update

Member Mendoza reported that he had met with legislature the previous week to discuss the efforts to finish the 99.

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

Member Shuklian stated that a meeting was scheduled for Mach 25, 2021 after which time she would be able to provide an update.

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

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

5. TCAG Transit Report

No report provided.

6. Other Items

Member Mendoza requested that TCAG meetings be held at various locations throughout the county.

C. Request from Board Members for Future Agenda Items

None

XI. ADJOURN

The TCAG Meeting was adjourned at approximately 2:43 p.m.

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

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Item VII-B

TCAG Technical Advisory Committee Meeting

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

February 24, 2022 – Summary Meeting Minutes

ATTENDANCE LIST

City of Dinuba	George Avila
City of Exeter	Eddie Wendt
City of Farmersville	<i>Absent</i>
City of Lindsay	<i>Absent</i>
County of Tulare	<i>Absent</i>
City of Porterville	Javier Sanchez
City of Tulare	<i>Absent</i>
City of Woodlake	<i>Absent</i>
City of Visalia	Dolores Verduzco
Tule River Indian Reservation	<i>Absent</i>
TCAG	Leslie Davis

Others Present:

TCAG Staff Present: Ted Smalley, Leslie Davis, Steven Ingoldsby, Ben Giuliani, Rich Tree, Elizabeth Forte, Michele Boling, Giancarlo Bruno, Roberto Brady, Gail Miller, Amie Kane, Brideget Moore, Holly Gallo and Servando Quintanilla Jr. Recording.

SUMMARY MEETING MINUTES

(Minutes reflect agenda items discussed only)

I. CALL TO ORDER & WELCOME:

The meeting was called to order by Ms. Davis 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 March 21, 2022.

III. PUBLIC COMMENTS

Public comments opened and closed at 1:31pm. No comments were heard.

IV. TRANSPORTATION CONSENT CALENDAR –INFORMATION ITEMS

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

Ms. Davis stated that this was a continuous item to continue remote attendance at public meetings.

B. Action: Adoption of Resolution: Approve Local Transportation Fund (LTF) Claim for the City of Woodlake for Fiscal Year 2021/22

Ms. Forte stated that the item was the LTF plan for Woodlake.

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

Mr. Giuliani explained that the SB1 draft guidelines would be issued soon.

V. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Presentation: Transit Provider Updates

Ms. Forte informed that this time would be for transit providers to give their reports to the Board.

B. Information: 2021/2022 Unmet Transit Needs

Mr. Bruno described that the report would cover implemented outreach for the 2021/22 Unmet Transit Needs and that TCAG had already received 40 comments.

C. Public Hearing: 2021/2022 Unmet Transit Needs

Ms. Davis stated this section would be for public comment for Unmet Transit Needs

D. Information: Implementation Status of Federally Funded Projects

Ms. Forte stated that applications had been submitted to STBGP and would be scored next month, and CMAQ projects would be obligated for Dinuba roundabout.

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

Mr. Giuliani stated that CTC had met the day before and some things to note were that the CTC adopted the 2023 ATP fund estimate which includes \$3.373 million for TCAG for FY 23/24 through FY 26/27, \$2.155 million in construction was added to the SHOPP for constructing a hardened fence and repairing slope damage at various locations on SR-99 and SR-198 in Visalia and Tulare, \$1.55 million for design (PS&E) and \$850 for right of way (R/W) support was allocated for the SR-190/Rockford Road roundabout in Porterville, and \$2.8 million for PS&E and \$103 thousand for R/W support was allocated for the SR-99 rehabilitation project on SR-99 from Paige to Prosperity in Tulare.

F. Information: Clean California Local Grant Program (CCLGP) Awardees

Ms. Bhongir gave an update on the Clean California Local Grants Program Awardees for the cities of Farmersville, Lindsay, Porterville, and Woodlake.

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Presentation: State Legislative Update from State Government Relations Firm, The Politico Group

Ms. Davis summarized that the item would be a presentation from the Politico Group.

B. Information: Legislative update

Mr. Smalley gave an update on the State Legislation, Finish 99 efforts, and earmarks on the transportation bill.

F. Information: Draft Overall Work Plan (OWP) for Fiscal Year 2022/2023

Ms. Davis informed that the Draft Overall Work Plan (OWP) for Fiscal Year 2022/2023 would be brought to the Board for approval and discussed estimated expenditures for FY 2022/2023 were \$6,626,838 and of those expenditures, \$828,879 was Measure R, or LAFCO related, \$136,766 was related to TCRTA and \$1,522,312 was related to REAP funding.

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

Ms. Davis stated the TDA had not been submitted yet but was expecting them to come in by the end of the month.

H. Information: Regional Transit Coordination Update

I. Ms. Forte gave an update on TCRTA with Request for Proposals due soon and already had four come in and will have several public hearings lined up for fare change.

J. Information: Conflict of Interest Code (Form 700) Due April 1, 2022

Ms. Davis stated that Conflict of Interest Code Form 700 would be due April 1, 2022.

X. OTHER BUSINESS

1. Information: Items from Staff:

TCAG Director's Report

a. CTC Townhall April 13-14, 2022

Mr. Smalley informed that the CTC Townhall was coming up and he had been talking to City managers about attending.

b. Local Motion May 5, 2022

Mr. Smalley stated that Local Motion was coming up and to make sure all member agency's submitted nominations.

XI. ADJOURN

The TCAG Technical Advisory Committee adjourned at 1:55 p.m.

The next scheduled Tulare County Association of Governments (TCAG) Board meeting will be held on **Monday, April 18, 2022, at 1:00 p.m., at the Tulare County AG Auditorium, Tulare 4437 S Laspina St, Tulare, CA 93274.** The Technical Advisory Committee will meet on **Thursday, April 12, 2022 at 1:30 p.m. at the Tulare County Association of Governments (TCAG), 210 N. Church Street, Suite B, Sequoia Conference Room, Visalia, CA 93291.**

Tulare County Association of Governments

AGENDA ITEM VIII-B

April 18, 2022

Prepared by Ted Smalley, TCAG Staff

SUBJECT:

Information: Legislative Update

BACKGROUND:

Prior to Covid 19, TCAG conducted one or more One Voice trips to Washington, D.C. to collaborate with administration and legislative bodies on matters of federal policy and financing. TCAG also participated in legislative efforts and Valley Voice trips conducted by the San Joaquin Valley Policy Council, both to Washington, D.C. for federal matters and Sacramento for state matters.

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

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

DISCUSSION:

STATE LEGISLATION

At the April 18, 2022 Board Meeting, the Tulare County Association of Governments staff will provide an update of ongoing legislation and various issues.

FINISH 99 EFFORT

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

FEDERAL LEGISLATION

As a result of the recent infrastructure bill TCAG continues to work with our consultant to review and comment as Federal Highway Administration develops implementation plans (called rule making). TCAG staff will also work to identify funding opportunities for our member agencies.

TCAG staff with the help of federal government relations firms continues to monitor the conditions back in DC, including the next round of appropriations requests. TCAG Staff hopes that a valley in person trip will occur this fall.

ATTACHMENT(S):

1. Senator Hurtado Letter



March 28, 2022

The Honorable Nancy Skinner
Chair, Senate Budget Committee
1021 O Street, Suite 8630
Sacramento, CA 95814

The Honorable Phil Ting
Chair, Assembly Budget Committee
1021 O Street, Suite 8230
Sacramento, CA 95814

The Honorable Maria Elena Durazo
Chair, Senate Budget Sub #5
1021 O Street, Suite 7530
Sacramento, CA 95814

The Honorable Richard Bloom
Chair, Assembly Budget Sub #3
1021 O Street, Suite 8130
Sacramento, CA 95814

Re: Funding to Close Gaps in State Route 99

Dear Chairs:

The undersigned legislators write to respectfully request \$465.5 million in the 2022-2023 State Budget to finish the expansion of State Route 99 (SR 99). This funding will allow the San Joaquin Valley to continue to move California's Agricultural production up and down the state, and continue to make it the lead agricultural producer in the nation. Ninety percent of freight that moves through the San Joaquin Valley moves by truck, and it does so, primarily on SR 99. This funding will support the movement of freight throughout CA, as 1.3 million trips are made on this road every day.

In 2005, Caltrans published the SR 99 Business Plan, which outlined a strategic approach to transform SR 99 into a safe and efficient trade corridor. The plan set forth Caltrans' long-term goals for the route and a corresponding list of projects to achieve those goals, in an effort to streamline funding decisions for corridor improvements. A key priority for this work was completing widening projects necessary for SR 99 to be a six-lane corridor. Where SR 99 changes from four lanes to six lanes and back to four lanes again bottlenecks create congestion and serious safety issues.

Today, the goal established in the Business Plan to widen SR 99 from four to six lanes from Kern County to San Joaquin County, remains unfinished. As a result, the corridor is needlessly congested and unsafe, hampering economic activity, negatively affecting the quality-of-life in the San Joaquin Valley, and adversely affecting air quality and the environment.

We the undersigned legislators are seeking State General Funding for the following projects, which, combined with other regional, state, and federal resources, will make significant progress toward the SR 99 Business Plan's goals and objectives:

Specifically, the allocation would include the following:

1. City of Tulare Rehabilitation, Widening, and Paige Avenue Interchange Improvements

\$150 million (\$25 million for right-of-way, \$125 million for construction) This project is located along SR 99, within the City of Tulare. It includes safety and goods movement upgrades to five miles of the mainline SR 99 corridor and reconstruction of a deficient overcrossing and interchange at Paige Avenue, to allow for multi-modal access between the east and west sides of the City.

2. Madera County Reconstruction and Widening

\$144.5 million (\$50 for environmental, right-of-way, and design; \$94.5 million for construction) This project is located along SR 99, within the County of Madera. The project will rehabilitate and widen a five-mile segment of SR 99 to support goods movement, motorist safety, and to reduce commuter delays.

3. Downtown Merced and Atwater

\$3 million for a preliminary feasibility study to determine portions for the project. There are gaps on SR 99 in Merced County that need to be closed to complete the corridor throughout the San Joaquin Valley. Funding will support the Merced and Atwater gap closure projects and would kick-start a preliminary, but comprehensive study of solutions, including feasibility of various options and alternatives.

4. Tulare Gap Closure

\$168 million (\$6 million for environmental; \$7 million for design; \$5 million for right-of-way, \$150 million for construction) This project would finish the SR 99 gaps in Tulare County. It would fill the gap between the Delano SR 99 project to the south and the SR 99 project within the City of Tulare. It would include a full environmental analysis, designing the project and acquiring the needed property for right-of-way to build these lanes. After these steps, the project would be ready to construct.

The San Joaquin Valley has demonstrated that they can meet the state's aggressive greenhouse gas emission (GHG) reduction goals, while finishing SR 99 through the development, adoption, and state approval of its SB 375 mandated Sustainable Communities Strategy.

A safe and efficient multimodal transportation system is the heart of a strong economy, and in the San Joaquin Valley, that backbone is SR 99. It is a critical corridor for moving our bountiful agricultural goods up and down the state on their way to feed people across the nation. It is a connector of people and jobs, of students and education, of workers and opportunity. SR 99 is a quality-of-life corridor for the San Joaquin Valley and beyond. While progress on SR 99 has been made, much work does remain. This is much needed funding for the San Joaquin Valley – to save lives, to support the economy and jobs, and to improve overall quality of life.

Thank you for your time and consideration of this request. Should you have any questions, do not hesitate to contact Marisol Ibarra in my office at Marisol.Ibarra@sen.ca.gov or via phone (916) 651-4014.

Sincerely,



Melissa Hurtado, Senator
Senate District 14



Devon Mathis, Assemblymember
Assembly District 26



Shannon Grove, Senator
Senate District 16



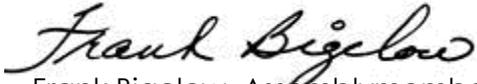
Rudy Salas, Assemblymember
Assembly District 32



Heath Flora, Assemblymember
Assembly District 12



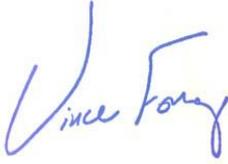
Andreas Borgeas, Senator
Senate District 8



Frank Bigelow, Assemblymember
Assembly District 5



Adam Gray, Assemblymember
Assembly District 21



Vince Fong, Assemblymember
Assembly District 34



Carlos Villapudua, Assemblymember
Assembly District 13

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AGENDA ITEM VIII-F

April 18, 2022

Prepared by Ted Smalley and Leslie Davis, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Approve Position Classification and Compensation for a Regional Associate Planner Flex Position

BACKGROUND:

Annual review of the performance of the TCAG agency was done and the following is provided as a conceptual position recommendation. Recommendations are then provided to the TCAG Board for consideration followed by submission to County BOS for approval and implementation.

DISCUSSION:

An Annual review of the TCAG agency was conducted and along with additional funding provided by federal planning funds as well as ongoing state funding it is recommended in order ,to meet the growing needs of TCAG and provide planning services to commensurate with expectations, an additional position allocation and compensation for a Regional Associate Planner flex position is provided to the TCAG Board. This position is flexibly allocated from Regional Planner to Associate Regional Planner to Senior Regional Planner.

1. Approve the hiring of a Regional Associate Planner Flex position.

Salary Range	Step 1	Step 2	Step 3	Step 4	Step 5
Hourly	36.1963	38.0314	39.9594	41.5999	43.7088
Annually	75,288	79,105	83,116	86,528	90,914

2. Authorize the Executive Director to approve minor changes as necessary to implement the action.

ALTERNATIVES:

1. Approve recommendation as presented
2. Amend recommendations
3. Delay action or do not approve

FISCAL IMPACT:

The potential financial impact for FY 21/22 starting at step 1 or with step 5 is a minimum of \$75,288 and a maximum of \$90,914 including benefits. Position is primarily funded with state and federal planning funds.

ATTACHMENTS:

1. Resolution to Approve the adding the position of a Regional Associate Planner Flex
2. Job Description and Compensation Details

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

In the matter of:

APPROVING TCAG POSITION ALLOCATION)
AND COMPENSATION FOR A REGIONAL)
ASSOCIATE PLANNER FLEX POSITION)

Resolution No. 2022-xxx

WHEREAS, an annual review of the TCAG agency was conducted and along with additional funding provide by federal planning funds as well as ongoing state funding; and

WHEREAS, in order to meet the growing needs of TCAG and provide planning services to commensurate with expectations, an additional staff person is needed; and

WHEREAS, it is proposed that TCAG hire an additional Regional Associate Planner in consultation with Tulare County Human Resources and Development with the following compensation:

Salary Range	Step 1	Step 2	Step 3	Step 4	Step 5
Hourly	36.1963	38.0314	39.9594	41.5999	43.7088
Annually	75,288	79,105	83,116	86,528	90,914

WHEREAS, the position is flexibly allocated from Regional Planner to Associate Regional Planner to Senior Regional Planner.

NOW, THEREFORE, BE IT RESOLVED that the Tulare County Association of Governments hereby approves the position allocation as a flexible Regional Associate Planner to provide the necessary staffing needed to handle the volume of planner funding and related work.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Executive Director is hereby authorized to make minor changes as necessary to implement the action.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 18th day of April, 2022 by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG



**HUMAN RESOURCES
& DEVELOPMENT**
TULARE COUNTY

Associate Regional Planner

Class Code:
092320

COUNTY OF TULARE
Established Date: May 6, 2006

SALARY RANGE

\$33.21 - \$40.47 Hourly
\$2,656.62 - \$3,237.69 Biweekly
\$5,756.00 - \$7,015.00 Monthly
\$69,072.00 - \$84,180.00 Annually

DEFINITION:

DEFINITION

Under direction, performs professional level transportation planning and analysis relating to studies, programs and other work as required.

DISTINGUISHING CHARACTERISTICS

The Associate Regional Planner is the journey level class and incumbents are expected to carry out a wide variety of multi-modal planning activities with minimal supervision. As assigned responsibility and breadth of knowledge increase with experience, incumbents may reasonably expect to be promoted to the next higher level in the series, subject to budgetary constraints and/or a limited allocation.

SUPERVISION RECEIVED AND EXERCISED

Direction is provided by a Senior Regional Planner or higher level division management.

TYPICAL DUTIES:

DUTIES

Confer with and consult/advise other agencies, committees, boards and Federal and State offices for the various transportation systems.

May perform research and write grants for member agencies of TCAG.

May include transit planning and research.

Review the traffic impact analysis and other related sections of Environmental Impact Reports and prepares departmental response.

Evaluate existing and proposed regional transportation systems and relevant data, forecasts future usage and requirements.

Responds to complex questions and concerns from the general public and member agencies.

Work on air quality planning and projects, monitor air quality funded activities.

Essential job duties may be assigned that are not listed above but are relative to

this job classification. (Reasonable accommodation will be made when requested and determined by the County to be appropriate under applicable law.)

EMPLOYMENT STANDARDS:

Knowledge of:

- Principals of transportation forecasting models.
- The planning process and current trends in transportation planning, transportation programming, and regional planning.
- Federal and State laws, including C.E.Q.A. and N.E.P.A., relating to transportation planning.
- Traffic Impact Study reports.
- Intersection and roadway capacity analysis.

Skill/Ability to:

- Work and communicate effectively with people of various education and socioeconomic backgrounds by respecting beliefs, interpersonal styles and behaviors of both clients and co-workers.
- Operate contemporary office equipment inclusive of computer, keyboard, and all applicable electronic equipment.
- Evaluate the effectiveness of a transportation model.
- Conduct studies related to transportation planning.
- Summarize and combine technical and statistical information into reports and develop formats to present and display data.
- Interpret, explain and apply pertinent laws and regulations.

Education:

- Equivalent to graduation from an accredited college or university with major course work in transportation planning; urban or regional planning; geography; public administration or a closely related field. Major emphasis in transportation planning highly desirable.

Experience:

- Two years of progressively responsible experience in transportation planning, urban or regional planning, at a level equivalent to the Associate Planner in Tulare County.

LICENSE OR CERTIFICATE

- Possession of, or ability to obtain, an appropriate, valid California driver's license.

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Tulare County Association of Governments

AGENDA ITEM VIII-G

April 18, 2022

Prepared by Leslie Davis, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Approve the FY2022/2023 Overall Work Plan (OWP) for the Tulare County Association of Governments (TCAG)

BACKGROUND:

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

DISCUSSION:

The total estimated expenditures for FY 2022/2023 are \$7,002,058. Of those expenditures, \$600,379 is Measure R, \$268,700 is LAFCO related, \$1,522,312 is REAP related and \$136,766 is TCRTA related. A summary of major work products and highlights for FY 2022/2023 were presented at the March 21, 2022 Board meeting.

The written letter from Caltrans, FTA and FHWA was received on April 1, 2022. The letter has been reviewed and the technical changes are in the process of being incorporated into the final budget.

The increased budget is due to the added work element for the Regional Early Action Planning Grant Program (REAP) funding, increase in the Tulare County Regional Transit Agency (TCRTA) budget and additional Tulare County Information Technology costs included in final draft.

The following summary compares the Final 2022/2023 and the Final 2020/2021 (with amendments) Overall Work Programs (OWP).

Item	21/22 OWP Amend 8	Final OWP 22/23	Difference
Budget (non Measure R,TCRTA & LAFCO)	\$ 4,947,877	\$ 4,473,901	\$ (473,976)
Measure R, TCRTA, REAP & Lafco Admin	\$ 1,938,989	\$ 2,528,157	\$ 589,168
Total Budget	\$ 6,886,866	\$ 7,002,058	\$ 115,192
Membership Dues	\$ 191,500	\$ 191,500	\$ -
LTF Contributions			\$ -
TDA Admin	\$ 282,000	\$ 282,000	\$ -
TDA Planning	\$ 889,681	\$ 857,939	\$ (31,742)
Coordination,Mgmt, & Implementation	\$ 226,409	\$ 226,409	\$ -
Total LTF	\$ 1,398,090	\$ 1,366,348	\$ (31,742)
Consultants	\$ 1,253,634	\$ 1,350,264	\$ 96,630

Attachment "A" is the Contribution Summary and OWP Summary for FY 2022/2023.

Attachment "B" is the Consultant Table for FY 2022/2023

The proposed Final OWP is presented for Board approval, the final document text is currently under revision based on the comment letter received from Caltrans, FTA and FHWA on April 4, 2022 as it relates to changes which are non-monetary in nature. Staff requests Executive Director and Finance Director be allow to make these technical changes and return to the board for reaffirmation May 2022. Upon Board approval with this resolution, the OWP will be printed and submitted to Caltrans, the Federal Highway Administration, and the Federal Transit Administration for final approval after all technical changes have been incorporated.

RECOMMENDATION:

Adopt the proposed FY 2022/2023 Overall Work Plan and authorize Executive Director and Finance Director to make technical adjustments per the Caltrans comment letter.

FISCAL IMPACT:

The TCAG Overall Work Plan would be increased in the amount of \$115,192 compared to fiscal year 2021/2022. The increases are comprised of Measure R funds, federal funds, REAP and TCRTA funding. There is not proposed increase to membership dues.

ATTACHMENTS:

1. Resolution: Adopting the 2022/2023 Overall Work Program
2. Contribution Summary and OWP Summary for Fiscal Year 2022/2023
3. Consultant Table for Fiscal Year 2022/2023
4. Caltrans Comment Letter

Work Element: Overall Work Plan 601.06

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

In the matter of:

ADOPTION OF THE 2022/2023 OVERALL)
WORK PLAN (OWP) AND BUDGET) Resolution No. 2022-XXX

WHEREAS, the Tulare County Association of Governments' staff has prepared the 2022/2023 Overall Work Plan (OWP); and

WHEREAS, the 2022/2023 Overall Work Plan describes the tasks to be performed by the Tulare County Association of Governments during Fiscal Year 2022/2023; and

WHEREAS, the Governing Board of the Tulare County Association of Governments has determined to approve the 2022/2023 Overall Work Plan, as amended; and

WHEREAS, the Governing Board of the Tulare County Association of Governments will allow the Executive Director and Finance Director be allow to make technical changes based on the Caltrans comment letter dated April 4, 2022 and return to the board for reaffirmation May 2022. Upon Board approval with this resolution, the OWP will be printed and submitted to Caltrans, the Federal Highway Administration, and the Federal Transit Administration for final approval after all technical changes have been incorporated; and

WHEREAS, 23 CFR 450.334 requires that the designated Metropolitan Planning Organization (TCAG) certify each year that the planning process is being conducted in conformance with the applicable requirements.

NOW, THEREFORE, BE IT RESOLVED AND DETERMINED that the TCAG Board of Governors does hereby adopt the FY 2022/2023 OWP and Budget in accordance with 23 CFR 450.334 and 450.220, Caltrans and the Tulare County Association of Governments, Metropolitan Planning Organization for the Porterville and Visalia Urbanized Areas hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; and
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)); and
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794; and
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business

enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and

- V. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

NOW THEREFORE, BE IT FURTHER RESOLVED that the Executive Director and Finance Director be authorized to make technical adjustments.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 18th day of April, 2022, by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Pete Vander Poel III
Chair, TCAG

Ted Smalley
Executive Director, TCAG

TCAG Agency Dues and Contributions for the 2022/2023 Overall Work Program

Agency	Population May-21	Member Dues	2022/2023 Agency Contributions				GRAND TOTAL
			TDA/Transit (Admin)	Local Contributions Trans. Planning	Coordination, Management & Project Implementation	Total	
Dinuba	26,517	\$10,541.12	\$15,522.69	\$47,225.26	\$12,462.69	\$75,210.64	\$85,751.76
Exeter	10,997	\$4,371.56	\$6,437.50	\$19,585.03	\$5,168.46	\$31,190.99	\$35,562.55
Farmersville	11,327	\$4,502.74	\$6,630.67	\$20,172.74	\$5,323.56	\$32,126.97	\$36,629.72
Lindsay	13,090	\$5,203.58	\$7,662.71	\$23,312.54	\$6,152.15	\$37,127.40	\$42,330.98
Porterville	59,571	\$23,680.85	\$34,872.06	\$106,092.55	\$27,997.69	\$168,962.30	\$192,643.15
Tulare	69,246	\$27,526.89	\$40,535.67	\$123,323.17	\$32,544.83	\$196,403.67	\$223,930.56
Visalia	139,254	\$55,356.68	\$81,517.41	\$248,003.42	\$65,447.79	\$394,968.62	\$450,325.30
Woodlake	8,054	\$3,201.65	\$4,714.70	\$14,343.71	\$3,785.29	\$22,843.70	\$26,045.36
County	143,677	\$57,114.93	\$84,106.58	\$255,880.53	\$67,526.55	\$407,513.65	\$464,628.58
Total	481,733	\$191,500.00	\$282,000.00	\$857,938.95	\$226,409.00	\$1,366,347.95	\$1,557,847.95

Total Membership Dues: \$191,500.00

2022/2023 Overall Work Program

SUMMARY

REVENUES	DOLLARS
Member Dues	191,500
Local Contribution	1,084,348
TDA	282,000
FHWA PL (carryover)	450,000
FHWA PL	1,228,257
FTA Section 5303 (carryover)	185,565
FTA Section 5303	167,739
FTA Section 5304	
FTA Section 5305	
DMV	3,000
City of Dinuba	
City of Exeter	
City of Farmersville	
City of Lindsay	
City of Porterville	
City of Tulare	
City of Visalia	
City of Woodlake	
County of Tulare	
Measure R	600,379
LAFCO	268,700
TCAG Reserves	112,000
SB1 Sustainable Community Grant	603,092
Other Grants & Misc Revenues	1,688,712
TCRTA	136,766
Total Revenues	7,002,058
Toll Credits(5303) (Not Revenues)	40,524
Toll Credits(PL) (Not Revenues)	192,496

EXPENDITURES	DOLLARS	STAFF PERSON MONTHS
TCAG Staff	2,689,269	218
City of Dinuba	126,472	
City of Exeter	111,233	
City of Farmersville	136,609	
City of Lindsay	146,396	
City of Porterville	165,752	
City of Tulare	252,898	
City of Visalia	281,298	
City of Woodlake	132,916	
County of Tulare	482,851	
Insurance	7,426	
Memberships	17,836	
Office Expense	25,500	
Consultant	1,350,264	
Publications/ Legal Notice/Dues	700	
Training	15,150	
Transportation and Travel	58,970	
Print Services	39,350	
County Counsel	32,000	
Auditor	2,500	
Motorpool		
Rent	167,806	
Special Dept Expense	716,994	
Dues/Subscriptions	6,320	
Utilities	17,548	
Office Equipment	18,000	
Total Expenditures	7,002,058	218.4

* FHWA PL Funding

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

TCAG/TPA Consultant Contracts for the 2022/2023 Overall Work Program

Work Element	Amount	Description of Work	Consultant	Local	Valley	Undetermined/Other	DBE Amount	DBE %	TCAG Project Manager
601.01 Transit Administration	\$ 45,000.00	TDA Audits for Cities/County	Brown Armstrong		\$45,000.00 100%				Leslie
601.01 Transit Administration	\$ 60,000.00	Remix Software & Services TCRTA	Remix		\$56,340.00 94%				Rich
601.02 TCAG Administration	\$ 33,000.00	Outside Auditor	Brown Armstrong			\$33,000.00 100%			Leslie
601.08 Advocacy	\$ 57,000.00	Federal Government Relations	TBD		\$57,000.00 100%				Ben K
601.08 Advocacy	\$ 43,000.00	State Consultant	TBD		\$43,000.00 100%				Ben K
601.08 Advocacy	\$ 5,000.00	RTP/AQ	CalCog		\$5,000.00 100%				Ben K
601.08 Advocacy	\$ 7,000.00	Valley Wide Advocacy	Contribution		\$7,000.00 100%				Ben K
602.02 Traffic Forecasting/Modeling Dev	\$ 40,000.00	Traffic Modeling Assistance	TBD			\$35,000.00 100%			Roberto
602.03 Active Transportation Planning	\$ 20,304.00	ATP Tribe Addl Services	4Creeks		\$20,304.00 100%				Sheela/Ted
602.04-1050 Cross Valley Corridor Development Plan	\$ 328,545.00	Cross Valley Corridor Transit Development Plan	TBD			\$328,545.00 100%			Elizabeth
602.10 Sustainable Communities Planning Grant	\$ 483,315.00	Various	TBD			\$414,203.00 86%			Various
603.02 Intelligent Transportation	\$ 5,000.00	Regional Architecture	TBD			\$5,000.00 100%			Roberto
605.01 Congestion Management Program	\$ 15,000.00	Traffic Count Data Collection	Quality Traffic Data			\$15,000.00 100%			Roberto
670.05 Local Coordination & Project Implementa	\$ 50,000.00	PEIR/SCS for RTP	Rincon		\$50,000.00 100%				Roberto
700.01 Measure R Administration & Planning	\$ 44,000.00	Audit Services	Brown Armstrong		\$44,000.00 100%				Leslie
700.01 Measure R Administration & Planning	\$ 20,000.00	Financial Services	KNN		\$15,000.00 100%				Leslie
700.01 Measure R Administration & Planning	\$ 5,000.00	Arbitrage Services	BLX		\$1,500.00 100%				Leslie
825.01 TCRTA	\$ 40,000.00	Transit Coordination Implementation	SBLB		\$40,000.00 100%				Ricj
Totals	\$1,301,164.00			\$ -	\$ 384,144.00 30%	\$ 830,748.00 64%			

Measure R Capital Projects

Work Element	Amount	Description of Work	Consultant	Local	Valley	Other	DBE Amount	DBE %	TCAG Project Manager
700.02 Measure R Santa Fe Trail	\$ 100.00					\$100.00			Leslie
Totals	\$ 100.00					\$100.00			

TCAG/TPA Fair Share Contributions & Special Contracts for the 2022/23 Overall Work Program (Not used for DBE calculations)

Work Element	Amount	Description of Work	Consultant	Comments	TCAG Project Manager
620.01 Valleywide Coordination	\$ 13,000.00	Regional Policy Council Coordination	Fresno COG	Fair Share contribution for Valleywide Coordination and Website Maintenance	Ben K
610.01 Air Quality Planning	\$ 36,000.00	Air Quality Conformity consultation	SJCOG	Fair share contribution to Valley-wide air quality consulting - Firm selected by Valley-COG directors	Elizabeth
Totals	\$ 49,000.00				
	\$ 1,350,264.00				

DBE calculation

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California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 488-4057 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov



April 1, 2022

Mr. Theodore Smalley
Executive Director
Tulare County Association of Governments
210 N. Church Street, Suite B
Visalia, CA 93245

Dear Mr. Smalley:

Thank you for the opportunity to review the Tulare County Association of Governments (TCAG) Draft Overall Work Program (OWP) for fiscal year (FY) of 2022-2023. The California Department of Transportation (Caltrans) has the following comments:

1. TCAG continues their efforts in producing a variety of active transportation projects that study the needs of the motoring public, development of their transportation systems and goods movements in the areas of the San Joaquin Valley.
2. TCAG's OWP demonstrates a scope and schedule of major transportation planning tasks for FY 2022-2023 that complies with state, federal, planning and administration program requirements. TCAG continues to work collaboratively with the public, local partners, and Caltrans in all transportation planning activities in Tulare County.
3. Attachment "A" contains the informational matrix for Tulare County. The matrix list Planning Activities that Caltrans will be involved in the Tulare County region for FY 2022-2023.
4. TCAG's planning efforts with Caltrans has been evident in the number of projects submitted for review. TCAG continues to implement strategies from Caltrans Strategic Management Plan, Smart Mobility Framework, in addition to other documents intended to help plan for efficiency and improved air quality.
5. TCAG adequately provides discussion of Goods Movement activity within the region, throughout the draft Overall Work Program and frequently mentions State Plans and Policy Guidance.
6. Caltrans recognizes TCAG on their continuous efforts to update long-range transportation studies and identify problem areas of the transportation network for transportation goods and people.

7. Caltrans compliments TCAG for their active involvement in transportation modeling and for continuing to work with the San Joaquin Valley MPOs in the development of long-term model improvements that will aid in implementation of SB 375.
8. Caltrans acknowledges TCAGs continued efforts to comply with Title VI requirements and their Environmental Justice process to involve and include all underserved groups in Tulare County.
9. Caltrans recognizes TCAG's efforts on promoting a public involvement process by coordinating with the local tribes, specifically with the Tule River Indian Tribe.
10. TCAG is encouraged for their continued effort to enhance public participation and ensure meaningful tribal input is provided for all future transportation programs affecting Tribal governments and to continue their policy efforts for government-to-government consultation with all local tribes in Tulare County.

Federal and State Funding Priorities - Funding FTA 5303 Carryover Balance:

11. Caltrans appreciates TCAG programming carryover funds for various consulting project and agreeing to transfer excess carryover funds from Kings County Association of Governments (KCAG), to assist KCAG in carrying out planning work for the San Joaquin Valley.

Work Element: 602.10 - ATP Tribe (FY21/22):

12. TCAG is congratulated for working with Tule River Tribe on preparing an Active Transportation Policy which is expected to be completed in FY 23/24. The plan will develop a strategy for active transportation facilities and connections to transit and other important features or destinations.
13. Caltrans recommends TCAG include in the appendix or a link within the RTP to the Tribal Public Participation Plan developed in 2020.

Work Element 620.02 - Goods Movement:

14. On page 85, the first paragraph states that the State Route (SR) 99 Comprehensive Multimodal Corridor Plan (CMCP) will be completed by end of FY 21/22. Currently, the SR 99 CMCP has a completion target of FY 24/25. *Please correct.*

Work Element 602.03 - Active Transportation Planning:

15. Caltrans praises TCAG's continued effort towards active transportation.
16. Caltrans recommends that TCAG establish or further encourage policies for the installation of bike parking at retail, commercial, park and public facilities, especially in DACs/ Communities of need.

17. Caltrans concurs with TCAG's continue engagement among Census Designated Places (CDPs)/Disadvantage Communities (DACs) and/or Tribes related to active transportation/complete streets projects.

Work Element 610.01 - Air Quality Planning and Analysis:

18. Caltrans recommends TCAG along with the Tulare County consider creating a VMT Mitigation Impact Fee to help reduce potential impacts from future development.

Department of Rail and Mass Transit – Headquarters (HQ)

19. **Rail/Transit Studies:** For Work Elements that involve rail and intercity transit (or integration between passenger rail and local transit systems for first and last mile connections), we encourage coordination with HQ DRMT staff to review and make recommendations on OWP work products to ensure consistency with statewide planning documents. We specifically endeavor to coordinate and align rail and intercity bus planning with the State Rail Plan and forthcoming California Intercity Bus Study that will serve as the basis for prioritizing State investment in an integrated statewide passenger rail and intercity bus network.

20. **Short and Long-Range Transit Plans:** MPO's should play a role in the promotion and the development of these planning documents. Short and Long-Range Transit Plans identify transit projects that are ultimately programmed with state and federal program resources.

21. **Coordinated Public Transit:** Human Service Transportation Plans "Coordinated Plans" - A locally developed, coordinated public transit-human services transportation plan identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services and projects for funding and implementation. Projects are required to be included in these plans to receive Federal Transit Administration (FTA) Section 5310 funds.

22. **Unmet Transit Needs Process:** The Mills-Alquist-Deddeh Act (SB 325) or the "Transportation Development Act" (TDA) of 1971 requires RTPA's and MPO's engage the Unmet Transit Needs Process.

23. **Zero Emission Bus/Zero Emission Vehicle (ZEB/ZEV) Transition Plans:** FTA and the State of California are both requiring similar plans be developed so that the transition to "Zero Emission" is as smooth as possible. Statewide, Transit Agencies are having difficulties. While Caltrans, the California Air Resources Board, GOBIZ, the California Association for Coordinated Transportation, the California Transit Association and many others are all striving to make this transition, it is going to be a

challenge. Caltrans DRMT encourages MPO's to engage in this discussion with the local transit agencies in their region.

24. **TAM Plans, PTASP's and efforts that ensure transit State of Good Repair:** Urban Transit Agencies (those that receive FTA Section 5307) are required to share with their RTPA's and MPO's the transit Targets and Performance Measures that are identified in each urban providers Transit Asset Management (TAM) Plan and each urban providers Public Transportation Agency Safety Plan (PTASP). It is then the RTPA's and the MPO's responsibility to weave this data into their region's transportation planning process and share it with DRMT.
25. **Corridor Plans:** Both Caltrans and local agencies develop "Corridor Plans". DRMT would like Caltrans Districts and the MPOs to press for transit agency involvement in all corridor planning efforts to ensure transit is at the planning table and considered in the planning process. Ensuring transit agency involvement is critical to the State's planning efforts – at all levels, for the overall multi-modal transportation system.
26. **Engaging Transportation Planning Grants:** DRMT would like to see more efforts to engage the transit mode into the overall transportation planning process. Planned transit projects or those that are identified in a formal planning document have a better chance of getting funded, especially in state and federal discretionary programs.
27. **TDA Expenditures:** The Local Transportation Fund (LTF) and the State Transit Assistance (STA) Fund are both derived from the Mills-Alquist-Deddeh Act (SB 325). This law was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. DRMT would like regions to consider utilizing these funding sources to help the state and local transit meet stated transit goals.
28. **Local Land Use Planning and Development:** Local plans, development proposals and environmental documents should be reviewed for any possible direct impacts on the transportation system with specific attention to rail and transit facilities. Ensure each proposals consistency with the mass transportation plans and any specific corridor level service expansion proposals. This could cover Bus Rapid Transit routes, grade separation improvements, rail right of way preservation/encroachment issues based on service expansion goals/proposals, and possibly development exaction for rail and transit improvements as transportation-related mitigation for project specific and cumulative impacts under CEQA.

29. Regional Planning entities are encouraged to apply the above-mentioned items to successfully achieve the mass transportation mode and help implement larger umbrella efforts of:
- a. The California Transportation Plan (CTP)
 - b. The Climate Action Plan for Transportation Infrastructure (CAPTI)
 - c. DRMT planning documents: the State Rail Plan (SRP) the Statewide Transit Strategic Plan (STSP) and the California Intercity Bus Study (CIBS); or
 - d. DRMT efforts regarding the California Integrated Travel Program (CallTP).

Office of Regional and Community Planning (ORCP) - Coordination Branch (HQ)

30. The Planning Emphasis Areas header in the table on page 14 should be revised to read FAST Act Planning Factors. New Planning Emphasis Areas were recently released however it is not a requirement for them to be identified in the FY 2022-23 OWP.
31. Amendments to the total Toll Credit amount identified in the Final OWP will not be permitted during FY 2022-23.
32. As a reminder, Caltrans will be collecting all the End Products as deliverables listed in the OWP that are funded with Consolidated Planning Grant (CPG) and Sustainable Communities Competitive and Formula Grants.

FY 2022-23 SB 1 Sustainable Communities Formula:

33. Caltrans appreciates TCAG's timely submittal and compliance with most SB 1 Sustainable Communities Formula grant requirements. Please address the following comments in the final OWP by May 13, 2022.
34. Submit an SB 1 Formula Project List (FY 2022-23 activities only) to include:
- a. Work Element 602.10-1723 – Roadway Safety Plan City of Tulare FY 22/23
 - b. Work Element 602.10-1823 – Consolidated Transportation Agency Planning FY22/23
35. To ensure eligibility and alignment with the intent of SB 1 funding, add to the Work Element, discussions on how they specifically align with the SB 1 Sustainable Communities Grant Specific Objectives:
- a. Encourages local and regional multimodal transportation and land use planning that furthers the region's RTP SCS.
 - b. Contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines.
 - c. Addresses the needs of disadvantaged communities.

- d. Assists in achieving the Caltrans Mission and Grant Program Objectives: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity.

Work Element 601.06 - Overall Work Program and Budget:

36. TCAG must allocate other non-Federal CPG funds to this Work Element as the OWP includes other fund sources that are managed throughout the year.

37. TCAG should at least mirror CPG match versus local funds percentage breakdown for the WE.

38. For the Work Elements listed below, please review task schedules and ensure that only activities scheduled to occur during FY 2022-23 are included. Any activities that have been completed must be removed and included in the Previous Work section. Any work activities scheduled to take place beyond FY 2022-23 must be removed and included in a separate section for future work activities:

- a. **Work Element 602.10-1121**
- b. **Work Element 602.10-1221**
- c. **Work Element 602.10-1322**
- d. **Work Element 602.10-1723**
- e. **Work Element 602.10-1823**

39. For the Work Elements listed below, the Previous Work, Tasks, and Products sections appear to include the same information as what was included in the Final FY 2021-22 OWP. The Previous Work section must be updated to include a listing of any work products that were completed during FY 2021-22. The Tasks section should be updated as appropriate to reflect the task work taking place in support of the final work products anticipated to be delivered in FY 2022-23. The Products section must be revised to include final work products that are anticipated to be completed in FY 2022-23:

- a. **Work Element 601.09 – Performance Measures**
- b. **Work Element 602.03 – Active Transportation Planning**
- c. **Work Element 602.04 – Transit Planning and Coordination**
- d. **Work Element 605.01 – Congestion Management Process (CMP)**
- e. **Work Element 620.01 – Valleywide Coordination**
- f. **Work Element 650.01 – Public Information and Participation**

Work Element 602.01 - Regional Transportation Plan:

40. The Products section includes work products that appear to have been completed in the previous FY. Please review the Products section and any products that have been completed must be listed in the Previous Work section and new work products anticipated to be completed in FY 2022-23 must be included. o RTP

adoption is anticipated in early FY 2022-23 and must be reflected in the Products section.

41. The Task Descriptions don't appear to reflect RTP adoption in early FY 2022-23. Please review and update for FY 2022-23 as appropriate.

Work Element 602.04 - Transit Planning and Coordination:

42. The Products section includes work products that appear to have been completed in the previous FY. Please review the Products section and any products that have been completed must be listed in the Previous Work section and new work products anticipated to be completed in FY 2022-23 must be included.

Work Element 602.04 - Cross Valley Corridor Transit Development Plan (TDP):

43. For the Task – Kick-off and Procurement, the Work Schedule falls outside of FY 2022-23. July 2022 is the earliest work activities for FY 2022-23 can start.

44. The Draft and Final TDP includes a date of August 2023 which falls outside of FY 2022-23. This task should be removed from the list of tasks for FY 2022-23 and identified in a separate section for future work activities.

Work Element 603.02 - Intelligent Transportation Systems (ITS):

45. The Previous Work section mentions coordination with transit providers and staff in preparation for a comprehensive regional Strategic Deployment Plan update that was supposed to start in FY 2021-22 but was delayed due to COVID related issues and is now scheduled to start in FY 2022-23. Is this still on track? The Task Descriptions must be updated to reflect anticipated work activities taking place in FY 2022-23.

Work Element 604.01 - Transportation Improvement Program:

46. The 2023 Draft FTIP (with a completion date of June 2022) is included in the Product section. With the draft FTIP completed, it must be moved to the Previous Work section and the Products section must be revised to list the Final FTIP (with a completion date of September 2022).

Work Element 610.01 - Air Quality Planning and Analysis:

47. The Previous Work, Tasks, and Products sections for the Work Elements listed above appear to include the same information as what was included in the Final FY 2021-22 OWP.

48. The Previous Work section must be updated to include a listing of any work products that were completed during FY 2021-22.

49. The Tasks section should be updated as appropriate to reflect the task work taking place in support of the final work products anticipated to be delivered in FY 2022-23.
50. The Products section must be revised to include final work products that are anticipated to be completed in FY 2022-23.
51. ORCP recommends that TCAG include a list of the National Ambient Air Quality Standards for which their county is designated non-attainment and/or attainment/maintenance by U.S. EPA. Namely, Tulare County is non-attainment for ozone and PM2.5 and attainment/maintenance for PM10. Please refer to U.S. EPA's Greenbook: o https://www3.epa.gov/airquality/greenbook/anayo_ca.html
52. ORCP suggests the following edit to the second paragraph of the discussion on page 79 from "PM2.5 Hotspot Analysis assessments" to "**PM2.5/10 Hotspot Analysis assessments**".

Work Element 620.02 - Goods Movement:

53. Items 2 and 3 in the Products section are written in the past tense and are repeated from the Final FY 2021-22 OWP. Have these products been completed? If so, they must be moved to the Previous Work section and the Products section must be updated to include new work products anticipated to be completed in FY 2022-23.
54. Participation in development of the SR-99 Corridor Plan is included as the second task and includes the same description as in the FY 2021-22 OWP. Has the SR-99 Corridor Plan been completed?
55. The activities in the Work Element are restricted to SR-99. While SR-99 is a key corridor for both the region and the state, the Work Element lacks specificity. More detail on some of the high-level takeaways from the SJV Interregional Goods Movement Plan or what the emerging issues related to rail are would add needed context.

OWP Budget Revenue Summary:

56. Ensure that Work Element titles are consistent between the individual WEs and the Budget Revenue Summary: **Work Element 602.03 – Active Transportation Planning**

Federal Highway Administration - California Division

57. Page 14 - Planning Emphasis Areas table: The emphasis areas denoted in the plan do not reflect the jointly issued FHWA/FTA 2021 updated Planning Emphasis Areas. Please review and correct.

58. Page 113 - Revenue and Expense table: List the matching rate (11.47%) in the bottom description of matching funds.

Work Element 602.01 - Regional Transportation Plan (RTP)

59. The draft RTP is expected to be released in April 2022, however, the percent completions do not reflect that of a work element that is near completion. Please review and correct.

60. The table on page 34 refers to the 2018 RTP. It should be corrected to reflect the 2022 RTP.

In conclusion, we ask that TCAG please utilize this comment letter when addressing the Caltrans recommendations and to demonstrate acknowledgment of the feedback by incorporating comments into the Final OWP.

Please note the Final OWP is due May 13, 2022.

Please ensure the following are included in the Final OWP packet:

- a. Electronically signed OWPA's
- b. Board Resolution
- c. Electronically signed Certifications and Assurance
- d. Appendices

If you have any further questions, contact David Deel at (559) 981-1041 or david.deel@dot.ca.gov.

Sincerely,



LORENA MENDIBLES, Branch Chief
Transportation Planning – South

“Attachment A”: TCAG Planning Activities Informational Matrix FY 2022 -2023

C: Caltrans D6 - Michael Navarro, Alec Kimmel
Caltrans HQ - Kevin Mariant, Brian Travis
FHWA – Jasmine Amanin
FTA – Ted Matley

Tulare County Association of Governments

AGENDA ITEM VIII-H

April 18, 2022

Prepared by Leslie Davis, TCAG Staff

SUBJECT:

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

BACKGROUND:

Tulare County Association of Governments (TCAG) audit was completed for the year ending June 30, 2021 and issued February 9, 2022. The audited financial statements of the governmental activities and the major funds of the Tulare County Association of Governments (TCAG) can be found at:

<https://tularecog.org/tcag/finance/audits/fy-20202021/tcag-fy-20-21-audit-financial-statements/>

The audit was conducted in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Controller General of the United States.

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

Tulare County Association of Governments (TCAG) audit is complete and did not have any material weaknesses or instances of non-compliance for the year-ended June 30, 2021. The required communication with the Board of Directors (SAS 114) from Brown Armstrong CPA was attached and presented on February 28, 2022.

DISCUSSION:

Member Agencies: The City of Exeter, City of Tulare, City of Porterville, City of Farmersville, City of Woodlake, County of Tulare, and the City of Visalia TDA audits have been completed and do not have any significant findings.

The City of Lindsay, and the City of Dinuba TDA audits are still pending completion.

ATTACHMENT:

None

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AGENDA ITEM VIII-I

April 18, 2022

Prepared by Steven Ingoldsby, TCAG Staff

SUBJECT:

Information: Regional Housing Needs Allocation (RHNA) Methodology Update

BACKGROUND:

The Regional Housing Needs Assessment (RHNA) is a process by which the State Department of Housing and Community Development (HCD) predicts short-term housing needs for each region of the state using Department of Finance population and household growth projections (i.e., the RHNA Determination). The local Councils of Government (COGs) then work with member agencies to prepare a methodology to distribute the required household numbers (i.e., the RHNA Methodology). Through the RHNA process, each local agency receives a RHNA allocation, which is the number of housing units that each local agency must plan to accommodate during the RHNA planning period. This housing unit number is broken down into four income categories: very low-, low-, moderate-, and above moderate-income. The planning period for this RHNA cycle is January 30, 2023 to December 15, 2031 (8.5-year period).

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

A RHNA Committee has regularly met to review progress and to help establish a recommended methodology.

DISCUSSION:

RHNA Methodology:

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

The draft RHNA methodology includes a technique known as “regional income parity” that gives a smaller percentage of lower income housing units to jurisdictions that currently have a larger percentage of lower income households compared to the regional average and ties the horizon year for regional income parity with the horizon year for the RTP/SCS. The intent, which reflect the State’s core objective for the RHNA, is to make sure no single jurisdiction is bearing the brunt of the lower-income housing need and that, over time, every jurisdiction in the county has the same percentage of lower-income households.

HCD Review and Approval of Draft Methodology

The draft methodology that had been recommended by the RHNA Committee and selected by the TCAG Board was submitted to HCD for review. HCD has completed its review of the methodology and found that the draft methodology furthers the statutory objectives described in Government Code 65584. A copy of their letter is included as attachment 1.

ATTACHMENTS:

1. Department of Housing and Community Development (HCD) Division of Housing Policy Development Letter: Review of Draft Regional Housing Need Allocation Methodology

Work Element: 670.10 – REAP TCAG RHNA Process

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov



March 24, 2022

Theodore Smalley, Executive Director
Tulare County Association of Governments
210 N. Church Street, Suite B
Visalia, CA 93291

Dear Theodore Smalley:

RE: Review of Draft Regional Housing Need Allocation (RHNA) Methodology

Thank you for submitting the draft Tulare County Association of Government's (TCAG) Sixth Cycle Regional Housing Need Allocation (RHNA) Methodology. Pursuant to Government Code Section 65584.04(i), the California Department of Housing and Community Development (HCD) is required to review draft RHNA methodologies to determine whether a methodology furthers the statutory objectives described in Government Code Section 65584(d).

The draft TCAG RHNA methodology begins with the total regional determination provided by HCD of 33,214 units. The methodology then allocates total RHNA to each jurisdiction based on the growth forecast in the 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Next, TCAG creates an income parity trendline that establishes the rate of affordable housing growth needed to achieve an equal distribution of affordable units by 2046. The methodology then calculates the distribution of affordable units needed in 2031 – the end of the RHNA cycle – to achieve regional income parity by 2046. TCAG uses the 2031 distribution to determine each jurisdiction's lower income RHNA. This income parity adjustment results in jurisdictions with a lower proportion of existing lower income households receiving a higher share of lower income RHNA.

HCD has completed its review of the methodology and finds that the draft TCAG RHNA Methodology furthers the statutory objectives described in Government Code 65584(d).¹ TCAG's draft methodology directs lower income RHNA units into high resource areas, areas with higher housing costs, and areas with higher disparities between lower income jobs and affordable housing. The draft methodology's income parity adjustment also increases the number of lower income units going to higher income areas as a percentage of their total allocation.

Below is a brief summary of findings related to each statutory objective described within Government Code Section 65584(d):

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¹ While HCD finds this methodology furthers statutory objectives, applying this methodology to another region or cycle may not necessarily further the statutory objectives as housing conditions and circumstances may differ.

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1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low-income households.

On a per household basis, the methodology allocates more lower income RHNA to jurisdictions with more higher income households. Jurisdictions with higher housing costs – both in terms of home values and rent – also receive more lower income RHNA on a per household basis. Lastly, jurisdictions with higher percentages of owners receive a higher percentage of lower income RHNA relative to their total allocation.

2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region’s greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

The draft methodology encourages a more efficient development by using the RTP/SCS to determine each jurisdiction’s total allocation. Due to the income parity adjustment, jurisdictions with access to more jobs via a 30-minute commute receive more lower income RHNA per household and more total RHNA. Jurisdictions with access to more jobs via a 45-minute transit commute also receive more lower income RHNA per household and more total RHNA. Further, cities with lower annual VMT per household receive larger total RHNA allocations.

3. Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

The draft methodology allocates the most lower income RHNA, relative to household share, to jurisdictions with lower income jobs-housing fit ratios over 2 (two low-wage jobs for every affordable housing unit). Jurisdictions with lower income jobs-housing fit ratios between 1.5 and 2 receive slightly smaller lower income RHNA allocations relative to household share. The jurisdictions with healthy lower income jobs-housing fit ratios between 1.5 and 0.9 receive the smallest lower income RHNA allocations per household.

4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.

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On average, cities with a larger existing share of lower income households receive smaller allocations of low- and very low-income units as a percentage of the total RHNA. For cities with higher shares of lower income households, the average lower income allocation is 30.9 percent of total RHNA. The average lower income allocation for cities with smaller percentages of lower income households is 52.4 percent.

5. Affirmatively furthering fair housing, which means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

Jurisdictions with more access to opportunity receive larger lower income allocations on a per household basis. Further, jurisdictions with higher percentages of low-resource and high-segregation areas receive smaller lower income allocations per household. More specifically, jurisdictions that are more than half low-resource and high-segregation areas receive a share of the lower income RHNA that is, on average, 67 percent of their share of households, compared to 110 percent for higher resourced jurisdictions.

HCD appreciates the active role of TCAG staff in providing data and input throughout the draft TCAG RHNA methodology development and review period. HCD especially thanks Steven Ingoldsby and Derek Winning for their significant efforts and assistance.

HCD looks forward to continuing our partnership with TCAG to help its member jurisdictions meet and exceed the planning and production of the region’s housing need. Support opportunities available for the TCAG region this cycle include, but are not limited to:

- Regional Early Action Planning (REAP) 2.0 – \$600 million state and federal investment to advance implementation of adopted regional plans. REAP 2.0 funding may be used for planning and implementation that accelerate infill housing development and reduce per capita vehicle miles traveled. <https://hcd.ca.gov/grants-funding/active-funding/reap2.shtml>.
- Prohousing Designation Program – Ongoing awards distributed over-the-counter to local jurisdictions with compliant Housing Elements and prohousing policies. Those awarded receive additional points or preference when applying to housing and non-housing funding programs including the Affordable Housing & Sustainable Communities (AHSC), Infill Infrastructure Grant (IIG), and Transformative Climate Communities (TCC).

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- HCD also encourages all Tulare County local governments to consider the many other affordable housing and community development resources available to local governments, including the Permanent Local Housing Allocation program. HCD's programs can be found at <https://www.hcd.ca.gov/grants-funding/nofas.shtml>.

If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Annelise Osterberg, Housing Policy Specialist at (916) 776-7540 or annelise.osterberg@hcd.ca.gov.

Sincerely,



Tyrone Buckley
Assistant Deputy Director of Fair Housing

AGENDA ITEM VIII-J

April 18, 2022

Prepared by Brideget Moore & Holly Gallo, TCAG Staff

SUBJECT:

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

BACKGROUND:

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

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

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

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

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

DISCUSSION:

Due to circumstances outside of TCAG's scope, the grant was not finalized by the specified start date of October 1, 2021. TCAG staff managed to find ways to schedule events, disseminate safety gear and car seats with the previous equipment grant and collaboration with other community partners.

The grant was received and finalized on February 24, 2022. TCAG staff mobilized quickly to set up more car seat safety checks, technician training for staff, coordination of pedestrian and bike safety sessions for kids and much more.

The table below contains many of the events and activities staff engaged in with Department of Public Health Kids' Plates Program grant funding since October 1st.

Date	Event	Description	Staff	Target Audience	Community
10/1/2021	Event Promotion	Flyer Distribution	Holly G, Sheela B	Low Income	London
10/2/2021	Event Promotion	Farmersville Fall Festival	Giancarlo B, Brideget M, Maria G	Low Income	Farmersville
10/5/2021	Planning Meeting	CPS Certification meeting with Nicholas Nave	Holly G, Brideget M	Low Income	Tulare County
10/5/2021	Event Promotion	Facebook Ads	Holly G	Tulare County	Tulare County
10/5/2021	Event Promotion	Instagram Ads	Holly G	Tulare County	Tulare County
10/14/2021	Event Promotion	Flyer Distribution	Ben K, Brideget M, Giancarlo B	Low Income	Tipton
10/14/2021	Event Promotion	Flyer Distribution	Brideget M, Giancarlo B, Sheela B	Low Income	Farmersville
10/20/2021	Event Promotion	Flyer Distribution	Giancarlo B, Holly G	Low Income	Earlimart
10/21/2021	Event Promotion	Facebook Post	Holly G	Tulare County	Tulare County
10/21/2021	Event Promotion	Flyer Distribution	Holly G, Sheela B	Low Income	Porterville
10/21/2021	Event Promotion	Flyer Distribution	Holly G, Servando Q	Low Income	Poplar
10/23/2021	Make A Difference Day- Mooney Grove Park	Distribution of flyers, safety information, regional transportation	Brideget M, Holly G, Maria G, Giancarlo B	Tulare County	Tulare County
10/26/2021	Event Promotion	Flyer Distribution	Holly G	Low Income	Exeter
10/27/2021	Event Promotion	Flyer Distribution	Holly G, Ben K	Tulare County	Goshen
11/9-13/2021	Child Passenger Safety	CPS Certification Training	Holly G	Tulare County	Tulare County

	Technician Training				
11/19/2021	School Pedestrian and Bike Safety Event	Elementary school assembly, helmet dissemination	Holly G, Servando Q, Brideget M	Tulare County	Cutler
12/6/2021	Pedestrian and Bike Safety Event	TCAG Board meeting	Holly G, Amie K, Brideget M	Tulare County	Tulare County
12/6-10/2021	Child Passenger Safety Technician Training	CPS Certification Training	Servando Q	Tulare County	Tulare County
12/17/2021	Child Passenger Safety Check Up	Seat dissemination and training	Holly G, Servando Q, Brideget M	Low Income	Tulare County
2/14/2022	Crossing Guard Training Video	Planning Video Content to train local crossing guard	Brideget M, Holly G, Servando Q	Tulare County	Lindsay
2/25/2022	Crossing Guard Training Video	Planning Video Content to train local crossing guard	Brideget M, Holly G, Servando Q	Tulare County	Lindsay
3/2/2022	Rawhide Bike Safety Campaign Meeting	Meeting to discuss detail, sign contract and deliverables	Brideget M, Holly G	Tulare County	Tulare County
3/18/2022	Bike & Pedestrian Safety Training	Dissemination of helmets, bike & ped safety concepts	Brideget M, Servando Q, Holly G, Giancarlo B, Sheela B	Low Income	Cutler

3/25/2022	Bike & Pedestrian Safety Training	Dissemination of helmets, bike & ped safety concepts	Gabriel Gu, Brideget M, Servando Q, Holly G, Giancarlo B, Sheela B	Low Income	Orosi
4/2/2022	Child Passenger Safety Check Up	Car seat safety check and installation, dissemination of helmets	Holly G, Amie K, Servando Q	Rural Communities	Three Rivers
4/9/2022	Southern Sierra Century Bike Ride	Bike Ride-proceeds benefits trips for kids, disseminate helmets, safety gear, safety info, kids' plates info	Sheela B, Holly G, Amie K, Giancarlo B, Gabriel G, Maria G, Rich T	Tulare County	Woodlake

FISCAL IMPACT:

This grant does not require a match and staff time is built into the cost of outreach efforts.

What is the funding source?

Revenue from the Department of Motor Vehicles (DMV) sale of Kids' Plates- specialty license plates which contain an embossed heart, hand, star, or plus sign, goes into the Fund and is used to support three significant child health and safety issues in California:

- Unintentional childhood injuries
- Child abuse
- Childcare licensing and inspection.

For more information regarding the Kids' Plates program, visit

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

ATTACHMENTS:

None