Tulare County Association of Governments

Date: January 21, 2014
Time: 1:00 p.m. TCAG Board Meeting
Place: Lindsay Wellness Center
860 N. Sequoia
Lindsay, CA 93247

Technical Advisory Committee

Date: January 16, 2014
Time: 1:30 p.m.
Place: TCAG Conference Room
210 N. Church, Suite B
Visalia, CA 93291

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

The full agenda including staff reports and supporting materials is available at the TCAG office.

I. CALL TO ORDER & WELCOME

II. PLEDGE OF ALLEGIANCE

III. PUBLIC COMMENTS

This portion of the meeting is reserved for persons wishing to address the Board on items within its jurisdiction but not on this agenda. NOTE: Prior to action by the Board or Transportation Policy Advisory Committee on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to 3 minutes.

Convene as the Transportation Policy Advisory Committee

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

IV. TRANSPORTATION CONSENT CALENDAR—ACTION AND INFORMATION ITEMS

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

A. Action: Adoption of Resolutions: Approve the Transportation Development Act (TDA) Claims for the City of Dinuba for Fiscal Year 2013/14 and the administrative modification to the County of Tulare LTF Claim Resolutions (Pages 1-8)

B. Action: Adoption of Resolution: Reaffirm 2013 Federal Transportation Improvement Program (FTIP) Amendment No. 13 (Pages 9-12)

C. Action: Adoption of Resolution: Reaffirm 2013 Federal Transportation Improvement Program (FTIP) Amendment No. 14 (Pages 13-16)
V. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Information: Status of State Transportation Improvement Program (STIP) Allocations and California Transportation Commission (CTC) Update (Pages 17-20)

B. Action: Adoption of Resolution: Selection of Consultant for Preparation of the Traffic Model Mode Choice Development and Enhancement (Pages 21-26)

C. Action: Set Congestion Mitigation and Air Quality (CMAQ) Policies and Project Priority Criteria for 2015 Federal Transportation Improvement Program (FTIP) Selection Process (Pages 27-28)

D. Information: Caltrans Monthly Report (No Page)

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

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

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

VII. ASSOCIATION CONSENT CALENDAR—ACTION AND INFORMATION ITEMS

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

A. Action: Minutes of December 9, 2013 Board Meeting (Pages 29-34)

B. Action: Summary of December 5, 2013 2013 Technical Advisory Committee Meeting (Pages 35-38)

C. Action: Local Clearinghouse Review (LCR) 2013-06 USDA Rural Development Community Facility Loan Application for FoodLink for Tulare County, Inc. (Pages 39-44)

VIII. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Presentation: Report from Congressman Nunes’ Office (No Page)

B. Information: Regional Transportation Plan (RTP) Update (Pages 45-46)

C. Information: Sustainable Communities Strategy (SCS) Update (Pages 47-50)

D. Action: Adoption of Resolution: Selection of Preferred SCS Scenario (Pages 51-56)

E. Information: Audit Update-Fiscal Year Ending June 30, 2012 for the City of Farmersville (Pages 57-58)

F. Information: Appointment of Member-at-Large and Alternate Member-at-Large for position #2 (Pages 59-60)

G. Information: Legislative Update (Pages 61-68)

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

IX. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Information: Abandoned Vehicle Abatement (AVA) 2012/2013 Fourth Quarter Report (Pages 69-70)
IX. CORRESPONDENCE
   None

X. OTHER BUSINESS
   A. Information: Items from Staff
   B. Information: Items from Board Members
      1. Tulare County Water Commission Update
      2. San Joaquin Valley Policy Council Update
      3. Other Items
   C. Request from Board Members for Future Agenda Items

XI. ADJOURN

The next scheduled TCAG/TCTA meeting will be held on Tuesday, February 18, 2014 at 1:00 p.m. at the Exeter Veterans Memorial Building, 324 N Kaweah Ave, Exeter, CA 93221. The Technical Advisory Committee will meet on Thursday, February 13, 2014 at 1:30 p.m. at the regularly scheduled location, TCAG Conference Room, 210 N. Church St., Suite B, Visalia, CA 93291.
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<th>BOARD OF GOVERNORS</th>
<th>AGENCY</th>
<th>ALTERNATE</th>
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<tr>
<td>Allen Ishida</td>
<td>Tulare County-District 1</td>
<td>Walter Stammer, Jr.</td>
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<td>Pete Vander Poel</td>
<td>Tulare County-District 2</td>
<td>William Cushing</td>
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<td>Phil Cox</td>
<td>Tulare County-District 3</td>
<td>Bill Whiltatch</td>
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<td>J. Steven Worthley-Chair</td>
<td>Tulare County-District 4</td>
<td>Ray Millard</td>
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<td>Mike Ennis</td>
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<td>Gregory F. Gillett</td>
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<td>Janet Hinesly</td>
<td>City of Dinuba</td>
<td>Mike Smith</td>
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<td>Jack Allwardt</td>
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<td>Craig Vojvoda</td>
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<td>Bob Link</td>
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<td>Rudy Mendoza- Vice Chair</td>
<td>City of Woodlake</td>
<td>Raul Gonzales, Jr.</td>
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<td>Terry McKittrick</td>
<td>Member-at-Large*</td>
<td>Bob Stocker</td>
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<td>Tom Sparks</td>
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<td>Luke Feldstein</td>
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<td>Sharri Bender-Ehlert</td>
<td>Caltrans*</td>
<td>Gail Miller</td>
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* Caltrans serves as an ex-officio member of the TCAG Policy Advisory Committee. At-large TCAG members are not members of the Tulare County Transportation Authority or Abandoned Vehicle Abatement Authority.

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**TCAG STAFF**

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<thead>
<tr>
<th>TCAG STAFF</th>
<th>Office Address</th>
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<tbody>
<tr>
<td>Ted Smalley, Executive Director</td>
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<td>Cynthia Echavarria, Associate Regional Planner</td>
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<td>Roberto Brady, Associate Regional Planner</td>
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<td>Gabriel Gutierrez, Associate Regional Planner</td>
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<td>Leslie Davis, Fiscal Manager</td>
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<td>Michele Boling, Accountant II</td>
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<td>Doreen Alvez, Secretary III</td>
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<td>Carrie Perez, Secretary I</td>
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AGENDA ITEM IV-A
January 21, 2014
Prepared by Christine Chavez, TCAG Staff

SUBJECT:

Action: Adoption of Resolutions: Approve the Transportation Development Act (TDA) Claims for the City of Dinuba for Fiscal Year 2013/14 and the administrative modification to the County of Tulare LTF Claim resolutions.

BACKGROUND:

The Transit Development Act (TDA) was passed in 1971 and provides transit funding for local agencies from two sources. The Local Transportation Fund (LTF) is derived through a ¼ cent of general sales tax collected statewide. The State Transit Assistance (STA) Fund is derived from a statewide sales tax on gasoline and diesel fuels. TCAG approves the final apportionment including transfer agreements between agencies for transit services for each fiscal year. The cities and county claim TDA funds each year to claim the apportioned funds available to operate their transit systems. TCAG reviews the claims and instructs the County Auditor on the payment of funds to each respective agency.

DISCUSSION:

The City of Dinuba has submitted a TDA claim for the 2013/14 fiscal year. The anticipated amount of LTF funds available to the City of Dinuba in the 2013/14 fiscal year is $748,929.42. The City of Dinuba has applied for $745,488.42 in LTF claims for the following amounts: $54,252.75 in planning contributions; $165,045.67 for transit operations; and $526,190.00 for streets and roads purposes. The City of Dinuba has also applied for $120,784.00 in State Transit Assistance (STA) Funds. These claims do not exceed the amounts that the City of Dinuba is estimated to be apportioned. TCAG staff review found the claims to be in order.

TCAG Staff is requesting the authority to make an administrative modification to Resolution No. 13-067 (In the matter of: Approval of 2012/13 Local Transportation Fund claim for the County of Tulare for transit and planning purposes) and No. 13-068 (In the matter of: Approval of 2012/13 Local Transportation Fund claim for the County of Tulare for streets and roads purposes) which were approved on December 9, 2013. The administrative modification would be made so that the resolutions appropriately show that the claims are for the 2013/14 fiscal year, not 2012/13.

RECOMMENDATION:

Approve the Transportation Development claims for the City of Dinuba for Fiscal Year 2013/14 and the administrative modification to the County of Tulare LTF claim resolutions.

ALTERNATIVES:

Do not approve.
FISCAL IMPACT:

TCAG receives planning contributions through a portion of these claims. Failure to approve the City of Dinuba TDA claims could have a negative impact on a local agency’s ability to provide transit services and street and road maintenance.

ATTACHMENTS:

1. Resolution: Approval of 2013/14 Local Transportation Fund claim for the City of Dinuba for transit and planning purposes.
2. Resolution: Approval of 2013/14 Local Transportation Fund Claim for the City of Dinuba for Streets and Roads purposes.
BEFORE THE
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

APPROVAL OF 2013/14 LOCAL )
TRANSPORTATION FUND CLAIM ) Resolution No. [    ]
FOR THE CITY OF DINUBA FOR TRANSIT )
AND PLANNING PURPOSES )

WHEREAS, the State of California through legislative action has established the Transportation Development Act as enacted and amended by statute which designates payment of funds to counties or cities for planning, improvements and corrections of regional transportation systems; and

WHEREAS, the Tulare County Association of Governments has been duly authorized by the State Business and Transportation Agency, effective date, July 20, 1971, as the Transportation Planning Agency for Tulare County; and

WHEREAS, $748,929.42 is the estimated total amount of LTF revenues expected for the 2013/14 funds apportioned to the City of Dinuba; and

WHEREAS, the City of Dinuba has applied 2013/14 Local Transportation Funds for which $165,045.67 is for Dinuba Area Regional Transit System operation and capital expenses, and $54,252.75 for planning contributions; and

WHEREAS, the Tulare County Association of Governments adopted the 2011 Tulare County Regional Transportation Plan, which includes the City of Dinuba’s transit operations; and

WHEREAS, a public hearing was held by the Association regarding public transportation needs in Tulare County and the City of Dinuba has fulfilled their unmet transit needs for 2013/14; and

WHEREAS, the City of Dinuba’s transit system meets the requirements of Section 99268.4 with regard to fare box recovery ratios.
NOW, THEREFORE, BE IT RESOLVED, The claim of the City of Dinuba for $165,045.67 for transit operations/capital and $54,252.75 for planning contribution is hereby approved, and said amount is hereby allocated.

The foregoing Resolution was adopted upon motion of Member ______, seconded by Member ______, at a regular meeting held on the 21st day of January, 2014 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OFGOVERNMENTS

__________________________
J. Steven Worthley
Chair, TCAG

__________________________
Ted Smalley
Executive Director, TCAG
WHEREAS, the State of California through legislative action, has established the
Transportation Development Act as enacted and amended by statute which designates payment
of funds to counties or cities for planning, improvements and corrections of regional
transportation systems; and

WHEREAS, the Tulare County Association of Governments has been duly authorized by
the State Business and Transportation Agency, effective date July 20, 1971, as the
Transportation Planning Agency for Tulare County; and

WHEREAS, $748,929.42 is the estimated amount available from the 2013/14 funds
apportioned to the City of Dinuba; and

WHEREAS, the City of Dinuba has applied for 2013/14 Local Transportation Funds, of
which $526,190 is for streets and roads purposes; and

WHEREAS, the Tulare County Association of Governments adopted the 2011 Regional
Transportation Plan, which includes the City of Dinuba's transit operations; and

WHEREAS, a public hearing was held by the Association regarding public transportation
needs in Tulare County and incorporated cities in the County and the City of Dinuba has fulfilled
their unmet transit needs for 2013/14; and

WHEREAS, the City of Dinuba's transit system meets the requirements of Section
99268.4 with regard to fare box recovery ratios.
NOW, THEREFORE, BE IT RESOLVED the claim of the City of Dinuba’s Local Transportation Fund claim for streets and roads in the amount of $526,190 is approved and said amount is hereby allocated.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 21st day of January, 2014, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

_______________________________
J. Steven Worthley
Chair, TCAG

_______________________________
Ted Smalley
Executive Director, TCAG
BEFORE THE
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

APPROVAL OF 2013/14 STATE TRANSIT )
ASSISTANCE FUND CLAIM FOR THE ) Resolution No. [ ]
CITY OF DINUBA )

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

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

WHEREAS, the Tulare County Association of Governments has been duly authorized by
the State Business and Transportation Agency, as the Transportation Planning Agency for Tulare
County; and

WHEREAS, the Transportation Planning Agency of Tulare County has adopted rules and
regulations for administration of its duties under the Transportation Development Act; and

WHEREAS, the City of Dinuba has submitted a State Transit Assistance fund claim for
fiscal year 2013/14 in the amount of $120,784 ($120,784 of P.U.C. Section 99313.3) for
operation of the City's transit system pursuant to Section 6730 of the Act; and

WHEREAS, the proposed expenditures are in conformity with the 2011 Regional
Transportation Plan; and

WHEREAS, the level of passenger fares and charges is sufficient to enable the City of
Dinuba to meet the fare revenue requirements of Public Utilities Code Section 99268.4.
NOW, THEREFORE, BE IT RESOLVED, the State Transit Assistance fund claim of the City of Dinuba in the amount of $120,784 is approved and said amount is hereby allocated.

The foregoing Resolution was adopted upon motion of Member _____, seconded by Member _____, at a regular meeting held on the 21st day of January, 2014, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

_______________________________
J. Steven Worthley
Chair, TCAG

_______________________________
Ted Smalley
Executive Director, TCAG
AGENDA ITEM IV-B
January 21, 2014
Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:
Action: Adoption of Resolution: Reaffirm 2013 Federal Transportation Improvement Program (FTIP) Amendment No. 13

BACKGROUND:
The FTIP is a four year program of federally funded and regionally significant transportation projects. It is updated every two years and is submitted to Caltrans to be included in the Federal State Transportation Improvement Program (FSTIP). These federal programs are reviewed and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The FTIP is subject to federal air quality conformity rules established by the Environmental Protection Agency (EPA). The 2013 FTIP was adopted by the TCAG Board at the July 16, 2012 meeting. FHWA and FTA formally approved the 2013 FTIP on December 14, 2012. The FTIP may be amended between updates for various reasons such as adjusting project cost, scope and scheduling or adding and deleting projects. The FTIP must always remain fiscally constrained and be consistent with air quality conformity rules.

DISCUSSION:
Amendment No. 13 to the 2013 FTIP amended nine existing projects funded from the Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancement (TE), and Measure R programs; deleted three projects (CMAQ and TE); and updated CMAQ and Surface Transportation Program revenue estimates. This was a Type 3 amendment to add projects exempt from air quality conformity.

As per TCAG’s adopted 2009 Public Participation Plan (PPP), there was a 14 day public review period which began on Friday, October 4, 2013, and ended on Friday, October 18, 2013. The Executive Director has delegated authority to approve Type 3 amendments with reaffirmation by the TCAG Board. Amendment No. 13 was approved on October 23, 2013. Caltrans approved the amendment on October 25, 2013. FHWA and FTA approved the amendment on October 30, 2013.

FISCAL IMPACT:
There is no fiscal impact to TCAG. Any fiscal changes are listed in the attached project summary.

ATTACHMENTS:
1) Resolution reaffirming delegated action by the Director
2) Project Summary (under separate cover)

Work Element: 604.01 Transportation Improvement Program
In the matter of:

REAFFIRMING DELEGATED ACTION BY
THE EXECUTIVE DIRECTOR OF THE
TULARE COUNTY ASSOCIATION OF
GOVERNMENTS AMENDMENT NO. 13 TO
THE 2013 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM

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 MPO to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, federal planning regulations require the MPO to prepare and adopt a Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, Amendment No. 13 to the 2013 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staff, and public owner operators of mass transportation services acting through the Tulare County Association of Governments forum and general public involvement; and

WHEREAS, Amendment No. 13 to the FTIP program listing is consistent with: 1) the 2011 Regional Transportation Plan; and 2) the 2012 State Transportation Improvement Program (STIP); and 3) the Corresponding Conformity Analysis: and

WHEREAS, Amendment No. 13 to the 2013 FTIP contains the MPO’s certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, Amendment No. 13 to the 2013 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, Amendment No. 13 to the 2013 FTIP includes funding changes and additions and deletions of projects exempt from air quality conformity; and

WHEREAS, projects submitted in Amendment No. 13 to the 2013 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment No. 13 to the 2013 FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Amendment No. 13 to the 2013 FTIP conforms to the applicable State Implementation Plan (SIP); and
WHEREAS, the documents have been widely circulated and reviewed by TCAG’s advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Tulare County consistent with the Public Participation Plan (PPP) adopted by TCAG; and

WHEREAS, an interagency consultation and public comment period (14 days) was held between Friday, October 4, 2013, and ending on Friday, October 18, 2013; and

WHEREAS, on April 20, 2009, TCAG approved the 2009 PPP, delegating authority to the TCAG Executive Director to approve Type II and III Amendments to the FTIP and on September 15, 2011, TCAG approved Amendment No. 1 to the PPP which delegated final approval authority for Type I administrative modifications to the FTIP to the TCAG Executive Director and TCAG Chair.

NOW, THEREFORE, BE IT RESOLVED, That Tulare County Association of Governments reaffirms the Executive Director of the Tulare County Association of Governments approval of Amendment No. 13 to the 2013 FTIP.

The foregoing Resolution was adopted upon motion of Member __, seconded by Member __ at a regular meeting held on the 21st day of January, 2014, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

___________________________________
J. Steven Worthley
Chair, TCAG

___________________________________
Ted Smalley
Executive Director, TCAG
I hereby certify that the foregoing is a true copy of a resolution of the Tulare County Association of Governments duly adopted at a regular meeting thereof held on the 21st day of January, 2014.
AGENDA ITEM IV-C
January 21, 2014
Prepared by Gabriel Gutierrez, TCAG Staff

SUBJECT:
Action: Adoption of Resolution: Reaffirm 2013 Federal Transportation Improvement Program (FTIP) Amendment No. 14

BACKGROUND:
The FTIP is a four year program of federally funded and regionally significant transportation projects. It is updated every two years and is submitted to Caltrans to be included in the Federal State Transportation Improvement Program (FSTIP). These federal programs are reviewed and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The FTIP is subject to federal air quality conformity rules established by the Environmental Protection Agency (EPA). The 2013 FTIP was adopted by the TCAG Board at the July 16, 2012 meeting. FHWA and FTA formally approved the 2013 FTIP on December 14, 2012. The FTIP may be amended between updates for various reasons such as adjusting project cost, scope and scheduling or adding and deleting projects. The FTIP must always remain fiscally constrained and be consistent with air quality conformity rules.

DISCUSSION:
Amendment No. 14 to the 2013 FTIP amended five existing projects funded from the Federal Transit Administration (FTA) 5307 program and added eight projects to be funded by the FTA 5307, 5316, and 5317 programs and Transportation Enhancement program. This was a Type 3 amendment to add projects exempt from air quality conformity.

As per TCAG’s adopted 2009 Public Participation Plan (PPP), there was a 14 day public review period which began on Tuesday, November 12, 2013, and ended on Tuesday, November 26, 2013. The Executive Director has delegated authority to approve Type 3 amendments with reaffirmation by the TCAG Board. Amendment No. 14 was approved on November 26, 2013. Caltrans approved the amendment on November 27, 2013. FHWA and FTA approved the amendment on December 2, 2013.

FISCAL IMPACT:
There is no fiscal impact to TCAG. Any fiscal changes are listed in the attached project summary.

ATTACHMENTS:
1) Resolution reaffirming delegated action by the Director
2) Project Summary (under separate cover)
BEFORE THE
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

REAFFIRMING DELEGATED ACTION BY
THE EXECUTIVE DIRECTOR OF THE
TULARE COUNTY ASSOCIATION OF
GOVERNMENTS AMENDMENT NO. 14 TO
THE 2013 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM

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 MPO to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, federal planning regulations require the MPO to prepare and adopt a Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, Amendment No. 14 to the 2013 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staff, and public owner operators of mass transportation services acting through the Tulare County Association of Governments forum and general public involvement; and

WHEREAS, Amendment No. 14 to the FTIP program listing is consistent with: 1) the 2011 Regional Transportation Plan; and 2) the 2012 State Transportation Improvement Program (STIP); and 3) the Corresponding Conformity Analysis; and

WHEREAS, Amendment No. 14 to the 2013 FTIP contains the MPO’s certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, Amendment No. 14 to the 2013 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, Amendment No. 14 to the 2013 FTIP includes funding changes and additions and deletions of projects exempt from air quality conformity; and

WHEREAS, projects submitted in Amendment No. 14 to the 2013 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment No. 14 to the 2013 FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Amendment No. 14 to the 2013 FTIP conforms to the applicable State Implementation Plan (SIP); and
WHEREAS, the documents have been widely circulated and reviewed by TCAG’s advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Tulare County consistent with the Public Participation Plan (PPP) adopted by TCAG; and

WHEREAS, an interagency consultation and public comment period (14 days) was held between Tuesday, November 12, 2013 and Tuesday, November 26, 2013; and

WHEREAS, on April 20, 2009, TCAG approved the 2009 PPP, delegating authority to the TCAG Executive Director to approve Type II and III Amendments to the FTIP and on September 15, 2011, TCAG approved Amendment No. 1 to the PPP which delegated final approval authority for Type I administrative modifications to the FTIP to the TCAG Executive Director and TCAG Chair.

NOW, THEREFORE, BE IT RESOLVED, That Tulare County Association of Governments reaffirms the Executive Director of the Tulare County Association of Governments approval of Amendment No. 14 to the 2013 FTIP.

The foregoing Resolution was adopted upon motion of Member __, seconded by Member __ at a regular meeting held on the 21st day of January, 2014, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

J. Steven Worthley
Chair, TCAG

Ted Smalley
Executive Director, TCAG

I hereby certify that the foregoing is a true copy of a resolution of the Tulare County Association of Governments duly adopted at a regular meeting thereof held on the 21st day of January, 2014.
AGENDA ITEM V-A
January 21, 2014
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 will meet in Sacramento on January 29th and 30th, 2014. Since the agenda for this CTC meeting is being released after the mailing of the TCAG agenda, staff will give an update at the January 21st Board meeting.

DISCUSSION:

2014 RTIP/STIP
The TCAG Board approved the 2014 Regional Transportation Improvement Program (RTIP) at the December 9th Board meeting. The RTIP was submitted to CTC staff for inclusion in the STIP on December 13th. The TCAG 2014 RTIP included the following new projects and project phases:

- $4 million of RTIP funding coupled with $45 million of ITIP funding to add a third southbound lane on SR-99 between Tagus Ranch and Prosperity Avenue in FY17/18.
- $4 million of RTIP funding to conduct the environmental document for the widening of SR-99 through the City of Tulare (Prosperity to Ave 200) in FY18/19
- In addition, with Caltrans District 6 support, we are asking for an advance in funding to complete the northbound third lane on SR-99 between Tagus Ranch and Prosperity Avenue. This would include $8 million of RTIP funding and $38 million of ITIP funding in FY17/18.

The remaining schedule for the development of the 2014 STIP is listed below:

2/4/14 – Southern California CTC STIP hearing
2/28/14 – CTC staff publishes STIP recommendations
3/20/14 – CTC adopts STIP
2012 STIP
The 2012 STIP was approved by the CTC on March 29, 2012. Listed below are the projects in the 2012 STIP.

Adopted 2012 RTIP/STIP

<table>
<thead>
<tr>
<th>Project</th>
<th>Agency</th>
<th>Phase</th>
<th>FY 12/13</th>
<th>FY 13/14</th>
<th>FY 14/15</th>
<th>FY 15/16</th>
<th>FY 16/17</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-99/Betty Dr Interchange</td>
<td>Caltrans</td>
<td>PS&amp;E R/W</td>
<td>$3.108m</td>
<td>$6.492m</td>
<td>$5.000m</td>
<td></td>
<td></td>
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<tr>
<td>SR-99 Widening (Caldwell-Tagus)</td>
<td>Caltrans</td>
<td>PS&amp;E R/W</td>
<td>$.875m*</td>
<td>$.650m*</td>
<td>$8.300m*</td>
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<tr>
<td>SR-99 Widening (Tagus-Prosperity)</td>
<td>Caltrans</td>
<td>PS&amp;E R/W</td>
<td>$.425m*</td>
<td>$6.463m*</td>
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</tr>
<tr>
<td>SR-65 Widening (SR-190-Tea Pot Dome)</td>
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<td>Con Sup</td>
<td></td>
<td></td>
<td>$1.500m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR-65/Spruce Rd Realignment/Expressway</td>
<td>Caltrans</td>
<td>PS&amp;E</td>
<td>$1.42m</td>
<td>$1.557m</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Packwood Creek Trail .25m</td>
<td>Visalia</td>
<td>Con</td>
<td>$118k</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Packwood Creek Trail .75m</td>
<td>Visalia</td>
<td>Con</td>
<td>$250k</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown Enhancement</td>
<td>Woodlake</td>
<td>Con</td>
<td>$973k</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown Enhancement, ph 4</td>
<td>Woodlake</td>
<td>Con</td>
<td>$625k</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santa Fe Trail connection</td>
<td>County</td>
<td>Con</td>
<td>$870k</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oak Ave Pedestrian Walkway</td>
<td>Porterville</td>
<td>Con</td>
<td>$224k</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Garden Ave Ped. Walkway</td>
<td>Porterville</td>
<td>Con</td>
<td>$257k</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class II &amp; III Bike Lanes</td>
<td>Dinuba</td>
<td>Con</td>
<td>$224k</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TE Reserve</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1.028k</td>
</tr>
</tbody>
</table>

*These phases have matching money from Caltrans’ Interregional Transportation Improvement Program (ITIP): FY 13/14 - $1.5m for PS&E and R/W, FY 14/15 - $7.825 for PS&E and R/W, FY 15/16 - $12.5m for Con

FY 2013/14 STIP Projects
There are four STIP and three TE projects programmed in Fiscal Year (FY) 13/14.

STIP/TE Projects Subject to CTC Allocation – FY13/14

<table>
<thead>
<tr>
<th>Project</th>
<th>Agency</th>
<th>Phase</th>
<th>Amount</th>
<th>Fund</th>
<th>Anticipated Action</th>
<th>CTC Approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR99 Widening, Tagus to Caldwell</td>
<td>Caltrans</td>
<td>R/W, PS&amp;E¹</td>
<td>$1,525,000</td>
<td>STIP</td>
<td>n/a</td>
<td>Yes²</td>
</tr>
<tr>
<td>SR99/Betty Dr. Interchange</td>
<td>Caltrans</td>
<td>R/W</td>
<td>$6,888,000</td>
<td>STIP</td>
<td>n/a</td>
<td>Yes²</td>
</tr>
<tr>
<td>SR216 Landscaping</td>
<td>Caltrans</td>
<td>Construction</td>
<td>$630,000</td>
<td>STIP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR198/Plaza Landscaping</td>
<td>Visalia</td>
<td>Construction</td>
<td>$1,420,000</td>
<td>STIP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oak Ave Pedestrian Walkway</td>
<td>Porterville</td>
<td>Construction</td>
<td>$224,000</td>
<td>TE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santa Fe Trail Connection</td>
<td>Visalia</td>
<td>Construction</td>
<td>$870,000</td>
<td>TE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown Enhancement, Phase 4</td>
<td>Woodlake</td>
<td>Construction</td>
<td>$625,000</td>
<td>TE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

¹Plans, Specifications and Estimate
²Caltrans is responsible for applying STIP funding for the PS&E and R/W phases.
TE Projects
TCAG encourages all recipient agencies with TE projects to coordinate with TCAG and Caltrans. Local assistance for earlier project delivery (by November of fiscal year the project is programmed). With early project delivery, it allows Caltrans and TCAG to assist in solving project challenges prior to the May deadline and allows for the potential of many projects to move up from a later fiscal year. TCAG and Caltrans will work with agencies that are experiencing challenges with Environmental and Right-of-Way Clearance. Any projects that are in the current year may not be reprogrammed but must be delivered or funding is lost to the region. Based on prior CTC meetings and direction from Caltrans/CTC staff extensions for TE projects are going to be scrutinized.

The TE program is being replaced by the State’s Active Transportation Program (ATP). The CTC is currently developing guidelines for the project selection and allocation process for the ATP. The main source of funding for the ATP (the federal Transportation Alternatives Program) is split between direct allocation to Urbanized Areas (UZAs) and to the State as a whole. Since Visalia is a UZA, TCAG will be receiving direct TAP funding. However, the process for using that funding still has to be determined.

2010 and 2012 STIP/TE Projects Project Delivery Schedule

<table>
<thead>
<tr>
<th>Project</th>
<th>Agency</th>
<th>Phase</th>
<th>FY 10/11</th>
<th>FY 11/12</th>
<th>FY 12/13</th>
<th>FY 13/14</th>
<th>FY 14/15</th>
<th>FY 15/16</th>
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</thead>
<tbody>
<tr>
<td>Tulare Road Pedestrian Safety Bollards</td>
<td>Lindsay</td>
<td>Con</td>
<td>$167,000</td>
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<td></td>
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<tr>
<td>St. Johns - Rd 148 to Cutler</td>
<td>Visalia</td>
<td>Con</td>
<td>$159,000</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Transit Center/Main St.</td>
<td>Visalia</td>
<td>Con</td>
<td>$173,000</td>
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<tr>
<td>Government Center Plaza</td>
<td>Lindsay</td>
<td>Con</td>
<td>$199,000</td>
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<td>Santa Fe Trail lighting</td>
<td>Tulare</td>
<td>Con</td>
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<tr>
<td>Dinuba Downtown Plaza</td>
<td>Dinuba</td>
<td>Con</td>
<td>$100,000</td>
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<tr>
<td>Pixley Main Street</td>
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<td></td>
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<tr>
<td>Downtown Improvements</td>
<td>Woodlake</td>
<td>Con</td>
<td>$973,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Packwood Creek Waterway Trail .25mi</td>
<td>Visalia</td>
<td>Con</td>
<td>$118,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Packwood Creek Waterway Trail .75mi</td>
<td>Visalia</td>
<td>Con</td>
<td>$250,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Downtown Improvements</td>
<td>Woodlake</td>
<td>Con</td>
<td>$625,000</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Santa Fe Trail Connection</td>
<td>Visalia</td>
<td>Con</td>
<td>$870,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oak Avenue Pedestrian Walkway &amp; Mural</td>
<td>Porterville</td>
<td>Con</td>
<td>$224,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Garden Ave. Pedestrian Walkway</td>
<td>Porterville</td>
<td>Con</td>
<td>$257,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class II &amp; III Bike Lanes</td>
<td>Dinuba</td>
<td>Con</td>
<td>$224,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TE Reserve</td>
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<td></td>
<td>$1,028m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1The CTC approved a 12-month allocation extension at their June, 2011 meeting. Project allocated at June, 2012 meeting.
2The CTC approved a 20-month award extension at their January, 2012 meeting.
3The CTC approved a 4-month award extension at their January, 2013 meeting.
4The CTC approved a 12-month allocation extension at their June, 2012 meeting. Project allocated at May, 2013 meeting.
5The CTC approved a 6-month award extension at their January, 2013 meeting.
6These are proposed to be deleted from the 2014 STIP. (TE is being replaced by ATP.)

ATTACHMENTS: None

Work Element: 604.01 Transportation Improvement Program
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AGENDA ITEM V-B
January 21, 2014
Prepared by Roberto Brady, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Selection of Consultant for Preparation of the Traffic Model Mode Choice Development and Enhancement

BACKGROUND:

In 2010, the California Transportation Commission (CTC) updated its guidelines for the preparation of Regional Transportation Plans (RTP). One objective was to incorporate the new requirements of the Sustainable Communities and Climate Protection Act (Senate Bill 375), passed in 2008. The eight San Joaquin Valley Metropolitan Planning Organizations (MPO) applied for, and were awarded, a grant through the California Strategic Growth Council to help upgrade their transportation demand forecast models to the standards called for in the new RTP Guidelines.

A consultant team was selected for the project in 2011. Primary work on the model upgrades, collectively known as the San Joaquin Valley Model Improvement Program (SJVMIP), was completed by mid-2012. Under the CTC guidelines, all MPOS statewide are grouped in accordance with population, growth and other factors. Each group has specific modeling requirements and recommendations. TCAG is in Group C. It is the only valley MPO in this group. Fresno, Kern, San Joaquin and Stanislaus are large enough to be in Group D. Kings, Madera and Merced are with smaller MPOS in Group B. Group E are the MPOS of the largest metropolitan areas in the state. Group A are small, rural regions. TCAG’s SJVMIP model is being used for the development of the 2014 RTP Update and meets the Group C standards.

The next logical step for development of the TCAG transportation model is the mode choice enhancements currently being contemplated. The proposal summarizes these enhancements as follows: “The TCAG model’s new mode choice module will separate the person trip table into the various alternative modes, by trip purpose. The available modes have expanded in recent years to include stratifications of the auto mode by vehicle occupancy (drive alone, two occupants, three occupants, transit, walk, and bike); and this project will further the stratification of transit modes into transit technologies and types of operation, (local bus, express bus, light rail, heavy rail, etc.); and types of access (walk or drive). The mode choice model will estimate person trip tables by mode and purpose, allowing for summaries for each time of day by zone/district and/or origin-destination combinations.”

These mode choice capabilities are a core requirement of Group D to which TCAG is on the threshold. They also provide important new types of planning data for TCAG, its member agencies and Caltrans. The Strategic Growth Council is in support of this approach which is evidenced by its awarding of an additional $150,000 grant to TCAG, in Round 2 of Proposition 84 grants, to continue this work.
DISCUSSION:

On November 18, 2013, TCAG released a Request for Proposals (RFP) for preparation of the Traffic Model Mode Choice Development and Enhancement during Fiscal Years 2013/14 and 2014/15 with an approximate completion date of December 31, 2014. The budget for the project is not to exceed $150,000 and is authorized under Work Element 602.02.

Only one firm submitted a proposal to TCAG for the preparation of the Traffic Model Mode Choice Development and Enhancement. This is in spite of the fact that the RFP was nationally advertised and sent to all potentially qualified firms know to TCAG. However, this is not a surprising result. The one firm that did submit a proposal, Fehr & Peers, was the lead firm in the SJVMIP and currently has TCAG’s modeling support contract. Fehr & Peers is qualified for this job. The average score for Fehr & Peers and contract costs for stated tasks is provided below. Not counting DBE or Local Firm points, Fehr & Peers scored near the maximum possible points based on the TCAG’s adopted procurement procedures and the scoring criteria outlined in the RFP.

<table>
<thead>
<tr>
<th>Firm</th>
<th>Max Score</th>
<th>Fehr &amp; Peers Ave Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Proposal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comprehension of the Project</td>
<td>10</td>
<td>9.67</td>
</tr>
<tr>
<td>Thoroughness of Proposal</td>
<td>10</td>
<td>9.00</td>
</tr>
<tr>
<td>Meeting the RFP Objectives</td>
<td>20</td>
<td>19.00</td>
</tr>
<tr>
<td>Project Delivery Time</td>
<td>5</td>
<td>5.00</td>
</tr>
<tr>
<td>Consultant Qualifications</td>
<td></td>
<td></td>
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<tr>
<td>Qualifications and Experience</td>
<td>30</td>
<td>29.67</td>
</tr>
<tr>
<td>References</td>
<td>15</td>
<td>15.00</td>
</tr>
<tr>
<td>DBE Participation Level</td>
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<td>0.00</td>
</tr>
<tr>
<td>Cost</td>
<td>5</td>
<td>5.00</td>
</tr>
<tr>
<td>Local Firm*</td>
<td>5</td>
<td>0.00</td>
</tr>
<tr>
<td>Total</td>
<td>105</td>
<td>92.34</td>
</tr>
</tbody>
</table>

Fehr & Peers exhibited a solid understanding of the project scope and objectives. The firm has an extensive portfolio of transportation planning and traffic engineering projects. In addition, Fehr & Peers has been at the forefront of transportation model development for SB 375 implementation in the San Joaquin Valley. Their cost proposal is slightly under TCAG’s established budget for the requested scope of services.
RECOMMENDATION:

Staff recommends that the TCAG Board select Fehr & Peers for the preparation of the Traffic Model Mode Choice Development and Enhancement. Board selection will allow TCAG staff to negotiate and execute a contract with Fehr & Peers for said services for FY 2013/14 and 2014/15 for a budget not to exceed $149,280.

FISCAL IMPACT:

The base contract amount under this contract will not exceed $149,280 for fiscal years 2013/14 and 2014/15. This amount has been budgeted in the FY 2013/14 OWP under Work Element 602.02 Traffic Forecasting/Model Development.

ATTACHMENT:

1. Resolution: Selection of Consultant for Preparation of the Traffic Model Mode Choice Development and Enhancement

Work Element: 602.02 Traffic Forecasting/Model Development
WHEREAS, the Tulare County Association of Governments (TCAG) requested proposals for consultant services for traffic model mode choice development and enhancement; and

WHEREAS, one (1) qualified consulting firm submitted a proposal to TCAG; and

WHEREAS, the proposal was evaluated and scored in accordance with approved TCAG scoring criteria as presented in the Request for Proposals (RFP); and

WHEREAS, Fehr & Peer is the firm that has been selected by the TCAG Board for these services for an amount not to exceed $149,280 for traffic model mode choice development and enhancement; and

WHEREAS, the Chair of the TCAG Board of Governors be hereby authorized to sign, on behalf of the Association, an agreement with Fehr & Peers to provide said professional services.
NOW, THEREFORE, BE IT RESOLVED, that Fehr & Peer is selected to provide professional services for traffic model mode choice development and enhancement for fiscal years 2013/14 and 14/15 upon agreement of Fehr & Peers and the Executive Director of TCAG.

The foregoing Resolution was adopted upon the motion of Member_______, seconded by Member_______, at a regular meeting on the 21st day of January, 2014 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

___________________________________
J. Steven Worthley
Chair, TCAG

___________________________________
Ted Smalley
Executive Director, TCAG
AGENDA ITEM V-C
January 21, 2014
Prepared by Elizabeth Wright, TCAG Staff

SUBJECT:

Action: Set Congestion Mitigation and Air Quality (CMAQ) Policies and Project Priority Criteria for 2015 Federal Transportation Improvement Program (FTIP) Selection Process

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 previously received estimates for the receipt of approximately $5.1 million per year and has projects programmed through fiscal year 2015/16. Project examples include roundabouts, signal synchronization, compressed natural gas facilities and vehicles, transit bus purchases, etc.

DISCUSSION:

Current Funding Policy

Adopted TCAG policy states that CMAQ funds will be allocated by category, as shown below, with projects within each category ranked based on the cost-effectiveness calculations of emissions reductions, measured in cost (dollars) per pound of emissions reduced:

- 50% to Measure R projects. 50% is set aside for Measure R projects that qualify for CMAQ.
- 20% (minimum) to projects that reduce emissions at a rate of $30/lb or less. This is a Valleywide requirement. Failure to meet this requirement means surrender of the difference to the San Joaquin Valley Air Pollution Control District; this has not occurred.
- 30% to all other projects that qualify, based on cost effectiveness.
- 25% of total funding (from any subcategory above) must be allocated to projects that reduce PM2.5. This is a new federal requirement.

Exceptions, on a case by case basis, have been approved by the Board to fund high priority projects, to fund shortfalls on existing projects so they can be seen through to completion, and to fund eligible types of projects that are a TCAG priority but may not have the largest amount of emissions reductions.

Funding Capacity and Project Advancement

Managing the amount of CMAQ funds available to Tulare County is not necessarily a straightforward process as the funds are flexible and not always finite. This has been advantageous to TCAG agencies, as they have been able to utilize “new” or reallocated funds in past years due to our good project delivery record.
TCAG is preparing the 2015 FTIP. This document will include funding from years 2014/15 to 2017/18. TCAG’s CMAQ allocation is just over $5 million per year. Several projects are already programmed for this FTIP, but TCAG will have nearly $8 million additional dollars available for programming new projects this cycle.

Projects listed in the four-year FTIP, however, can be funded anytime during the life of that FTIP. It is greatly to TCAG’s benefit to complete projects as soon as possible, regardless of which year a project is listed in the FTIP. These projects can move forward in the program and projects on a waiting list can move up. TCAG staff recommends carrying a waiting list of projects, and will bring a recommendation showing projects to program, a project waitlist, and projects that are ineligible, should not be funded, or could be funded via another funding source after projects are collected and scored.

RECOMMENDATION:

Staff recommends approval of the following actions for this call for projects in order to make the best and most advantageous use of the CMAQ program:

1. The Measure R set-aside and 20% highly cost-effective program subcategories should not be altered.
2. Shoulder and sidewalk projects should be capped at 10% of the available new funds. These projects are PM10 reduction projects, and are now a much lower priority than PM2.5 and Ozone reducing projects.
3. Project readiness should be added to the criteria to prioritize projects in the program for funding when a project with higher emissions benefit is not yet ready for implementation in the first two years (2014/15 or 2015/16).
4. Staff recommends special consideration for funding a TCAG replacement vehicle for department use. Vehicle purchases are an eligible use of CMAQ funds, although passenger vehicles do not score competitively. Staff recommends making this exception in order to utilize grant funding for a needed purchase in the place of membership dues.
5. Maintain a program set aside of up to $500,000 for cost increases.

FISCAL IMPACT:

There is no fiscal impact to the TCAG Overall Work Program and Budget.

ATTACHMENT:

None
### ITEM: VII-A
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
REGIONAL TRANSPORTATION PLANNING AGENCY
METROPOLITAN PLANNING ORGANIZATION

* * * *

Executive Minutes – December 9, 2013

Present

<table>
<thead>
<tr>
<th>Board Members</th>
<th>Alternates</th>
<th>Member/Alternate</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allen Ishida</td>
<td>Walter Stammer, Jr.</td>
<td>M</td>
<td>Tulare County-Dist. 1</td>
</tr>
<tr>
<td>Pete Vander Poel</td>
<td>William Cushing</td>
<td>M (Workshop Only)</td>
<td>Tulare County-Dist. 2</td>
</tr>
<tr>
<td>Phil Cox</td>
<td>Bill Whitlatch</td>
<td>M</td>
<td>Tulare County-Dist. 3</td>
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<tr>
<td>Steve Worthley</td>
<td>Ray Millard</td>
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<td>Tulare County-Dist. 4</td>
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<tr>
<td>Mike Ennis</td>
<td>Judi Gibbons</td>
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<td>Tulare County-Dist. 5</td>
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<tr>
<td>Janet Hinesly</td>
<td>Mike Smith</td>
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<td>City of Dinuba</td>
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<td>Jack Allwardt</td>
<td>Dale Sally</td>
<td>M</td>
<td>City of Exeter</td>
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<tr>
<td>Greg Gomez</td>
<td>Vacant</td>
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<tr>
<td>Pamela Kimball</td>
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<td>Virginia Gurrola</td>
<td>Cameron Hamilton</td>
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<td>Craig Vejvoda</td>
<td>Skip Barwick</td>
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<td>Rudy Mendoza</td>
<td>Raul Gonzales, Jr.</td>
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<td>Dennis Townsend</td>
<td>Luke Feldstein</td>
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<td>Terry McKittrick</td>
<td>Bob Stocker</td>
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<td>Member-at-Large</td>
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<td>Tom Sparks</td>
<td>Ernie Hernandez</td>
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<tr>
<td>Sharri Bender-Ehlert</td>
<td>Gail Miller</td>
<td>M (Workshop Only)</td>
<td>Caltrans</td>
</tr>
</tbody>
</table>

### STAFF

| Ted Smalley          | Executive Director             | P                | TCAG                       |
| Ben Kimball          | Deputy Executive Director      | P                | TCAG                       |
| Ben Giuliani         | Executive Officer- LAFCO       | P                | TCAG                       |
| Elizabeth Wright     | Senior Regional Planner        | P                | TCAG                       |
| Mark Hays            | Senior Regional Planner        |                  | TCAG                       |
| Roberto Brady        | Associate Regional Planner     | P                | TCAG                       |
| Christine Chavez     | Associate Regional Planner     | P                | TCAG                       |
| Cynthia Echavarria   | Associate Regional Planner     | P                | TCAG                       |
| Jennie Miller        | Associate Regional Planner     | P                | TCAG                       |
| Gabriel Gutierrez    | Associate Regional Planner     | P                | TCAG                       |
| Marvin Demmers       | Regional Planner               | P                | TCAG                       |
| Leslie Davis         | Fiscal Manager                 | P                | TCAG                       |
| Michele Boling       | Accountant II                  | P                | TCAG                       |
| Doreen Alvez         | Secretary III                  | P                | TCAG                       |
| Carrie Perez         | Secretary I                    |                  | TCAG                       |
I. WORKSHOP
The Workshop was called to order by Mr. Smalley at 10:10 a.m. on December 9, 2013

A. Welcome- Mr. Smalley welcomed board members and staff and provided a brief overview of the workshop topics of discussion and a brief review of TCAGs Success with RHNA, Legislative Trip to D.C., and the statewide culmination partnership with Caltrans.

B. Measure R Alternatives- Not provided due to time constraints.

C. Agency Project Delivery Presentations- (City of Exeter, City of Dinuba, City of Porterville, County of Tulare, City of Visalia, City of Tulare, City of Farmersville) Agencies provided a presentation of their past, current, and future projects in their respective cities using various funding sources such as Measure R, State/Federal and local funding.

Members discussed prevailing wage issues that have occurred with the City of Tulare’s projects.

D. Caltrans Project Delivery Presentation- Caltrans provided a brief introduction of Caltrans staff. Caltrans provided its goals and mission for construction projects, Caltrans role and job tasks they are involved in, status of past, current, future projects with agencies within Tulare County.

Ms. Bender-Ehlert and Ms. Gail Miller provided a special award to TCAG in recognition and gratitude of a valued partnership through the years.

Item F—first two awards heard out of order as Caltrans was leaving

F. Awards and Recognition of Service
Mr. Smalley presented the awards to:
1. Caltrans in Recognition of Outstanding Partnership with Tulare County.
2. Special award to Sherri Bender-Ehlert for Recognition of 25 Years of Dedicated and Outstanding Service.

E. TCAG/TCTA Review 2013- Mr. Smalley introduced the Finance Committee. Mr. Smalley stated that the Cartmill project is coming up and has become the trigger for making decisions for financing. Without financing there may be a halt to projects going to construction. Mr. Smalley provided that the action today is not to release bonds it is the permission to keep working toward solutions and to hire a bond counsel.

KNN Finance provided an educational workshop on why bonds are a relevant consideration for the board now, what sort of financing options are available including using bonds, a review of TCAG’s finances that are outstanding, and the pros/cons of each of the financing options to consider.

Board Members discussed options for financing, rates, and cost savings.

F. Awards and Recognition of Service
Mr. Smalley presented the awards to:
1. David Harrald- Outstanding Service Award
2. Supervisor Ishida- Local Motion Award for Outstanding Official
3. Michele Boling- Employee of the Year

Special Guest Speaker
California State Assembly member Connie Conway. Ms. Conway provided a brief overview of legislative updates and what this means for California.
II. CALL TO ORDER & WELCOME

The Transportation Policy Advisory Committee was called to order by Vice-Chair Mendoza at 1:20 p.m. on December 9, 2013.

III. PLEDGE OF ALLEGIANCE

Vice-Chair Mendoza led the pledge of allegiance.

IV. PUBLIC COMMENTS

Public comments opened at 1:23 p.m. and Closed at 1:23 p.m. No comments received.

V. TRANSPORTATION CONSENT CALENDAR—ACTION AND INFORMATION ITEMS

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

A. Action: Approve the Draft 2013/14 Local Transportation Funds (LTF) and State Transit Assistance (STA) Fund Apportionments

B. Action: Adoption of Resolutions: Approve the Transportation Development Act (TDA) Claims for the Cities of Woodlake, Lindsay, and the County of Tulare for Fiscal Year 2013/14

C. Action: Authorize the TCAG Executive Director to amend the existing agreement with the College of Sequoia’s (COS) for the Student Transit Pass Program (STPP) to increase the COS Contribution

D. Action: Approval of Audit Extension for Member Agencies

E. Action: Adoption of Resolution: Approve Fiscal Year 2013/14 Overall Work Program (OWP) Amendment No. 5

Upon a motion by Member Allwardt and seconded by Member Kimball, the Transportation Policy Advisory Committee unanimously approved the Transportation Consent Calendar Item V-A through V-E.

VI. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Action: Adoption of Resolution: Approve the Adoption of the 2014 Regional Transportation Improvement Program (RTIP)

Mr. Giuliani commented that the Draft RTIP was presented to the TCAG board and has had no changes since its last review at the board in November. Mr. Giuliani requested approval of $4 million of RTIP Funding coupled with $45 million of state and regional transportation funding to add a third southbound lane on SR 99 between Tagus Ranch and Prosperity Avenue and $4 million RTIP funding to conduct the environmental document for the widening of SR 99 inside the City of Tulare. In addition, with Caltrans District 6 support TCAG is requesting an advance in funding to complete the third northbound lane on SR 99 between Tagus Ranch to Prosperity Ave.

Upon a motion by Member Cox and seconded by Member Gurrola, the Transportation Policy Advisory Committee unanimously approved the Adoption of the 2014 Regional Transportation Improvement Program (RTIP).

B. Action: Adoption of Resolution: Initiate Formation of the Congestion Management Process (CMP) Steering Committee

Mr. Smalley stated when TCAG became a larger MPO their planning requirements changed. One requirement was to create a congestion management process. The process will take 1-2 years to
put together. The first step is to create a committee of technical staff. TCAG will be hosting a workshop on January 23, 2014, after this workshop a committee will be formed and will be submitted to the board for approval.

Upon a motion by Member Gurrola and seconded by Member Allwardt, the Transportation Policy Advisory Committee unanimously approved the Initiation of Formation of the Congestion Management Process (CMP) Steering Committee.

C. Action: Adoption of Resolution: SR99/ SR198 Gateways Truck Origin-Destination Consultant Selection

Mr. Demmers provided that TCAG recently solicited a proposal for the preparation of the study of the north and south gateways to Tulare County on SR 99 and the western gateway into Tulare County from Kings County. On October 8, 2013 TCAG released a request for proposals and received 4 proposals that were evaluated based on TCAGs approved scoring criteria. All proposals were scored by TCAG and Caltrans staff. Mr. Demmers highlighted the staff report scoring summary and requested approval of the firm Fehrs & Peers as the selected consultant with a cost not to exceed $68,146.

Board Members requested more information on the location of Fehrs & Peers, and whether local firms get additional points.

Upon a motion by Member Ennis and seconded by Member Sparks, the Transportation Policy Advisory Committee unanimously approved the SR99/SR198 Gateways Truck Origin-Destination Consultant Selection to Fehrs & Peers.

G. Information: Caltrans Monthly Report

Mr. Smalley commented that Caltrans presented the Caltrans Monthly Report during their workshop presentation.

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

Upon motion by Member Ennis, and seconded by Member Gomez, the Board unanimously reaffirmed all actions taken while sitting as the Transportation Policy Advisory Committee.

VIII. ASSOCIATION CONSENT CALENDAR – ACTION AND INFORMATION ITEMS

Request Approval of the Association Consent Calendar Action Items VIII-A and VIII-B.

A. Minutes of November 25, 2013 Board Meeting

B. Summary of November 21, 2013 Technical Advisory Committee Meeting

Upon a motion by Member Kimball, and seconded by Member Gurrola the Association unanimously approved the Association Consent Calendar Items VIII-A and VIII-B.

IX. ASSOCIATION ACTION/DISCUSSION ITEMS

A. Presentation: Report from Congressman Nunes’ Office

Vice-Chair Mendoza commented he had nothing to report from Congressman Nunes office at this time.
B. Action: Reaffirm/Appoint At-Large Members for Position #1, #2, and #3
Mr. Smalley provided that the terms for #2-Member Sparks and his Alternate Ernie Hernandez are due to expire at the end of the month and is requesting to reappoint both of them and reaffirm expiring terms of #3-Member Townsend and #1-Member McKittrick.

Member Sparks requested not to renew his appointment as board member.

Mr. Smalley requested if the board could approve appointments #1 and #3, and leave vacant position #2 at this time.

Upon a motion by Member Ishida, and seconded by Member Vejvoda the Association unanimously approved the Reaffirmation/Appointment of At-Large Members for Positions #1 and #3.

C. Action: Regional Housing Needs Allocation (RHNA) Methodology Selection
Mr. Kimball stated that a public hearing was opened two weeks ago at the last board meeting. A Methodology Committee was formed by members of each agency and has reviewed six scenarios for distributing the housing allocations to each agency according to the States goals and polices. TCAG conducted voting at the last board meeting and the majority of the group chose the recommended scenario “A1” which is a regional parody distribution adjustment with two agencies voting for option “B” the job housing balance methodology.

Mr. Kimball introduced Chelsea Norton from Mintier Harnish who was available for additional questions, and requested staff and boards recommendation of methodology “A1” for approval.

Public Hearing opened at 1:35 p.m. and closed at 1:35 p.m. No comments received.

Upon a motion by Member Cox, and seconded by Member Kimball the Association unanimously approved the Regional Housing Needs Allocation (RHNA) Methodology Selection of “A1”.

D. Information: Audit Update-Fiscal Year Ending June 30, 2012 for the City of Farmersville
Ms. Davis provided the City of Farmersville’s audit update. Audit is completed and is currently with Pressley and Associates who has met with the City of Farmersville last Thursday. The audit anticipated completion date is December 31st.

Mr. Smalley commented that the City of Farmersville received a disclaimer of opinion. TCAG has been working with the city and their new finance director. The City of Farmersville is well on their way and does not expect any significant issues do to staff shortage. Mr. Smalley provided that no Measure R funds or transportation funds were affected and recommended no sanctions be issued for the City of Farmersville.

Member Gomez commented that the auditors did review their finances and noted that their State and Federal grants were being managed as they should be, and the new finance director has been hired and has put policies and procedures in place.

E. Information: Legislative Update
Mr. Kimball stated that the Valley COGs have been meeting the last couple of months to gather a consensus on items for the next Valley Voice trip in March 2014. Mr. Kimball highlighted concerns, recommended meetings, and topics for discussion for the trip, and provided that additional information would be provided to the board as the March date approached.
Mr. Kimball requested if anyone had additional topics they think should be discussed to let him know and stated that “water” was a topic but has been removed from consideration as there is no consensus in the valley.

IX. CORRESPONDENCE
None

X. OTHER BUSINESS

A. Information: Items from Staff
None

B. Information: Items from Board Members
None

1. Tulare County Water Commission Update
   Member Ishida provided he had no update for the Water Commission. However as a side note, the San Joaquin Valley Supervisors and the Delta Supervisors will be reconvening. Last year they created a list of water projects that both groups agreed should be carried forward. The meeting is made up of 12 counties and will meet in Merced sometime in January. Member Ishida provided an update on the Delta Plan.

2. San Joaquin Valley Policy Council Update
   Member Ishida provided an update of the last meeting that the San Joaquin Valley Joint Powers on Amtrak had and the status of gaining Amtrak in the Central Valley by 2015, and the concerns of Comet Cars that have been refurbished and are active on the rail.

3. Other Items
   None

C. Request from Board Members for future agenda items
   None

ADJOURN at 1:43 p.m.

ADJOURN AS THE TULARE COUNTY ASSOCIATION OF GOVERNMENTS AND CONVENE AS THE TULARE COUNTY TRANSPORTATION AUTHORITY
ITEM: VII-B
TCAG Technical Advisory Committee Meeting
December 5, 2013

ATTENDANCE LIST

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<td>County of Tulare</td>
<td>Britt Fussel</td>
<td>Tule River Indian Res.</td>
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<tr>
<td>Caltrans</td>
<td>Michael Navarro</td>
<td>TCAG</td>
<td>Benjamin Kimball</td>
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Others Present: Michael Reed, Scott Carson
TCAG Staff Present: Ted Smalley, Doreen Alvez, Gabriel Gutierrez, Jennie Miller, Elizabeth Wright, Roberto Brady, Mark Hays, Marvin Demmers

TCAG MEETING NOTES

I. Call to Order & Welcome
The Technical Advisory Committee was called to order by Mr. Kimball at 1:33 p.m. on December 5, 2013.

V-A. Action: Approve the Draft 2013/14 Local Transportation Funds (LTF) and State Transit Assistance (STA) Fund Apportionments
Ms. Wright stated the draft LTF is updated mid-year and at the end of the year, and this item is the updated apportionments received since the beginning of the year.

V-B. Action: Adoption of Resolutions: Approve the Transportation Development Act (TDA) Claims for the Cities of Woodlake, Lindsay, and the County of Tulare for Fiscal Year 2013/14
Ms. Wright provided that the item is the TDA claims for the Cities of Woodlake, Lindsay, and the County of Tulare and the staff report highlights the appropriate amount of the claims, and if members had questions regarding the amounts being requested.

Ms. Wright requested a corrected amount from the County of Tulare.

Member Fussel requested clarification on the submittal of claim and how funding is paid out.

Mr. Smalley commented that TCAG has no say in the funding being paid out.

V-C. Action: Authorize the TCAG Executive Director to amend the existing agreement with the College of Sequoia’s (COS) for the Student Transit Pass Program (STPP) to increase the COS Contribution
Ms. Wright stated that TCAG has been working with all of the agencies’ on the reimbursement amounts for the COS pass and TCAG has looked at grants, contributions, and revenues that need to be increased for the pass. TCAG has talked to COS and they will be voting at their board meeting to increase their contribution from .40 cents a student to $1.00 a student so TCAG will amend the agreement to reflect the new amount once they vote on this on Monday. COS is also committed to putting the student fare increase on the ballot next year. Students currently pay $4.00 part time and $5.00 full time and TCAG will ask for a gradual increases over time.
Member Fussel requested what TCAGs thoughts were for the end rate to be. Ms. Wright commented possibly a dollar or two at a time but this has not been discussed and there are regulations that they cannot charge part time more than full time.

V-D. Action: Approval of Audit Extension for Member Agencies
Mr. Smalley provided as it occurs every year TCAG will be getting approval of an audit extension for all the respective LTF and Measure R audits. Mr. Smalley stated that all the cities audits have gotten complex with different regulations and funding requirements which included the doing away with redevelopment. Some agency audits won’t be done by December 31st which is why the audit extension is needed. TCAGs audit will be completed by December 31st. If the audit extension is not approved TCAG will not be funding until the audits are completed.

V-E. Action: Adoption of Resolution: Approve Fiscal Year 2013/14 Overall Work Program (OWP) Amendment No. 5
Mr. Smalley stated that staff has been working together with the Valley and part of a major valley grant coming to TCAG is $150,000. This money will be used to add a mode choice layer or transit layer to our traffic model. TCAG staff just completed the model for the RTP and will use the money to update the RTP model and anticipate the City of Visalia’s General Plan will be another update that TCAG will put together four years from now. This is a cost savings for TCAG.

VI-A. Action: Adoption of Resolution: Approve the Adoption of the 2014 Regional Transportation Improvement Program (RTIP)
Mr. Smalley stated that this was previously announced and do to the great partnership with Caltrans, TCAG will be putting $8 million dollars toward the 99 corridor and in return TCAG will receive $45 million of California State funds or ITIP funding that would add the southbound lane all the way down to Prosperity Avenue. TCAG would fully fund the environmental document for the City of Tulare widening portion, and TCAG is asking for an advanced of $8 million to be partnered with $38 million dollars of ITIP money to add the northbound lane.

Mr. Smalley commented this is not a ridiculous advance request, but this has not been approved and is being requested at the board meeting. If approved, TCAG will get the RTIP up to the CTC and will testify in February as the CTC adopts in March. Once this has been confirmed TCAG will adopt the Strategic Work Plan in April.

Board members discuss how the funding will be received and if Measure R will be used.

VI-B. Action: Adoption of Resolution: Initiate Formation of the Congestion Management Process (CMP) Steering Committee
Mr. Hays provided that the 2010 Census showed the population of Visalia and Tulare area surpassed the 200,000 mark and this triggered additional requirements as set out by Map 21 and the Federal Transportation regulations. Part of this requirement is to establish a CMP Steering Committee to monitor congestion within our area and the resolution is attached that establishes this requirement.

Mr. Smalley introduced Scott Carson FHWA liaison who will assist in the CMP Steering Committee, and outlined how the committee will be formed. The committee will be formal, with members appointed after the workshop on January 23, 2014 in which FHWA will provide a presentation and direction. The CMP Committee is a two year process and
will be made up of 6-10 members with Caltrans sitting on the committee. Once the CMP committee has been formed a meeting will be conducted to establish a benchmark of what needs to be accomplished. Members will need to be mid-level management or higher as decisions will need to be made at the meeting. Mr. Smalley highlighted the staff reports outline of accomplishments to be completed and encouraged all members representing the Cities attend the workshop.

VI-C. Action: Adoption of Resolution: SR99/ SR198 Gateways Truck Origin-Destination Consultant Selection

Mr. Demmers stated that TCAG has solicited a request for proposal to have a SR99/ SR198 Gateways Truck Origin-Destination study prepared that will encompass a gateway into the county north and south on 99 and western gateway on SR 198 from Kings County. The Request for Proposals was sent out on October 8th and four proposals were received. The proposals were evaluated based on the standard accepted scoring procedures with TCAG and Caltrans staff scoring the proposals. Based on the scoring results the best overall score was from Fehrs & Peers. TCAG is recommending the award to Fehrs & Peers for cost not to exceed $68,146.

VI-D. Information: Caltrans Monthly Report

Mr. Navarro commented that he does not have an update as an update was provided two week ago however; he wanted to provide a reminder of grants that are available with a deadline date of: February 3rd and will send a link that can be distributed to member agencies. Grants available are for: Planning, Transit Planning, Sustainable Communities, Planning grants for rural communities, and partnership planning grants. Requirements will be provided.

IX-B. Action: Reaffirm/Appoint At-Large Members for Position #1, #2, and #3

Mr. Smalley provided that the item is to reaffirm our At-Large members and their alternates as their terms are expiring. #2-Member Sparks and his Alternate Ernie Hernandez are due to expire at the end of the month and is requesting to reappoint both of them and reaffirm expiring terms of #3-Member Townsend and #1-Member McKittrick.

IX-C. Action: Regional Housing Needs Allocation (RHNA) Methodology Selection

Mr. Kimball stated that the RHNA was presented to the board two weeks ago where a public meeting was opened and will be continued to the next board meeting. At this meeting TCAG is requesting action on choosing one of the methodology scenarios. TCAGs recommendation is “A1” regional parody. Comments were received from the City of Visalia and the County of Tulare who will have formal comments prepared.

IX-D. Information: Audit Update-Fiscal Year Ending June 30, 2012 for the City of Farmersville

Mr. Smalley stated that he hopes the auditor will complete the City of Farmersville’s audit by December 31st. Last month TCAG reported that the audit will be issued a Disclaimer of Opinion. An extensive discussion was conducted with the City Manager and the new Fiscal Manager, and TCAG staff believes the audit will be fine and is not recommending any sanctions. A meeting with the City of Farmersville will be conducted quarterly to review improvements. TCAG does not anticipate any direct issues with Measure R or TCAG funds.
IX-E. Information: Legislative Update

Mr. Kimball provided a handout which provided the legislative days and topics for discussion. At this time the Cogs are trying to formulate what topics to discuss. Mr. Kimball highlighted some topics of discussion that may be controversial.

Members discuss the topics from the handout.

Adjourned 2:05 p.m.
Local Clearing House Review 2013-06

USDA Rural Development, Community Facilities Loan Program Funding

APPLICATION

FoodLink For Tulare County Inc. is submitting an application for federal assistance from USDA Rural Development for funding to purchase and remodel a building to serve as a food distribution warehouse.

Funds requested are as follows:

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<tr>
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<td>Other:</td>
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<td>Program Income</td>
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<tr>
<td><strong>Total:</strong></td>
<td><strong>$800,000</strong></td>
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SCOPE OF PROJECT

FoodLink For Tulare County Inc. is applying for a loan from the USDA Rural Development Community Facilities Program to purchase an existing packing house in Exeter and remodel it to serve as its food distribution warehouse. The proposed facility will allow the organization to relocate from its current distribution center and achieve cost savings. The proposed project would serve communities throughout Tulare County. FoodLink warehouses and distributes millions of pounds of food each year to support needy families in Tulare County, with children comprising more than two-thirds of those being served.
Tulare County Association of Governments  
210 N Church St., Ste. B  
Visalia, CA 93291  

RE: Local Clearinghouse Review  

Enclosed for the Local Clearinghouse review is the signed copy of the  
FoodLink For Tulare County, Inc. Application for Federal Assistance  
Standard Form 424 with the project description of the proposed purchasing  
and remodeling a building in Exeter California.  

FoodLink for Tulare County, Inc. is proposing to purchase an existing  
packing house and remodeling it for its food distribution center warehouse  
for the Tulare County. This would help FoodLink be in the hub of the  
Communities it serves.  

Please contact Sandy Beals if you have any further questions regarding  
this matter.
Application for Federal Assistance SF-424

3. Date Received: ____________________________

4. Applicant Identifier: ________________________

6a. Federal Entity Identifier: ____________________

6b. Federal Award Identifier: ____________________

7. State Application Identifier: SAI NOT APPLICABLE

8. APPLICANT INFORMATION:

8a. Legal Name: Foodlink for Tulare County

b. Employer/Taxpayer Identification Number (EIN/TIN): 85-0002370

c. Organizational DUNS: 85-0002370

d. Address:

Street 1: Tulare West 1501 North 2nd Street Tulare, CA 93274

Street 2: P.O. Box 1544

City: Tulare

County/Parish: Tulare

State: California

Provision: USA: UNITED STATES

Country: USA: UNITED STATES

Zip/Postal Code: 93274

8e. Organizational Unit:

Department Name: ________________________

Division Name: ________________________

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: ________________________

* First Name: Executive Director

* Last Name: Director

Suffix: ________________________

Title: Executive Director

Organizational Affiliation: Foodlink for Tulare County

* Telephone Number: (559) 651-3562

Fax Number: (559) 651-2569

* Email: sandvbe@foodlinktulare.org
Application for Federal Assistance SF-424

9. Type of Applicant 1 - Select Applicant Type:

Type of Applicant 2 - Select Applicant Type:

Type of Applicant 3 - Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

USDA Rural Development

11. Catalog of Federal Domestic Assistance Number:

10.766

CPDA Title:

Community Facility Loan

* 12. Funding Opportunity Number:

* Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Tulare County

* 15. Descriptive Title of Applicant’s Project:

Purchase, Rehab,
**Application for Federal Assistance SF-424**

16. Congressional Districts Of:
   * a. Applicant
   * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:
   * a. Start Date:
   * b. End Date:

18. Estimated Funding ($):
   * a. Federal
   * b. Applicant
   * c. State
   * d. Local
   * e. Other
   * f. Program Income
   * g. TOTAL

20. Is the Applicant Delineant on Any Federal Debt Orders? If Yes, provide explanation:
   □ Yes   □ No

   If "Yes", provide explanation and attach.

21. "By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 28, Section 1901)

**"I AGREE**

**The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix: 
Middle Name: 
Last Name: 
Suffix: 

* First Name: 

* Telephone Number: (559) 651-2569 
Fax Number: (559) 651-2569 
Email: 

Signature of Authorized Representative: 
Completed by Grants.gov upon submission. 
Date Signed: 
Completed by Grants.gov upon submission.
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AGENDA ITEM VIII-B
January 21, 2014
Prepared by Elizabeth Wright, TCAG Staff

SUBJECT:

Information: Regional Transportation Plan (RTP) Update

BACKGROUND:

The Regional Transportation Plan (RTP) is a 20-year planning document that TCAG updates at least once every four years. The RTP is the highest level and most comprehensive planning document prepared by TCAG. The 2014 RTP will outline transportation improvements and other related planning elements through the year 2040. Planned transportation improvements must be financially constrained, based on funding estimates, and performance measures should be defined. Elements of the RTP include: the Executive Summary, Policy Element, Action Element, Financial Element, Sustainable Communities Strategy, including the Regional Housing Needs Assessment, and a Valleywide Chapter. There are also several associated documents and plans required such as Air Quality Conformity, the Transit Coordinated Plan, Regional Bicycle Plan, and Environmental Impact Report (EIR). Because of new statutory requirements, and since the region has continued to grow and become more diverse, the current update getting underway is of unprecedented complexity.

DISCUSSION:

The Draft 2014 Regional Transportation Plan will be released on February 27, 2014. It will be circulated for 55 days and will include the all new component of a Sustainable Communities Strategy (SCS). With the selection of an SCS in an upcoming item, the finalization of the draft RTP and Environmental Impact Report (EIR) will take place.

Other items to be released on February 27th include the Federal Transportation Improvement Program (FTIP) and the Air Quality Conformity document that is required for the RTP and FTIP. The TCAG Board and the public will be notified at document release and the documents will be circulated via hard copy, email, and posted online in February for review and comment.

ATTACHMENTS:

None
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AGENDA ITEM VIII-C
January 21, 2014
Prepared by Roberto Brady, TCAG Staff

SUBJECT:
Information: Sustainable Communities Strategy (SCS) Update

BACKGROUND:

Senate Bill 375 was approved in 2008. This bill requires Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) in conjunction with the periodic update of a Regional Transportation Plan (RTP). TCAG’s next RTP update is underway and is scheduled for release. A public review draft will be released in February of 2014 and the final adoption is approximately in June, 2014.

The SCS is a regional growth plan with the purpose of better aligning land use, transportation and housing planning at the regional level. Within the parameters of local general plans, fiscally constrained transportation improvements, and internal consistency with other elements of the RTP, the SCS is to be designed to achieve greenhouse gas reduction targets set by the California Air Resources Board (ARB) for automobile and light duty truck emissions. The approved targets for the San Joaquin Valley are a 5% per capita reduction in 2020 and a 10% per capita reduction in 2035, both reductions from the 2005 levels.

As part of public outreach for the RTP Update/SCS effort, TCAG has formed an “RTP Roundtable.” The purpose of the RTP Roundtable is to support TCAG in the development and preparation of the 2014 Regional Transportation Plan and Sustainable Communities Strategy. The RTP Roundtable’s work centers around assisting staff with developing and evaluating alternative land use forecasts for the SCS. However, related aspects of regional transportation and housing planning are also within its purview.

DISCUSSION:

As of the preparation of this agenda item there have been no new applications received for the one remaining open position on the Roundtable. A list of the current membership is attached.

The RTP Roundtable held its most recent meeting on Wednesday, December 11, 2013. At the meeting the Roundtable adopted the “Blueprint” scenario as the recommended preferred scenario for the RTP/SCS. This is described in the following agenda item. The next meeting of the RTP Roundtable is tentatively scheduled for March 19, 2014, after the expected release of the draft RTP/SCS. The meeting location is not yet determined at the time of this agenda item.

ATTACHMENT:

1) Current RTP Roundtable Membership List
2) Agenda for RTP Roundtable meeting of December 11, 2013

Work Element: 602.01 – Regional Transportation Plan
TCAG RTP Roundtable Membership as of January 2, 2014

The TCAG Governing Board approved thirteen appointments at its December 2012 meeting and provided for the consideration of additional applications at future meetings, as a consent matter, until all the designated positions are filled or the mission of the RTP Roundtable is substantially accomplished. The approved appointments are listed in the table below. Pending appointments for consideration, if any, are show in *italics*.

<table>
<thead>
<tr>
<th>Positions</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of Tulare</td>
<td>Hector Guerra</td>
</tr>
<tr>
<td>Dinuba</td>
<td>Dan Meinert</td>
</tr>
<tr>
<td>Exeter</td>
<td>Ted Macaulay (Vice Chair)</td>
</tr>
<tr>
<td>Farmersville</td>
<td>Lisa Wallis-Dutra</td>
</tr>
<tr>
<td>Lindsay</td>
<td>Bill Zigler</td>
</tr>
<tr>
<td>Porterville</td>
<td>Brad Dunlap</td>
</tr>
<tr>
<td>Tulare</td>
<td>Mike Whitlock</td>
</tr>
<tr>
<td>Visalia</td>
<td>Josh McDonnell (Chair)</td>
</tr>
<tr>
<td>Woodlake</td>
<td>Karl Schoettler</td>
</tr>
<tr>
<td>LAFCo</td>
<td>Julie Allen</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>Richard Tree</td>
</tr>
<tr>
<td>Agriculture</td>
<td>Josh Miller</td>
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<tr>
<td>Environmental Advocate</td>
<td>Chris Moi</td>
</tr>
<tr>
<td>Bicycle/Pedestrian Advocate</td>
<td>Enoch Sears</td>
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<tr>
<td>Health Advocate</td>
<td>Karen Haught</td>
</tr>
<tr>
<td>Goods Movement</td>
<td>Ron Faulkner</td>
</tr>
<tr>
<td>Disabled Access/ADA</td>
<td>Adam Johnson</td>
</tr>
<tr>
<td>SJV Air District</td>
<td>Tom Jordan</td>
</tr>
<tr>
<td>Caltrans, District 6</td>
<td>Lorena Mendibles</td>
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<tr>
<td>Tribal Governments</td>
<td>Vernon Vera</td>
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<tr>
<td>Building/Development</td>
<td>Alex Alagha</td>
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<tr>
<td>Environmental Justice Community</td>
<td>Sarah Ramirez</td>
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<td>Affordable Housing Advocate</td>
<td>Denise Fletcher</td>
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<td>Broad-based business or economic</td>
<td>Adam Peck</td>
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<tr>
<td>At-Large 1</td>
<td>Loren Aiton</td>
</tr>
<tr>
<td>At-Large 2</td>
<td>Jake Raper, Jr.</td>
</tr>
</tbody>
</table>

Primary TCAG Staff supporting the RTP Roundtable:
Roberto Brady, Associate Regional Planner (SCS Coordinator), rbrady@tularecog.org, (559) 623-0451 (Primary Contact)
Elizabeth Wright, Senior Regional Planner (RTP Coordinator) ewright@tularecog.org, (559) 623-0466
Carrie Perez, Secretary I elperez@tularecog.org, (559) 623-0462
Doreen C. Alvez, Secretary III dalvez@tularecog.org (559) 623-0460
TCAG Executive Director:
Ted Smalley, tsmalley@tularecog.org, (559) 623-0463
Benjamin Kimball, bkimball@tularecog.org, (559) 623-0455 (Assistant Director)
Regional Transportation Plan/Sustainable Communities Strategy Roundtable
(RTP Roundtable)

MEETING AGENDA
December 11, 2013
Tulare County Government Plaza
5961 S. Mooney Blvd., Visalia, CA 93277
Resource Management Agency Main Conference Room
2:00 PM – 4:00 PM
Conference Call: (800) 325-1307, Code# 568199

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.

The full agenda including staff reports and supporting materials is available at the TCAG office.

A. Welcome & Introductions

B. Action: Approval of Minutes – for meeting of October 16, 2013

C. Public Comments
This portion of the meeting is reserved for persons wishing to address the TCAG RTP Roundtable on items within its purview but not on this agenda. Unscheduled comments are limited to 3 minutes.
Note: Prior to action by the Roundtable on any item on this agenda, the public may comment on that item.

D. Information: Growth Scenarios for the Sustainable Communities Strategy (SCS) – Roberto Brady, TCAG, Associate Regional Planner
   1. Scenario comparisons
   2. Discussion on selection of preferred scenario

E. Action: Direction on Preferred Scenario and Recommendation to TCAG Governing Board: – Chair

F. Information: Regional Transportation Plan (RTP) Update – Elizabeth Wright, TCAG, Senior Regional Planner
   1. Overall Process and Schedule
   2. Draft Elements, selected sections.

G. Other RTP Roundtable Business – Items introduced by RTP Roundtable members

H. Action: Next Meeting: The next meeting is tentatively scheduled for Wednesday, January 15, 2014 at 2:00 p.m. at a location yet to be determined (subject to discussion and approval)

I. Adjourn
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AGENDA ITEM VIII-D
January 21, 2014
Prepared by Roberto Brady, TCAG Staff

SUBJECT:

Action: Adoption of Resolution: Selection of Preferred SCS Scenario

BACKGROUND:

Senate Bill 375 was approved in 2008. This bill requires Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) as part of the periodic update of a Regional Transportation Plan (RTP). TCAG’s next RTP update is underway. A public review draft is targeted for release in late February with final adoption approximately in June, 2014.

The SCS is a regional growth plan with the purpose of better aligning land use, transportation and housing planning at the regional level. Within the parameters of local general plans, fiscally constrained transportation improvements, and internal consistency with other elements of the RTP, the SCS is to be designed to achieve greenhouse gas reduction targets set by the California Air Resources Board (ARB) for automobile and light duty truck emissions. Specifically, the SCS will:

- Identify the general location of uses, residential densities, and building intensities within the region;
- Identify areas within the region sufficient to house all the population over the course of the planning period of the regional transportation plan;
- Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region;
- Identify a transportation network to service the transportation needs of the region;
- Gather and consider resource areas and farmland in the region;
- Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, will reduce GHG emissions from automobiles and light trucks to achieve the GHG emissions reductions target approved by CARB; and
- Quantify the reduction in GHG emissions projected to be achieved by the SCS and, if the SCS does not achieve the targeted reductions, set forth the difference between the amount that the SCS would reduce GHG emissions and the target for the region. The approved targets for the San Joaquin Valley are a 5% per capita reduction in 2020 and a 10% per capita reduction in 2035, both reductions from the 2005 levels.
The SCS does not regulate the use of land. It does not supersede the land use authority of cities and counties. Local agency land use plans and ordinances, including general plans, are not required to be consistent with the RTP/SCS. Govt. Code Section 65080(b)(2)(K).

As part of public outreach for the RTP Update/SCS effort, TCAG has formed an “RTP Roundtable.” The purpose of the RTP Roundtable is to support TCAG in the development and preparation of the 2014 Regional Transportation Plan and Sustainable Communities Strategy. The RTP Roundtable’s work centers around assisting staff with developing and evaluating alternative land use forecasts for the SCS. However, related aspects of regional transportation and housing planning are also within its purview. RTP Roundtable has 27 positions representing local, regional and state agencies and a wide spectrum of community interest groups and constituencies. This also includes two at-large members.

DISCUSSION:

The following is a summary of the scenarios discussed by the RTP Roundtable and in a series of public workshops countywide in September and October:

1. Trend. The trend scenario shows a land use forecast based on designations from existing local agency general plans and linear trends in growth on a sub-regional basis. This means that the projected pattern of development will be generally consistent with the development pattern seen currently. It should be noted however that local general plans include policies that will move the trend scenario to some extent away from a pure extrapolation of current development types and densities. This is especially true of the most recently updated plans (Porterville, 2007; Tulare County, 2012).

2. No project. This scenario is the same as the trend scenario but assumes that there is no RTP update and excludes all future projects except those already programmed (commitment of funds).

3. Blueprint. The Blueprint scenario is based on the application of the development principles adopted as part of the 2009 Tulare County Regional Blueprint. Primary among these principles is an objective of 25% higher overall density for new development compared to the Trend scenario and an increased emphasis on transit. A copy of the Tulare County Regional Blueprint is attached for reference. (Attachment No. 1)

4. Blueprint Plus. The Blueprint Plus scenario was requested by the RTP Roundtable to explore the ramifications of a change in future development patterns more pronounced than that envisioned by the Regional Blueprint. Blueprint Plus has an objective of overall density of new development 5% higher than Blueprint (30% higher than Trend) and a maximum feasible emphasis on transit and active transportation modes.

At the most recent meeting, on December 11th, the RTP Roundtable, by unanimous vote, selected the Blueprint Scenario as their preferred scenario for the 2014 RTP Update. There was general agreement that the Blueprint scenario best reflects the direction and spirit of member agency general plans and of the comprehensive general plan updates in progress in Tulare and Visalia.

Public workshops have been held in cities and unincorporated communities around the region to present the scenarios. People who came to the workshops were polled on such things as the relative priority of various transportation and land use issues facing the region and preference for
different development forms and densities. The last question asked at these workshops was “Which Scenario Should Tulare County Pursue?” A total of 96 responses were gathered to this question at the workshops. The Trend scenario had 39 votes, the Blueprint scenario 38 votes, the Blueprint Plus scenario 18 votes. There was one vote for the No Project scenario. The workshop attendance was geographically diverse but is not a representative sample of the public as a whole.

Although the Trend and Blueprint Plus scenarios actually seem to perform slightly better than the Blueprint scenario in certain measures of greenhouse gas reduction these results may be partially attributable to limitations in the sensitivity of the transportation demand model to the changes in density and other land use characteristics between the scenarios. Modeling results were much clearer in showing that all three of these scenarios meet the ARB greenhouse gas reduction targets.

RECOMMENDATION:

Adopt resolution to approve the “Blueprint” scenario as the preferred scenario for the 2014 RTP Update.

ALTERNATIVES:

Approve as modified, do not approve, or defer the matter for additional review and discussion.

FISCAL IMPACT:

No direct fiscal impact is anticipated. The cost of preparation and implementation of the RTP Update should be about the same regardless of which scenario is selected.

ATTACHMENT(S):

1. Resolution to approve the “Blueprint” scenario as the preferred scenario for the 2014 RTP Update
WHEREAS, Senate Bill 375, passed in 2008, requires California Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plans (RTP); and

WHEREAS, TCAG is the designated MPO for the Tulare County region; and

WHEREAS, Senate Bill 375 requires the development of a preferred land use scenario based on a scenario planning process.

NOW, THEREFORE, BE IT RESOLVED that the Tulare County Association of Governments approves the “Blueprint” scenario as the SCS preferred scenario for preparation of the region’s 2104 RTP Update as recommended by the RTP Roundtable and briefly described as follows:

The Blueprint scenario is based on the application of the development principles adopted as part of the 2009 Tulare County Regional Blueprint. Primary among these principles is an objective of 25% higher overall density for new development compared to the Trend scenario and an increased emphasis on transit.
The foregoing Resolution was adopted upon motion of Member __________, seconded by Member ____________, at a regular meeting held on the 21 day of January, 2014, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

____________________________

J. Steven Worthley
Chair, TCAG

____________________________

Ted Smalley
Executive Director, TCAG
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AGENDA ITEM VIII-E
January 21, 2014
Prepared by Leslie Davis, TCAG Staff

SUBJECT:

Information: Audit Update-Fiscal Year Ending June 30, 2012 for the City Farmersville

BACKGROUND:

The year-ending June 30, 2012, Tulare County Transportation Authority (TCTA) Member Agency Audits were completed; Pressley & Associates, Inc. performed the audit. The audit is 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 Comptroller General of the United States.

DISCUSSION:

The City of Farmersville city audit is completed and is currently under audit with Pressley & Associates, Inc. for the transportation portion of the audit. The anticipated completion date of the transportation portion of the audit is January 31, 2014.
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AGENDA ITEM VIII-F
January 21, 2014
Prepared by Doreen Alvez, TCAG Staff

SUBJECT:
Information: Appointment of Member-at-Large and Alternate Member-at-large for position #2

BACKGROUND:
The TCAG Board is made up of eight city representatives, the Tulare County Board of Supervisors, and three at-large members. At-large board members are not appointed based on geographic location in the county. At-large board members’ terms expire after three-years or upon resignation, whichever comes first.

DISCUSSION:
In December TCAG staff received notification that Tom Sparks would not be continuing his position on the TCAG Governing Board as the Member-At-Large for Position #2 and the Alternate Member-at-Large term has expired. Applications are being requested for the position of Member-at-Large and Alternate Member-at-Large for position #2.

The position with the application form has been posted to the TCAG Website on January 7, 2014 and will remain posted for one month. Applications for appointment are being requested by February 7, 2014.

<table>
<thead>
<tr>
<th>YEAR TERM EXPIRES</th>
<th>POSITION NUMBER</th>
<th>APPOINTEE</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 31, 2013</td>
<td>#2</td>
<td>Vacant</td>
</tr>
</tbody>
</table>

FISCAL IMPACT:
None
APPLICATION FOR APPOINTMENT

Membership on the Tulare County Association of Governments (TCAG) At-Large Member/Alternate requires appointment by TCAG; therefore it is necessary to present the Board with relevant information concerning each nominee.

If you are interested in serving on TCAG, please complete this questionnaire, including any comments or additional information in the section provided at the end and return with your resume to: 210 N. Church Street, Suite B, Visalia, CA 93291.

NAME: ____________________________________________________________

ADDRESS: _________________________________________________________

TELEPHONE: Home ________________ Business ________________

E-MAIL ADDRESS ________________ Years of Residence in area ________________

PREVIOUS EXPERIENCE ON A RELEVANT COUNTY/CITY/TOWN COMMISSION OR COMMITTEE

____________________________________________________________________

____________________________________________________________________

RELEVANT WORK/VOLUNTEER EXPERIENCE

Organization Address Position Date

Organization Address Position Date

Organization Address Position Date

STATEMENT OF QUALIFICATION:

____________________________________________________________________

____________________________________________________________________

Please briefly state why you are interested in serving as an At-Large Member/Alternate on the Tulare County Association of Governments Board.

____________________________________________________________________

____________________________________________________________________

Please include a resume with this application.
AGENDA ITEM VIII - G
January 21, 2014
Prepared by Benjamin A. Kimball, TCAG Staff

SUBJECT:
Information: Legislative Update

BACKGROUND:

For a number of years TCAG has been involved in efforts to meet with key elected officials and administrators at the State and Federal level to help shape policy, influence legislation, and promote projects and programs that improve transportation in Tulare County. Meeting with these key individuals at the State and Nation’s Capital has proven to be an efficient and effective way to conduct this business and garner the necessary support and change.

DISCUSSION:

This spring, TCAG is involved in two such trips.

1. The Valley Legislative Affairs Committee (VLAC) is preparing for a trip to Sacramento to be held on March 4-5, 2014. The Committee is comprised of representatives from eight valley counties including: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern. Several meetings have taken place in preparation for this trip and a legislative platform has been drafted and is included in this report as Attachment 1.

   VLAC is working on using the services of a state lobbyist to set up the meetings, and find ways to maximize our effectiveness by meeting with the right people at the right time. A final list of meetings and locations is expected two weeks prior to the trip.

   More information on this trip will be provided as they are made available.

2. TCAG is preparing for a three day trip with its member agencies to Washington DC. At the time of preparing this report, the dates for the trip are April 28 to May 1, 2014. Our federal lobbyist is setting up the transportation related meetings and assisting us in maximizing the efficiency and effectiveness of the trip. The transportation related issues being considered at this time include:

   - MAP-21 (and development towards the next transportation bill)
     - Alternative Transportation Program
     - Bridge Funding
   - CMAQ
   - Rail
   - Funding for agricultural goods movement
Member agencies are making the arrangements for meeting on these items and assisting in the preparations for this trip in general.

ATTACHMENT(S):

1. VLAC Draft Legislative Platform
Draft 2014 LEGISLATIVE PLATFORM

BACKGROUND

The San Joaquin Valley Regional Planning Agencies include the San Joaquin Council of Governments, Stanislaus Council of Governments, Merced County Association of Governments, Madera County Transportation Commission, Fresno Council of Governments, Kings County Association of Governments, Tulare County Association of Governments, and Kern Council of Governments. In 2006, the San Joaquin Valley Regional Planning Agencies expanded their Memorandum of Understanding to form a Regional Policy Council, comprised of two elected officials from each of the eight Valley counties, to discuss and build consensus on issues of Valleywide importance.

The Regional Policy Council, in coordination with the San Joaquin Valley Regional Planning Agencies, has established a San Joaquin Valley Legislative Platform that reflects the Regional Policy Council’s priorities in state and federal legislative matters. The Legislative Platform provides guidance to the eight San Joaquin Valley Regional Planning Agencies and their lobbying partners when taking action on specific legislative proposals. The platform is intended to provide a unified voice when communicating legislative issues of regional importance to the Valley’s state and federal legislative delegation as well as relevant state and federal agencies.

GENERAL PRINCIPLES

- Protect and enhance current state and federal funding levels for transportation related programs.
- Continue to advocate as a region to advance common goals for improvements in state and federal legislation and policies.

VALLEY VOICE ADVOCACY EFFORTS

Continue to pursue federal and state support for the projects and legislative priorities identified through the Regional Policy Council’s advocacy program called “Valley Voice”

- TRANSPORTATION FUNDING
- TRANSPORTATION INITIATIVE VOTER THRESHOLD
- CAP AND TRADE FUNDING
- GOODS MOVEMENT
- SAN JOAQUIN AMTRAK INTERCITY PASSENGER RAIL
- WATER QUALITY, SUPPLY AND RELIABILITY

Contact Ms. Terri King, Kings County Association of Governments for more information: (559) 852-2678 • email: Terri.King@co.kings.ca.us
2013 VALLEY VOICE REGIONAL PRIORITIES

TRANSPORTATION FUNDING:

REQUEST
The SJV Policy Council recognizes the significance in preserving existing funding sources and allocating additional transportation related funding sources as they become available.

SUMMARY
The SJV is California’s fastest growing region, with a population of over 4 million that is anticipated to grow to more than 6 million people by 2035. The SJV has a significant role in the movement of agricultural products and goods, with a heavy burden placed on the existing transportation infrastructure. Investments to preserve the SJV transportation infrastructure have not kept pace with the demand and have led to the deterioration of the usability of the network.

- According to the California Transportation Commission 2011 Statewide Transportation Needs Assessment-
- In respect to highways, the Valley needs-
- Bridge $ details-

SUPPORT LEGISLATION THAT LOWERS THE THRESHOLD REQUIRED TO PASS TRANSPORTATION INITIATIVES:

REQUEST
The SJV Policy Council requests support for the reduction of the voter threshold for transportation sales tax measures.

SUMMARY
The reduction of the voter threshold reduces the opportunity for a small minority of voters to control transportation investment decisions that are supported by a large majority of voters. Since 1990, court rulings requiring 2/3 voter approval of special tax measures have made it extremely difficult for counties without an existing program to enact such measures.

- Kern, Merced and Stanislaus Counties in their attempts to pass a transportation sales tax measure have fallen short of the required 2/3 voter by a very small margin.
- A constitutional amendment would allow a change to the voter-approval requirement for special transportation taxes proposed by a local government from 2/3 to 55 percent – the same vote threshold required for educational
bonds since 2004.

CAP-AND-TRADE FUNDING:

REQUESTS
The SJV Policy Council supports the Transportation Coalition for Livable Communities, which includes the California Transit Association, Transportation California, California Alliance for Jobs, and local and regional government associations in the uniling principle that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies.

1. Dedicate cap-and-trade revenues related to fuels to transportation investments.
2. Invest a major portion of fuels-related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
3. Structure the investments to favor integrated transportation and land use strategies with an emphasis on poor air quality regions, such as the San Joaquin Valley.
4. Allow flexibility at the regional and local level to develop the most cost-effective ways to meet GHG reduction goals through transportation and land use investments.
5. Provide the incentives and assistance that local governments need to make SB 375 work.
6. Address project-funding determinations at the regional level under established statewide criteria to encourage local innovation and flexibility.

SUMMARY
Funding revenues should be directed to transit and road operations and maintenance, as well as complete streets infrastructure within existing urban infill and rural communities. These funds must be invested in a way that implements AB 32 using, where applicable, SB 375 implementation strategies. Funds should be allocated to areas that have disadvantaged communities and poor air quality, recognizing that different strategies are needed to achieve GHG reductions in different areas of the state. Additional incentives should be offered to regions with Sustainable Community Strategies that exceed GHG reduction targets, or equivalent Blueprint Plans or other regional plans.
GOODS MOVEMENT:

REQUEST
The SJV Policy Council distinguishes the need to continue to fund the major regionally significant trade corridors.

1. **SJV Interregional Goods Movement Plan**: provides a detailed description of the existing freight infrastructure (including the highways, roadways, rail facilities, intermodal facilities, intermodal centers, connections to inland and marine ports, and air cargo facilities) and provides a foundation for the analysis of existing and future freight capacity.

2. **Shortline Rail**: During the last two decades over 60 miles of track have been abandoned in the San Joaquin Valley. It is important that these shortline rail corridors are preserved and enhanced to provide a necessary part of goods movement infrastructure within the SJV and to reduce levels of truck VMT.

3. **State Route 99 Business Plan**: State Route (SR) 99 is a critical artery for goods movement in the State of California and the San Joaquin Valley. The extra stress of the overcapacity on the aged pavement in addition to the lack of adequate funding to reconstruct the pavement is the single most significant factor contributing to the current poor pavement conditions.

SUMMARY
The eight San Joaquin Valley Regional Planning Agencies continue to work in partnership with Caltrans and key private stakeholders, after developing the San Joaquin Valley Interregional Goods Movement Plan. The Plan, finalized in 2013 provides analysis of the vital goods movement networks of this multi-county region. Goods movement is a vital component of the San Joaquin Valley’s diverse internal economy that significantly plays a major role in the distribution of agricultural materials throughout California, the United States, and the world.

SAN JOAQUIN AMTRAK INTERCITY PASSENGER RAIL:

REQUEST
Support continued funding for state-supported Amtrak Intercity Passenger Rail Services, including the San Joaquin Service.

SUMMARY
As a result of the Governor signing AB 1779 on September 29, 2012, the San Joaquin Joint Powers Authority was established to enable regional governance/management of the San Joaquin intercity passenger rail service. To date, several achievements have been realized and include: (waiting on language from Dan Leavitt).
WATER QUALITY, SUPPLY, AND RELIABILITY:

REQUEST
The SJV needs a reliable, adequate, quality water supply to sustain a high quality of life and a world-class agricultural sector, while protecting and enhancing the environment.

SUMMARY
The SJV’s growing population and expanding economy require an adequate, quality water supply that is reliable for all sectors and the environment. The current supply is inadequate for the future, and the San Joaquin River is a valuable natural resource that needs to be restored and protected while developing additional water supplies. Water and energy are interdependent resources; with one fifth of the state’s energy being used to pump, transport, and treat water. Strategies must be addressed to maximize both these resources. The California Partnership for the San Joaquin Valley has a dedicated core group that continues to work towards these water goals.
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Tulare County Association of Government
Sitting as the Abandoned Vehicle Abatement Authority

AGENDA ITEM IX-A
January 21, 2014
Prepared by Michele Boling, TCAG Staff

SUBJECT:

Information: Abandoned Vehicle Abatement (AVA) 2012/2013 Fourth Quarter Report

BACKGROUND:

The Abandoned Vehicle Abatement (AVA) Program fourth quarter report for FY 2012/2013 represents the period from April 1, 2013, to June 30, 2013.

DISCUSSION:

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

1) allocates 1% to the Tulare County Association of Governments (TCAG) for support of TCAG’s role as Abandoned Vehicle Abatement Service Authority; and

2) distributes 50% of the remaining quarterly allocation to the eight cities and county in direct proportion to their population as determined by State Department of Finance January 1, 2012 estimates; and

3) distributes 50% of the remaining quarterly allocation to the eight cities and county in direct proportion to their share of the total number of abatements made during that quarter.

ATTACHMENT:

1. Tulare County Abandoned Vehicle Abatement 4th Quarter Report

Work Element: 670.07 Abandoned Vehicle Abatement
Tulare County Abandoned Vehicle Abatement Service Authority
Report on Allocations for Fiscal Year, July 1-June 30 2012-2013

- Authority's allocation of Abandoned Vehicle Abatement Funds from State $ 88,580.69
- 1% administration fee levied by the Tulare County Association of Governments $ 885.81
- Funds distributed to Local Jurisdictions by the Authority this fiscal year $ 87,694.88

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<th>Percentage of Population</th>
<th>Funding Allocation Based on Population</th>
<th>Total Number of Abatements</th>
<th>Percentage of Abatements</th>
<th>Funding Allocation Based on Abatements</th>
<th>Total Funding Allocation for Quarter</th>
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<td>0</td>
<td>0.00%</td>
<td>-</td>
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<td>0.00%</td>
<td>$ -</td>
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<tr>
<td>Dinuba</td>
<td>23,082</td>
<td>4.91%</td>
<td>2,153.92</td>
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<tr>
<td>Exeter</td>
<td>10,487</td>
<td>2.33%</td>
<td>1,020.05</td>
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<tr>
<td>Farmersville</td>
<td>10,886</td>
<td>2.42%</td>
<td>1,059.40</td>
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</tr>
<tr>
<td>Lindsay</td>
<td>12,376</td>
<td>2.69%</td>
<td>1,179.50</td>
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<td>$ 1,179.50</td>
</tr>
<tr>
<td>Porterville</td>
<td>55,490</td>
<td>12.27%</td>
<td>5,381.66</td>
<td>10</td>
<td>66.67%</td>
<td>$ 29,231.63</td>
<td>$ 34,613.29</td>
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<tr>
<td>Tulare</td>
<td>61,199</td>
<td>13.41%</td>
<td>5,880.45</td>
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<td>$ 5,880.45</td>
</tr>
<tr>
<td>Visalia</td>
<td>128,443</td>
<td>28.15%</td>
<td>12,341.62</td>
<td>5</td>
<td>33.33%</td>
<td>$ 14,615.81</td>
<td>$ 26,957.43</td>
</tr>
<tr>
<td>Woodlake</td>
<td>7,665</td>
<td>1.64%</td>
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<td>$ -</td>
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<tr>
<td>Unincorporated</td>
<td>145,971</td>
<td>32.18%</td>
<td>14,111.47</td>
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<td>$ 14,111.47</td>
</tr>
<tr>
<td>TOTALS</td>
<td>455,599</td>
<td>100.00%</td>
<td>43,847.44</td>
<td>15</td>
<td>100.00%</td>
<td>$ 43,847.44</td>
<td>$ 87,694.88</td>
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