



Tulare County Regional Transit Agency

AGENDA

September 15, 2025

3:30 PM

Meeting Location:

200 E. Center Avenue

Visalia, CA 93291

NOTE: This meeting will allow the public to participate in the meeting via Microsoft Teams using the following link:

[Join the meeting now](#)

Meeting ID: 248 953 725 015

Passcode: p6Xz3s38

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 Tulare County Regional Transit Agency ("TCRTA") office at 559-623-0832 at least 3 days prior to the meeting. Any staff reports and supporting materials provided to the Board after the distribution of the agenda packet are available for public inspection at the TCRTA office.

- I. CALL TO ORDER, WELCOME, AND ROLL CALL**
- II. PLEDGE OF ALLEGIANCE**
- III. PUBLIC COMMENT**

NOTICE TO THE PUBLIC PUBLIC COMMENT PERIOD

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

IV. CONSENT CALENDAR ITEMS:

All Consent Calendar Items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made, in which event the item will be removed from the Consent Calendar. All items removed from the Consent Calendar for further discussion will be heard at the end of Action / Discussion Items.

Request Approval of the Consent Calendar Items

- A. Approve Minutes of August 18, 2025 (Pages 01-02)
- B. Information: Monthly Ridership Summary (Pages 03-06)
- C. Information: Monthly Budget Report (Pages 07-10)
- D. Action: Approve Reso-037 FY 2025-2026 TCRTA State of Good Repairs (SGR) Project List (Pages 11-21)

V. ACTION/ DISCUSSION ITEMS:

- A. Action: Approve Reso 2025-038 TCRTA FY25 Transportation Development Act (TDA) Claims (Pages 23-36)
- B. Action: Approve Reso 2025-039 TCRTA – Microtransit Pilot Authorize Executive Director Discretion (Pages 37-42)
- C. Action: Approve Reso 2025-040 Tulare Transit Center – Surveillance Equipment (Pages 43-48)
- D. Public Hearing: TCRTA 2026 Disadvantaged Business Enterprise (DBE) Program Goal (Pages 49-53)
- E. Action: Approve Reso 2025-041 TCRTA FY 2023-2024 Fiscal Audit – Accept (Pages 55-115)
- F. Information: Finance TAC-Update (Pages 117-123)
- G. Discussion: TCRTA Branding – Design Concept 2 (Pages 125-126)

VI. OTHER BUSINESS:

- A. Requests from Board Members for Future Agenda Items
- B. Director's Report

VII. ADJOURN:

The next regularly scheduled Tulare County Regional Transit Agency (TCRTA) Board meeting will be **Monday, October 20, 2025, and will take place at 3:30 pm** at the Tulare County Regional Transit Agency (TCRTA), 200 E. Center Avenue, Visalia, CA 93291.

TULARE COUNTY REGIONAL TRANSIT AGENCY

BOARD OF DIRECTORS	ALTERNATE	AGENCY
Maribel Reynosa – Vice Chair	Kuldip Thusu	City of Dinuba
Vicki Riddle	Frankie Alves	City of Exeter
Greg Gomez	Armando Hinojosa	City of Farmersville
Misty Villarreal	Joe Soria	City of Lindsay
Terry Sayre	Patrick Isherwood	City of Tulare
Jose Martinez	Rudy Mendoza	City of Woodlake
Larry Micari - Chair	Amy Shuklian	County of Tulare
Vacant	Vacant	Tule River Tribe

EX OFFICIO MEMBERS

Georgina Landecho, CalVans
Liz Wynn, TCAG Public Transit Representative

TCRTA STAFF

Derek Winning, TCRTA Executive Director
Juana Sierra Perez, TCRTA Finance Manager
Vacant, TCRTA Transit Planning Manager
Chris Acevedo, TCRTA Transit Analyst
Vacant, TCRTA Transit Analyst
Vacant, TCRTA Transit Analyst
Ashlee Compton, TCRTA Transit Coordinator
Danielle Puder, TCRTA Accountant
Alissa Kennedy, TCRTA Administrative Clerk I
*Thomas Degn, County Counsel

TCRTA
200 E. Center Avenue
Visalia, CA 93291
Phone: (559) 623-0832
www.gotcрта.org

Tulare County Regional Transit Agency (TCRTA)
2025 Board Meeting Schedule

Date	Location
January 27, 2025*	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291
February 24, 2025*	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291
March 17, 2025	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291
April 21, 2025	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291
May 19, 2025	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291
June 16, 2025	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291
July 21, 2025	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291
August 18, 2025	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291
September 15, 2025	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291
October 20, 2025	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291
November 17, 2025	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291
December 15, 2025	Tulare County Regional Transit Agency 200 E Center Ave., Visalia, CA 93291

The TCRTA Board meets at 3:30 pm. Most meetings fall on the third Monday of each month. Meeting dates with asterisks have been changed due to holidays and/or calendar conflicts.

Meetings will be held at the location noted above for each month, unless otherwise noted in that month's agenda.

**Tulare County Regional Transit Agency
Board Meeting Minutes
August 18, 2025, 3:30 p.m.**

Members Present: Reynosa, Riddle, Gomez, Villarreal, Sayre, Martinez, Shuklian

Members Absent:

Non-Voting Alternates:

Ex Officio Present:

Staff Present: Derek Winning, Juana Sierra-Perez, Chris Acevedo, Ashlee Compton, Alissa Kennedy, Danielle Puder

Counsel Present: Thomas Degn

***Board member attended online or due to emergency or just cause.**

I. CALL TO ORDER:

Board Vice Chair Reynosa called the meeting to order at 3:30p.m.

II. PLEDGE OF ALLEGIANCE:

Led by Greg Gomez

III. PUBLIC COMMENT:

Executive Director Derek Winning introduced Danielle Puder as the new TCRTA Accountant.

IV. CONSENT CALENDAR ITEMS:

All Consent Calendar Items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made, in which event the item will be removed from the Consent Calendar. All items removed from the Consent Calendar for further discussion will be heard at the end of Action / Discussion Items.

Request Approval of the Consent Calendar Items

A. Approve Minutes of June 16, 2025

B. Information: Monthly Ridership Summary

C. Information: Monthly Budget Report

D. Action: Approve Reso 2025-030 TCRTA 2025 Title VI Plan

E. Information: TCAG TCRTA Visalia Low No Grant Application

F. Action: Approve Reso 2025-031 FY 26 FTA Section 5307 Operating Assistance, Maintenance for Tulare UZA and FTA Section 5339

M: Gomez

S: Riddle

Notes: Consent calendar approval passed unanimously.

V. ACTION/ DISCUSSION ITEMS:

A. Action: Approve Reso 2025-032 TCRTA FY 24-25 Amendment No. 2 Budget

M: Riddle

S: Martinez

Notes: Resolution 2025-032 passed unanimously

B. Action: Approve Reso 2025-036 TCRTA FY 26 Budget

M: Villarreal

S: Gomez

Notes: Resolution 2025-036 passed unanimously.

C. Action: Approve Reso 2025-033 Microtransit Pilot Update – Service Changes

M: Martinez

S: Riddle

Notes: Resolution 2025-033 passed unanimously

D. Action: Approve Reso 2025-034 Dinuba Fixed Route Service Changes – High School Loop Service

M: Gomez

S: Martinez

Notes: Resolution 2025-034 passed unanimously.

E. Action: Approve Reso 2025-035 TCRTA – County of Tulare MOU Microtransit Services

M: Gomez

S: Martinez

Notes: Resolution 2025-035 passed unanimously.

F. Action: TCRTA Branding – Design Concepts

M: Martinez

S: Gomez

Notes: Design #2 was selected as the new TCRTA logo with some reiterations.

VI. OTHER BUSINESS:

A. Requests from Board Members for Future Agenda Items

Notes: Gomez requesting May and June ridership summary at next meeting.

B. Director's Report

Report: None.

VII. ADJOURN:

The meeting adjourned at 4:15p.m. Chair Micari confirmed the next scheduled meeting of the Tulare County Regional Transit Agency (TCRTA) Board of Directors will be held on **Monday, September 15, 2025, and will take place at 3:30 PM.** at the Tulare County Regional Transit Agency (TCRTA), 200 E. Center Avenue, Visalia, CA 93291.

AGENDA ITEM IV-B: FY 2025-2026 Ridership Summary Report

TCRTA	FIXED ROUTE													
	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	ANNUAL	Comments
OPERATING DAYS														
Weekday	22	22	20	23	18	19	21	19	21	22	21	21	249	
Saturday	4	5	4	4	5	4	4	4	5	4	5	4	52	
Sunday	4	4	5	4	6	7	5	5	5	3	4	5	57	
TOTAL OPERATING DAYS	30	31	29	31	29	30	30	28	31	29	30	30	358	
FIXED ROUTE RIDERSHIP														
Dinuba: D1	503	0	0	0	0	0	0	0	0	0	0	0	503	Genfare not reporting data accurately for Aug 2025
D2	370	0	0	0	0	0	0	0	0	0	0	0	370	Genfare not reporting data accurately for Aug 2025
D3	142	0	0	0	0	0	0	0	0	0	0	0	142	Genfare not reporting data accurately for Aug 2025
D4	424	0	0	0	0	0	0	0	0	0	0	0	424	Genfare not reporting data accurately for Aug 2025
(Dinuba Connection) DC	472	0	0	0	0	0	0	0	0	0	0	0	472	Genfare not reporting data accurately for Aug 2025
Dinuba Totals	1,911	0	0	0	0	0	0	0	0	0	0	0	1,911	
Tulare: T1	1,737	1,952	0	0	0	0	0	0	0	0	0	0	3,689	
T2	1,866	2,143	0	0	0	0	0	0	0	0	0	0	4,009	
T3	2,231	2,470	0	0	0	0	0	0	0	0	0	0	4,701	
T4	2,742	2,896	0	0	0	0	0	0	0	0	0	0	5,638	
T5	1,385	1,709	0	0	0	0	0	0	0	0	0	0	3,094	
T6	914	1,727	0	0	0	0	0	0	0	0	0	0	2,641	
(Tulare) 11X	2,088	3,028	0	0	0	0	0	0	0	0	0	0	5,116	
Tulare Totals	12,963	15,925	0	0	0	0	0	0	0	0	0	0	28,888	
Commuter: C10	2,733	3,444	0	0	0	0	0	0	0	0	0	0	6,177	
C20	1,439	1,491	0	0	0	0	0	0	0	0	0	0	2,930	
C30	2,252	3,002	0	0	0	0	0	0	0	0	0	0	5,254	
C40	1,737	3,149	0	0	0	0	0	0	0	0	0	0	4,886	
C70	62	0	0	0	0	0	0	0	0	0	0	0	62	Genfare not reporting data accurately for Aug 2025
C80	58	0	0	0	0	0	0	0	0	0	0	0	58	Genfare not reporting data accurately for Aug 2025
C90	358	0	0	0	0	0	0	0	0	0	0	0	358	Genfare not reporting data accurately for Aug 2025
County Totals	8,639	11,086	0	0	0	0	0	0	0	0	0	0	19,725	
Tule River Tribe (TR)	46	75	0	0	0	0	0	0	0	0	0	0	121	
TOTAL RIDERSHIP	23,559	27,086	0	0	0	0	0	0	0	0	0	0	50,645	

AGENDA ITEM IV-B: FY 2025-2026 Ridership Summary Report

TCRTA	ON-DEMAND													Comments
	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	ANNUAL	
PARATRANSIT RIDERSHIP														
Dinuba	142	170	0	0	0	0	0	0	0	0	0	0	312	
Lindsay	58	67	0	0	0	0	0	0	0	0	0	0	125	
County	72	79	0	0	0	0	0	0	0	0	0	0	151	
Tulare	433	443	0	0	0	0	0	0	0	0	0	0	876	
Woodlake	120	136	0	0	0	0	0	0	0	0	0	0	256	
TOTAL RIDERSHIP	825	895	0	0	0	0	0	0	0	0	0	0	1,720	Service commingled with Microtransit
MICROTRANSIT RIDERSHIP														
Dinuba	258	245	0	0	0	0	0	0	0	0	0	0	503	
Exeter	14	12	0	0	0	0	0	0	0	0	0	0	26	
Farmersville	59	78	0	0	0	0	0	0	0	0	0	0	137	
Goshen	24	36	0	0	0	0	0	0	0	0	0	0	60	
Ivanhoe	41	40	0	0	0	0	0	0	0	0	0	0	81	
Lindsay	57	77	0	0	0	0	0	0	0	0	0	0	134	
Orosi-Cutler	29	26	0	0	0	0	0	0	0	0	0	0	55	
Porterville	35	54	0	0	0	0	0	0	0	0	0	0	89	
County	193	246	0	0	0	0	0	0	0	0	0	0	439	
Tulare	552	775	0	0	0	0	0	0	0	0	0	0	1,327	
Visalia	330	380	0	0	0	0	0	0	0	0	0	0	710	
Woodlake	29	21	0	0	0	0	0	0	0	0	0	0	50	
TOTAL RIDERSHIP	1,621	1,990	0	0	0	0	0	0	0	0	0	0	3,611	Service commingled with Paratransit
Rider Account Creations	279	381											660	

TCRTA	SERVICES PROVIDED BY VISALIA TRANSIT													Comments
	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	ANNUAL	
FIXED ROUTE RIDERSHIP														
Exeter Boardings (Route 9)	688	956	0	0	0	0	0	0	0	0	0	0	1,644	
TOTAL EXETER RIDERSHIP	688	956	0	0	0	0	0	0	0	0	0	0	1,644	
Farmersville Boardings (Route 9)	607	883	0	0	0	0	0	0	0	0	0	0	1,490	
Farmersville Boardings (Route 12)	383	409	0	0	0	0	0	0	0	0	0	0	792	
TOTAL FARMERSVILLE RIDERSHIP	990	1292	0	0	0	0	0	0	0	0	0	0	2,282	
DIAL-A-RIDE RIDERSHIP														
Trips from Exeter	92	77	0	0	0	0	0	0	0	0	0	0	169	
Trips to Exeter	69	72	0	0	0	0	0	0	0	0	0	0	141	
TOTAL EXETER RIDERSHIP	161	149	0	0	0	0	0	0	0	0	0	0	310	
Trips from Farmersville	27	39	0	0	0	0	0	0	0	0	0	0	66	
Trips to Farmersville	24	33	0	0	0	0	0	0	0	0	0	0	57	
TOTAL FARMERSVILLE RIDERSHIP	51	72	0	0	0	0	0	0	0	0	0	0	123	

AGENDA ITEM IV-B-1: FY 2024-2025 Ridership Summary Report

TCRTA	FIXED ROUTE													
	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	ANNUAL	
OPERATING DAYS														
Weekday	22	22	20	23	18	19	21	19	21	22	21	21	249	
Saturday	4	5	4	4	5	4	4	4	5	4	5	4	52	
Sunday	4	4	5	4	6	7	5	5	5	3	4	5	57	
TOTAL OPERATING DAYS	30	31	29	31	29	30	30	28	31	29	30	30	358	
FIXED ROUTE RIDERSHIP														
Dinuba: D1	709	595	549	666	504	686	589	694	716	684	419	635	7,446	
D2	670	693	678	966	740	659	468	662	683	709	445	567	7,940	
D3	196	258	259	432	311	192	148	92	87	87	36	87	2,185	
D4	421	702	608	711	471	322	329	259	353	377	205	480	5,238	
(Dinuba Connection) DC	198	1,174	1,318	1,318	1,201	574	852	1,207	1,392	1,236	293	335	11,098	
Dinuba Totals	2,194	3,422	3,412	2,411	3,227	2,433	2,386	2,914	3,231	3,093	1,398	2,104	32,225	
Tulare: T1	1,630	1,649	2,321	2,156	1,905	1,426	1,629	2,086	1,739	2,115	1,807	1,741	22,204	
T2	1,849	1,757	2,470	2,411	1,836	1,788	2,060	1,798	1,942	1,907	1,868	1,575	23,261	
T3	1,719	1,763	2,261	2,519	2,133	1,928	2,114	2,087	2,417	2,276	2,252	2,200	25,669	
T4	3,122	2,376	2,596	2,485	3,052	2,820	2,816	2,695	2,666	2,997	2,912	2,532	33,069	
T5	2,068	1,793	1,801	1,761	1,885	1,480	1,821	1,845	1,999	1,938	1,924	1,459	21,774	
T6	1,006	1,439	1,636	1,944	1,212	970	1,420	1,501	1,550	1,512	1,218	996	16,404	
(Tulare) 11X	1,721	2,266	2,570	3,280	2,941	2,645	3,283	2,879	3,271	2,937	2,772	2,089	32,654	
Tulare Totals	13,115	13,043	15,655	16,556	14,964	13,057	15,143	14,891	15,584	15,682	14,753	12,592	175,035	
Commuter: C10	2,483	3,508	3,677	4,498	3,873	3,642	3,915	3,957	4,456	3,920	2,662	3,013	43,604	
C20	1,514	1,643	1,819	1,871	1,717	1,663	1,628	1,489	1,609	1,712	1,482	1,268	19,415	
C30	2,387	2,284	3,204	3,338	3,769	3,166	3,171	3,424	3,602	3,385	3,019	2,808	37,557	
C40	2,274	2,963	2,862	3,165	2,957	2,887	4,046	3,764	4,302	3,278	3,387	2,090	37,975	
C70	49	49	55	37	45	69	70	91	87	78	79	33	742	
C80	57	62	82	46	82	84	73	73	50	31	44	16	700	
C90	213	330	550	545	391	415	348	494	308	245	322	139	4,300	
County Totals	8,977	10,839	12,249	13,500	12,834	11,926	13,251	13,292	14,414	12,649	10,995	9,367	144,293	
Tule River Tribe (TR)	59	56	36	45	49	55	61	41	87	109	115	71	784	Service reinstated on April 1, 2024
TOTAL RIDERSHIP	24,345	27,360	31,352	32,512	31,074	27,471	30,841	31,138	33,316	31,533	27,261	24,134	352,337	

AGENDA ITEM IV-B-1: FY 2024-2025 Ridership Summary Report

TCRTA	ON-DEMAND													Comments
	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	ANNUAL	
PARATRANSIT RIDERSHIP														
Dinuba	71	89	94	121	124	113	103	98	131	140	169	133	1,386	
Lindsay	33	68	38	40	56	50	46	55	54	59	53	73	625	
Tulare	220	360	366	483	400	376	381	302	374	390	426	361	4,439	
Woodlake	102	218	233	251	175	163	163	145	181	185	193	157	2,166	
County	97	43	63	88	65	82	93	77	72	104	102	86	972	
TOTAL RIDERSHIP	523	778	794	983	820	784	786	677	812	878	943	810	9,588	Service commingled with Microtransit
MICROTRANSIT RIDERSHIP														
Dinuba	239	285	268	364	312	340	327	293	338	359	352	312	3,789	
Exeter											13	7	20	
Farmersville	29	51	67	79	23	24	43	32	32	42	52	45	519	
Lindsay	49	70	87	87	97	62	83	106	116	85	77	71	990	
Tulare	160	361	357	517	506	421	511	516	488	566	618	555	5,576	
Woodlake	38	41	35	55	81	144	109	88	98	67	81	60	897	
County	163	202	237	307	253	230	225	267	333	322	351	330	3,220	
Visalia	123	366	488	663	395	200	256	254	289	279	296	297	3,906	
TOTAL RIDERSHIP	801	1,376	1,539	2,072	1,667	1,421	1,554	1,556	1,694	1,720	1,840	1,677	18,917	Service commingled with Paratransit
Rider Account Creations	420	423	369	314	276	226	236	247	261	216	264	252	3,504	

TCRTA	SERVICES PROVIDED BY VISALIA TRANSIT													Comments
	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	ANNUAL	
FIXED ROUTE RIDERSHIP														
Exeter Boardings (Route 9)	734	72	733	907	698	934	984	750	654	648	750	608	8,472	
TOTAL EXETER RIDERSHIP	734	72	733	907	698	934	984	750	654	648	750	608	8,472	
Farmersville Boardings (Route 9)	487	121	688	895	887	831	1,134	589	640	647	696	498	8,113	
Farmersville Boardings (Route 12)	459	629	514	399	427	571	419	570	702	841	705	508	6,744	
TOTAL FARMERSVILLE RIDERSHIP	946	750	1,202	1,294	1,314	1,402	1,553	1,159	1,342	1,488	1,401	1,006	14,857	
48														
DIAL-A-RIDE RIDERSHIP														
Trips from Exeter	117	61	84	168	110	69	69	65	55	53	63	26	940	
Trips to Exeter	117	77	83	173	119	73	79	70	63	56	69	28	1,007	
TOTAL EXETER RIDERSHIP	234	138	167	341	229	142	148	135	118	109	132	54	1,947	
Trips from Farmersville	78	38	32	64	63	24	27	20	29	29	27	18	449	
Trips to Farmersville	74	36	29	67	64	23	29	20	27	29	22	14	434	
TOTAL FARMERSVILLE RIDERSHIP	152	74	61	131	127	47	56	40	56	58	49	32	883	

Tulare County Regional Transit Agency

AGENDA ITEM IV-C

September 15, 2025

Prepared by Juana Sierra-Perez, Finance Manager

SUBJECT:

Action: Receive and File the Preliminary Financial Statement as of August 31, 2025.

BACKGROUND:

The following Preliminary Financial Statement for August 31, 2025, provides you with the Revenues and Expenditures and compares them to the YTD budget.

DISCUSSION:

These financial Statements for August 31, 2025, are preliminary, as the Fiscal Year 2024-2025 is closing, and other accruals are pending.

RECOMMENDATION:

That the Tulare County Regional Transit Agency Board of Directors receive and file the Preliminary Financial Statement as of August 31st, 2025.

FISCAL IMPACT:

None

ATTACHMENTS:

1. Preliminary Financial Statement for August 31, 2025



County of Tulare

Report Name: Listing of Obligations and Budget
Report ID: BA-A103
Fiscal Year : 2026 | Accounting Period: 2 | Fund(s): 793 |
Department: All | Unit: All | Activity: All

August 2025, Expenditure Report

Report ID: BA-A103 | Report Date: 9/8/2025 | Report Time: 7:59 AM

Object	Current Period			Year to Date				
Code - Description	Encumbrances	Expenditures	Total Obligations	Encumbrances	Expenditures	Total Obligations	Current Budget	Adopted Budget
Fund: 793 - TCRTA JPA Department: 793 - TCRTA JPA Unit: 1000 - Tulare County Activity:								
Appropriation:	793 - Department Total							
6000 Salaries	0.00	0.00	0.00	0.00	0.00	0.00	1,096,498.00	1,096,498.00
6001 Alloc. Sal.	0.00	43,361.46	43,361.46	0.00	66,588.94	66,588.94	1.00	1.00
6002 Overtime	0.00	50.79	50.79	0.00	50.79	50.79	0.00	0.00
6003 Other Pay	0.00	1,505.46	1,505.46	0.00	2,218.77	2,218.77	1.00	1.00
6004 Benefits	0.00	5,594.58	5,594.58	0.00	8,480.00	8,480.00	1.00	1.00
6005 Extra Help	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
6011 Retire-Co	0.00	6,677.04	6,677.04	0.00	10,487.11	10,487.11	1.00	1.00
6012 Soc Sec	0.00	3,500.40	3,500.40	0.00	5,358.06	5,358.06	1.00	1.00
6014 Pob	0.00	2,865.60	2,865.60	0.00	4,507.19	4,507.19	1.00	1.00
7000 Services	0.00	0.00	0.00	0.00	0.00	0.00	1,470.00	1,470.00
7005 Communicate	0.00	2,429.42	2,429.42	0.00	2,429.42	2,429.42	47,553.00	47,553.00
7010 Insurance	0.00	0.00	0.00	0.00	0.00	0.00	159,356.00	159,356.00
7024 Maint-Bld-Im	0.00	0.00	0.00	0.00	0.00	0.00	73,295.00	73,295.00
7036 Office Expen	1,039.27	222.46	1,261.73	1,039.27	1,932.45	2,971.72	19,793.00	19,793.00
7040 Courier	0.00	0.00	0.00	0.00	0.00	0.00	5,680.00	5,680.00



County of Tulare

Report Name: Listing of Obligations and Budget
Report ID: BA-A103
Fiscal Year : 2026 | Accounting Period: 2 | Fund(s): 793 |
Department: All | Unit: All | Activity: All

August 2025, Expenditure Report

Report ID: BA-A103 | Report Date: 9/8/2025 | Report Time: 7:59 AM

Object	Current Period			Year to Date				
Code - Description	Encumbrances	Expenditures	Total Obligations	Encumbrances	Expenditures	Total Obligations	Current Budget	Adopted Budget
Fund: 793 - TCRTA JPA Department: 793 - TCRTA JPA Unit: 1000 - Tulare County Activity:								
Appropriation:	793 - Department Total							
7043 Prof & Spec	461.13	1,227,938.49	1,228,399.62	461.13	1,841,725.49	1,842,186.62	17,084,879.00	17,084,879.00
7062 Rent-Bldg	0.00	5,988.00	5,988.00	0.00	10,296.00	10,296.00	31,415.00	31,415.00
7066 Spc Dept Exp	3,389,764.32	80,899.14	3,470,663.46	3,389,764.32	80,899.14	3,470,663.46	12,591,319.00	12,591,319.00
7073 Training	0.00	0.00	0.00	0.00	0.00	0.00	5,850.00	5,850.00
7074 Trans & Trav	0.00	0.00	0.00	0.00	0.00	0.00	17,930.00	17,930.00
7081 Utilities	0.00	39,984.63	39,984.63	0.00	45,608.95	45,608.95	240,099.00	240,099.00
7421 Int-Late Pay	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
APPR 793 Totals:	3,391,264.72	1,421,017.47	4,812,282.19	3,391,264.72	2,080,582.31	5,471,847.03	31,375,145.00	31,375,145.00
ACTV Totals:	3,391,264.72	1,421,017.47	4,812,282.19	3,391,264.72	2,080,582.31	5,471,847.03	31,375,145.00	31,375,145.00
UNIT 1000 Totals:	3,391,264.72	1,421,017.47	4,812,282.19	3,391,264.72	2,080,582.31	5,471,847.03	31,375,145.00	31,375,145.00
DEPT 793 Totals:	3,391,264.72	1,421,017.47	4,812,282.19	3,391,264.72	2,080,582.31	5,471,847.03	31,375,145.00	31,375,145.00
FUND 793 Totals:	3,391,264.72	1,421,017.47	4,812,282.19	3,391,264.72	2,080,582.31	5,471,847.03	31,375,145.00	31,375,145.00
Report Totals:	3,391,264.72	1,421,017.47	4,812,282.19	3,391,264.72	2,080,582.31	5,471,847.03	31,375,145.00	31,375,145.00



County of Tulare

Report Name: Listing of Revenues vs Budget

Report ID: BA-A203

Fiscal Year: 2026 | Accounting Period: 2 | Fund(s): 793-793 | Department: All | Unit: All

August 2025, Revenue Report

Report Date: 9/8/2025 | Report Time: 8:03 AM

RSRC DESCRIPTION	CURRENT PERIOD		YEAR TO DATE			
CODE - DESCRIPTION	COLLECTED REVENUE	RECOGNIZED REVENUE	COLLECTED REVENUE	RECOGNIZED REVENUE	CURRENT BUDGET	ADOPTED BUDGET
Fund: 793 - TCRTA JPA Department: 793 - TCRTA JPA Unit: 1000 - Tulare County						
4801 - Interest	0.00	0.00	0.00	0.00	1.00	1.00
5054 - State-Other	0.00	0.00	0.00	0.00	8,904,699.00	8,904,699.00
5700 - Fed-Other	0.00	0.00	0.00	0.00	8,625,210.00	8,625,210.00
5835 - Oth Revenue	4.00	4.00	3,037.73	3,037.73	1,087,500.00	1,087,500.00
5841 - O/L Warrants	0.00	0.00	0.00	0.00	1.00	1.00
5873 - Pub Trans	31,887.98	31,887.98	3,550,237.09	3,550,237.09	450,000.00	450,000.00
UNIT 1000 Totals:	31,891.98	31,891.98	3,553,274.82	3,553,274.82	19,067,411.00	19,067,411.00
DEPT 793 Totals:	31,891.98	31,891.98	3,553,274.82	3,553,274.82	19,067,411.00	19,067,411.00
FUND 793 Totals:	31,891.98	31,891.98	3,553,274.82	3,553,274.82	19,067,411.00	19,067,411.00
Report Totals:	31,891.98	31,891.98	3,553,274.82	3,553,274.82	19,067,411.00	19,067,411.00

AGENDA ITEM IV - D

September 15, 2025

Prepared by Chris Acevedo, TCRTA Staff

SUBJECT:

Action: Approve Reso 2025-037 FY 2025-2026 State of Good Repairs Project List

BACKGROUND:

The State of Good Repair (SGR) Program is a statewide funding program that provides annual allocations to transit operators for projects that maintain infrastructure, support preventative maintenance, and keep vehicles in a state of good repair. Funds are distributed through the State Transit Assistance formula and administered locally by the Tulare County Association of Governments (TCAG). These funds help ensure safe, reliable, and sustainable transit service throughout the region.

DISCUSSION:

For Fiscal Year 2025-2026, TCRTA's State of Good Repairs (SGR) allocation is \$507,349.81. Staff proposes to use these funds as local matches to Federal Transit Administration (FTA) grants for the purchase of replacement vehicles. These projects will allow TCRTA to replace aging fleet vehicles, ensuring continued safe, reliable, and sustainable transit service for the region.

The following table summarizes the proposed FY 2025-2026 projects, including grant matches and total project costs:

Project Description	FTA Share	SGR Share	Local Share	Estimated Project Total
Project 1: FY 2025-2026 SGR Match to FTA Grant CA-2024-171 Purchase of Replacement Battery-Electric Buses	\$1,750,000	\$437,500	\$0	\$2,187,500
Project 2: FY 2025-2026 SGR Match to FTA Grant CA-2024-205 Purchase of Replacement Zero-Emission Shuttle Van	\$136,365	\$34,091	\$0	\$170,456

Project 3: FY 2025-2026 SGR Partial Match to FTA Grant CA-2024-205 Purchase of Replacement Van	\$174,173	\$35,758.81	\$7,784.19	\$217,716
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RECOMMENDATION:

TCRTA Staff recommends that the Board:

- Adopt Resolution 2025-037 approving the FY 2025-2026 State of Good Repair project list and authorizing the Executive Director to submit application documents.

FISCAL IMPACT:

In Projects 1 and Project 2, the SGR allocation serves as the local share to the FTA grants, requiring no additional local contribution. For Project 3, the SGR amount does not fully cover the local match requirement, and an additional local contribution of \$7,784.19 will be needed to cover the project cost.

ATTACHMENTS:

1. Resolution 2025-037 Approving 2025-2026 State of Good Repairs Project List
2. 2025-2026 TCRTA State of Good Repairs (SGR) Certification and Assurances
3. 2025-2026 TCRTA State of Good Repairs (SGR) Authorizing Agent Form

**A RESOLUTION OF THE BOARD OF DIRECTORS OF
THE TULARE COUNTY REGIONAL TRANSIT AGENCY
APPROVING THE PROJECT LIST FOR FY 2025-2026 FOR
THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Tulare County Regional Transit Agency is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects; and

WHEREAS, the Tulare County Association of Governments distributes SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the Tulare County Association of Governments concurs with and approves the attached project list for the State of Good Repair Program funds; and

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE TULARE COUNTY REGIONAL TRANSIT AGENCY, does hereby approve the SB1 State of Good Repair Project List for FY 2025-2026; and

BE IT FURTHER RESOLVED that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects; and

BE IT FURTHER RESOLVED that the Executive Director is hereby authorized to submit a request for Scheduled Allocation of SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.

PASSED AND ADOPTED this **15th** day of **September 2025** by the **Board of Directors of the Tulare County Regional Transit Agency**.

THE FOREGOING RESOLUTION was adopted upon motion of _____
and seconded by _____ at meeting thereof held on the 15th day of September
2025.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed _____
Larry Micari/Maribel Reynosa
Board Chair/Board Vice Chair

ATTEST:
I HEREBY CERTIFY that the foregoing Resolution 2025-037 was duly adopted by the
Board of Directors of the Tulare County Regional Transit Agency at a regular meeting
thereof held on the 15th day of September 2025.

Signed _____
Derek Winning
Executive Director

ATTACHMENT A

Tulare County Regional Transit Agency SB1 State of Good Repair Program Project List for FY 2025-2026

Project 1 Title: FY 2025-2026 SGR Match to FTA Grant CA-2024-171 Purchase of Replacement Battery-Electric Buses

Description: The scope of work consists of purchasing replacement battery-electric buses to maintain vehicles in a state of good repair. TCRTA proposes to utilize State of Good Repair (SGR) funds as the local match to Federal Transit Administration (FTA) Grant CA-2024-171 for the acquisition of these vehicles.

Project Location: County of Tulare

Project Schedule: Start January 1, 2026 – Completion June 2029

Project Useful Life: Ten Years

Project 2 Title: FY 2025-2026 SGR Match to FTA Grant CA-2024-205 Purchase of Replacement Zero-Emission Shuttle Van

Description: The scope of work consists of purchasing one Electric Ford E-350 Transit Zero-Emission medium shuttle van to replace a bus that has surpassed its useful life. TCRTA proposes to utilize State of Good Repair (SGR) funds as the local match to Federal Transit Administration (FTA) Grant CA-2024-205 for the acquisition of this vehicle.

Project Location: County of Tulare

Project Schedule: Start January 1, 2026 – Completion June 2029

Project Useful Life: Ten Years

Project 3 Title: FY 2025-2026 SGR Partial Match to FTA Grant CA-2024-205 Purchase of Replacement Van

Description: The scope of work consists of purchasing one (1) van to replace a bus that has surpassed its useful life. TCRTA proposes to utilize State of Good Repair (SGR) funds as the local match to the Section 5339 portion of Federal Transit Administration (FTA) Grant CA-2024-205 for the acquisition of this vehicle.

Project Location: County of Tulare

Project Schedule: Start January 1, 2026 – Completion June 2029

Project Useful Life: Ten Years

State Transit Assistance State of Good Repair Program

Recipient Certifications and Assurances

Recipient: **Tulare County Regional Transit Agency (TCRTA)**

Effective Date: **September 15th, 2025**

In order to receive State of Good Repair Program (SGR) funds from the California Department of Transportation (Department), recipients must agree to following terms and conditions:

A. General

- (1) The recipient agrees to abide by the State of Good Repair Guidelines as may be updated from time to time.
- (2) The potential recipient must submit to the Department a State of Good Repair Program Project List annually, listing all projects proposed to be funded by the SGR program. The project list should include the estimated SGR share assigned to each project along with the total estimated cost of each project.
- (3) The recipient must submit a signed Authorized Agent form designating the representative who can submit documents on behalf of the recipient and a copy of the board resolution authorizing the agent.

B. Project Administration

- (1) The recipient certifies that required environmental documentation will be completed prior to expending SGR funds. The recipient assures that each project approved for SGR funding comply with Public Resources Code § 21100 and § 21150.
- (2) The recipient certifies that SGR funds will be used for transit purposes and SGR funded projects will be completed and remain in operation for the estimated useful lives of the assets or improvements.
- (3) The recipient certifies that it has the legal, financial, and technical capacity to deliver the projects, including the safety and security aspects of each project.

- (4) The recipient certifies that there is no pending litigation, dispute, or negative audit findings related to any SGR project at the time an SGR project is submitted in the annual list.
- (5) Recipient agrees to notify the Department immediately if litigation is filed or disputes arise after submission of the annual project list and to notify the Department of any negative audit findings related to any project using SGR funds.
- (6) The recipient must maintain satisfactory continuing control over the use of project equipment and/or facilities and will adequately maintain project equipment and/or facilities for the estimated useful life of each project.
- (7) Any and all interest the recipient earns on SGR funds must be reported to the Department and may only be used on approved SGR projects or returned to the Department.
- (8) The recipient must notify the Department of any proposed changes to an approved project list by submitting an amended project list.
- (9) Funds will be expended in a timely manner.

C. Reporting

- (1) Per Public Utilities Code § 99312.1 (e) and (f), the recipient must submit the following SGR reports:
 - a. Annual Expenditure Reports within six months of the close of the fiscal year (by December 31st) of each year.
 - b. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of SGR funds. A copy of the audit report must be submitted to the Department within six months of the close of each fiscal year in which SGR funds have been received or expended.

D. Cost Principles

- (1) The recipient agrees to comply with Title 2 of the Code of Federal Regulations Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The recipient agrees, and will assure that its contractors and subcontractors will be obligated to agree, that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items and (b) those parties shall

comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

- (3) Any project cost for which the recipient has received payment that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, are subject to repayment by the recipient to the State of California (State). Should the recipient fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the recipient from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The recipient agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of the recipient, its contractors and subcontractors connected with SGR funding shall be maintained for a minimum of three (3) years from the date of final payment and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the recipient, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the recipient pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the recipient's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the recipient's contracts with third parties pursuant to Government Code § 8546.7, the recipient, its contractors and subcontractors and the Department shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a

project for audits, examinations, excerpts, and transactions, and the recipient shall furnish copies thereof if requested.

- (3) The recipient, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

- (1) Recipient acknowledges that if a project list is not submitted timely, the recipient forfeits its apportionment for that fiscal year.
- (2) Recipients with delinquent expenditure reports may risk future eligibility for future SGR funding.
- (3) Recipient acknowledges that the Department shall have the right to perform an audit and/or request detailed project information of the recipient's SGR funded projects at the Department's discretion from SGR award through 3 years after the completion and final billing of any SGR funded project. Recipient agrees to provide any requested project information.

I certify all of these conditions will be met.

Tulare County Regional Transit Agency (TCRTA)

BY: _____
Derek Winning
TCRTA Executive Director

ATTACHMENT I

(INSERT Agency Board Resolution approving this document)

Division of Rail and Mass Transportation
State Transit Assistance State of Good Repair Program
Authorized Agent Form



Authorized Agent

The following individual(s) are hereby authorized to execute for and on behalf of the named Regional Entity/Transit Operator, and to take any actions necessary for the purpose of obtaining State Transit Assistance State of Good Repair funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. This form is valid at the beginning of Fiscal Year 2025-2026 until the end of the State of Good Repair Program. If there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself.

Derek Winning, Executive Director OR
 (Name and Title of Authorized Agent)

Christopher Acevedo, Transit Analyst OR
 (Name and Title of Authorized Agent)

Juana Sierra-Perez, Finance Manager .
 (Name and Title of Authorized Agent)

AS THE Executive Director
 (Chief Executive Officer / Director / President / Secretary)

OF THE Tulare County Regional Transit Agency
 (Name of County/City Organization)

Derek Winning Executive Director
 (Print Name) (Title)

 (Signature)

Approved this 15th day of September, 2025

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Tulare County Regional Transit Agency

AGENDA ITEM V - A

September 15, 2025

Prepared by Derek Winning, TCRTA Staff

SUBJECT:

Action: Approve Resolution 2025-038 Authorizing FY 25 TDA Claim submittal to the Tulare County Association of Governments

BACKGROUND:

The Transportation Development Act (TDA) was passed in 1971 and provides transit funding for local agencies from two sources. The Local Transportation Fund (LTF) is derived through a ¼ cent of general sales tax collected statewide. The State Transit Assistance (STA) Fund is derived from a statewide sales tax on gasoline and diesel fuels and augmented by funds received via SB 1. The Tulare County Association of Governments (TCAG) approves the apportionments, accounting for transfer agreements between agencies, for transit services for each fiscal year. TCAG reviews the claims and instructs the County Auditor on the payment of funds to each respective agency. Many requirements exist for approving claims, including items such as budget information and farebox recovery ratios, vehicle safety inspection reports and compliance with fiscal and performance audits.

DISCUSSION:

The TCRTA Joint Powers Agreement No: 29727 provides that member agencies may authorize TCRTA to submit claims for its member's allocated TDA funds if unanimously approved by the directors present and voting at a meeting. The TCRTA FY 25 TDA Claims are based upon the FY 25 Fiscal Budget as amended which was updated to reflect actual expenditures.

The TCAG TDA Claims Manual also requires that local agencies provide a resolution of concurrence for claims to be disbursed from TCAG member accounts. TCRTA Staff worked closely with member agencies on the claim amounts which are to reimburse TCRTA for FY 25 operations and maintenance expenses from July 1, 2024 through June 30, 2025.

The following indicate the aggregate of TCRTA FY 25 TDA Claims for transit expenses, LTF claims for streets and roads, and member agency credits resulting from FY 24 TDA Claims that were in excess of FY 24 transit expenses.

It is important to note that the FY 25 TDA Claim Resolution authorizes the TCRTA Executive Director discretion to disburse credits as applicable considering FY 26 cash flow needs. The intent is also to prioritize credits for member agencies with less population and revenues.

1. FY 2024-25 TDA claim by the Tulare County Regional Transit Agency in the amounts of \$4,120,670.20 in State Transit Assistance and \$1,846,236.73 in Local Transportation Funds, and State of Good Repair in the amount of \$601,180.34, subject to the TCAG 2024 TDA Claims Manual.
2. FY 2024-25 TDA claim by member agencies for the remaining \$13,222,292.97 as applicable in Local Transportation Funds, subject to the TCAG 2024 TDA Claims Manual.
3. Credits from TCRTA for \$1,991,017.65 in Local Transportation Funds and \$835,975.43 in State Transit Assistance and \$88,952.74 in State of Good Repair fund to TCRTA member agencies as applicable. Local Transportation Funds credits are eligible for streets and roads purposes, subject to the TCAG 2024 TDA Claims Manual.

RECOMMENDATION:

Approve Resolution 2025-038 Authorizing FY 25 TDA Claim submittal to the Tulare County Association of Governments.

FISCAL IMPACT:

Reimbursement for FY 25 Operations & Maintenance expenses on behalf of member agencies.

ATTACHMENTS:

1. Resolution 2025-038 Authorizing the submittal of FY 25 TDA Claims to TCAG
2. TCRTA FY 25 TDA Claims by member agency contribution

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE TULARE COUNTY REGIONAL TRANSIT AGENCY
APPROVING FY 25 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIMS FOR
SUBMISSION TO THE TULARE COUNTY ASSOCIATION OF GOVERNMENTS**

WHEREAS, the Joint Powers Agreement, dated August 11, 2020, by and among the County of Tulare and the Cities of Dinuba, Exeter, Farmersville, Lindsay, Tulare, Woodlake, and the Tule River Tribe (each, a “Party” or “Member Agency”) hereafter called Tulare County Regional Transit Agency “TCRTA”; and

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

WHEREAS, the Mills-Alquist-Deddeh Act ("Transportation Development Act" or "TDA"), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, TCAG is responsible for the allocation of TDA funds to eligible claimants within the Tulare County region; and

WHEREAS, for the fiscal year 2024-25 TCRTA member agencies were allocated an estimated \$4,120,670.20 in State Transit Assistance ("STA") funds and \$15,068,529.70 in Local Transportation Funds ("LTF") and \$601,180.34 in State of Good Repair “SGR” funds; and

WHEREAS, TCRTA has identified a fiscal year 2023-24 TDA Claim balances in the amounts of \$835,975.43 in STA funds and \$1,991,017.65 in LTF funds and \$88,952.74 in SGR funds subject to a credit on behalf of various member agencies. Such claims were in excess of the amount required to cover the cost of transit services for that year; and

WHEREAS, the TCRTA Joint Powers Agreement No: 29727 provides that member agencies may authorize TCRTA to submit claims for its member's allocated TDA funds if unanimously approved by the directors present and voting at a meeting; and

WHEREAS, the Tulare County Regional Transit Agency's fiscal year 2024-25 transit budget, as amended, lists the amounts of and purposes for the fiscal year 2024-25 TDA allocations requested; and

WHEREAS, the FY 25 TDA Claim for each TCRTA member agency including a detailed breakdown of FY 25 Revenues, Expenditures, and Credits (if any) is included as Exhibit A; and

WHEREAS, STA, LTF, and SGR Credits to member agencies will be authorized and disbursed at the discretion of the Executive Director, considering cash flow availability in FY 26; and

NOW, THEREFORE, BE IT RESOLVED:

1. That the TCRTA Board of Directors does hereby authorize a FY 2024-25 TDA claim by the Tulare County Regional Transit Agency in the amounts of \$4,120,670.20 in State Transit Assistance and \$1,846,236.73 in Local Transportation Funds, and State of Good Repair in the amount of \$601,180.34, subject to the TCAG 2024 TDA Claims Manual.
2. That the TCRTA Board of Directors does hereby approve a FY 2024-25 TDA claim by member agencies for the remaining \$13,222,292.97 as applicable in Local Transportation Funds, subject to the TCAG 2024 TDA Claims Manual.
3. That the TCRTA Board of Directors does hereby approve a credit from TCRTA for \$1,991,017.65 in Local Transportation Funds and \$835,975.43 in State Transit Assistance and \$88,952.74 in State of Good Repair fund to TCRTA member agencies as applicable. Local Transportation Funds credits are eligible for streets and roads purposes, subject to the TCAG 2024 TDA Claims Manual.

NOW, THEREFORE, BE RESOLVED BY THE BOARD OF DIRECTORS OF THE TULARE COUNTY REGIONAL TRANSIT AGENCY, hereby approves the submission to TCAG of the FY 25 TCRTA TDA Claims.

THE FOREGOING RESOLUTION was adopted upon motion of _____ and seconded by _____ at meeting thereof held on the 15th day of September 2025.

AYES:
NOES:
ABSTAIN:
ABSENT:

Signed _____
Larry Micari/Maribel Reynosa
Board Chair/Board Vice Chair

ATTEST:

I HEREBY CERTIFY that the foregoing Resolution 2025-038 was duly adopted by the Board of Directors of the Tulare County Regional Transit Agency at a regular meeting thereof held on the 15th day of September 2025.

Signed _____
Derek Winning
Executive Director

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FORM A
Budget for Current Claim Year

Claimant: TCRTA
Fiscal Year: 2024-2025

	Revenues
Passenger Fare Revenues:	\$889,947.31
Special Fare Revenues:	
Auxiliary Revenues:	
Measure R expansion funds:	\$877,500.00
STA (current year claim):	\$4,120,670.20
LTF (current year claim):	\$1,846,236.73
FTA Grants (total):	\$5,699,021.86
Interest:	\$267,777.23
Other Revenues:	\$92,856.05
SGR	\$601,180.34
SB 125	\$2,312,806.84
Fund Balance	\$1,939,100.85
Fund Balance amounts:	
STA	\$1,926,475.72
LTF	\$4,730,381.05
SGR	\$88,952.74

Total: \$25,392,906.92

	Expenditures
Administration:	\$786,085.94
Operations and Maintenance:	\$14,453,946.30
Professional Services:	
Materials and Supplies:	\$608,169.00
Casualty & Liability cost:	\$32,765.76
Debt Service:	
Utilities:	\$136,550.27
Depreciation:	
Other: SGR Reserve	\$601,180.34
FY 24 Balance	\$137,154.60
STA Credit	\$835,975.43
STA Reserve	\$1,515,311.59
LTF Credit	\$1,991,017.65
LTF Reserve	\$3,239,363.40
SGR Credit	\$88,952.74
Capital Expenses:	
Preventative Maintenance	\$966,433.90

Total: \$25,392,906.92

Notes:		
FTA 5307	\$	2,045,507.86
FTA 5311	\$	1,224,514.00
FTA CMAQ	\$	2,429,000.00
	\$	5,699,021.86

FORM A
Budget for Current Claim Year

Claimant: City of Dinuba

Fiscal Year: 2024-2025

	Revenues
Passenger Fare Revenues:	\$125,282.14
Special Fare Revenues:	
Auxiliary Revenues:	\$13,071.79
Measure R expansion funds:	\$117,500.00
STA (current year claim):	\$386,453.17
LTF (current year claim):	\$129,933.46
FTA Grants (total):	\$570,111.30
Interest:	\$37,696.28
Other Revenues:	
SGR	\$57,257.85
SB 125	\$309,183.07
Fund Balance	\$701,680.84
Fund Balance amounts:	
STA	
LTF	

Total: \$2,448,169.90

	Expenditures
Administration:	\$110,661.08
Operations and Maintenance:	\$2,170,800.68
Professional Services:	
Materials and Supplies:	\$85,614.86
Casualty & Liability cost:	\$4,612.59
Debt Service:	
Utilities:	\$19,222.83
Depreciation:	
Other: SGR Reserve	\$57,257.85
FY 24 Balance	
LTF Credit	
LTF Reserve	
Capital Expenses:	
Preventative Maintenance	

Total: \$2,448,169.90

Notes:			
FTA 5311	\$	245,395.18	
FTA CMAQ	\$	324,716.12	
	\$	570,111.30	

FORM A
Budget for Current Claim Year

Claimant: County of Tulare

Fiscal Year: 2024-2025

	Revenues
Passenger Fare Revenues:	\$349,245.80
Special Fare Revenues:	
Auxiliary Revenues:	\$36,439.89
Measure R expansion funds:	\$590,000.00
STA (current year claim):	\$2,153,147.95
LTF (current year claim):	\$0.00
FTA Grants (total):	\$1,558,512.95
Interest:	\$105,084.95
Other Revenues:	
SGR	\$319,026.30
SB 125	\$641,809.68
Fund Balance	\$1,230,842.79
Fund Balance amounts:	
STA	
LTF	\$4,239,363.40

Total: \$11,223,473.72

	Expenditures
Administration:	\$308,487.04
Operations and Maintenance:	\$6,051,485.23
Professional Services:	
Materials and Supplies:	\$238,666.34
Casualty & Liability cost:	\$12,858.41
Debt Service:	
Utilities:	\$53,587.00
Depreciation:	
Other: SGR Reserve	\$319,026.30
FY 24 Balance	
LTF Credit	\$1,500,000.00
LTF Reserve	\$2,739,363.40
Capital Expenses:	
Preventative Maintenance	

Total: \$11,223,473.72

Notes:		
FTA 5311	\$	884,459.38
FTA CMAQ	\$	674,053.57
	\$	1,558,512.95

FORM A Budget for Current Claim Year

Claimant: City of Exeter

Fiscal Year: 2024-2025

Revenues	
Passenger Fare Revenues:	
Special Fare Revenues:	
Auxiliary Revenues:	
Measure R expansion funds:	
STA (current year claim):	
LTF (current year claim):	
FTA Grants (total):	
Interest:	
Other Revenues:	
SGR	
SB 125	
Fund Balance	
Fund Balance amounts:	
STA	\$417,222.20
SGR	\$44,001.50

Total: \$461,223.70

Expenditures	
Administration:	
Operations and Maintenance:	
Professional Services:	
Materials and Supplies:	
Casualty & Liability cost:	
Debt Service:	
Utilities:	
Depreciation:	
Other: SGR Reserve	
FY 24 Balance	
STA Credit	\$417,222.20
SGR Credit	\$44,001.50
Capital Expenses:	
Preventative Maintenance	

Total: \$461,223.70

Notes:	
FTA 5311	
FTA CMAQ	
	\$ -

FORM A
Budget for Current Claim Year

Claimant: City of Farmersville

Fiscal Year: 2024-2025

	Revenues
Passenger Fare Revenues:	\$8,962.07
Special Fare Revenues:	
Auxiliary Revenues:	\$935.09
Measure R expansion funds:	
STA (current year claim):	\$0.00
LTF (current year claim):	\$0.00
FTA Grants (total):	\$77,792.22
Interest:	\$2,696.61
Other Revenues:	
SGR	\$0.00
SB 125	\$74,070.97
Fund Balance	
Fund Balance amounts:	
STA	\$425,330.45
SGR	\$44,951.24

Total: \$634,738.66

	Expenditures
Administration:	\$7,916.15
Operations and Maintenance:	\$155,288.49
Professional Services:	
Materials and Supplies:	\$6,124.47
Casualty & Liability cost:	\$329.96
Debt Service:	
Utilities:	\$1,375.11
Depreciation:	
Other: SGR Reserve	
FY 24 Balance	
STA Credit	\$418,753.23
SGR Credit	\$44,951.24
Capital Expenses:	
Preventative Maintenance	

Total: \$634,738.66

Notes:			
FTA 5311			
FTA CMAQ	\$	77,792.22	
	\$	77,792.22	

FORM A
Budget for Current Claim Year

Claimant: City of Lindsay

Fiscal Year: 2024-2025

	Revenues
Passenger Fare Revenues:	\$24,540.35
Special Fare Revenues:	
Auxiliary Revenues:	\$2,560.51
Measure R expansion funds:	
STA (current year claim):	\$345,857.29
LTF (current year claim):	\$0.00
FTA Grants (total):	\$220,778.81
Interest:	\$7,383.97
Other Revenues:	
SGR	\$41,879.82
SB 125	\$162,964.21
Fund Balance	
Fund Balance amounts:	
STA	\$999,456.60
LTF	\$242,856.99

Total: \$2,048,278.55

	Expenditures
Administration:	\$21,676.36
Operations and Maintenance:	\$425,217.86
Professional Services:	
Materials and Supplies:	\$16,770.29
Casualty & Liability cost:	\$903.52
Debt Service:	
Utilities:	\$3,765.38
Depreciation:	
Other: SGR Reserve	\$41,879.82
FY 24 Balance	\$295,751.71
LTF Credit	\$242,856.99
STA Reserve	\$999,456.60
Capital Expenses:	
Preventative Maintenance	

Total: \$2,048,278.54

Notes:		
FTA 5311	\$	49,627.43
FTA CMAQ	\$	171,151.37
	\$	220,778.81

FORM A
Budget for Current Claim Year

Claimant: City of Tulare

Fiscal Year: 2024-2025

	Revenues
Passenger Fare Revenues:	\$354,840.92
Special Fare Revenues:	
Auxiliary Revenues:	\$37,023.68
Measure R expansion funds:	\$170,000.00
STA (current year claim):	\$1,118,207.49
LTF (current year claim):	\$1,716,303.28
FTA Grants (total):	\$2,998,483.77
Interest:	\$106,768.48
Other Revenues:	
SGR	\$165,680.85
SB 125	\$907,389.54
Fund Balance	
Fund Balance amounts:	
STA	
LTF	

Total: \$7,574,698.01

	Expenditures
Administration:	\$313,429.18
Operations and Maintenance:	\$5,181,999.66
Professional Services:	
Materials and Supplies:	\$242,489.92
Casualty & Liability cost:	\$13,064.40
Debt Service:	
Utilities:	\$54,445.50
Depreciation:	
Other: SGR Reserve	\$165,680.85
FY 24 Balance	\$137,154.60
LTF Reserve	\$500,000.00
Capital Expenses:	
Preventative Maintenance	\$966,433.90

Total: \$7,574,698.00

Notes:		
FTA 5307	\$	2,045,507.86
FTA CMAQ	\$	952,975.91
	\$	2,998,483.77

FORM A
Budget for Current Claim Year

Claimant: City of Woodlake

Fiscal Year: 2024-2025

	Revenues
Passenger Fare Revenues:	\$27,076.03
Special Fare Revenues:	
Auxiliary Revenues:	\$2,825.08
Measure R expansion funds:	
STA (current year claim):	\$117,004.31
LTF (current year claim):	
FTA Grants (total):	\$273,342.81
Interest:	\$8,146.94
Other Revenues:	
SGR	\$17,335.52
SB 125	\$217,389.37
Fund Balance	
Fund Balance amounts:	
STA	\$515,854.99
LTF	\$248,160.66

Total: \$1,427,135.70

	Expenditures
Administration:	\$23,916.12
Operations and Maintenance:	\$469,154.37
Professional Services:	
Materials and Supplies:	\$18,503.12
Casualty & Liability cost:	\$996.88
Debt Service:	
Utilities:	\$4,154.45
Depreciation:	
Other: SGR Reserve	\$17,335.52
FY 24 Balance	\$129,059.59
LTF Credit	\$248,160.66
STA Reserve	\$515,854.99
Capital Expenses:	
Preventative Maintenance	

Total: \$1,427,135.69

Notes:		
FTA 5311	\$	45,032.01
FTA CMAQ	\$	228,310.80
	\$	273,342.81

Tulare County Regional Transit Agency

AGENDA ITEM V-B

September 15, 2025

Prepared by Ashlee Compton and Derek Winning, TCRTA Staff

SUBJECT:

Action: Adoption of Resolution 2025-039 Microtransit Pilot Update

BACKGROUND:

At the Board Meeting of October 21, 2024, Derek Winning, TCRTA's Interim Executive Director, shared agency goals, including the "right-sizing" of microtransit service in line with the Board's direction. Proposed service changes as a result of such efforts were launched November 20, 2024. These changes included removing intracity service in the City of Visalia; no other changes to the hours of operation or service areas were made. At the same time as service changes were adopted, target metrics designed to increase service productivity were also presented to the Board, with a scheduled review of their impact set for March 2025 and again for June 2025.

DISCUSSION:

Microtransit Service Performance Metrics

TCRTA Transport rides are offered based on vehicle availability in the service zone. Trips appear "unavailable" if rides cannot be dispatched within a set waiting period.

The practice of over-deploying vehicles inflates the cost of service per hour. As a remedy for low productivity, staff use two metrics to analyze performance and suggest service changes: 1) target average wait time and 2) vehicle allocation optimization in the different service zones. Target average wait times are under 30 minutes for urban areas and under 60 minutes for rural areas.

Implementing these measures affects target productivity, which is three passengers per hour for urban areas and two for rural areas.

Microtransit Performance Review Update, Target Metrics, and Service Changes

The following table indicates microtransit performance targets for September 2025.

Proposed Service Performance with Metric Targets, September 2025

Service Zone	Target Average Wait Time	Vehicle Allocation	Target Passengers per Hour	Annual Cost	Cost per Passenger
Dinuba/N. County	30 mins	1	3	\$ 264,471.48	\$ 29.27
Woodlake	30 mins	1	2	\$ 130,603.20	\$ 21.68
S. County	60 mins	1	2	\$ 264,471.48	\$ 43.90
Lindsay, Porterville Transit Center	60 mins	1	2	\$ 352,628.64	\$ 58.54
Tulare-Visalia Metro Area	30 mins	2+1	3	\$ 861,981.12	\$ 95.39
Peak Hour Back-Up	-	2	-	\$ 574,654.08	-
Non-Emergency Medical	30 mins	2	3	\$ 548,533.44	
		11		\$ 2,997,343.44	

Est. Cost Increase

\$ 564,858.84

Demonstrated in the table, the implementation Non-Emergency Medical Microtransit for the County of Tulare HHS health care providers, CVRC, Adventist Health there is an increased vehicle allocation of two (2) vehicles, which results in an estimated cost increase of \$564,858.84. With the approval of the 2 vans allocated for non-emergency transport in August 2025. The hiring and training process can take weeks for new drivers as the supply and demand for vans increase. TCRTA does not want this to cause disruption to existing riders.

TCRTA staff recommends that the board authorize the TCRTA Executive Director to add up to an additional (5) vans based upon service demand for non-medical transport. These are in addition to the (2) vans that were approved in August.

RECOMMENDATION:

Adoption of Resolution 2025-039 approving TCRTA Microtransit service changes and microtransit pilot target metrics.

FISCAL IMPACT:

N/A

ATTACHMENTS:

1. Resolution 2025-039 TCRTA Microtransit service changes and Microtransit Pilot target metrics.

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE TULARE COUNTY REGIONAL TRANSIT AGENCY
ADOPTING TCRTA MICROTRANSIT
SERVICE CHANGES AND MICROTRANSIT PILOT TARGET METRICS**

WHEREAS, the Joint Powers Agreement, dated August 11, 2022, by and among the County of Tulare and the Cities of Dinuba, Exeter, Farmersville, Lindsay, Tulare, and Woodlake (each, a “Party” or “Member Agency”) hereafter called Tulare County Regional Transit Agency “TCRTA”; and

WHEREAS, the Tulare County Regional Transit Agency Board of Directors approved the provision of a regional microtransit (on-demand) expansion of services contingent on sufficient CMAQ funding for an initial three (3) year period on February 22, 2023; and

WHEREAS, the Tulare County Association of Governments (TCAG) has supplemented the CMAQ funding with an additional \$5.9 m in SB 125 funds and also revised the pilot period to two (2) years as the original cost estimate of \$2.4 million was inadequate to cover the cost of one year; and

WHEREAS, the Board of Directors approved the Microtransit Service Changes to adjust the vehicle deployment of the service areas; and

WHEREAS, the Board of Directors approved the Microtransit Service Changes to target average wait times; and

WHEREAS, the Board of Directors approved the Microtransit Service Changes to implement, adjust, and pursue performance metric targets in the form of 3 passengers per hour for urban zones and 2 per hour for rural zones and target average wait times of 30 minutes and 60 minutes respectively; and

WHEREAS, the TCRTA Executive Director is authorized to increase the supply of Microtransit vans for non-emergency medical transport not to exceed an additional (5) vans based upon ridership demand; and

NOW, THEREFORE, BE RESOLVED BY THE BOARD OF DIRECTORS OF THE TULARE COUNTY REGIONAL TRANSIT AGENCY, hereby approves adjusted Microtransit Pilot performance metric targets for passengers per hour and average wait time.

BE IT ADDITIONALLY RESOLVED BY THE BOARD OF DIRECTORS OF THE TULARE COUNTY REGIONAL TRANSIT AGENCY, does hereby adopt the following Microtransit Service Changes effective July 1, 2025:

The Microtransit Service Changes include the following service zones and parameters.
NOTE: Riders can travel ***within*** designated zones, but not between zones.

Unchanged Zone: Tulare–South County

- Travel Parameters
Riders can travel within and between Tulare, Waukena, Tipton, Pixley, Earlimart, Alpaugh, Allensworth, and Richgrove. These are all areas where TCRTA currently provides paratransit services.
- Commingled Service
On-demand (microtransit) and paratransit riders and vehicles are pooled. ADA paratransit trips will be available to be booked by phone or via the app. Paratransit fares will remain \$3 for all eligible riders no matter how the ride is booked.
- Service Hours
Monday-Saturday 7:00 am to 7:00 pm
Sunday 8:00 am to 5:00 pm
- Fares (one-way)

General	\$5
Trips beginning/ending at a Transit Center	\$4
Paratransit	\$3 (requires verification)

Unchanged Zone: Tulare-Visalia Metro Area

- Travel Parameters
Riders can travel between Visalia, Tulare, Farmersville, Exeter, Ivanhoe, Tooleville, Goshen, and Tagus Ranch.
- Service Hours (Current)
- Monday-Friday 6:00 am to 9:30 pm
- Saturday & Sunday 8:00 am to 6:30 pm
- Fares (one-way)

General	\$5
Trips beginning/ending at a Transit Center	\$4
Paratransit	\$3 (requires verification)

Unchanged Zone: Lindsay-Strathmore-Poplar-Porterville

- Travel Parameters
Riders can travel within and between Lindsay, Strathmore, Cotton-Poplar, and to/from the Porterville Transit Center.
- Service Hours
Monday-Saturday 6:00 am to 10:00 pm
Sunday 8:00 am to 8:00 pm
- Fares (one-way)

General	\$5
---------	-----

Trips beginning/ending at a Transit Center	\$4
Paratransit	\$3 (requires verification)

Unchanged Zone: Woodlake

- Travel Parameters
Riders can travel within and between Woodlake and Elderwood.
- Current Service Hours
Monday-Saturday 8:00 am to 3:00 pm
- Service Hours (July 1, 2025)
Monday-Friday 7:30 am to 3:30 pm
- Fares (one-way)

General	\$5
Trips beginning/ending at a Transit Center	\$4
Paratransit	\$3 (requires verification)

Unchanged Zone: Dinuba

- Travel Parameters
Riders can travel within and between Dinuba and North County, which includes Delft Colony, London, Traver, Monson, Calgro, Seville, Sultana, Orosi, Cutler, and Yettem.
- Service Hours
Monday-Saturday 7:00 am to 7:00 pm
Sunday 8:00 am to 5:00 pm
- Fares (one-way)

General	\$5
Trips beginning/ending at a Transit Center	\$4
Paratransit	\$3 (requires verification)

THE FOREGOING RESOLUTION was adopted upon motion of Martinez and seconded by Riddle at meeting thereof held on the 15th day of September 2025.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed _____
Larry Micari/Maribel Reynosa
Board Chair/Board Vice Chair

ATTEST:

I HEREBY CERTIFY that the foregoing Resolution 2025-039 was duly adopted by the Board of Directors of the Tulare County Regional Transit Agency at a regular meeting thereof held on the 15th day of 2025.September

Signed _____
Derek Winning
Executive Director

AGENDA ITEM V - C

September 15, 2025

Prepared by Ashlee Compton and Chris Acevedo, TCRTA Staff

SUBJECT:

Action: Approve Reso 2025-040 Tulare Transit Center – Surveillance Equipment

BACKGROUND:

During the Unmet Transit Needs process earlier this year, safety and security at the Tulare Transit Center were identified as a major concern. To address this concern, staff reviewed options for upgrading the existing surveillance system at the transit center.

DISCUSSION:

TCRTA received two proposals for upgraded surveillance equipment, one from Giotto's Alarm Tech Inc. and another from Valley Security and Alarm. After review, staff determined that Giotto's Alarm Tech Inc. offered the most cost-effective and comprehensive option to meet the Tulare Transit Center's needs. The proposal from Giotto's includes thirteen cameras, supporting equipment, and licensing at a total cost of \$20,814.17. The chart below shows a comparison between both:

Company	Hardware and Equipment	Cost
Giotto's Alarm Tech Inc.	<ul style="list-style-type: none">• 13 x Cameras• 1 x Server• 5 x IP Camera Licenses• 1 x 55" UHD Display & Wall Mount• Supporting Equipment and Hardware	\$20,814.17
Valley Security and Alarm	<ul style="list-style-type: none">• 12-Cameras• 1 x Network Video Recorder (NVR)• Supporting Equipment and Hardware	\$21,250.00

RECOMMENDATION:

TCRTA Staff recommends that the Board:

- Approve Resolution 2025-040 Tulare Transit Center Surveillance Equipment, awarding the contract to Giotto's Alarm Tech Inc.

FISCAL IMPACT:

The cost of the proposed purchase is included in the FY 2026 TCRTA Budget under 7021 – Maintenance/Equipment and 7043 – Professional & Specialized Services.

ATTACHMENTS:

1. Resolution 2025-040 Approving Tulare Transit Center – Surveillance Equipment
2. Giotto's Alarm Tech, Inc. Surveillance Equipment Quote

RESOLUTION: 2025-040

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE TULARE COUNTY REGIONAL TRANSIT AGENCY
APPROVING THE PURCHASE AND INSTALLATION OF SURVEILLANCE
EQUIPMENT FOR THE TULARE TRANSIT CENTER**

WHEREAS, during the annual Unmet Transit Needs process, safety and security at the Tulare Transit Center were identified as a major concern; and

WHEREAS, to address this concern, TCRTA staff obtained two bids for upgraded surveillance equipment at the Tulare Transit Center; and

WHEREAS, staff determined that the proposal from Giotto's Alarm Tech Inc. in the amount of \$20,814.17 provides the most comprehensive and cost-effective option to meet the agency's needs; and

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE TULARE COUNTY REGIONAL TRANSIT AGENCY, that the Board hereby approves the purchase and installation of surveillance equipment for the Tulare Transit Center and awards the contract to Giotto's Alarm Tech Inc. in the amount of \$20,814.17; and

BE IT FURTHER RESOLVED, that the TCRTA Executive Director is hereby authorized to execute all documents and take all actions necessary to implement this resolution.

PASSED AND ADOPTED this 15th day of September 2025 by the **Board of Directors of the Tulare County Regional Transit Agency**.

THE FOREGOING RESOLUTION was adopted upon motion of _____ and seconded by _____ at meeting thereof held on the 15th day of September 2025.

AYES:

NOES:

ABSTAIN:

ABSENT:

RESOLUTION: 2025-040

Signed _____

Larry Micari/Maribel Reynosa
Board Chair/Board Vice Chair

ATTEST:

I HEREBY CERTIFY that the foregoing Resolution 2025-040 was duly adopted by the Board of Directors of the Tulare County Regional Transit Agency at a regular meeting thereof held on the 15th day of September 2025.

Signed _____

Derek Winning
Executive Director

***We are pleased to submit the following Commercial HD Video
System Addition Proposal for:***



Ashlee Compton For:

TCRTA - Tulare Transit Center

360 north K Street • Tulare, CA 93274

559.972.0835 Ashlee

acompton1@gotcrta.org

Prepared by:

Giotto's Alarm-Tech, Inc.

Danny Giotto

Danny@giottosalarmtech.com

559.688.7618 office

559.331.2031 mobile

• Central Station Location ~ Tulare, CA •

System Design For:
TCRTA - Tulare Transit Center
 360 north K Street
 Tulare, CA 93274
 559.972.0835 Ashlee

B72506

• New Commercial 13 Camera HD Video Surveillance System •		
1	exacqVision Professional Q-Series 8 TB IP Desktop Server <i>ExacqVision IP08-08T-1QW</i>	\$3,608.00
5	Pre-Installed IP Camera Licenses <i>ExacqVision EVIP-01</i>	\$1,110.00
1	55" ViewSonic 4K UHD Commercial Display with VESP <i>Viewsonic CDE5512-55</i>	\$1,005.00
1	TV Wall Mount with Low Profile Design for 32–70 inch TVs <i>ECHOGEAR EGLT1-BK</i>	\$45.00
1	30' 8K Ultra High-Speed HDMI 2.1 Cable <i>HDMI30</i>	\$51.00
1	SmartPro LCD 120V 1000VA 500W Line-Interactive UPS <i>Tripp-Lite SMART1000LCD</i>	\$278.00
11	8MP High-Definition Turret Color Cameras w/ IR <i>LTS LTS-CMIP3283</i>	\$4,543.00
2	8 MP Panoramic Fixed Dual Turret IP Cameras <i>LTS LTS-CMIP3C8</i>	\$850.00
1	8-Port Gigabit PoE+ Ethernet Smart Switch <i>Netgear GS110TPV3</i>	\$225.00
30	CAT-5 Ice Cube RJ45 Connectors <i>LEVITON EZRJ45</i>	\$30.00

PROJECT SUMMARY

Equipment Total	\$11,745.00
Cable & Hardware	\$331.25
Installation Total	\$5,940.00
Design, Programming, and Project Management	\$1,801.63
Sales Tax 8.25%	\$996.29

TOTAL INSTALLED \$20,814.17

Price Valid until: August 7th, 2025

This job is NOT bid with prevailing wage. If Prevailing Wage applies, please add \$3,339.63 to the installed price.

Notice: We are currently 2-4 Weeks Out. Please take this into consideration when scheduling your Security System Install

AGENDA ITEM V-D

September 15th, 2025

Prepared by Chris Acevedo, Transit Analyst

SUBJECT:

Public Hearing: Public Hearing for Disadvantaged Business Enterprise (DBE) Plan

BACKGROUND:

The Federal Transit Administration (FTA) requires all recipients of federal transit assistance to develop and maintain a Disadvantaged Business Enterprise (DBE) Program in accordance with 49 CFR Part 26. As part of this requirement, TCRTA must establish a DBE participation goal and provide an opportunity for public review and comment before final approval by the TCRTA Board of Directors. Adoption of the DBE goal is necessary to remain eligible for federal funding.

DISCUSSION:

TCRTA released a public notice on September 10, 2025, announcing the proposed DBE Goal and Methodology in compliance with federal requirements. The agency is proposing an overall DBE participation goal of 0.76% for federal fiscal years 2026–2028. This goal was developed through the two-step process required by 49 CFR Part 26.45. Step One measured the relative availability of DBE firms by comparing the number of ready, willing, and able DBE firms in the defined market area of Fresno, Kern, Kings, Madera, and Tulare counties with the total number of firms in the same market and categories of work. Step Two evaluated whether an adjustment was needed, and based on available data, no adjustment was applied. Attachment 3 from the TCRTA FTA DBE Program is included with this report and provides more information about the proposed goal and methodology.

The methodology is available for 30 calendar days at the TCRTA administrative office and on the agency's website, and written comments will be accepted for 45 calendar days from the date of the public notice. To provide additional opportunities for input, members of the public may also present oral comments during today's Board of Directors meeting. Following the close of the public review period, the DBE Plan will be scheduled for consideration and approval at the October 20, 2025, TCRTA Board of Directors meeting.

RECOMMENDATION:

Informational item. No action required at this time.

FISCAL IMPACT:

None.

ATTACHMENTS:

1. Public Notice - TCRTA Disadvantaged Business Enterprise (DBE) Plan
2. TCRTA FTA DBE Program Attachment 3

Tulare County Regional Transit Agency

Public Notice

DISADVANTAGE BUSINESS ENTERPRISE (DBE)
GOAL FOR FISCAL YEARS 2026, 2027, 2028

The Tulare County Regional Transit Agency, in accordance with requirements of the U.S. Department of Transportation (DOT), 49 CFR Part 26, as amended, hereby notifies the public that it is recommending a 0.76% Disadvantaged Business Enterprise (DBE) goal for participation in Federal Transit Administration (FTA) – assisted contracts during the Fiscal Years 2026, 2027, 2028.

The proposed DBE methodology and its rationale will be available for public review for 30 calendar days from the date of this notice. The DBE Plan may be reviewed during normal business hours, 8:00 a.m. to 5:00 p.m., Monday through Friday, at the Tulare County Regional Transit Agency office, 200 E. Center Avenue, Visalia, CA 93291. For public convenience, the methodology will also be available online at goTCRTA.org.

Written comments on the proposed goal will be accepted for 45 calendar days from the date of this notice. Comments are for informational purposes only and may be submitted to the DBE Compliance Officer at the above address or to FTA's Office of Civil Rights, 201 Mission Street, Suite 1650, San Francisco, CA 94105.

Members of the public will have the opportunity to provide oral comments on the proposed DBE goal at the TCRTA Board of Directors Meeting on September 15, 2025, from 3:30 p.m. to 5:30 p.m. Following the close of the comment period, the proposed goal will be considered for approval at the October 20, 2025, Board meeting.

Derek Winning
TCRTA Director

Attachment 3

Section 26.45: Overall Goal Calculation

Introduction

The Tulare County Regional Transit Agency, herein referred to as TCRTA, submits this Disadvantaged Business Enterprise (DBE) goal methodology to the U.S. Department of Transportation's Federal Transit Administration (FTA) for review and approval pursuant to 49 CFR 26.45 to establish the overall DBE goal for its federally-assisted transit projects.

During fiscal years 2026, 2027, 2028, TCRTA's schedule of projects reflects both operational and capital projects.

49 CFR Part 26.45 requires a two-step process for setting the overall DBE goal, which should reflect the expected level of DBE participation on TCRTA contracts in the absence of discrimination. TCRTA proposes to establish its DBE overall goal for federal fiscal years 2025/2026 through 2027/28 at 0.76% for new contracts.

This attachment includes 1) a description of the methodology used to establish the goal, including the base figure and evidence with which it was calculated, and the evidence relied on for any adjustments; and 2) a projection of the portions of the overall goal expected to be met through race neutral measures; and 3) a summary listing of relevant available evidence of disparity and, where applicable, an explanation of why that evidence was not used to adjust the base figure.

Annual Goal Methodology: (Two-Step Process)

Step One: Determining the Base Figures – 49 CFR Part 26.45(c)

As part of the goal setting process, Step 1 requires TCRTA to begin with a base figure for the relative availability of DBEs. The base figure represents the number and relative availability of ready, willing, and able DBE firms as compared to all firms ready, willing and able to perform work for TCRTA. For this analysis, the defined market area includes Fresno, Kern, Kings, Madera, and Tulare counties (Caltrans District 6), with firms filtered by relevant work categories using the North American Industry Classification System (NAICS) codes. The formula used to calculate this percentage is shown below.

Step One Base Figure:

$$\text{Base figure} = \frac{\text{Ready, willing, and able DBEs} = 121}{\text{All firms ready, willing, and able} = 15,765}$$

Numerator: TCRTA used the California Unified Certification Program (CUCP) database to derive the total number of ready, willing, and able DBEs in the defined market area. The CUCP dataset was further filtered to NAICS category 23 (Construction) and category 54 (Professional, Scientific, and Technical Services).

(Data Source: <https://californiaucp.dbesystem.com/>)

Total DBE Firms: 121

Denominator: TCRTA used the 2023 U.S. Census Bureau “County Business Pattern” statistics to identify all ready, willing, and able firms in the defined market area. This dataset was further filtered to NAICS category 23 (Construction) and category 54 (Professional, Scientific, and Technical Services).

(Data Source: <https://data.census.gov/>)

Total Firms: 15,765

The numerator was divided by the denominator to derive the base figure for an overall goal of 0.76%

Step Two: Adjustment – 49 CFR Part 26.45(D)

After calculating a base figure of the relative availability of DBEs, evidence was examined to determine what adjustment was needed to the base figure in order to arrive at the overall goal.

To reflect as accurately as possible, the DBE participation we would expect in the absence of discrimination we have adjusted our base figure by 0%.

It is the opinion of TCRTA that the current DBE program data is representative of the local market capacity.

TCRTA’s bidder’s list provides no additional data that appears to be relevant to the establishment of the base goal. TCRTA does not have any data that would provide a more accurate measurement of the “current capacity of DBEs” for the TCRTA market area. Therefore, no adjustment to the base figure is proposed.

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AGENDA ITEM V-E

September 15, 2025

Prepared by: Juana Sierra-Perez, Finance Manager

SUBJECT:

Action: Fiscal Year 2023-2024 Audit Approval

BACKGROUND:

Fiscal Year 2023-2024 Audit has been completed.

DISCUSSION:

The Tulare County Regional Transit Agency (TCRTA) audit was completed for the year ending June 30, 2024, and issued September 5, 2025. The audited financial statements of the governmental activities and the major funds of the Tulare County Regional Transit Agency (TCRTA) can be found attached.

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

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

Tulare County Regional Transit Agency (TCRTA) audit is complete and did not have any material weaknesses or instances of non-compliance for the year ended June 30, 2022. The required communication with the Board of Directors (SAS 114) from Brown Armstrong CPA is attached. On pages 37-44 you will find the Financial Statement Findings along with the management response and corrective action plan.

The audit for fiscal year 2023-2024 identified three significant weaknesses: delays and errors in financial closing and reporting, improper year-end accruals and adjustments, and inaccuracies in federal award reporting (Schedule of Expenditures of Federal Awards, SEFA). These issues primarily resulted from staffing shortages and insufficient internal controls. To address these challenges, the Agency is implementing corrective measures, including formal checklists, dual reviews, enhanced oversight, and staff training. The goal is to achieve timely, accurate, and compliant financial reporting for fiscal year 2024-2025.

- Finding 2024-001 – Financial Closing & Reporting (Material Weakness, Repeat): Ineffective controls and staffing shortages caused delays, errors, and untimely reporting. The agency is adding staff support, dual reviews, checklists, and progress monitoring to resolve.

- Finding 2024-002 – Year-End Accruals & Adjustments (Material Weakness): Revenues and expenses were not properly accrued or reversed, leading to material misstatements before audit adjustments. The agency is implementing cut-off procedures, checklists, and supervisory reviews.
- Finding 2024-003 – SEFA Preparation (Material Weakness, Repeat): Federal expenditures were misclassified and omitted, with inaccurate totals reported. The agency will implement stronger internal controls, dual reviews, reconciliations, and staff training to ensure accuracy and compliance.

All three findings highlight weak internal controls, staffing shortages, and reporting errors. The Agency has committed to corrective actions, including checklists, dual reviews, better oversight, and training, with full implementation targeted for FY 2024–25.

RECOMMENDATION:

That the Tulare County Regional Transit Agency Board of Directors accept FY 2023-2024 Financial Audit

FISCAL IMPACT:

None

ATTACHMENT:

1. SA 114 Required Communication with the Board of Directors from Brown Armstrong CPA
2. Financial Audit Report 2023-2024

TULARE COUNTY REGIONAL TRANSIT AGENCY

BASIC FINANCIAL STATEMENTS

**FOR THE YEAR ENDED
JUNE 30, 2024**

**TULARE COUNTY REGIONAL TRANSIT AGENCY
BASIC FINANCIAL STATEMENTS
JUNE 30, 2024**

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INDEPENDENT AUDITOR'S REPORT

Board of Directors
Tulare County Regional Transit Agency
Visalia, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the business-type activities of the Tulare County Regional Transit Agency (the Agency) as of and for the year ended June 30, 2024, and the related notes to the basic financial statements, which collectively comprise the Agency's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of the Agency, as of June 30, 2024, and the respective changes in financial position and cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit 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. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Agency and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Agency's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Agency's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Agency's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, Schedule of the Agency's Proportionate Share of the Net Pension Liability, Schedule of the Agency's Pension Contributions, and Note to the Required Supplementary Information be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Agency's basic financial statements. The schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated August 29, 2025, on our consideration of the Agency's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Agency's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Agency's internal control over financial reporting and compliance.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
August 29, 2025

MANAGEMENT'S DISCUSSION AND ANALYSIS

**TULARE COUNTY REGIONAL TRANSIT AGENCY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2024**

This section of the Tulare County Regional Transit Agency's (Agency) annual financial report presents our discussion and analysis of the Agency's financial performance during the year ended June 30, 2024. It should be read in conjunction with the basic financial statements.

The Agency serves as the countywide transportation planning agency for the incorporated and unincorporated areas within Tulare County (the County) and is responsible for programming State and Federal funding for transportation projects within the County. The Agency is responsible for coordinating short and long-term planning and funding within an intermodal policy framework including highways, streets and roads, transit and paratransit, and bicycle and pedestrian network improvements. The Agency also provides fixed route and on-demand transit services in the County.

The Agency was established on August 11, 2020, as the County's regional transit agency, under a joint exercise of power. The Agency is considered a primary government since it has a separate governing body, is legally separate, and is fiscally independent of other state and local governments. The Agency is not subject to income tax.

Financial Highlights

- At the close of the fiscal year 2023-2024, total assets exceeded total liabilities of the Agency by \$6,399,759. Of this amount, \$1,840,144 is the net investment in capital assets, \$5,430,285 is restricted net position, and \$(870,670) represents unrestricted net position.
- Capital contributions in the form of grants from Federal governments were \$681,875. Capital purchases for the year were for transit related vehicles.
- The Agency continued to improve operation performance, compliance, and accountability during fiscal year 2023-2024 by making investments in professional management, fiscal controls, and accounting.

Overview of the Basic Financial Statements

- This analysis is intended to serve as an introduction to the Agency's basic financial statements. The Agency accounts for expenses in only one fund (Enterprise Fund); therefore, the basic financial statements do not reflect the activities of multiple funds.
- The Agency's basic financial statements consist of the Statement of Net Position, Statement of Activities and Changes in Net Position, and Statement of Cash Flows.
- The Statement of Net Position presents complete information on the Agency's assets, deferred outflows of resources, liabilities, and the difference reported as net position. Changes in net position that occur over time may serve as an indicator of the Agency's financial position.
- Accompanying the financial statements are the Notes to the Basic Financial Statements. These notes provide information on significant accounting policies, cash and investments, capital assets, advances, and other significant events in other areas which resulted in the financial performance reflected in those statements.

Financial Analysis of the Agency

Net Position

In the current year, the business-type activities Net Position increased by \$3,826,525 primarily due to expansion of transit operations.

The following schedule is a summary of the Agency's Statements of Net Position.

	<u>June 30, 2024</u>	<u>June 30, 2023</u>
Current and Other Assets	\$ 21,955,015	\$ 12,238,240
Capital Assets, Net of Accumulated Depreciation/Amortization	<u>2,336,853</u>	<u>2,159,180</u>
Total Assets	<u>24,291,868</u>	<u>14,397,420</u>
Deferred Outflows of Resources - Pension	<u>41,000</u>	<u>-</u>
Total Deferred Outflows of Resources	<u>41,000</u>	<u>-</u>
Current Liabilities	11,022,952	5,275,006
Noncurrent Liabilities	<u>6,910,157</u>	<u>6,549,180</u>
Total Liabilities	<u>17,933,109</u>	<u>11,824,186</u>
Net Position:		
Net Investment in Capital Assets	1,840,144	2,112,694
Restricted	5,430,285	601,751
Unrestricted	<u>(870,670)</u>	<u>(141,211)</u>
Total net position	<u>\$ 6,399,759</u>	<u>\$ 2,573,234</u>

Changes in Net Position

A summary of the Agency's Statements of Activities and Changes in Net Position recapping the Agency's revenues earned during the years ended June 30, 2024 and 2023, and the expenses incurred is as follows:

	<u>June 30, 2024</u>	<u>June 30, 2023</u>
Operating Revenues	\$ 1,163,441	\$ 886,592
Operating Expenses	<u>19,646,319</u>	<u>19,939,567</u>
Operating Loss	<u>(18,482,878)</u>	<u>(19,052,975)</u>
Nonoperating Revenues and Expenses, Net	<u>21,627,528</u>	<u>19,834,716</u>
Capital Funds	681,875	1,243,478
Transfers In	-	1,353,344
Transfers Out	<u>-</u>	<u>(414,984)</u>
Change in Net Position	<u>3,826,525</u>	<u>2,963,579</u>
Net Position - Beginning	<u>2,573,234</u>	<u>(390,345)</u>
Net Position - Ending	<u>\$ 6,399,759</u>	<u>\$ 2,573,234</u>

Transit operating expenses are supported by a variety of funding sources which include:

- Transportation Development Act (TDA) funds
- Federal Transit Administration (FTA) funds
- Fare revenues collected
- Measure R funds
- Various grants and contributions

Budgetary Highlights

The Agency adopts a biannual operating budget that includes proposed expenditures and the means of financing them. The Agency's budget is adopted by the Board of Directors before June 30th of each even-numbered fiscal year. Subsequent increases to the original budget must be approved by the Board of Directors.

Capital Assets

The business-type activity financial statements include capital assets, net of accumulated depreciation/amortization of \$2,336,853 in the fiscal year 2023-2024. Capital assets in total are predominantly made up of fareboxes, vehicles, and other transit related equipment. Major additions included purchases of transit related equipment in fiscal year 2023-2024.

For additional information on the Agency's capital assets and capital asset activity, please refer to Note 3 in the Notes to the Basic Financial Statements.

Debt Administration

As of June 30, 2024, the Agency recorded long-term obligations for compensated absences in the amount of \$33,921, advances from other governments in the amount of \$6,450,000, and leases in the amount of \$496,709. For additional information on the Agency's lease liability activity and advances from other governments, please refer to Notes 5 and 6, respectively, in the Notes to the Basic Financial Statements.

Contacting the Agency

This financial report is designed to provide citizens, taxpayers, investors, and creditors with a general overview of the Agency's finances and to demonstrate the Agency's accountability for the money it receives. For questions about this report or any additional information needed, contact the Agency's administrative office at 200 E. Center Ave, Visalia, California 93291.

BASIC FINANCIAL STATEMENTS

TULARE COUNTY REGIONAL TRANSIT AGENCY
STATEMENT OF NET POSITION
JUNE 30, 2024

	<u>2024</u>
ASSETS	
Current Assets	
Cash and Cash Equivalents	\$ 13,708,546
Due from Other Governments	<u>8,246,469</u>
Total Current Assets	<u>21,955,015</u>
Noncurrent Assets	
Capital Assets, Net of Accumulated Depreciation/Amortization	<u>2,336,853</u>
Total Noncurrent Assets	<u>2,336,853</u>
Total Assets	<u>24,291,868</u>
DEFERRED OUTFLOWS OF RESOURCES	
Deferred Pension	<u>41,000</u>
LIABILITIES	
Current Liabilities	
Accounts Payable	5,231,494
Accrued Salaries	29,181
Interest Payable	236,494
Unearned Revenue	5,455,310
Lease Liability	<u>70,473</u>
Total Current Liabilities	<u>11,022,952</u>
Noncurrent Liabilities	
Compensated Absences	33,921
Advances from Other Governments	6,450,000
Lease Liability	<u>426,236</u>
Total Noncurrent Liabilities	<u>6,910,157</u>
Total Liabilities	<u>17,933,109</u>
NET POSITION	
Net Investment in Capital Assets	1,840,144
Restricted	5,430,285
Unrestricted	<u>(870,670)</u>
Total Net Position	<u>\$ 6,399,759</u>

The accompanying notes are an integral part of these basic financial statements.

**TULARE COUNTY REGIONAL TRANSIT AGENCY
STATEMENT OF ACTIVITIES AND CHANGES IN NET POSITION
FOR THE YEAR ENDED JUNE 30, 2024**

	<u>2024</u>
OPERATING REVENUES	
Passenger Fares	\$ 911,680
Auxiliary Transportation Revenue	91,648
Miscellaneous Revenue	<u>160,113</u>
Total Operating Revenues	<u>1,163,441</u>
OPERATING EXPENSES	
Salaries and Benefits	781,468
Communications	78,964
Professional and Specialized Expense	16,874,781
Special Departmental Expense	314,524
Depreciation/Amortization	639,543
Maintenance	280,644
Insurance	208,988
Utilities	417,760
Publications and Legal Notices	417
Office Expense	<u>49,230</u>
Total Operating Expenses	<u>19,646,319</u>
Operating Loss	(18,482,878)
NONOPERATING REVENUES AND EXPENSES	
Federal	5,183,163
Measure R	1,047,500
Local Transportation Fund (LTF)	10,012,686
State Transit Assistance (STA)	5,314,071
Interest Income	228,023
Interest Expense	<u>(157,915)</u>
Total Nonoperating Revenues and Expenses	<u>21,627,528</u>
Income Before Capital Funds	<u>3,144,650</u>
Capital Funds	
Federal Grant Revenue	<u>681,875</u>
Change in Net Position	3,826,525
Net Position - Beginning	<u>2,573,234</u>
Net Position - Ending	<u><u>\$ 6,399,759</u></u>

The accompanying notes are an integral part of these basic financial statements.

**TULARE COUNTY REGIONAL TRANSIT AGENCY
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED JUNE 30, 2024**

	<u>2024</u>
CASH FLOWS FROM OPERATING ACTIVITIES	
Receipts from customers	\$ 1,163,441
Payments for operating goods and services	(17,479,234)
Payments to employees for salaries and benefits	<u>(815,014)</u>
Net cash used in operating activities	<u>(17,130,807)</u>
CASH FLOWS FROM INVESTING ACTIVITIES	
Investment income received	<u>228,023</u>
Net cash provided by investing activities	<u>228,023</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES	
Intergovernmental	21,109,250
Advances from other governments	(50,000)
Interest paid	<u>(546)</u>
Net cash provided by noncapital financing activities	<u>21,058,704</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES	
Capital grants	681,875
Additions to capital assets	(329,254)
Payments made on leases	<u>(37,739)</u>
Net cash used in capital and related financing activities	<u>314,882</u>
Net Increase in Cash and Cash Equivalents	4,470,802
Cash and Cash Equivalents, Beginning of Year	<u>9,237,744</u>
Cash and Cash Equivalents, End of Year	<u><u>\$ 13,708,546</u></u>
RECONCILIATION OF OPERATING LOSS TO NET CASH USED IN OPERATING ACTIVITIES:	
Operating loss	\$ (18,482,878)
Adjustments to reconcile to net cash used in operating activities:	
Depreciation/Amortization	639,543
(Increase) in deferred outflows - pension	(41,000)
Increase in accounts payable	746,074
Increase in accrued salaries	7,457
(Decrease) in compensated absences	<u>(3)</u>
Net cash used in operating activities	<u><u>\$ (17,130,807)</u></u>

The accompanying notes are an integral part of these basic financial statements.

**TULARE COUNTY REGIONAL TRANSIT AGENCY
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2024**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

Tulare County Regional Transit Agency (the Agency) was formed on August 11, 2020, under a Joint Powers Agreement, by and among the County of Tulare and the Cities of Exeter, Farmersville, Lindsay, Porterville, Tulare, and Woodlake to own, operate, and administer a public transportation system within the jurisdiction of the Member Agencies pursuant to Section 6500 *et seq.* of the Government Code of the State of California.

The Board of Directors (the Board) is made up of elected officials from the respective member agencies. Each member agency has one regular Director and one alternate Director to the Board, Tulare County Association of Governments Board members sitting as the Public Transit Representative, and Calvans Executive Director or his/her designee shall sit as a non-voting, ex-officio member of the Board.

The Agency was formed to serve as the countywide transit agency to set levels of service based on appropriate criteria, Title VI compliance, and any other criteria deemed appropriate by the Agency and/or required by law. Unmet transit needs found reasonable to meet will also be implemented as required.

B. Basis of Presentation

The basic financial statements of the Agency are prepared in accordance with accounting principles generally accepted in the United States of America.

The Agency accounts for transactions in only one fund, an Enterprise Fund. The Statement of Net Position, Statement of Activities and Changes in Net Position, and Statement of Cash Flows display the financial activities of the Agency.

Enterprise funds are categorized as proprietary funds, which distinguish operating revenues and expenses from nonoperating items. Proprietary fund *operating* revenues result from exchange transactions. Exchange transactions are those in which each party receives and gives up essentially equal values. Operating revenues generally result from charges to passengers for public transit services. Operating expenses include the cost of transit service, administrative expenses, and depreciation/amortization on capital assets. All revenues and expenses not meeting the definition of operating revenues and expenses are reported as nonoperating.

The Statement of Activities and Changes in Net Position demonstrates the degree to which the program expenses of a given function are offset by program revenues. Program expenses include direct expenses, which are clearly identifiable with a specific function, and allocated indirect expenses. Program revenues include 1) charges paid by the recipients of goods or services offered by the programs and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues that are not classified as program revenues, including taxes and unrestricted interest earnings, are presented instead as general revenues.

When both restricted and unrestricted net position are available, resources restricted for the purpose intended are used first then unrestricted resources as they are needed.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

C. Basis of Accounting

Proprietary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place.

Nonexchange transactions, in which the Agency gives (or receives) value without directly receiving (or giving) equal value in exchange, include grants, entitlements, and donations. Revenues from grants, entitlements, and donations are recognized in the year in which all eligibility requirements have been satisfied.

D. Cash and Cash Equivalents

Cash and cash equivalents are considered to be cash on hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition.

E. Receivables

The Agency's receivables are mostly related to amounts due from other governments. Management has determined the Agency's receivables to be fully collectable. Accordingly, no allowance for doubtful accounts has been made.

F. Capital Assets

Capital assets are recorded at historical cost or estimated historical cost if actual historical cost is not available. Contributed capital assets are valued at their estimated fair value on the date contributed. The Agency defines capital assets as assets with an initial, individual cost of more than \$5,000 and an estimated useful life in excess of one year. Capital assets used in operations are depreciated/amortized using the straight-line method over their estimated useful lives.

The estimated useful lives are as follows:

Software	3 years
Machinery and Equipment	5-7 years
Buildings and Structures	20 years
Furniture and Fixtures	7 years

G. Leases

The Agency is a lessee for a noncancellable building lease. The Agency recognizes a lease liability and an intangible right-to-use lease asset (lease asset) in the business-type activity financial statements. The Agency recognizes lease liabilities with an initial, individual value of \$5,000 or more.

At the commencement of a lease, the Agency initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life.

Key estimates and judgments related to leases include how the Agency determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

G. Leases (Continued)

- The Agency uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, the Agency generally uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the lease. Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that the Agency is reasonably certain to exercise.

The Agency monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability.

Lease assets are reported with other capital assets and lease liabilities are reported with current and long-term debt on the Statement of Net Position.

H. Advances

Advances arise when resources are received by the Agency before it has a legal claim to them, e.g., when grant monies are received prior to the incurrence of qualifying expenses. In subsequent periods, when both revenue recognition criteria are met, or when the Agency has a legal claim to the resources, the liability is removed from the Statement of Net Position and revenue is recognized.

I. Use of Estimates

The preparation of the basic financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the basic financial statements and the reported amount of revenue and expenditures/expenses during the reporting period. Actual results could differ from these estimates.

J. Net Position

Net Investment in Capital Assets – This amount consists of capital assets net of accumulated depreciation/amortization and reduced by outstanding debt that is attributed to the acquisition, construction, or improvement of the asset.

Restricted Net Position – This amount is restricted by external creditors, grantors, contributors, or laws or regulations of other governments.

Unrestricted Net Position – This amount is all net position that does not meet the definition of “net investment in capital assets” or “restricted net position.”

K. Implemented Accounting Pronouncements

During the year ended June 30, 2024, the Agency implemented the following GASB standard:

GASB Statement No. 100 – *Accounting Changes and Error Corrections—an Amendment of GASB Statement No. 62*. For fiscal years beginning after June 15, 2023, and all reporting periods thereafter. The Agency has implemented GASB Statement No. 100 where applicable.

L. Future Accounting Pronouncements

GASB Statement No. 101 – *Compensated Absences*. The requirements of this statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. Earlier application is encouraged. The Agency has not fully judged the impact of implementation of GASB Statement No. 101 on the financial statements.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

L. Future Accounting Pronouncements (Continued)

GASB Statement No. 102 – In December 2023, GASB issued Statement No. 102, *Certain Risk Disclosures*. The statement is effective for periods beginning after June 15, 2024. The Agency has not fully judged the impact of implementation of GASB Statement No. 102 on the financial statements.

GASB Statement No. 103 – *Financial Reporting Model Improvements*. The objective of this statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. The requirements of this statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Earlier application is encouraged. The Agency will implement this statement when and where applicable.

GASB Statement No. 104 – *Disclosure of Certain Capital Assets*. The objective of this statement is to provide users of government financial statements with essential information about certain types of capital assets. The requirements of this statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Earlier application is encouraged. The Agency will implement this statement when and where applicable.

NOTE 2 – CASH AND INVESTMENTS IN COUNTY TREASURY

As of June 30, 2024, cash totaling \$13,708,546 is included within the Tulare County Treasurer’s cash and investment pool, which is recorded at cost, which approximates fair value. Interest earnings from this pool are allocated to the Agency on the basis of monthly cash balances and are transferred to the Agency quarterly.

Cash and investments as of June 30, 2024, are reported in the accompanying basic financial statements as follows:

Deposits in County of Tulare Treasury Pool	<u>\$ 13,708,546</u>
Total	<u><u>\$ 13,708,546</u></u>

Cash with the County of Tulare is deposited with the County of Tulare Treasury Investment Pool, an external investment pool investing in savings accounts and short-term investments. The County of Tulare Board of Supervisors has established a Tulare County Treasury Investment Policy and an Oversight Committee to monitor the investment policy.

The Agency operates under the County of Tulare’s formal investment policy, which allows the Agency funds to be invested in various items, including banks and savings and loan associations fully insured by the Federal Deposit Insurance Corporation and the County of Tulare Investment Pool. The investment policy does not contain any specific provisions intended to limit the Agency’s exposure to interest rate risk, credit risk, and concentration risk.

NOTE 2 – CASH AND INVESTMENTS IN COUNTY TREASURY (Continued)**Disclosures Relating to Interest Rate Risk**

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. Information about the sensitivity of the fair values of the Agency's investments to market interest rate fluctuations is provided by the following table that shows the distribution of the Agency's investments by maturity:

Investment Type	Amount	Remaining Maturity (in Months)			
		12 Months or Less	13 to 24 Months	25 to 60 Months	More Than 60 Months
County of Tulare Investment Pool	\$ 13,708,546	\$ 13,708,546	\$ -	\$ -	\$ -
Total Investments	\$ 13,708,546	\$ 13,708,546	\$ -	\$ -	\$ -

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code or the Agency's investment policy, and the actual rating as of year-end for each investment type. The column marked "exempt from disclosure" identifies those investment types for which GASB Statement No. 40 does not require disclosure as to credit risk:

Investment Type	Amount	Minimum Legal Rating	Exempt From Disclosure	Rating as of Year-End		
				AAA	Aa	Not Rated
County of Tulare Investment Pool	\$ 13,708,546	N/A	\$ -	\$ -	\$ -	\$ 13,708,546
Total Investments	\$ 13,708,546	N/A	\$ -	\$ -	\$ -	\$ 13,708,546

Additional information regarding deposit custodial credit, interest and credit risks of the County of Tulare Treasurer's cash and investment pool can be found in the notes to Tulare County's Annual Comprehensive Financial Report (ACFR). The ACFR may be obtained by contacting the County of Tulare Auditor-Controller's office at 221 S Mooney Blvd #104E, Visalia, California 93291 or <https://tularecounty.ca.gov/auditorcontroller/auditor-controller/financial-reports1/annual-comprehensive-financial-report/>.

Fair Value Measurements

The Agency categorizes its fair value measurements within the framework established by GASB Statement No. 72, *Fair Value Measurement and Application*. That framework provides a three-tiered fair value hierarchy as follows:

- Level 1 – reflect unadjusted quoted prices in active markets for identical assets.
- Level 2 – reflect inputs that are based on a similar observable asset either directly or indirectly.
- Level 3 – reflect unobservable inputs.

NOTE 2 – CASH AND INVESTMENTS IN COUNTY TREASURY (Continued)

Fair Value Measurements (Continued)

The following is a summary of the fair value of the Agency’s investments using the hierarchy:

<u>Investments Not Subject to the Fair Value Hierarchy</u>	
Investments Measured at Amortized Cost:	
County of Tulare Investment Pool	<u>\$ 13,708,546</u>
Grand Total Investments	<u><u>\$ 13,708,546</u></u>

County of Tulare Treasury Pool Income and Participant Withdrawals

County of Tulare Treasury Pool investments are accounted for in accordance with the provisions of GASB Statement No. 31, *Accounting and Financial Reporting for Certain Investments and for External Investment Pools*, which requires governmental entities to report certain investments at fair value in the balance sheet or the statement of net position and recognize the corresponding change in value of investments in the year in which the change occurred. The value of the participant's shares in the County of Tulare Treasury Pool that may be withdrawn is determined on an amortized cost basis, which is different from the fair value of the participant's position in the County of Tulare Treasury Pool. The fair value fluctuates with interest rates, and increasing rates could cause the value to decline below original cost; however, County of Tulare management believes the liquidity in the portfolio is more than adequate to meet cash flow requirements and to preclude the County of Tulare from having to sell investments below original cost for that purpose.

For the year ended June 30, 2024, the County of Tulare Treasury Pool investment income was comprised of the following (in thousands):

	<u>Amount</u>
Investment Income	
Interest and Dividends	\$ 102,559
Net Increase in the Fair Value of Investments	46,071
Less: Investment Expenses	<u>(1,263)</u>
Total County of Tulare Treasury Pool Income	<u><u>\$ 147,367</u></u>

The net increase in the fair value of investments during the year 2023-2024 was \$46,071. This amount takes into account all changes in fair value (including sales resulting in a net loss of \$1,529) that occurred during the year. In accordance with GASB Statement No. 31, the net fair value adjustment on investments held as of June 30, 2024, was a decrease of \$47,600.

NOTE 3 – CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2024, was as follows:

	Balance June 30, 2023	Additions	Deletions	Balance June 30, 2024
Capital Assets Being Depreciated/Amortized				
Software License	\$ 71,724	\$ -	\$ -	\$ 71,724
Machinery and Equipment	948,322	329,254	-	1,277,576
Vehicles	4,321,154	-	-	4,321,154
Right-to-Use Leased Assets	106,388	487,962	-	594,350
Total Capital Assets Being Depreciated/Amortized	5,447,588	817,216	-	6,264,804
Less Accumulated Depreciation/Amortization for:				
Software License	(9,048)	(17,260)	-	(26,308)
Machinery and Equipment	(128,942)	(206,500)	-	(335,442)
Vehicles	(3,099,681)	(378,521)	-	(3,478,202)
Right-to-Use Leased Assets	(50,737)	(37,262)	-	(87,999)
Total Accumulated Depreciation/Amortization	(3,288,408)	(639,543)	-	(3,927,951)
Total Capital Assets Being Depreciated/Amortized, Net	2,159,180	177,673	-	2,336,853
Total Capital Assets, Net	\$ 2,159,180	\$ 177,673	\$ -	\$ 2,336,853

Depreciation/Amortization expense for the year ended June 30, 2024, was \$639,543.

NOTE 4 – UNEARNED REVENUE

Local Transportation Fund (LTF) and State of Good Repair (SGR) funds are administered by the Tulare County Association of Governments, which allocates funds to the Agency to fund transit operations. The Transportation Development Act (TDA) requires that any funds not used be returned to their source. Allocations are considered earned when they are properly spent for eligible projects. Allocations received but not earned are recorded as unearned revenue.

On April 28, 2017, the Governor signed the Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), which includes a program that will provide additional revenues for transit infrastructure repair and service improvements, known as the State of Good Repair (SGR) Program. This program receives funding of approximately \$105 million annually. SGR funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects.

Other unearned revenue amounts consist of Advance T-Pass Sales and various Low Carbon Transit Operations Program (LCTOP) projects. Unearned revenue for the Agency for the year ended June 30, 2024, are summarized below:

	Operating			Capital		Total
	Advance T-Pass Sales	LCTOP	Local Transportation Fund	State of Good Repair	LCTOP	
Capital and Operating Assistance						
Excess funds at June 30, 2023	\$ 25,025	\$ 30,731	\$ -	\$ 81,040	\$ 520,711	\$ 657,507
Allocations received	-	-	12,574,416	408,850	1,825,556	14,808,822
Interest accrued	-	-	-	-	1,667	1,667
Funds available	25,025	30,731	12,574,416	489,890	2,347,934	15,467,996
Less:						
Eligible costs	-	-	(10,012,686)	-	-	(10,012,686)
Excess funds at June 30, 2024	\$ 25,025	\$ 30,731	\$ 2,561,730	\$ 489,890	\$ 2,347,934	\$ 5,455,310

NOTE 5 – LEASES

On October 4, 2021, the Agency entered into a 50-month lease. The lease is for use of office space at 210 North Church Street, Suite B in the City of Visalia. An initial lease liability was recorded in the amount of \$45,908. As of June 30, 2024, the value of the lease liability is \$15,255. The Agency is required to make monthly payments of \$936. The value of the right-to-use asset net of accumulated amortization as of June 30, 2024, is \$14,126.

On July 1, 2021, the Agency entered into a 24-month building lease as lessee with an option to renew for an additional 12 months for a total lease term of 36 months. The lease is for use of office space at 360 North K Street in the City of Tulare. An initial lease liability was recorded in the amount of \$60,480. The Agency subsequently exercised its renewal option and extended the lease for an additional 24 months, resulting in a revised right-of-use asset of \$100,800. As of June 30, 2024, the value of the lease liability is \$40,320. The Agency is required to make monthly payments of \$1,680. The value of the right-to-use asset net of accumulated amortization as of June 30, 2024, is \$51,091.

On February 28, 2024, the Agency entered into a 84-month building lease as lessee with an option to renew for an additional 36 months for a total lease term of 120 months. The lease is for use of office space at 200 E Center Street in the City of Visalia. An initial lease liability was recorded in the amount of \$447,642. As of June 30, 2024, the value of the lease liability is \$441,134. The Agency is required to make monthly payments of \$3,254. The value of the right-to-use asset net of accumulated amortization as of June 30, 2024, is \$441,134.

The future principal lease payments are as follows:

<u>Year Ended</u>	<u>Principal Payments</u>
2025	\$ 70,473
2026	64,766
2027	41,633
2028	42,882
2029	44,169
2030-2034	<u>232,786</u>
	<u><u>\$ 496,709</u></u>

NOTE 6 – ADVANCES FROM OTHER GOVERNMENT AGENCIES

The Agency received an advance of \$1,500,000 from the City of Tulare based on a fiscal year 2021-2022 audit which would determine how much should be disbursed to the Agency as a cash balance belonging to transit operations. The City of Tulare and the Agency are still in the process of finalizing the cash balance; until this amount is determined, management found it prudent to classify this amount as a liability to the City of Tulare until it is determined otherwise.

The Agency entered into an agreement with five member agencies obtaining cash advances pursuant to executed agreements between each of the member agencies and the Agency. The amounts listed below represent the proportionate share of each member agency's share of the Agency's budget, which was the basis in determining the amount of the advance. The advances are due to be repaid December 31, 2027, with interest accrued based upon the Annualized Rate for the year and paid annually. During the year 2023-2024, interest was paid as accrued.

NOTE 6 – ADVANCES FROM OTHER GOVERNMENT AGENCIES (Continued)

<u>Member Agency</u>	<u>Advance Amount</u>	<u>% Share</u>
City of Porterville	\$ 1,600,000	33%
County of Tulare	1,500,000	30%
City of Tulare	1,500,000	30%
City of Dinuba	350,000	7%
Total	<u>\$ 4,950,000</u>	

NOTE 7 – RELATED PARTY TRANSACTIONS

Tulare County Association of Governments provided administrative services at a cost of \$40,418.

County of Tulare Legal Counsel provided services at a cost of \$70,946.

NOTE 8 – FAREBOX RATIOArticle 4

Article 4 transit operations include transit activities. The farebox ratio requirement is 20%. The farebox ratio for the year ended June 30, 2024, was 10.79% as follows:

	<u>June 30, 2024</u>
<u>Article 4</u>	<u>Total Article 4 Services</u>
Fares	\$ 911,680
Auxiliary Transportation Revenues	91,648
Local Funds Used for Transit	<u>1,047,500</u>
	<u>\$ 2,050,828</u>
Operating Cost, Net of Depreciation and Amortization	<u>\$ 19,006,776</u>
Farebox Ratio	<u>10.79% *</u>

*Penalty is not imposed for the year 2023-2024 due to the amendment to Section 99268.9(c)(1) of the Public Utilities Code (PUC). The amendment is applicable through year 2025-26.

Farebox revenue and operating cost used for the farebox ratio calculation will not agree to the Statement of Activities and Changes in Net Position (see page 8). Local funds revenue used to assist in paying the cost of operating transit services is eligible as farebox revenue. Measure R revenue is included in the calculation above as local funds revenue.

TDA statutes allow the inclusion of local funds to calculate statutory farebox ratio. California PUC Section 99268.19 states that: "If fare revenues are insufficient to meet the applicable ratio of fare revenues to operating cost required by this article, an operator may satisfy that requirement by supplementing its fare revenues with local funds. As used in this section, "local funds" means any nonfederal or nonstate grant funds or other revenues generated by, earned by, or distributed to an operator."

NOTE 9 – EMPLOYEE RETIREMENT SYSTEM

The Agency has its payroll and benefits through the County of Tulare. Employee pension obligations transferred to the Agency from the County of Tulare during the year ended June 30, 2024. Following is the note from the Tulare County Annual Comprehensive Financial Report (ACFR) for the Employee Retirement System.

Plan Description

The Tulare County Employees' Retirement Association (TCERA) was established July 1, 1945, under the provisions of the County Employees Retirement Act of 1937 (Government Code Sections 31450 et seq.). TCERA operates as a cost-sharing multiple-employer defined benefit plan with special funding circumstances and provides retirement, disability, and death benefits for qualified employees of the County of Tulare, the County of Tulare Courts, the Strathmore Public Utility District, and Tulare County Association of Governments. TCERA was integrated with Social Security in 1956. TCERA is administered by a nine-member Board of Retirement. TCERA issues a separate ACFR. Copies of the annual financial report may be obtained from TCERA, 136 North Akers Street, Visalia, California 93291, or from TCERA's website at <http://www.tcera.org/news-publications/financial-reports>.

Funding Policy

TCERA oversees four County of Tulare pension plans, which provide retirement, disability, and death benefits. The passage of the California Public Employees' Act of 2012 resulted in the establishment of Tier 4 which has two rate tiers for both general and safety members. The Public Employees' Act created limits on pensionable compensation tied to Social Security Taxable wage base. The aggregate effect of the Public Employees' Act will ultimately decrease the Agency's retirement cost. The eligibility of membership for the four tiers is as follows:

Summary of Plans and Eligible Participants

Open for New Enrollment:

General Tier 4 General members who have a membership date on or after January 1, 2013, may continue in plan.

Safety Tier 4 Safety members who have a membership date on or after January 1, 2013, may continue in plan.

Closed to New Enrollment:

General Tier 3 General members who have a membership date on or between January 1, 1990, through December 31, 2012, may continue in plan.

Safety Tier 3 Safety members who have a membership date on or between January 1, 1990, through December 31, 2012, may continue in plan.

General Tier 2 General members who have a membership date on or between January 1, 1980, through December 31, 1989, may continue in plan.

Safety Tier 2 Safety members who have a membership date on or between January 1, 1980, through December 31, 1989, may continue in plan.

General Tier 1 General members who have a membership date on or before December 31, 1979, may continue in plan.

Safety Tier 1 Safety members who have a membership date on or before December 31, 1979, may continue in plan.

NOTE 9 – EMPLOYEE RETIREMENT SYSTEM (Continued)

Summary of Plans and Eligible Participants (Continued)

Closed to New Enrollment: (Continued)

Tier 1 - Benefits are calculated using the highest average one-year salary. Tier 1 members receive a maximum of 3% cost-of-living increase annually after retirement. Tier 1 general members with service earned on or after July 1, 2005, are now subject to Internal Revenue Service (IRS) Section 415 limits due to the implementation of a new benefit formula. Only Tier 1 general members who entered deferred status prior to the implementation of the new benefit formula are exempt from these limits. All Tier 1 members are subject to Article 5.5 Alternative Financial Provisions of the California Government Code.

Tier 2 - Benefits are calculated using the highest average three-year salary. Tier 2 members receive a maximum of 2% cost-of-living increase annually after retirement. Tier 2 general members with service earned on or after July 1, 2005, are now subject to IRS Section 415 limits due to the implementation of a new benefit formula. Only Tier 2 general members who entered deferred status prior to the implementation of the new benefit formula are exempt from these limits. All Tier 2 members are subject to Article 5.5 Alternative Financial Provisions of the California Government Code.

Tier 3 - Benefits are calculated using the highest average three-year salary. Tier 3 members receive a maximum of 2% cost-of-living increase annually after retirement. All employees who joined TCERA on or after January 1, 1990, are subject to IRS Section 415 limits. All Tier 3 members are subject to Article 5.5 Alternative Financial Provisions of the California Government Code.

Tier 4 - Benefits are calculated using the highest average three-year salary. Tier 4 members receive a maximum of 2% cost-of-living increase annually after retirement. All employees who joined TCERA on or after January 1, 1990, are subject to IRS Section 415 limits. Tier 4 members are not subject to Article 5.5 Alternative Financial Provisions of the California Government Code.

Benefits Provided

Tiers 1, 2, and 3

The benefit is a percentage of monthly final average salary per year of service, depending on age at retirement. Due to the fact that TCERA is integrated with Social Security, the benefit is reduced by 1/3 of the percentage multiplied by the first \$350 of monthly final average salary, per year of service credited after January 1, 1956. Benefits partially vest at five years of service and full vesting requires ten years of service and a minimum age of 50 in order to receive a lifetime monthly retirement benefit. General members with 30 years of service and safety members with 20 years of service are eligible for retirement benefits at any age. Members who reach age 70, regardless of years of service, are eligible for retirement benefits.

Tier 4

The benefit is a percentage of monthly final average salary per year of service, depending on the age at retirement. Benefits fully vest at five years of service and a minimum age of 52 for general members and 50 for safety members.

Disability Benefit

Service related disability benefits are based upon the greater amount of 50% of final average salary, or service retirement benefit, if the member is eligible.

NOTE 9 – EMPLOYEE RETIREMENT SYSTEM (Continued)

Benefits Provided (Continued)

Disability Benefit (Continued)

Non-service connected disability, in accordance with Section 31727.7, in lieu of any other allowance, a member who has five years or more of credited service share receive a disability allowance equal to the percentage of final compensation set forth opposite the member's number of years in the following table:

<u>Years of Service</u>	<u>Percentage of Final Compensation</u>
Five years, but less than six years	20%
Six years, but less than seven years	22%
Seven years, but less than eight years	24%
Eight years, but less than nine years	26%
Nine years, but less than ten years	28%
Ten years, but less than eleven years	30%
Eleven years, but less than twelve years	32%
Twelve years, but less than thirteen years	34%
Thirteen years, but less than fourteen years	36%
Fourteen years, but less than fifteen years	38%
Fifteen or more years	40%

Termination Benefit

Upon termination, members' accumulated contributions are refundable with interest accrued through the prior interest crediting period (June 30 and December 31).

Death Benefit

If a member dies before retirement, the return of contributions, with interest, is payable as a death benefit to the member's beneficiary or estate in the amount of one month's salary for each completed year of service under the retirement system, but not to exceed six (6) months' salary. In lieu of the basic death benefit, if a member dies after becoming eligible for service retirement or non-service connected disability, an eligible spouse or minor child may elect to receive 60% of the allowance that the member would have received for retirement as of the day of their death. If the member dies in the performance of duty, an eligible spouse or minor child receives 50% of the member's final average salary.

If the member dies after retirement then the benefits depend upon the type of retirement, the member's employment status at retirement, and the retirement option selected. If the retirement was for service connected disability, 100% of the member's basic allowance as it was at death is continued to the surviving spouse for life. If the retirement was for other than service connected disability, and the unmodified option was selected at the time of retirement, 60% of the member's allowance is continued to an eligible spouse for life. If the deceased member retired directly from active employment with a TCERA employer, a lump sum burial benefit of \$5,000 is paid to the beneficiary or estate.

Specific details for the retirement benefit calculations for each tier, including benefit factors, can be found in TCERA's ACFR, which is available online at TCERA's website at <http://www.tcera.org/news-publications/financial-reports>.

NOTE 9 – EMPLOYEE RETIREMENT SYSTEM (Continued)

Contributions

Per Article 16 of the Constitution of the State of California, contribution requirements of the active employees and the participating employers are established and may be amended by TCERA's Board of Retirement.

Member - The basic member rates are based on a formula reflecting the member's age of entry into TCERA. The rates are set to provide a retirement amount that is equal to a fractional part of the highest year's salary, based on membership and tier. For members integrated with Social Security (Tiers 1 – 3), the contributions are reduced by one-third of such contribution payable with respect to the first three hundred and fifty dollars of monthly salary. Due to a collective bargaining agreement, the Agency has a legal obligation to contribute 50% of the contributions required for active Tier 1 plan members. The rates reflected for Tier 1 members do not reflect the Agency "pickup." Employees contribute 5% to 20% of their annual pay based on their date of entrance into the plan, age at entry, and membership type (General or Safety).

Employer - The employer rates are actuarially determined annually to provide for the balance of the contributions needed to fund the promised benefits as set forth in the County Employees' Retirement Act of 1937. Employer contribution rates consist of two components: the normal cost and the Unfunded Actuarial Liability (UAL). The UAL is being amortized over a declining 19-year period. The amortization method is level percentage of payroll. Contribution levels are recommended by the actuary and adopted by the Board of Retirement each year. The Agency is required to contribute the difference between the actuarially determined rate and the contribution rate of members. The Agency's contributions to the plan for the year ended June 30, 2024, were \$41,000.

Net Pension Liability

On June 30, 2024, the Agency did not report a liability for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2023, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Agency's proportion of the net pension liability was based on a projection of the Agency's long-term share of contributions to the pension plan relative to the projected contributions of all pension plan participants, actuarially determined. At June 30, 2023 and 2022, the Agency did not have a proportion.

For the year ended June 30, 2024, the Agency did not recognize pension expense. Pension expense represents the change in the net pension liability during the measurement period, adjusted for actual contributions and the deferred recognition of changes in investment gain/loss, actuarial gain/loss, actuarial assumptions or method, and plan benefits.

At June 30, 2024, the Agency reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Agency contributions subsequent to the measurement date	\$ 41,000	\$ -
	<u>\$ 41,000</u>	<u>\$ -</u>

Deferred outflows of resources and deferred inflows of resources above represent the unamortized portion of changes to net pension liability to be recognized in future periods in a systematic and rational manner.

The deferred outflows of resources in the amount of \$41,000 related to pensions resulting from Agency contributions subsequent to the actuary measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2025.

NOTE 9 – EMPLOYEE RETIREMENT SYSTEM (Continued)**Actuarial Assumptions**

The total pension liability represents the portion of the actuarial present value of projected benefit payments attributable to past periods of employee service. A summary of the significant actuarial assumptions used to calculate the total pension liability measured as of June 30, 2023, is provided below. (Note: These assumptions may differ from those used and reported in TCERA's ACFR due to different reporting requirements.)

Inflation	2.75%
Expected Return on Assets	7.15% net of investment expenses
Salary Increases	3.0% plus promotion component based on employee classification and years of service, ranging from 0.5% to 8.0% for general members and 1.25% to 9.0% for safety members
Post Retirement Cost-of-Living Adjustments (COLA)	Benefits are assumed to increase after retirement at the rate of 2.6% per year for Tier 1 and 2.0% per year for Tiers 2-4. An additional COLA of 0.4% per year (for a total COLA growth rate of 3.0%) is included for Tier 1 participants in pay status to reflect their accumulated COLA banks.
Mortality – Healthy Lives	General Members: Based on the sex distinct Retired Pensioner (RP) 2014 Combined Healthy Tables, published by the Society of Actuaries, with Generational improvement using Projection Scale MP-2021 from 2014, with no additional charges for males and an adjustment of 10% for females to reflect plan experience Safety Members: Based on the sex distinct RP 2014 Combined Healthy Tables with blue-collar adjustment, published by the Society of Actuaries, with Generational improvement using Projection Scale MP-2021 from 2014, increased by 5% for both males and females to reflect plan experience
Mortality – Disabled Lives	All Members: Based on the sex distinct RP 2014 Disabled Retiree Mortality Table, published by the Society of Actuaries, with Generational improvement using Projection Scale MP-2021 from 2014.
Discount Rate	7.08% blended discount rate, net of pension plan investment expense, including inflation.
Municipal Bond Rate	3.65% net of investment expenses.
Date of the Last Experience Study	July 1, 2020 through June 30, 2023

Between the June 30, 2022 and June 30, 2023 measurement dates, the rate of inflation did not change as measured by the Consumer Price Index (CPI). The expected return on assets remained at 7.15%. The blended discount rate increased from 7.09% to 7.08% due to the results of the crossover test. The municipal bond rate increased from 3.54% to 3.65% and is based on the Bond Buyer 20-year Bond GO Index as of June 30, 2023. The last date of the experience study was updated to July 1, 2020 through June 30, 2023. There were no other assumption changes as of the June 30, 2023 valuation date.

NOTE 9 – EMPLOYEE RETIREMENT SYSTEM (Continued)**Actuarial Assumptions** (Continued)

The long-term expected rate of return, measured as of June 30, 2023, on pension plan investments (7.15%) was determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighing the expected future real rates of return by the target asset allocation percentage adjusted for inflation.

The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Large Cap Equity	20.0%	4.0%
Small Mid Cap Equity	6.0%	2.9%
Non-U.S. Equity (Developed and Emerging)	16.0%	6.6%
Global Equity	3.0%	4.9%
U.S. Fixed Income	17.0%	2.1%
Emerging Market Debt	3.0%	5.5%
Core Real Estate	3.0%	3.3%
Value-Add Real Estate	4.0%	5.3%
Opportunistic Real Estate	4.0%	6.3%
Infrastructure	4.0%	5.3%
Real Estate Debt	3.0%	2.7%
Private Credit	5.0%	5.7%
Private Equity	12.0%	6.7%
Total	100.0%	

Discount rate: At June 30, 2023, the discount rate used to measure the total pension liability was 7.08%. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from the Agency will be made at rates equal to the actuarially determined contribution rates. Based on these assumptions, the plan's fiduciary net position was projected to be available to make all projected future benefit payments to current plan members until 2089, when only a portion of the projected benefit payments can be made from the projected fiduciary net position. Projected benefit payments are discounted at the long-term expected return on assets of 7.15% to the extent the fiduciary net position is available to make the payments and at the municipal bond rate of 3.65% to the extent they are not available. The single equivalent rate used to determine the total pension liability as of June 30, 2023, was 7.08%. The assumed discount rate has been determined in accordance with the method prescribed by GASB Statements No. 67 and No. 68 and may differ from the methodology used and reported in TCERA's ACFR.

Pension Fund Fiduciary Net Position

Detailed information about the pension fund's fiduciary net position is available in the separately issued TCERA ACFR, which is available online at TCERA's website at: <http://www.tcera.org/news-publications/financial-reports>.

NOTE 10 – SUBSEQUENT EVENTS

Subsequent events have been evaluated through August 29, 2025, which is the date the basic financial statements were available to be issued. There were no subsequent events identified by management which would require disclosure in the financial statements.

REQUIRED SUPPLEMENTARY INFORMATION

**TULARE COUNTY REGIONAL TRANSIT AGENCY
SCHEDULE OF THE AGENCY'S PROPORTIONATE
SHARE OF THE NET PENSION LIABILITY
AS OF JUNE 30, 2024*
LAST TEN YEARS**

	<u>June 30, 2024</u>
Agency's proportion of the net pension liability	0.0000%
Agency's proportionate share of the net pension liability	\$ -
Agency's covered payroll	\$ 532,727
Agency's proportionate share of the net pension liability as a percentage of its covered payroll	0.0%
Agency's proportionate share of the fiduciary net position	\$ -
Fiduciary net position as a percentage of the total pension liability	79.0%

*Fiscal year 2024 was the first year of implementation; therefore, only one year is shown.

See note to required supplementary information.

**TULARE COUNTY REGIONAL TRANSIT AGENCY
SCHEDULE OF THE AGENCY'S PENSION CONTRIBUTIONS
AS OF JUNE 30, 2024*
LAST TEN YEARS**

	<u>June 30, 2024</u>
Actuarially determined contribution for the fiscal year	\$ 41,000
Less the contributions in relation to the actuarially determined contribution	<u>(41,000)</u>
Contribution deficiency (excess)	<u><u>\$ -</u></u>
Agency's covered payroll	\$ 532,727
Contributions as a percentage of covered payroll	7.7%

*Fiscal year 2024 was the first year of implementation; therefore, only one year is shown.

See note to required supplementary information.

**TULARE COUNTY REGIONAL TRANSIT AGENCY
NOTE TO THE REQUIRED SUPPLEMENTARY INFORMATION
AS OF JUNE 30, 2024**

NOTE 1 – CHANGES IN ASSUMPTIONS

Between the June 30, 2022 and June 30, 2023 measurement dates, the rate of inflation remained at 2.75% as measured by the Consumer Price Index (CPI). The expected return on assets remained at 7.15%. The blended discount rate decreased from 7.09% to 7.08% due to the results of the crossover test. The municipal bond rate (net of investment expenses) increased from 3.54% to 3.65%. There were no other assumption changes as of the June 30, 2023 measurement date.

SUPPLEMENTARY INFORMATION

**TULARE COUNTY REGIONAL TRANSIT AGENCY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2024**

<u>Federal Grantor/Pass-Through Grantor/Program Title</u>	<u>Assistance Listing Number</u>	<u>Contract or Program Number</u>	<u>Passed Through to Subrecipients</u>	<u>Disbursements/ Expenditures</u>
<u>U.S. Department of Transportation</u>				
Federal Transit Cluster				
Direct Programs:				
Federal Transit Formula Grants	20.507		\$ -	\$ 583,012
Passed through the City of Porterville:				
Federal Transit Formula Grants	20.507	7405-2024-6	-	2,341,000
Subtotal			-	2,924,012
Direct Programs:				
Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs	20.526		-	681,875
Total Federal Transit Cluster			-	3,605,887
Passed through California Department of Transportation:				
COVID-19 Formula Grants for Rural Areas and Tribal Transit Program	20.509	64TO21-01888	-	988,500
Formula Grants for Rural Areas and Tribal Transit Program	20.509	64BA22-02084	-	1,270,651
Subtotal			-	2,259,151
Total U.S. Department of Transportation			-	5,865,038
Total Expenditures of Federal Awards			\$ -	\$ 5,865,038

See notes to the schedule of expenditures of federal awards.

**TULARE COUNTY REGIONAL TRANSIT AGENCY
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2024**

NOTE 1 – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal grant activity of the Tulare County Regional Transit Agency (the Agency) under programs of the federal government for the year ended June 30, 2024. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Agency, it is not intended to, and does not, present the financial position, changes in net position, or cash flows of the Agency.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

- A. Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in Subpart E of the Uniform Guidance, *Cost Principles*, wherein certain types of expenditures are not allowable or are limited as to reimbursement.
- B. Pass-through entity identifying numbers are presented where available.

NOTE 3 – INDIRECT COST RATE

The Agency has elected not to use the 10 percent *de minimis* indirect cost rate allowed under the Uniform Guidance.

OTHER REPORTS

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE OVER FINANCIAL
REPORTING BASED ON AN AUDIT OF BASIC FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH THE STATUTES, RULES, AND
REGULATIONS OF THE CALIFORNIA TRANSPORTATION DEVELOPMENT
ACT AND THE ALLOCATION INSTRUCTIONS AND RESOLUTIONS OF
THE TRANSPORTATION COMMISSION**

Board of Directors
Tulare County Regional Transit Agency
Visalia, California

We have audited, in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the statutes, rules, and regulations of the California Transportation Development Act (TDA); and the allocation instructions and resolutions of the Transportation Commission, the basic financial statements of the Tulare County Regional Transit Agency (the Agency) as of and for the year ended June 30, 2024, and have issued our report thereon dated August 29, 2025.

Compliance

As part of obtaining reasonable assurance about whether the Agency's basic financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grants, noncompliance with which could have a direct and material effect on the financial statements. Additionally, we performed tests to determine that allocations made and expenditures paid by the Agency were made in accordance with the allocation instructions and resolutions of the Transportation Commission and in conformance with the California Transportation Development Act. Specifically, we performed each of the specific tasks identified in the California Code of Regulations Section 6667 that are applicable to the Agency. Based on our procedures, no instances of noncompliance with applicable statutes, rules, and regulations of the Transportation Development Act and the allocation instructions and resolutions of the Transportation Commission were noted. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion.

Also as part of our audit, we performed tests of compliance to determine whether certain state funds were received and expended in accordance with the applicable bond act and state accounting requirements.

Other Matters

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that provides additional revenues for transit infrastructure repair and service improvements. This investment in public transit is referred to as the State of Good Repair (SGR) Program. This program receives funding of approximately \$105 million annually. SGR funds are to be made available for eligible transit maintenance, rehabilitation and capital projects.

As of June 30, 2024, SGR funds received and claims paid were verified in the course of our audit as follows:

Schedule of State of Good Repair Funds For the Year Ended June 30, 2024	
Description	Amount
Balance - beginning of year	\$ 81,040
Receipts	
Allocations received	408,850
Expenses:	
Related expenses/Disbursements	-
Balance - end of year	<u>\$ 489,890</u>

The results of our tests indicated that, with respect to the items tested, the Agency complied, in all material respects, with the provisions referred to in the preceding paragraphs. With respect to items not tested, nothing came to our attention that caused us to believe that the Agency had not complied, in all material respects, with those provisions.

Purpose of this Report

The purpose of this report is solely to describe the scope of our internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Agency’s internal control or on compliance. Accordingly, this report is not suitable for any other purpose.

This report is intended solely for the information and use of management, the Board of Directors, the California Department of Transportation, the State Controller’s Office, and officials of applicable grantor agencies. However, this report is a matter of public record and its distribution is not limited.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION
Brown Armstrong
Accountancy Corporation

Bakersfield, California
August 29, 2025

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH
MAJOR FEDERAL PROGRAM AND ON INTERNAL CONTROL OVER
COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE**

Board of Directors
Tulare County Regional Transit Agency
Visalia, California

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Tulare County Regional Transit Agency's (the Agency) compliance with the types of compliance requirements identified as subject to audit in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could have a direct and material effect on each of the Agency's major federal programs for the year ended June 30, 2024. The Agency's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Agency complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2024.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibility under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Agency and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Agency's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Agency's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Agency's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Agency's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with auditing standards generally accepted in the United States of America, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Agency's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Agency's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Agency's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Other Matters

The results of our auditing procedures disclosed instances of noncompliance which are required to be reported in accordance with the Uniform Guidance and which are described in the accompanying schedule of findings and questioned costs as item 2024-003. Our opinion on each major federal program is not modified with respect to these matters.

Government Auditing Standards requires the auditor to perform limited procedures on the Agency's response to the noncompliance findings identified in our compliance audit described in the accompanying schedule of findings and questioned costs. The Agency's response was not subjected to the other auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

Report on Internal Control over Compliance

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance and therefore, material weaknesses or significant deficiencies may exist that were not identified. However, as discussed below, we did identify certain deficiencies in internal control over compliance that we consider to be material weaknesses.

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.

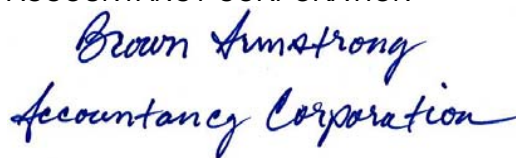
A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance. We consider the deficiencies in internal control over compliance described in the accompanying schedule of findings and questioned costs as item 2024-003 to be a material weakness.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

Government Auditing Standards requires the auditor to perform limited procedures on the Agency's response to the internal control over compliance findings identified in our compliance audit described in the accompanying schedule of findings and questioned costs. The Agency's response was not subjected to the other auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

A handwritten signature in blue ink that reads "Brown Armstrong Accountancy Corporation". The signature is written in a cursive, flowing style.

Bakersfield, California
August 29, 2025

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

Board of Directors
Tulare County Regional Transit Agency
Visalia, California

We have audited, in accordance with the 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, the financial statements of the business-type activities of the Tulare County Regional Transit Agency (the Agency), as of and for the year ended June 30, 2024, and the related notes to the basic financial statements, which collectively comprise the Agency's basic financial statements, and have issued our report thereon dated August 29, 2025.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Agency's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Agency's internal control. Accordingly, we do not express an opinion on the effectiveness of the Agency's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We identified certain deficiencies in internal control, described in the accompanying schedule of findings and questioned costs as items 2024-001 and 2024-002, that we consider to be material weaknesses.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Agency's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an

objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* and which are described in the accompanying schedule of findings and questioned costs as items 2024-001 and 2024-002.

Agency's Response to Findings

Government Auditing Standards requires the auditor to perform limited procedures on the Agency's response to the findings identified in our audit and described in the accompanying schedule of findings and questioned costs. The Agency's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Agency's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Agency's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
August 29, 2025

FINDINGS AND QUESTIONED COSTS SECTION

**TULARE COUNTY REGIONAL TRANSIT AGENCY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2024**

SECTION I – SUMMARY OF AUDITOR'S RESULTS

Financial Statements:

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

- Material weaknesses identified? Yes
- Significant deficiencies identified that are not considered to be material weaknesses? No

Noncompliance material to financial statements noted? No

Federal Awards:

Internal control over major programs:

- Material weaknesses identified? Yes
- Significant deficiencies identified that are not considered to be material weaknesses? No

Type of auditor's report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with the Uniform Guidance under §2 CFR 200.516(a)? Yes

Identification of major programs:

Federal Transit Cluster Assistance Listing Number 20.507 Federal Transit Formula Grants and Assistance Listing Number 20.526 Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Program

Dollar threshold used to distinguish between Type A and Type B programs: \$750,000

Auditee qualified as low-risk auditee? No

SECTION II – FINANCIAL STATEMENT FINDINGS

Finding 2024-001 – Financial Closing and Reporting Process (Material Weakness) (Repeat Finding)

Criteria

Management is responsible for establishing and maintaining internal controls and for the fair presentation of the financial statements, in conformity with accounting principles generally accepted in the United States of America (GAAP).

Condition

During audit procedures performed, we noted there was an ineffective design and operation of the financial closing and reporting process, resulting in untimely financial statements, errors, and delays in finalizing the financial statements for the June 30, 2024 year-end audit.

Cause of Condition

Due to staffing shortages and turnover, Tulare County Regional Transit Agency (the Agency) has not yet implemented adequate controls to ensure proper review procedures are in place relevant to the fair presentation of financial statements.

Effect of Condition

Improper internal controls over financial reporting can lead to unreliable and misleading financial statements and an inability to identify material errors and misstatements in a timely manner, and could allow fraud to occur.

Recommendation

We recommend the Agency implement controls and a process to close their financial records in a timely manner and in accordance with U.S. GAAP.

Management Response

The management acknowledges the repeated findings and recognizes that staffing shortages and turnover have contributed to delays in the financial closing and reporting process. To address these issues, the Agency has engaged interim finance support, begun the recruitment process for a permanent Finance Manager, and implemented a formal month-end and year-end closing checklist with dual reviews to ensure timely, accurate, and GAAP-compliant reporting. Additionally, the segregation of duties has been strengthened, and a reporting calendar with quarterly progress monitoring has been established to improve accountability. The Agency is committed to resolving this issue in fiscal year 2024-25.

Finding 2024-002 – Lack of Year-End Accruals and Adjustments (Material Weakness)

Criteria

Generally Accepted Accounting Principles (GAAP) require revenues and expenses to be recognized in the fiscal year in which they are incurred, regardless of when cash is received or paid.

Condition

Audit procedures identified revenues/receivables and expenses/payables that were not properly accrued for fiscal year 2023-24, and certain prior-year accrual reversals that were not recorded. Specifically, \$583,012 of revenues/receivables should have been accrued and \$947,371 of revenues should have been reclassified to unearned revenue, while \$2,160,408 of prior-year accruals were not reversed. In expenses, a prior-year accrual of \$1,190,037 was not reversed.

Cause

Staffing shortages and turnover have prevented the Agency from implementing adequate controls to ensure proper year-end accruals.

Effect

Failure to make appropriate year-end accruals and reversals resulted in materially misstated financial statements prior to audit adjustments, increasing the risk of users relying on inaccurate financial information.

Recommendation

We recommend that the Agency strengthen its year-end closing procedures by developing a formal checklist, establishing cut-off procedures, and assigning clear responsibilities to ensure revenues/receivables and expenses/payables are recorded in the correct fiscal year.

Management Response

Management acknowledges this material weakness and agrees with the recommendation. The Agency recognizes that staffing shortages and high turnover contributed to the insufficient year-end accruals and reversals, resulting in misstatements prior to audit adjustments. To address this issue, the Agency has implemented a formal year-end closing checklist with clearly defined cut-off procedures. Responsibilities for accrual entries have been assigned, and supervisory reviews have been strengthened to ensure that revenues and expenses are recorded in the appropriate fiscal year. Management is committed to fully addressing this weakness in the fiscal year 2024-25.

SECTION III – FEDERAL AWARD FINDINGS

Finding 2024-003 – Preparation of Schedule of Expenditures of Federal Awards (SEFA) (Material Weakness) (Repeat Finding)

Program: All

Assistance Listing (AL) No.: N/A

Federal Agency: N/A

Passed Through: N/A

Award Year: Fiscal Year 2023-2024

Compliance Requirement: N/A

Questioned Costs: None

Criteria

Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) §200.510(b) states that the auditee (the Agency) must prepare a SEFA for the period covered by the auditee's financial statements, which must include the total federal awards expended as determined in accordance with §200.502. In addition, §200.303 of the Uniform Guidance states that the Agency must establish and maintain effective internal control over the federal awards, including controls over the accuracy of program information and expenditure amounts.

Condition

During audit procedures performed over the SEFA, we noted that the Agency incorrectly included Federal expenditures from AL No. 20.507 and AL No. 20.509 that were accrued and recorded in fiscal year 2023 in the amount of \$2,160,408, and excluded expenditures from AL No. 20.507 Federal Transit Formula Grants in the amount of \$2,924,012 and 20.509 Formula Grants for Rural Areas and Tribal Transit Program in the amount of \$2,259,151 on its preliminary SEFA.

Cause of Condition

The Agency's existing internal control system is not designed to provide an accurate and complete SEFA. The procedures currently in place did not include sufficient review of the information and supporting documentation relating to federal awards before the SEFA was provided to the external auditors. The first version of the SEFA provided by the Agency reported total expenditures of \$2,842,283; the final revised expenditures totaled \$5,865,038.

Effect of Condition

The SEFA, which is prepared by the Agency and considered supplementary information to the financial statements, is a key part of the reporting package required by the Uniform Guidance. The SEFA also serves as the primary basis that the external auditors use to determine which programs will be audited as part of the single audit; therefore, the Agency's responsibility for preparing an accurate and complete SEFA is critical.

The inability to properly identify and track federal expenditures in the SEFA increases the likelihood that federal expenditures would not be fairly reported. There is increased risk of noncompliance with the requirements set forth in the U.S. Office of Management and Budget (OMB) *Compliance Supplement*, which can jeopardize future federal funding as well as result in the payback of federal awards.

Recommendation

We recommend the Agency implement internal controls to ensure the accuracy of program information, expenditure amounts, and assistance listing numbers. We also recommend the Agency strengthen its year-end closing procedures to ensure that all transactions and federal awards related to the fiscal year are properly captured and recorded in the general ledger to ensure the accuracy and completeness of the financial statements and supplementary schedules. Additionally, we recommend that the Agency provide sufficient resources and adequate oversight within the Agency to oversee the year-end closing procedures and preparation of the financial statements and supporting schedules. Lastly, we recommend the Agency provide training on an as needed basis for employees with financial reporting responsibilities.

Management Response and Corrective Action Plan

We acknowledge the findings regarding the preparation of the Schedule of Expenditures of Federal Awards (SEFA). Management agrees that there were errors in the classification and reporting of federal expenditures during the fiscal year 2023-2024, which resulted from inadequate review controls and documentation procedures. The Agency is committed to enhancing internal controls and year-end closing processes to ensure that the SEFA is complete, accurate, and compliant with 2 CFR Part 200 requirements.

**TULARE COUNTY REGIONAL TRANSIT AGENCY
CORRECTIVE ACTION PLAN
FOR THE YEAR ENDED JUNE 30, 2024**

SECTION III – FEDERAL AWARD FINDINGS

Finding 2024-003 – Preparation of Schedule of Expenditures of Federal Awards (SEFA) (Material Weakness) (Repeat Finding)

Corrective Action Plan

Strengthening Internal Controls

- Implement a formal SEFA preparation checklist aligned with the Uniform Guidance.
- Require dual-level review (Finance Manager and Executive Director) of all SEFA schedules before submission to external auditors.
- Establish reconciliation procedures that tie SEFA expenditures to the general ledger, grant agreements, and drawdown records.

Year-End Closing Procedures

- Revise year-end close calendar to include specific SEFA preparation deadlines and review steps.
- Require supporting documentation (trial balance reports, grant reconciliations, and expenditure detail by funding source) to be retained and cross-referenced to the SEFA.

Training

- Provide targeted training to finance and grants staff on SEFA preparation, Uniform Guidance requirements, and OMB *Compliance Supplement* updates.
- Require annual refresher training for staff responsible for grant accounting and reporting.

Responsible Parties

- Finance Director (Primary)
- Executive Director (Oversight and Resources)

Anticipated Completion Date

Full implementation by **June 30, 2025** (in time for fiscal year 2024-2025 reporting cycle).

**TULARE COUNTY REGIONAL TRANSIT AGENCY
STATUS OF PRIOR YEAR FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2024**

SECTION II – FINANCIAL STATEMENT FINDINGS

Finding 2023-001 – Financial Closing and Reporting Process (Material Weakness)

Criteria

Management is responsible for establishing and maintaining internal controls and for the fair presentation of the financial statements, in conformity with accounting principles generally accepted in the United States of America (GAAP).

Condition

During audit procedures performed, we noted there was an ineffective design and operation of the financial closing and reporting process, resulting in untimely financial statements, errors, and delays in finalizing the financial statements for the June 30, 2023 year-end audit.

Cause of Condition

Due to staffing shortages and turnover, Tulare County Regional Transit Agency (the Agency) has not yet implemented adequate controls to ensure proper review procedures are in place relevant to the fair presentation of financial statements.

Effect of Condition

Improper internal controls over financial reporting can lead to unreliable and misleading financial statements and an inability to identify material errors and misstatements in a timely manner.

Recommendation

We recommend the Agency implement controls and a process to close their financial records in a timely manner and in accordance with U.S. GAAP.

Management Response

Noted and management concurs. A few measures have begun to take place, chief among which is that 3rd party organization(s) are no longer managing the budget for TCRTA. As of FY 2024-2025 (July 1, 2024), TCRTA will be managing its own internal finances and thus establish sufficient controls.

This report will be shared with the Board of Directors, other stakeholders, and Tulare County's Treasury's office in order to obtain resources toward the net goal of fulfilling these defects.

Current Year Status

See 2024-001.

SECTION III – FEDERAL AWARD FINDINGS

Finding 2023-002 – Preparation of Schedule of Expenditures of Federal Awards (SEFA) (Material Weakness)

Program: All
Assistance Listing (AL) No.: N/A
Federal Agency: N/A
Passed Through: N/A
Award Year: Fiscal Year 2022-2023
Compliance Requirement: N/A
Questioned Costs: None

Criteria

Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) §200.510(b) states that the auditee (the Agency) must prepare a SEFA for the period covered by the auditee's financial statements, which must include the total federal awards expended as determined in accordance with §200.502. In addition, §200.303 of the Uniform Guidance states that the Agency must establish and maintain effective internal control over the federal awards, including controls over the accuracy of program information and expenditure amounts.

Condition

During audit procedures performed over the SEFA, we noted that the Agency incorrectly excluded expenditures from AL No. 20.509 Formula Grants for Rural Areas and Tribal Transit Program in the amount of \$2,533,398 and from AL No. 21.019 in the amount of \$200,000 on its preliminary SEFA.

Cause of Condition

The Agency's existing internal control system is not designed to provide an accurate and complete SEFA. The procedures currently in place did not include sufficient review of the information and supporting documentation relating to federal awards before the SEFA was provided to the external auditors. The first version of the SEFA provided by the Agency reported total expenditures of \$6,430,319; the final revised expenditures totaled \$9,163,717.

Effect of Condition

The SEFA, which is prepared by the Agency and considered supplementary information to the financial statements, is a key part of the reporting package required by the Uniform Guidance. The SEFA also serves as the primary basis that the external auditors use to determine which programs will be audited as part of the single audit; therefore, the Agency's responsibility for preparing an accurate and complete SEFA is critical.

The inability to properly identify and track federal expenditures in the SEFA increases the likelihood that federal expenditures would not be fairly reported. There is increased risk of noncompliance with the requirements set forth in the U.S. Office of Management and Budget (OMB) *Compliance Supplement*, which can jeopardize future federal funding as well as result in the payback of federal awards.

Recommendation

We recommend the Agency implement internal controls to ensure the accuracy of program information, expenditure amounts, and assistance listing numbers. We also recommend the Agency strengthen its year-end closing procedures to ensure that all transactions and federal awards related to the fiscal year are properly captured and recorded in the general ledger to ensure the accuracy and completeness of the financial statements and supplementary schedules. Additionally, we recommend that the Agency provide sufficient resources and adequate oversight within the Agency to oversee the year-end closing procedures and preparation of the financial statements and supporting schedules. Lastly, we recommend the Agency provide training on an as needed basis for employees with financial reporting responsibilities.

Management Response and Corrective Action Plan

Noted and management concurs. A few measures have begun to take place, chief among which is that 3rd party organization(s) are no longer managing the budget for TCRTA. As of FY 2024-2025 (July 1, 2024), TCRTA will be managing its own internal finances and thus establish sufficient controls.

This report will be shared with the Board of Directors, other stakeholders, and Tulare County's Treasury's office in order to obtain resources toward the net goal of fulfilling these defects.

With respect to this corrective action plan TCRTA has setup a meeting with the Treasury's office to discuss what the County's YE closing processes are so that TCRTA can mirror the same.

Current Year Status

See 2024-003.

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE TULARE COUNTY REGIONAL TRANSIT AGENCY
ACCEPTING FY 2023-2024 FISCAL AUDIT**

WHEREAS, the Joint Powers Agreement, dated August 11, 2020, by and among the County of Tulare and the Cities of Dinuba, Exeter, Farmersville, Lindsay, Tulare, and Woodlake (each, a “Party” or “Member Agency”), hereafter called the Tulare County Regional Transit Agency “TCRTA); and

WHEREAS, the purpose of the formation and operation of TCRTA is to own, operate, and administer a public transportation system; and

WHEREAS, Brown Armstrong Inc. has prepared a comprehensive Fiscal Year 2023-2024 Fiscal Audit for TCRTA; and

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE TULARE COUNTY REGIONAL TRANSIT AGENCY, does hereby accept and directs the Tulare County Regional Transit Agency to accept the Fiscal Year 2023-2024 Fiscal Audit; and

PASSED AND ADOPTED this **15th day of September 2025** by the **Board of Directors of the Tulare County Regional Transit Agency**.

THE FOREGOING RESOLUTION was adopted upon motion of _____ and seconded by _____ at the meeting thereof held on the 15th day of September 2025.

AYES:

NOES:

ABSTAIN:

ABSENT: Riddle

Signed _____

Larry Micari/ Maribel Reynosa
Board Chair/ Board Vice Chair

ATTEST:

I HEREBY CERTIFY that the foregoing Resolution 2025-041 was duly adopted by the Board of Directors of the Tulare County Regional Transit Agency at a regular meeting thereof held on the 15th day of September 2025.

Signed _____

Derek Winning
Executive Director

Board of Directors
Tulare County Regional Transit Agency
Visalia, California

We have audited the financial statements of the business-type activities of the Tulare County Regional Transit Agency (the Agency) for the year ended June 30, 2024. Professional standards require that we provide you with information about our responsibilities under auditing standards generally accepted in the United States of America, *Government Auditing Standards*, and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated October 14, 2024. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Agency are described in Note 1 to the financial statements. During the year ended June 30, 2024, the Agency implemented Governmental Accounting Standards Board (GASB) Statement No. 100, *Accounting Changes and Error Corrections – an Amendment of GASB Statement No. 62*. This GASB Statement does not impact the financial statements or disclosures of the Agency as the Agency does not have the types of transactions covered by this standard. We noted no transactions entered into by the Agency during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the Agency's financial statements were:

Management's estimate of the useful lives of capital assets for the purpose of calculating annual depreciation expense. We evaluated the key factors and assumptions used to develop the estimate of the useful lives in determining that it is reasonable in relation to the financial statements taken as a whole.

Management's estimate of the present value of lease payments for the purpose of calculating the right-to-use leased asset and lease liability. We evaluated the key factors and assumptions used to develop the estimate of the present value of lease payments in determining that it is reasonable in relation to the financial statements as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were related to the estimated useful lives of capital assets and the present value of lease payments.

The financial statement disclosures are neutral, consistent, and clear.

BAKERSFIELD
4200 Truxtun Avenue, Suite 300
Bakersfield, CA 93309
661-324-4971

FRESNO
10 River Park Place East, Suite 208
Fresno, CA 93720
559-476-3592

STOCKTON
2423 West March Lane, Suite 202
Stockton, CA 95219
209-451-4833

Difficulties Encountered in Performing the Audit

The completion of the audit of the Agency was delayed due to turnover and certain supporting documentation not available for our review within the anticipated timeline needed to complete the audit timely.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. See attached schedule for adjusted journal entries detected as a result of our procedures.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated August 29, 2025.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Agency's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Agency's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to Management's Discussion and Analysis, Schedule of the Agency's Proportionate Share of the Net Pension Liability, Schedule of the Agency's Pension Contributions, and Note to the Required Supplementary Information, which are required supplementary information (RSI) that supplement the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Schedule of Expenditures of Federal Awards, which accompanies the financial statements but is not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

This information is intended solely for the information and use of the Board of Directors and management of Tulare County Regional Transit Agency and is not intended to be, and should not be, used by anyone other than these specified parties.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
August 29, 2025

Client: **Tulare County Regional Transit Agency**
 Period Ending: **6/30/2024**

Account	Description	Debit	Credit
Adjusting Journal Entries			
Adjusting Journal Entries JE # 1			
Reverse PY Accrual			
793-R-5054-2	LTF Revenue	278,446.00	
793-01-1600	Accounts Receivable		278,446.00
Total		278,446.00	278,446.00
Adjusting Journal Entries JE # 2			
To re-class revenue line item items for FS presentation.			
793-R-5054	State-Other	3,504,888.00	
793-R-5220	Fed-Other	989.00	
793-R-5835	Other Revenue	1,047,500.00	
793-R-5873	Public Transit Passenger Fares	494,589.00	
793-R-5700	Fed-Other		3,504,888.00
793-R-5700	Fed-Other		494,589.00
793-R-5835-2	Other Operating Rev - Fares		989.00
793-R-5835-3	Measure R		1,047,500.00
Total		5,047,966.00	5,047,966.00
Adjusting Journal Entries JE # 3			
To adjust compensated absences balances to actual per PBC schedule.			
793-01-2510.1	Compensated Absences	33,924.00	
793-O-6001	Allocated Salaries		33,924.00
Total		33,924.00	33,924.00
Adjusting Journal Entries JE # 4			
To record GASB 68 entry.			
BA Acct 793-34-EE-1	Deferred Pension (Outflows)	41,000.00	
793-O-6011	Pension Expense		41,000.00
Total		41,000.00	41,000.00
Adjusting Journal Entries JE # 5			
To book unearned revenue for LCTOP proceeds awarded to TCRTA.			
793-R-5054-1	LCTOP	947,371.00	
BA Acct 793-CC-BA	Unearned Revenue		947,371.00
Total		947,371.00	947,371.00
Adjusting Journal Entries JE # 6			
To reverse prior year accrual of Federal expenditures and accrue Federal award for preventative maintenance.			
793-R-5700	Fed-Other	2,160,408.00	
793-01-1600	Accounts Receivable		1,577,396.00
793-R-5700	Fed-Other		583,012.00
Total		2,160,408.00	2,160,408.00

Adjusting Journal Entries JE # 7

To reverse prior year expense accruals.

793-02-2200	Accounts Payable	1,190,037.00	
793-O-6001	Allocated Salaries		33,924.00
793-O-7043	Professional & Specialized Exp		649,653.00
793-O-7043	Professional & Specialized Exp		506,460.00
Total		<u>1,190,037.00</u>	<u>1,190,037.00</u>

Adjusting Journal Entries JE # 8

To adjust GL per lease schedule provided by TCRTA.

793-01-0476	Right-to-use Asset	40,320.00	
793-O-0875	Amortization	6,508.00	
793-01-0691	Lease Liability	37,738.00	
793-01-0691	Lease Liability		40,320.00
793-01-0691	Lease Liability		6,508.00
793-O-7036	Office Expense		230.00
793-O-7062	Rent & Lease-Building & Improv		37,508.00
Total		<u>84,566.00</u>	<u>84,566.00</u>

Total Adjusting Journal Entries**9,783,718.00** **9,783,718.00****Total All Journal Entries****9,783,718.00** **9,783,718.00**

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Tulare County Regional Transit Agency

AGENDA ITEM V - F

September 15, 2025

Prepared by Derek Winning, TCRTA Staff

SUBJECT:

Information: TCRTA Finance TAC – Update

BACKGROUND/DISCUSSION:

TCRTA is a relatively new organization that began transit operations in FY 22. The agency has had inconsistent leadership at Executive Director and operated without a Finance Manager for most of its existence, which has led to financial reporting and transparency issues. The TCRTA Ad-hoc Technical Advisory Committee (TAC) was formed on April 11, 2024, to review TCRTA's expenses and revenues from FY 22 – FY 24 and corresponding member agency formula contributions.

The TAC was organized with Adam Ennis – City of Exeter as Chair and Josh McDonnell as Vice Chair. A Finance subcommittee was formed on July 25, 2024, to perform the financial reconciliation. Finance TAC members included Adam Ennis – Chair, Ramon Lara – City of Woodlake, Sherman Dix – County of Tulare, Alex Cruz – County of Tulare, and the TCRTA Executive Director.

The Finance TAC recommended at the time that the TCRTA Board of Directors re-approve the FY 24 Fiscal Budget for FY 25 Fiscal Budget until such time as the Finance TAC reconciliation was completed (TAC Resolution 2024-001). Concerns about financial transparency and financial solvency of the agency were at the fore following the FY 24 TCRTA TDA Claims. The following are significant issues the TAC set out to address:

1. Reconciliation of TCRTA Revenues and Expenses through FY 24
2. Member Revenue Contributions according to the TCRTA JPA
3. TCRTA FY 25 Fiscal Budget
4. City of Porterville Settlement
5. TCRTA Operating Reserve
6. TCRTA Member Service Levels

RECOMMENDATION:

Information and discussion only.

FISCAL IMPACT:

N/A

ATTACHMENTS:

1. TCRTA Finance TAC Update Memo.

MEMORANDUM

Date: August 2025
To: TCRTA Board of Directors
From: City Manager's Ad-Hoc Finance Technical Advisory Committee (TAC)
Derek Winning, Executive Director
Subject: Update on TCRTA Finance TAC FY 22 – FY 24 Reconciliation – Findings

BACKGROUND

TCRTA is a relatively new organization that began transit operations in FY 22. The agency has had inconsistent leadership at Executive Director and operated without a Finance Manager for most of its existence, which has led to financial reporting and transparency issues. The TCRTA Ad-hoc Technical Advisory Committee (TAC) was formed on April 11, 2024, to review TCRTA's expenses and revenues from FY 22 – FY 24 and corresponding member agency formula contributions. The TAC was organized with Adam Ennis – City of Exeter as Chair and Josh McDonnell as Vice Chair. A Finance subcommittee was formed on July 25, 2024, to perform the financial reconciliation. Finance TAC members included Adam Ennis – Chair, Ramon Lara – City of Woodlake, Sherman Dix – County of Tulare, Alex Cruz – County of Tulare, and the TCRTA Executive Director. The Finance TAC recommended at the time that the TCRTA Board of Directors re-approve the FY 24 Fiscal Budget for FY 25 Fiscal Budget until such time as the Finance TAC reconciliation was completed (TAC Resolution 2024-001). Concerns about financial transparency and financial solvency of the agency were at the fore following the FY 24 TCRTA TDA Claims. The following are significant issues the TAC set out to address:

1. Reconciliation of TCRTA Revenues and Expenses for FY 22 through FY 24.
2. Member Revenue Contributions according to the TCRTA JPA Agreement.
3. TCRTA FY 25 Fiscal Budget
4. City of Porterville Settlement
5. TCRTA Operating Reserve
6. TCRTA Member Service Levels

TCRTA FINANCIAL RECONCILIATION

The Finance TAC began work on the reconciliation of FY 22 – FY 24 expenses and revenues in late summer of 2024, with work substantially completed by February 2025. The committee found that TCRTA had processed all revenues through the same account and utilized spreadsheet ledgers as backup. There was also a lack of documentation accompanying expenditures within the accounting system, again relying on backup ledgers. The Finance TAC reviewed and documented all transactions for TCRTA operating years FY22- FY24 and developed a reconciliation workbook that directly connects to the AFIN accounting system expense and revenue transactions ledgers. The analysis showed a significant carryover balance for members primarily due to the FY 24 TDA Claims exceeding FY 24 expenditures. It is important to note that in FY 24 TCRTA had significant revenues and expenditures that were not received nor paid in a timely manner and had not been properly accrued in the accounting system. The table below indicates the FY 24 year-end carryover balances for TCRTA member agencies as compared to their corresponding FY 24 TDA Claims.

FY 24 TCRTA Member Carryover Balances					
	STA	LTF	TDA Total		Balance
Dinuba	\$ (249,103.94)	\$ (868,882.16)	\$ (1,117,986.10)		\$ (701,680.84)
Porterville	\$ (991,292.10)	\$ (1,614,678.25)	\$ (2,605,970.35)		\$ 74,168.40
Tulare	\$ (695,703.07)	\$ (3,264,297.66)	\$ (3,960,000.73)		\$ 137,154.60
County	\$ (1,773,896.34)	\$ (6,762,415.00)	\$ (8,536,311.34)		\$ (5,470,206.19)
Woodlake	\$ (72,004.16)	\$ -	\$ (72,004.16)		\$ (634,956.05)
Lindsay	\$ (734,853.33)	\$ (342,590.00)	\$ (1,077,443.33)		\$ (946,561.89)
Exeter	\$ (394,890.20)	\$ -	\$ (394,890.20)		\$ (417,222.20)
Farmersville	\$ (402,328.45)	\$ -	\$ (402,328.45)		\$ (425,330.45)
Tribe	\$ -		\$ -		\$ 77,232.10
Total	\$ (5,314,071.59)	\$ (12,852,863.07)	\$ (18,166,934.66)		\$ (8,307,402.52)

TCRTA MEMBER REVENUE CONTRIBUTIONS

The Finance TAC developed a methodology to determine member contributions based on the TCRTA JPA. Expenses were divided into Fixed-Route and DAR/Microtransit by percent of service hours. Expenses were further categorized by Direct Expenses (Transdev Operations Variable, Fixed Invoices and Fuel), which amounted to \$15,107,115 for FY 24. All other expenses were categorized as Indirect Expenses (Admin, Maintenance, etc.), which amounted to \$5,263,224 for FY 24. Operational revenues (Fares, Ads, Interest), which amounted to \$(1,469,758) for FY 24, were taken off the top of Direct Expenses. Total FY 24 expenses amounted to \$20,370,339. Member contributions for Direct Expenses are calculated by percent service hours, ensuring that members pay for the TCRTA services within their jurisdiction. Member contributions for Indirect Expenses are calculated using the JPA formula of 50% service hours and 50% population. TCRTA

revenues for operations, maintenance, and administration are obtained following the guidance in the TDA Claims Manual. Federal Transit Administration (FTA) funds are maximized and utilized first. State Transit Assistance (STA) funds are used second. Local Transportation Funds (LTF) are utilized for transit after all dedicated transit funds are applied, typically to provide the local match requirement for federal funds. Any remaining LTF funds are eligible to be claimed by the member agency for street and road purposes.

TCRTA FY 25 FISCAL BUDGET

TCRTA Staff replicated the methodology developed by the Finance TAC and applied it to actual FY 25 expenses and revenues through the 3rd quarter, March 31, 2025. A draft FY 25 projection budget was developed and approved by the TCRTA Board of Directors at its June 16, 2025, meeting. The projection for the last quarter of FY 25 proved to be inaccurate, so TCRTA staff updated and proposed an FY 25 Reconciliation Budget based upon actuals through year-end. The FY 25 Reconciliation Budget was approved by the TCRTA Board of Directors on August 18, 2025 which reflected operations expenditures in the amount \$17,307,483. The FY25 Reconciliation Budget formed the basis for FY 25 TDA Claims scheduled to go before the TCAG & TCRTA Boards on September 15, 2025, for approval. The FY 26 Budget was developed for the FY 25 Reconciliation Budget, updated to reflect known cost increases with respect to the Transdev Operations Contract and labor costs. Remaining budgetary items assumed a 2.5% inflation rate. The FY 26 Budget was also approved by the TCRTA Board of Directors on August 18, 2025 which budgeted \$18,616,938 for operations.

Regarding the FY 25 TDA Claims, TCRTA Staff was able to recommend STA/LTF credits for member agencies for which the FY 24 TDA Claims exceeded FY 24 expenses after FY 25 expenditures were taken into consideration. The available FY 24 carryover balances resulted in many members not needing an LTF contribution for FY 25, some members also received an STA/LTF credit. The table below indicates the FY 25 TDA Claim amounts by member agency, including a credit if applicable:

FY 25 TCRTA Member Carryover Balances					
	STA	LTF	TDA Total	STA/LTF Credit	Balance
Dinuba	\$ (386,453.17)	\$ (129,933.46)	\$ (516,386.63)	\$ -	\$ -
Porterville	\$ -	\$ -	\$ -	\$ -	\$ 74,168.40
Tulare	\$ (1,118,207.49)	\$ (1,716,303.28)	\$ (2,834,510.77)	\$ -	\$ (500,000.00)
County	\$ (2,153,147.95)	\$ -	\$ (2,153,147.95)	\$ 1,500,000.00	\$ (2,739,363.40)
Woodlake	\$ (117,004.31)	\$ -	\$ (117,004.31)	\$ 248,160.66	\$ (515,854.99)
Lindsay	\$ (345,857.29)	\$ -	\$ (345,857.29)	\$ 242,856.99	\$ (999,456.60)
Exeter	\$ -	\$ -	\$ -	\$ 417,222.20	\$ -
Farmersville	\$ -	\$ -	\$ -	\$ 418,753.23	\$ -
Tribe	\$ -	\$ -	\$ -	\$ -	\$ 106,212.42
Total	\$ (4,120,670.20)	\$ (1,846,236.73)	\$ (5,966,906.93)	\$ 2,826,993.08	\$ (4,574,294.17)

CITY OF PORTERVILLE SETTLEMENT

TCRTA Staff, working closely with City of Porterville Staff, was able to utilize the Finance TAC methodology to determine the City of Porterville’s member contribution for FY 24 Expenses. Direct expenses by percentage of service hours and indirect expenses by 50% service hours and 50% of the population. A Settlement Agreement was approved by both Parties in December 2024/January 2025. The settlement covered FTA/STA/LTF revenues to TCRTA for FY24 operating expenses in the amounts of FTA - \$3,240,000, STA - \$991,292, and LTF - \$1,615,678, which totals to \$5,846,970. City of Porterville received \$1,364,380 for FY 24 maintenance expenses and \$1,609,089 in the form of a loan repayment. The case City of Porterville vs TCRTA was dismissed in January 2025. TCRTA continues to work with the City of Porterville on outstanding capital revenue (LCTOP/SGR) received on their behalf. Once benefits, if any, have been determined, TCRTA is committed to transferring any fund balance back to the City of Porterville for those programs.

TCRTA OPERATING RESERVE

TCRTA does not have a dedicated funding stream. Transit-only funds (FTA and STA) are reimbursement-based requiring a significant operating reserve considering an \$18 million annual operating budget. TCRTA Staff developed, in consultation with the Finance TAC, a simple cash flow model for FY 25 that assumes semiannual reimbursement from transit-only funds. The cash flow model indicated that a \$10 million operating reserve would be required to ensure that cash on hand does not dip below \$3 million in any one month. TCRTA monthly expenses are approximately \$1.5 million per month. For FY 26, the cash flow model was updated and shows that a \$10 million operating reserve should be sufficient to cover expenses. The current reserve is established through a combination of a \$4,850,000 member loan and \$5,915,727 in STA/LTF carryover balances totaling \$10,765,727. The following table indicates the TCRTA FY 26 Operating Reserve contributions by member agency:

FY 26 TCRTA Member Loan & Carryover Balances				
	Loan Balance	STA Balance	LTF Balance	Reserve
Dinuba	\$ (350,000.00)	\$ -	\$ -	\$ (350,000.00)
Porterville		\$ -	\$ -	\$ (74,168.40)
Tulare	\$ (3,000,000.00)	\$ -	\$ (1,000,000.00)	\$ (4,000,000.00)
County	\$ (1,500,000.00)	\$ -	\$ (2,739,363.40)	\$ (4,239,363.40)
Woodlake		\$ (630,586.33)	\$ -	\$ (630,586.33)
Lindsay		\$ (1,329,331.40)	\$ -	\$ (1,329,331.40)
Exeter		\$ -	\$ -	
Farmersville		\$ -	\$ -	
Tribe		\$ -	\$ -	\$ (142,277.68)
Total	\$ (4,850,000.00)	\$ (1,959,917.74)	\$ (3,739,363.40)	\$ (10,765,727.21)

TCRTA Member Service Levels

TCRTA initiated a Short-range Transit Plan (SRTP) in June 2025. The purpose of the SRTP is to examine and redesign TCRTA's transit services utilizing modern techniques including big data analysis to determine travel patterns and demand. TCRTA selected the transit consulting firm TMD to develop the plan. TMD has been tasked with designing a cost-effective and efficient transit system within the current budget parameters to find the right mix of fixed-route and microtransit services. It is expected that the draft SRTP will be available by June 2026. TCRTA and TMD will be working with each member agency on the system design, which is currently in the data gathering stage. In the interim, TCRTA was able to right-size the supply of vans for the microtransit pilot that was significantly over-deployed initially, with a reduction from 18 vans to 10 vans needed to provide adequate coverage. TCRTA Staff have also recently worked closely with the City of Woodlake on service changes to reset the hours of service operating in Woodlake back to pre-microtransit pilot levels. TCRTA Staff also worked closely with the City of Dinuba on the Dinuba High School Loop Service, which is a minor expansion of services to provide access to the new High School. TCRTA and the City Manager's TAC, by current practice and ultimately consensus building through the SRTP, have established that member agencies have the latitude to determine the level of transit service for their respective communities.

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Tulare County Regional Transit Agency

AGENDA ITEM V - G

September 15, 2025

Prepared by Derek Winning, TCRTA Staff

SUBJECT:

Information: TCRTA Branding – Option 2

BACKGROUND/DISCUSSION:

TCRTA Staff will provide a verbal update on progress on the next iteration of the TCRTA Logo based upon the Option 2 design concept.

RECOMMENDATION:

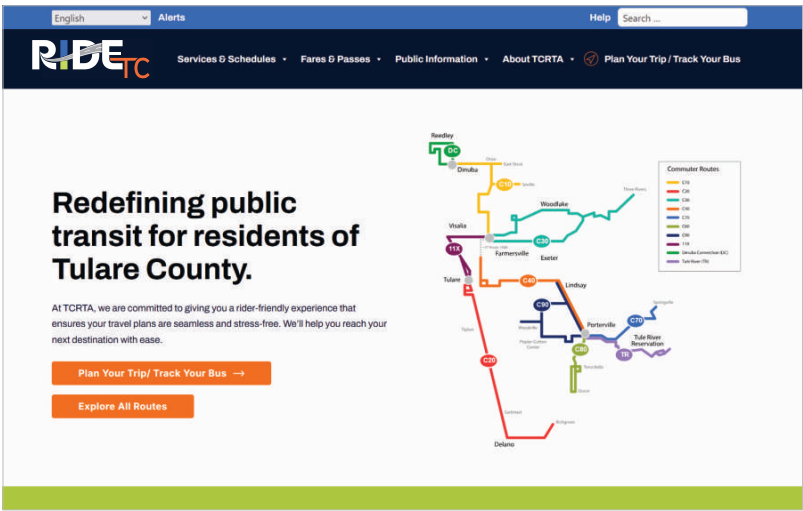
Information and discussion only.

FISCAL IMPACT:

N/A

ATTACHMENTS:

1. TCRTA Branding Option 2 Graphic



OPTION 2