### MEETING

**Place:** Kings County Association of Governments  
339 W. “D” Street, Suite B  
Lemoore, CA

**Time:** 1:30 p.m., Wednesday, April 8, 2015

**Agency:** KCAG Technical Advisory Committee

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PAGE</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. CALL MEETING TO ORDER:</td>
<td></td>
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<tr>
<td>A. Unscheduled Appearances</td>
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<td>Any person may address the Committee on any subject matter within the jurisdiction or responsibility of the Committee at the beginning of the meeting; or may elect to address the Committee on any agenda item at the time the item is called by the Chair, but before the matter is acted upon by the Committee. Unscheduled comments will be limited to three minutes.</td>
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</tr>
<tr>
<td>B. Minutes of March 11, 2015</td>
<td>1-6</td>
<td>Action</td>
</tr>
<tr>
<td>II. TRANSPORTATION:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Final 2015 Kings County Transit Development Plan</td>
<td>7-8 Attachment</td>
<td>Action</td>
</tr>
<tr>
<td>B. FFY 2015 FTA Section 5311 Regional Program of Projects</td>
<td>9-16</td>
<td>Action</td>
</tr>
<tr>
<td>C. CalVans Authority Letter of Request</td>
<td>17-18</td>
<td>Action</td>
</tr>
<tr>
<td>D. FY 15-16 Transportation Development Act Fund</td>
<td>19-32</td>
<td>Information</td>
</tr>
<tr>
<td>E. Draft 2015 KCAG Title VI Program</td>
<td>33 Attachment</td>
<td>Information</td>
</tr>
<tr>
<td>F. State Route 198 Corridor Study</td>
<td>34</td>
<td>Information</td>
</tr>
<tr>
<td>III. REGIONAL PLANNING:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td></td>
<td></td>
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<td>IV. MISCELLANEOUS:</td>
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<td>V. ADJOURNMENT: Next meeting scheduled for May 13, 2015.</td>
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CALL MEETING TO ORDER

The regular meeting of the KCAG Technical Advisory Committee was called to order by Terri King, at 1:37 p.m. on Wednesday, March 11, 2015 in the Conference Room, 339 West “D” Street, Suite B, Lemoore, California.

MEMBERS PRESENT:
- Valerie Bega, City of Corcoran
- Marlana Brown, NAS Lemoore
- Lou Camara, City of Hanford
- Angie Dow, KCAPTA
- Greg Gatzka, County of Kings
- Troy Hommerding, Environmental Health
- Paul Marquez, Caltrans
- Darlene Mata, City of Hanford
- Kevin McAlister, County of Kings
- Frank Rivera, City of Lemoore
- Fernando Santillan, City of Avenal

STAFF PRESENT:
- Terri King, Chris Lehn, Teresa Nickell, Joel Gandarilla

VISITORS PRESENT:
- John Douglas

A. UNSCHEDULED APPEARANCES

Angie Dow requested to have an item added to the agenda for the KCAG Commission authorizing the Executive Director to sign a letter regarding CalVan’s attempts to secure public transit funds and state that this is in violation of their Bylaws and the premises in which the van pool program was established and that Kings County is not in support such an action.

Terri King offered to place this item on next month’s KCAG Commissioner agenda. Since the RTPA is a member of the CalVans Board it is suggested that the RTPA send a letter to the full Board requesting CalVans return to their original intent. The official letter would come from Kings County Association of Governments.

Kevin McAlister inquired as to the time sensitivity of this issue. Since it was not time sensitive Terri offered to place the item on the next KCAG Technical Advisory Committee meeting for review before presenting it to the KCAG Commission.
B. MINUTES

It was moved and seconded (McAlister / Gatzka) to approve the Minutes of February 11, 2015. Motion carried with Camara and Brown abstaining.

TRANSPORTATION:

Due to having a consultant on the telephone line waiting to present Terri King announced that the Transit Development Plan item would be considered first.

A. FY 15-16 Transportation Development Act Fund Summary

Terri King reported that everyone should have received their fund claims before March 1, 2015 and that they are due to KCAG by April 1, 2015. Page six of the agenda has the apportionments and allocations listing based on the current population. She stated that the preliminary estimate of Local Transportation Funds (LTF) for Kings County is $3.9 million, and summarized the requested allocations to the claimants for specific purposes. She noted that there is a remaining amount of almost $2 million for streets and roads.

Ms. King stated that there is an unmet needs public hearing scheduled for KCAPTA this month and that KCAG will have their first public hearing on April 22nd followed by another one on May 27th. In regards to identifying unmet transit needs, the Social Service Transportation Advisory Council meeting was held where unmet needs in Tulare County were presented. KART provides service to Visalia that can be used to access service to Fresno. However, there is no service from the Visalia area to Hanford for early morning commuters. Those interested in transit services in Tulare County were encouraged to attend their unmet transit needs public hearing.

Lou Camara expressed gratitude toward Angie Dow and KCAPTA for their judicious use of LTF funds that allows more to be allocated for streets.

B. Local Streets and Roads Needs Assessment Contribution

Terri King mentioned that the Local Streets and Roads Needs Assessment report is prepared every two years and utilized to show the need for new road funding sources. The first report was prepared in 2009 and was funded by an agency contribution and others. The cost of subsequent reports was shared between various agencies and for the 2014 report each RTPA’s population share of Regional Surface Transportation Program (RSTP) funds was used. There is a link to the new 2014 report which explains the transportation needs.

Ms. King stated that the California State Association of Counties (CSAC) and the League of California Cities are requesting that each region authorize its contribution share of the RSTP funds to fund the cost of the next biennial report. KCAG’s contribution would be $1,129.

Kevin McAlister noted that the $1,129 fee is not specifically mentioned in the resolution. Ms. King state that the resolution can be revised to include the $1,129 amount.

It was moved and seconded (McAlister / Camara) to recommend that the KCAG Transportation Policy Committee approve the contribution of $1,129 in RSTP funds for the Local Streets and Roads Needs Assessment report with Resolution 15-06, with edits included. Motion carried with Brown abstaining.
C. Draft 2015 Kings County Transit Development Plan

Terri King stated that KCAG hired a consultant to develop an update to the Transit Development Plan for Kings County. LSC Consultants have been working with the transit operators and have prepared various background documents. An administrative draft was released, and changes were made to it prior to it being presented for review and comment. It was presented to the Social Service Transportation Advisory Council at its recent meeting. Ms. King then introduced Ms. Selena McKinney with LSC Consultants for the presentation, who presented the report via phone and video.

Ms. McKinney mentioned that LSC Consultants have been working on this project for almost one year. They went out and collected background data, studied the demographics of the area, reviewed local plans, looked at census data as it related to the transit dependent population, and reviewed the transit systems and their performance. This allowed them to identify strengths and weaknesses of the system. They conducted public outreach through stakeholder interviews early in the process, and they spoke to community leaders regarding what they believed to be transit issues for the county, and conducted on-board passenger surveys. Much of this information was presented in interim reports and feedback was received. All of this information allowed LSC to evaluate different alternatives aimed at improving transit services in Kings County. Their recommendations are presented in the draft plan. The plan has service and capital components, marketing and financial plans, and a social services action plan.

Ms. McKinney proceeded to outline the recommended improvements. Regarding KART service they recommend shortening Route 7 by routing through 12th Avenue instead of 13th Avenue. This will allow service to the new Kings County Center where the jail is being built. Two new routes were added. Route 9 increases the frequency on West Lacey Blvd. and 7th Street with more direct service to the College of the Sequoias. Route 10 provides service east of Hanford out to the Hamblin neighborhood, which will help alleviate the need for the dial-a-ride service in that area. They also recommend implementing service on Sunday’s in Hanford. Adjustments to Route 6 have also been recommended. There is a recommendation to have a fixed route within Lemoore, with Monday to Saturday hours, for improved local coverage and to complement the existing Hanford to Lemoore service. This will provide service to the north end of Lemoore and senior center to the south reducing demand on the dial-a-ride service. With the new route there will be opportunities to transfer to the Hanford route.

The capital plans follows the need for purchasing or refurbishing vehicles to maintain a healthy fleet. Over the five-year plan there would be four new CNG buses, eight Bluebird buses would be refurbished, and the purchase of eight dial-a-ride vehicles. There are also bus stop improvements, replacing shop equipment, building the Avenal Transit Center, and the new KCAPTA administrative facility. The capital plan would cost about $3.7 million over the five-year period.

Regarding the marketing plan, they recommend keeping the riders guides current and improved to make it more readable. There are also recommendations to improve the website visually. Passenger facilities are also a marketing tool so they should be quickly recognizable with visible color scheme, logo, and phone number. Outreach is a low cost and effective marketing tool for presentations to High Schools, Senior and Social Services agencies.

For the financial plan there is not a recommendation for fare increases over the five-year period, since there is a strong fare-box ratio attainment. Based on this plan, ridership would increase an estimated 18% and operating costs 14% which results in a
cost effective improvement. The recommendation is to keep the existing 25% operating reserve that has been built and included in their policy.

For Corcoran the recommendation is a combination of fixed routes and dial-a-ride service with low fares. Corcoran Area Transit’s (CAT) recommended service plan has no changes for the next several years. The recommended service change would be introduced in 2018-19 with two new fixed routes that operate hourly using one bus. Ridership projections are positive and would reduce the demand on the dial-a-ride service. There would be a north and south route in Corcoran, both returning to the bus depot.

The CAT capital plan includes four replacement bus purchases, electronic fare boxes, computerized schedule software and equipment, and bus stop installations. The CAT capital plan is about $1 million.

As for the CAT marketing plan it is recommended that they should develop a rider guide. Currently their guide appears to be a policy statement that should be more user friendly. Their website should be easier to navigate through. It would be nice if CAT would develop a logo and a recognizable “catch phrase.” Outreach is a cost effective marketing tool.

The CAT financial plan would be to increase discounted fares in the first year. Currently the fare is .25 cents for dial-a-ride service, and the recommendation is to increase the dial-a-ride service to .50 cents, and an additional increase when the fixed routes are in place. The annual operating cost would increase from $789,000 to $887,000 in FY 2019-20. The introduction to a fixed route increases the cost from $31,000 to $32,000 in the last two years, but the ridership will increase an estimated 40% and is a much more effective system for service to many people. The operating budget is balanced over the five-year period and includes a 2% rate of inflation on costs and revenues. It uses $61,000 of the capital reserve over the five-year period.

Lou Camara commented on the issue of not recommending any fare increases. Angie Dow mentioned that the required fare-box for our area can be as low as 15%. However, on KARTs fixed route we are making about 20-23% recovery. Dial-a-ride is at about a 4% recovery. Thus, blending these percentages there is about an 18% recovery. With an increase in ridership you will get an increase in revenues. If fares increase too much there will be less ridership and we serve transit dependents that are mostly low income and limited means. Angie Dow mentioned that they are looking into expanding service, however, they are not looking to expand to service on Sunday or change routes yet.

Ms. McKinney added that slight fare increases versus larger increases has a negative effect on the ridership. You will get better performance with lower fares since more people are willing to ride.

With no further questions or comments Terri King thanked Ms. McKinney for her presentation. Terri King mentioned the plan is available and those wishing to comment on it may do so.

Lou Camara referred to executive summary under existing conditions in the plan area and inquired if the comment about “a percentage of households with no vehicle” in north Hanford was correct. Terri King indicated that the information was based on census information that was available.
A. San Joaquin Valley Voice - Sacramento

Chris Lehn provided an overview of the agenda for the Valley Voice trip to Sacramento. She mentioned that the schedule is representative of the day, including the topics discussed. She mentioned that KCAG has participated in this trip for a few years now and this year Corcoran Council Member and KCAG Commissioner Mark Cartwright participated. The meetings with Chris Woods and Brian Kelly were very focused due to their expertise in those fields. Other meetings were of more general conversations focusing on issues throughout the Valley, including the drought, California Environmental Quality Act legislation and restrictions, and prevailing wage concerns.

Terri King state that they inquired about the Assembly Speaker’s proposal for transportation funding through a road/vehicle fee. They specifically asked if this was a five-year fee or a continual fee and some saw it as at five-year plan others believed it would continue. It was asked if this fee was considered as supplemental to the Road User Task Force proposals, of which the outcome would not be able to be implemented in the near term. There would be $2 Billion in funds raised to repay debt, and be distributed for road maintenance. We would like to see the funds go toward local roads and state highways using the existing STIP formula.

Kevin McAlister asked about the source of the fee. Terri King explained it was proposed as a vehicle registration fee. Kevin then mentioned that they received a letter from CSAC for the League of Cities requesting a list of projects. The letter stated that they would receive $13 million over five years. They want the list by the 20th of this month. The Speaker wants to set up a website where local residents can see where the money is being used. They want the projects divided in three categories; maintenance, safety, and complete streets.

Terri King mentioned that the Road User Task Force will not submit their plan until 2018 and it will take time to implement. However, the $52 flat fee could be implemented right away. They believe the $1 per week fee (52 weeks) is modest and affordable. Again, some believe this is a five-year plan other believe it will continue.

MISCELLANEOUS

Terri King stated how efforts have been made to pass legislation to have SR 43 eligible for the interregional roads system to make it eligible for state transportation funds. The last efforts were with Assembly Member Salas with AB680. He has now introduced AB1043 to try again. At the recent Valley Legislative Affairs Committee meeting, KCAG staff mentioned this bill and we are seeking a letter from the Regional Policy Council in support of this effort as well as the four counties that include SR 43. The argument against this effort in prior legislative sessions is that it will take money from other projects. However, we are only requesting to make SR 43 eligible to compete for the interregional improvement program funds.

Chris Lehn mentioned that we are preliminarily set for an April 1, 2015 Census Workshop and that it is an all day event. She noted that there will be a workshop on May 20, 2015 in Lemoore for the SR 198 Corridor Study, for a total of four workshops.
Fernando Santillan said they are trying to develop projects for Highway Safety Improvement Program (HSIP). Kevin McAlister mentioned that they were not able to attend the HSIP webinar due to the presenter’s website crashing. However, the webinar slideshow will be made available.

Marlana Brown announced that tonight’s Master Plan Brief by Capitan Ashliman to the Kings County Board of Supervisors has been postponed until further notice. However, he will be presenting the brief to the Fresno Council of Governments on March 26, 2015 in Fresno.

Lou Camara reported that the Grangeville/9¼ Avenue work is almost done, Sixth Street pedestrian project will be out to bid this month, and they are trying to acquire property to develop the park and ride project. The 12th Avenue two-day closure to improve the railroad track crossing is now complete, including the portion for the 12th Avenue interchange widening. The development plan for 12th Avenue and Lacey Blvd. is being finalized and will involve a modification of the traffic signal at that intersection, with the east and west legs of the intersection to be dual left turn lanes. The General Plan update continues with the next Citizens Advisory Committee meeting next Wednesday, March 18, 2014. The chlorination project is completed with stations at all well sites. A side benefit is that the sulfite odor and taste was eliminated.

Kevin McAlister commented that the Armona Safe Routes to School project is underway with its fair share of difficulties. The Benicia and 5 ½ Avenue intersection improvement has been awarded and should be under construction in the next 30 days. The Kettleman City Safe Route to School project is at 90%. They are working on developing an RFP for a consultant for a CDGB curb and gutter project.

Greg Gatzka mentioned that their zoning ordinance has been updated and adopted by the Board of Supervisors with full support and will be effective on April 2, 2015.

Paul Marquez reported that Caltrans engineers are looking at accepting the 19th Avenue notice of completion contract. There are also plans to have a ribbon cutting ceremony. Terri King inquired on whether the Vine Street construction has been completed too, as part of that. Paul Marquez will follow up on whether 19th Avenue and Vine Street are two different contracts. Caltrans is working on updating the California Transportation Plan, which is currently in public review and is posted on their website. It is a Statewide Long-term vision originating from the California Interregional Blueprint. There is a workshop on March 24, 2015 in Fresno.

Frank Rivera mentioned he will be filling in for David Wlaschin as interim Lemoore Public Works Director. They are starting their 2014 overlay project. They are looking at Safe Route to School funds to tie in the apartment complex on 19½ Avenue to Cinnamon Dr. The Gas Company will be starting their project on Hanford Armona Road at 17th Avenue next week, which consists of boring under the canal on Hanford Armona Road.

**ADJOURNMENT**

There being no further business before the KCAG Technical Advisory Committee, the meeting was adjourned at 2:45 p.m. The next meeting is scheduled for April 8, 2015.

Respectfully submitted,

Terri King, Executive Director
TO: KCAG Technical Advisory Committee
FROM: Teresa Nickell, KCAG Staff
DATE: March 30, 2015

SUBJECT: 2015 Kings County Transit Development Plan

Introduction

The 2015 Kings County Transit Development Plan (TDP) has been completed by KCAG's consultant, LSC Transportation. KCAG staff has worked with the consultant, local transit operators, and the Social Services Transportation Advisory Council (SSTAC) to ensure that this update encompasses the transit needs of the community over the next five year period. The TDP provides a review of transit services to assess the efficiency and effectiveness of the services and identifies capital and operating needs based on data and public outreach. The TDP also provides recommendations to assist the transit operators with development of their comprehensive transit asset management plans as required by MAP-21 regulations, and provides marketing tools to the transit operators with updated strategies to improve services for more efficient and accessible systems to all Kings County residents.

A draft document was circulated for review and comment and presented to the SSTAC, KCAG Technical Advisory Committee, and KCAG Transportation Policy Committee in March. The attached final 2015 Transit Development Plan addresses any comments that were provided.

Recommendation

KCAG staff recommends that the KCAG Transportation Policy Committee approve the 2015 Kings County Transit Development Plan with the adoption of Resolution No. 15-08.
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

* * * * * *

IN THE MATTER OF ADOPTING
THE 2015 KINGS COUNTY
TRANSIT DEVELOPMENT PLAN

RESOLUTION NO. 15-08
RE: 2015 TRANSIT
DEVELOPMENT PLAN

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

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, the Regional Transportation Plan is required to direct transportation activities toward achieving a coordinated and balanced transportation system which considers public transportation issues; and

WHEREAS, public transit is considered to be a useful transportation control measure to reduce single occupant vehicle travel and vehicle emissions in an effort to improve air quality; and

WHEREAS, the "2015 Kings County Transit Development Plan" was prepared in cooperation with each transit operator, the Social Service Transportation Advisory Council, Caltrans, each city, and the county; and

WHEREAS, the "2015 Kings County Transit Development Plan" was prepared to help guide the future direction of the Kings Area Rural Transit and Corcoran Area Transit services and KCAG’s transit planning process over a five year period from FY 2014-15 through FY 2018-19.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Transportation Policy Committee does hereby approve the "2015 Kings County Transit Development Plan".

BE IT FURTHER RESOLVED, that the "2015 Kings County Transit Development Plan" is hereby incorporated in the "Kings County Regional Transportation Plan" by reference.

The foregoing Resolution was adopted on a motion by Commissioner ____________, and seconded by Commissioner ____________, at a regular meeting held on the 22nd day of April, 2015, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

____________________________
Chair

WITNESS, my hand this ____________ day of ____________, 2015.

____________________________
Terri King, Executive Director
TO: KCAG Technical Advisory Committee  
FROM: Teresa Nickell, KCAG Staff  
DATE: March 30, 2015  
SUBJECT: FFY 2015 FTA Section 5311 Regional Program of Projects  

Introduction  
Each year, Kings County receives an apportionment of Federal Transit Act (FTA) Section 5311 funds that are available to public and private non-profit transportation providers in rural areas for capital, operating, and administrative expenses. KCAG is required to compile a "Regional Program of Projects" to show how the funds will be distributed among the applications received. The Program of Projects will also show regional applications submitted for the Congestion Mitigation and Air Quality (CMAQ) funds, as well as the Job Access Reverse Commute (JARC) funds as required by MAP-21, that are in the adopted 2015 Federal Transportation Improvement Program (FTIP).

2015 Fund Apportionment  
Caltrans announced that an apportionment of $403,397 in Federal Fiscal Year 2015 FTA Section 5311 funds would be available to Kings County. "Fund Request" forms were sent to eligible transportation operators in Kings County. The Kings County Area Public Transit Agency (KCAPTA) submitted an application for a portion of its share in operating assistance to help fund the operation of the KART bus system in the amount of $221,353. The City of Corcoran submitted an application for operating assistance to help fund their transit services in the amount of $182,264.

Project Programming Criteria  
KCAG uses 10 "Project Programming Criteria" to evaluate projects for inclusion in the Regional Program of Projects which include the following:

1. The project must be consistent with the Regional Transportation Plan.
   Both transit services are included in the Regional Transportation Plan and are meeting existing transit needs.

2. The project involves no duplication of existing services, and the funds will be used to fund a new transit service, or expand an existing service.
   Corcoran Area Transit and KART provide transit service in different areas. KART provides fixed route service to Corcoran, but not Dial-a-Ride service, so no duplication of service exists at this time.

3. The project can be expected to exhibit a desirable cost-benefit ratio.
   The latest information available shows both systems meeting most of the "reasonable to meet" criteria, and their respective 15% (KART) and 10% (Corcoran) farebox ratio requirement.
4. The project will improve traffic flow and safety. It will accommodate the greatest number of passenger trips for the money spent; it will provide for the greatest reduction in accident rates.

Increased transit service may attract additional transit trips that may have otherwise been made by single-occupant vehicles.

5. The project will cause minimal disruptive environmental effects. It will decrease concentrations of vehicle emissions; it will produce acceptable noise levels.

Increased transit service may attract additional transit trips that may have otherwise been made by single-occupant vehicles, thereby reducing vehicle emissions.

6. The agency's transit system is accessible to the elderly and to the disabled.

Both transit services provide wheelchair lift-equipped vehicles and offer discounted rides to senior citizens and to the disabled.

7. The agency's transit system is satisfying special transit needs of the elderly, disabled, poor, or minorities.

Both transit services attempt to meet the identified transit needs of these groups that are reasonable to meet. Recent on-board surveys of both operators show that these groups make up a large portion of their ridership.

8. The fare structure of the agency's transit system permits ridership by persons of limited means.

Both transit services offer fares that are considered reasonable for small systems. KART offers fare discounts for seniors, disabled, and for the general public. The Corcoran Area Transit offers discount fares to senior citizens and the disabled, including discounted fare tickets for KART transfers between Hanford and Corcoran.

9. The transit service offered by the operator is reliable and regularly meets its schedule.

The KART system has operated with a minimum number of service disruptions and has regularly picked up passengers within a reasonable amount of time. A new Bus Intelligent System will help KART to achieve a more accurate, responsive system to ridership demand. The Corcoran Area Transit system has been providing good on-time performance as shown on a recent evaluation conducted for the 2015 Transit Development Plan.

10. Funds available to the agency are being used for the entire area population on a fair and equitable basis.

The Transportation Development Act (TDA) funds are allocated to each agency based on population. Corcoran Area Transit serves the City of Corcoran and the Corcoran fringe area. KART serves the rest of the county and is funded based upon the service provided to each of the jurisdictions. The City of Corcoran does not contribute financially to the KART system, with exception to subsidized KART tickets Corcoran sells to the general public at a discounted fare for Hanford to Corcoran service.
Public Hearing

A public hearing has been noticed for the April 22, 2015 KCAG Transportation Policy Committee meeting to receive testimony before a final Regional Program of Projects for FTA Section 5311 funds is approved.

Recommendation

KCAG staff recommends that the Transportation Policy Committee conduct the public hearing to consider any testimony and to approve the FFY 2015 FTA Section 5311 Regional Program of Projects, which includes for KCAPTA $221,353 in operating assistance, and for the City of Corcoran $182,264 for operating assistance, with the adoption of Resolution No. 15-07.
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

* * * * * * * * * * * * * * * * * * * * * * * * * * * * * *

IN THE MATTER OF ADOPTING A
REGIONAL PROGRAM OF PROJECTS
FOR GRANT 26 FISCAL YEAR 2015
FTA SECTION 5311 FUNDS

RESOLUTION NO. 15-07
RE:
GRANT 26
FTA SECTION 5311

WHEREAS, the Section 5311 program of the Federal Transportation Act (FTA) provides Federal grants, made through the states, for public transportation projects in non-urbanized areas for administrative, capital, and operating assistance; and

WHEREAS, Caltrans has announced that an apportionment of $403,397 for FFY 2015 FTA Section 5311 funds is available to Kings County; and

WHEREAS, announcements of the availability of FTA Section 5311 funds were mailed to all eligible transportation providers in Kings County; and

WHEREAS, the Kings County Association of Governments (KCAG) has received requests for $221,353 from the Kings County Area Public Transit Agency (KCAPTA) for operating assistance expenses incurred by the Kings Area Rural Transit (KART) and $182,264 from the City of Corcoran for operating assistance expenses incurred by the Corcoran Area Transit system from the Kings County FFY 2015 apportionment; and

WHEREAS, the applications from KCAPTA and the City of Corcoran meet all "Project Programming Criteria" adopted by this Committee for the FTA Section 5311 program which are:

1. The proposed project is consistent with the adopted Regional Transportation Plan.
2. The proposed project involves no duplication of existing services. The funds requested will be used to cover a new transit service, expand or continue an existing service.
3. The proposed project can be expected to exhibit a desirable cost-benefit ratio.
4. The project will improve traffic flow and safety. It will accommodate the greatest number of passenger trips for the money spent; it will provide the greatest reduction in accident rates.
5. The project will cause minimal disruptive environmental effects. It will decrease concentrations of vehicle emissions; it will produce acceptable noise levels.
6. The agency's transit system -- not necessarily a particular vehicle for that funding is being requested -- is accessible to the elderly and to the handicapped.

7. The agency's transit system is satisfying special transit needs of the elderly, handicapped, poor, or minorities.

8. The fare structure of the agency's transit system permits ridership by persons of limited means.

9. The transit service offered by the operator is reliable and regularly meets its schedule.

10. Funds available to the agency are being used for the entire area population on a fair and equitable basis; and

WHEREAS, on April 22, 2015 a duly noticed public hearing was conducted to consider allocating Grant 26 FFY 2015 FTA Section 5311 funds.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Transportation Policy Committee does approve the Grant 26 FFY 2015 FTA Section 5311 Regional Program of Projects as shown in Attachment "A".

The foregoing Resolution was adopted on a motion by Commissioner ________, seconded by Commissioner ________, at a regular meeting held on the 22nd day of April, 2015 by the following vote:

AYES:
NOES:
ABSENT:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS TRANSPORTATION POLICY COMMITTEE

______________________________________________
Chair

WITNESS, my hand this _______ day of ____________________, 2015.

______________________________________________
Terri King, Executive Director
All Section 5311 Applications and POP are due to Caltrans District Transit Representatives (DTR) by May 8th, 2015. However, if there are issues meeting the deadlines, please notify your DTR as soon as possible.

All Congestion Mitigation and Air Quality (CMAQ) Applications and POP are due to Caltrans District Transit Representatives (DTR) by April 30, 2015.
**FEDERAL FISCAL YEAR 2015**

**Section 5311 Program of Projects (POP)**

- [ ] Regular 5311  
- [ ] JARC 5311  
- [ ] CMAQ

(A) Available Funding:

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<tr>
<th>Description</th>
<th>Amount</th>
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<tr>
<td>Carryover: (+)</td>
<td>$37,337.00</td>
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<td>Estimated Apportionment [FFY 2014]: (+)</td>
<td>$368,080.00</td>
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<td><strong>(A) TOTAL FUNDS AVAILABLE:</strong></td>
<td><strong>$403,397.00</strong></td>
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(B) Programming (POP): Complete Parts I and II

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<tr>
<th>Federal Share</th>
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<tr>
<td>Part I. Operating Assistance - Total: (+)</td>
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<td>Part II. Capital - Total: (+)</td>
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<td><strong>(B) Total [Programmed]:</strong></td>
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(C) Balance

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<th>Federal Share</th>
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<td>(A) Total Funds Available: (+)</td>
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<td>(B) Total [Programmed]: (-)</td>
</tr>
<tr>
<td><strong>Balance:</strong></td>
</tr>
</tbody>
</table>

*BALANCE – Regional Apportionment Funds ONLY:

- Please Note -
  - funds must be programmed in subsequent year
  - final approval to be determined by the Department
- Request/Letter to carryover funds should include -
  - justification for programming postponement
  - purpose and project plan
  - letter of support from local Transportation Planning Agency

(D) Flexible Funds (CMAQ, STP or Federalized STIP): Complete Part III (For reference only).

<table>
<thead>
<tr>
<th>Federal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>(D) Part III. Flex Fund - Total:</td>
</tr>
</tbody>
</table>

**FUNDING SUMMARY**

<table>
<thead>
<tr>
<th>Federal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>(B) Regional Apportioned - Total [Programmed]: (+)</td>
</tr>
<tr>
<td>(D) Flex Fund - Total: (+)</td>
</tr>
<tr>
<td><strong>GRAND TOTAL [Programmed]:</strong></td>
</tr>
</tbody>
</table>

Contact Person/Title: Teresa Nickell, Regional Planner  
Phone Number: 559-852-2657  
Date: 03/26/2015
**Statewide Transportation Improvement Program (STIP)** –

*All* federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation’s (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

**Metropolitan Planning Organizations (MPOs)** are responsible for programming projects within their jurisdiction. Upon receiving the POPs from the Districts, Rural Transit & Procurement staff will submit Non-MPO / Rural Transportation organizations projects directly to the Department’s Division of Transportation Programming for inclusion into the FSTIP.

For further guidance see the Department’s Division of Transportation Programming website: [http://www.dot.ca.gov/hr/transprog/fcplan.htm](http://www.dot.ca.gov/hr/transprog/fcplan.htm)

### PART I. Regional Apportionment - Operating Assistance

*For all Operating Projects - a complete application MUST be submitted with this POP.*

<table>
<thead>
<tr>
<th>Subrecipient</th>
<th>Project Description</th>
<th>Federal Share</th>
<th>Local Share (Excluding Toll Credit)</th>
<th>Toll Credit Amount</th>
<th>Net Project Cost</th>
<th>PROGRAM OF PROJECTS DOC YR</th>
<th>PROGRAMMED DATE OR AMENDMENT #</th>
</tr>
</thead>
<tbody>
<tr>
<td>KCAPTA</td>
<td>Operating Assistance</td>
<td>$122,353.00</td>
<td>$0.00</td>
<td>$98,780.00</td>
<td>$221,133</td>
<td>7/1/14</td>
<td>2015 FTIP</td>
</tr>
<tr>
<td>CORCORAN</td>
<td>Operating Assistance</td>
<td>$100,847.00</td>
<td>$0.00</td>
<td>$81,417.00</td>
<td>$182,264</td>
<td>7/1/14</td>
<td>2015 FTIP</td>
</tr>
<tr>
<td>Operating Assistance Funds Total</td>
<td></td>
<td>$223,200.00</td>
<td>$0.00</td>
<td>$180,197.00</td>
<td>$403,397.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TO: KCAG Technical Advisory Committee  
FROM: Terri King, Executive Director  
DATE: April 1, 2015  
SUBJECT: Cal Vans Authority – Letter of Request

Introduction

The California Vanpool Authority, or "CalVans," was formed as a joint powers agency (JPA) to be a statewide regional agency for vanpool services. The Kings County Association of Governments (KCAG) is a member of the Authority, along with ten other agencies, including the Tulare County Association of Governments, Fresno Council of Governments, Kern Council of Governments, Merced County Association of Governments, Madera County Transportation Commission, Imperial County Transportation Commission, Association of Monterey Bay Area Governments, Napa County Transportation and Planning Agency, Santa Barbara County Association of Governments, and Ventura County Transportation Commission.

The KCAG Technical Advisory Committee requested that an item be placed on the next agenda to have the KCAG Commission authorize the KCAG Executive Director to sign a letter regarding CalVans's attempts to secure public transit funds and state that this is in violation of their By-laws and the premises in which the van pool program was established and that Kings County is not in support such an action.

Non-Competition for Funding

Kings County started the vanpool program on the premise that it be a self-sufficient. It appears that the fares set by CalVans are not adequate to cover both operational and capital needs and that it would be prudent for CalVans to increase fares to be sufficient to cover both operating and capital needs.

The current By-laws of the CalVans Authority include a provision for non-competition for funds, whereby a transit authority shall not compete with any of its member agencies for state or federal funding without prior written consent of the member agency. However, prior CalVans Authority agenda items include contradictions of both, seeking to become eligible for Transportation Development Act (TDA) and Federal Transit Assistance (FTA) program funds, which member agencies currently receive.

It is also suggested that revenue collected for capital replacement should be held in a "Capital Reserve" fund.

Recommendation

KCAG Staff recommends that, as a member agency of the CalVans Authority, the KCAG Commission submit a letter to the CalVans Authority Board requesting that they suspend any action to secure public transit funds that is in conflict with their By-laws and that a capital reserve fund be utilized for capital replacement.
April 22, 2015

Mr. Ron Hughes, Executive Director  
California Vanpool Authority  
1340 North Drive  
Hanford, CA 93230

Dear CalVans Board of Directors:

As one of the eleven (11) regional members of California Vanpool Authority (CalVans), the Kings County Association of Governments (KCAG) Commission writes to respectfully request that CalVans suspend any action to secure Public Transit Funds that is in conflict with your current By-Laws.

Kings County started the vanpool program on the premise that it be a self-sufficient. It appears that the fares set by CalVans are not adequate to cover both operational and capital needs. We strongly believe that it would be prudent for CalVans to increase fares to be sufficient to cover both operating and capital needs. Furthermore revenue collected for capital replacement should be held in a “Capital Reserve” fund.

Per CalVans By-Laws “The Transit Authority shall not compete with any of its Member Agencies for state or federal funding without the prior written consent of the Member Agency” and “The Transit Authority shall receive approval from a Member Agency prior to applying for federal, state or local funds within the jurisdiction said Member Agency”.

CalVans has promoted the vanpool program as being a benefit to all members, not a cost. It also established By-Laws that would prevent CalVans from competing with Member Agencies for funding, yet prior agenda items include contradictions of both.

Kings County is not in support of CalVans seeking to secure Public Transit Funds from specific programs that are currently available to member agencies. We find that such action is in violation of CalVans By-Laws and the premise in which the vanpool program was established.

Thank you for your consideration of this matter. If you have any questions, please contact me at (559) 852-2678 or email at terri.king@co.kings.ca.us.

Sincerely,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Executive Director
TO: KCAG Technical Advisory Committee
FROM: Teresa Nickell, KCAG Staff
DATE: April 1, 2015

SUBJECT: FY 2015-16 Transportation Development Act (TDA) Activities

Introduction

One of the responsibilities of the Kings County Association of Governments (KCAG) is to administer Transportation Development Act (TDA) funds available to Kings County. TDA funds are composed of Local Transportation Funds (LTF) and State Transit Assistance (STA) funds. KCAG monitors the LTF, determines the annual apportionments, notifies the claimants, approves the apportionments, and allocates the funds. A summary of the claims and their purposes, as well as a review of the transit systems, is provided within the following attachment. Allocation amounts will be revised following the release of the 2015 population estimates by the California State Department of Finance (DOF) on May 1st and any changes from previously proposed budgets. Revised claim forms will be sent to claimants after that time.

RTPA Responsibilities

The following information includes background on the Transportation Development Act (TDA), KCAG responsibilities as the Regional Transportation Planning Agency (RTPA), summaries of TDA claims from KCAG member jurisdictions, and a review of "unmet transit needs"/"reasonable to meet" definitions. A listing of Kings County public transit services and charts for the transit operators' progress toward meeting established transit performance goals will be provided at the May meeting.

Claimants File Claims / Public Hearings

KCAG has received claims and other required documentation from all member agencies. Each claimant was required to hold a public hearing and present an adopted resolution, stating their findings on unmet transit needs, and required environmental documents within their jurisdiction before funds can be allocated for road purposes.

The Kings County Area Public Transit Agency (KCAPTA) held public hearings during their February and March 2015 meetings and the City of Corcoran held their hearing in February. KCAG will be holding unmet needs public hearings during the April and May KCAG Transportation Policy Committee meetings.

The Social Services Transportation Advisory Council (SSTAC) will hold a public meeting on April 29, 2015 to review any unmet transit needs testimony. A second meeting is scheduled for June to review testimony and finalize their recommended determination on unmet transit needs, and a letter of recommendation will be submitted to the KCAG Transportation Policy Committee.

Summary of Unmet Needs

To date, KCAG has received no unmet needs testimony. KCAPTA received the following unmet needs requests:
1. Transportation for seniors to attend the Wednesday night Senior Dance at the Veterans Hall and the Thursday night Farmers Market.

2. Employees who work at the Lemoore Naval Air Station will no longer receive transit vouchers from LNAS and would like to know when or if a debit card system will be available to use on the KART buses (four requests).

Recommendation

KCAG staff recommends that the KCAG Transportation Policy Committee open and conduct the public hearing to review and recommend action for any unmet transit needs as required by TDA regulations. Approval of the TDA apportionments and allocation instructions to the County Auditor will be made by Resolution during the June TPC meeting.
KINGS COUNTY ASSOCIATION OF GOVERNMENTS
Local Transportation Fund Review

I. LOCAL TRANSPORTATION FUND - FISCAL YEAR 2015-16

The public hearing before the Kings County Association of Governments (KCAG) Transportation Policy Committee (TPC) is being conducted to determine if any "unmet public transportation needs" which are "reasonable to meet" exist in Kings County or the cities of Avenal, Corcoran, Hanford, or Lemoore. Except for Corcoran, each city and the county support the Kings County Area Public Transit Agency (KCAPTA) with Local Transportation Fund (LTF) money. The City of Corcoran uses LTF money to fund the Corcoran Dial-a-Ride and to subsidize AMTRAK tickets and to purchase KART tickets. The balance of the LTF over that required to support KCAPTA and Corcoran transit services have been claimed by each jurisdiction for their contribution to the regional transportation planning process and for use in maintaining their streets and roads.

Before the TPC can allocate any portion of the LTF claimed for streets and roads, it must make certain specific findings concerning "unmet transit needs" and whether they can be reasonably met. The TPC's decision will be based on the evaluation of the services now provided, the testimony given at this hearing, and whether proposed expenditures of the LTF comply with the policies of the Kings County Regional Transportation Plan (RTP).

A notice of this hearing was posted at the door of the TPC's regular meeting place and a public hearing notice was published in area newspapers in both English and Spanish.

II. LOCAL TRANSPORTATION FUND (LTF) BACKGROUND

The LTF was created by the Transportation Development Act (TDA) of 1971. The fund equals 1/4 of one cent of the seven-and-one quarter cent state sales tax collected in Kings County, and supplies county-generated revenues to provide public transportation. According to the TDA, the county, the cities, and public transportation operators may claim portions of the LTF.

Goals

The Legislature's purpose for adopting the TDA is stated in Section 99220(a) of the Public Utilities Code (PUC):

"Public transportation is an essential component of the balanced transportation system that must be maintained and developed so as to permit the efficient and orderly movement of people and goods in the urban areas of the state. Because public transportation systems provide an essential public service, it is desirable that such systems be designed and operated in such a manner as to encourage maximum utilization of the efficiencies of the service for the benefit of the total transportation system of the state and all the people of the state, including the elderly, the disabled, the youth, and the citizens of limited means, of the ability to freely utilize the systems."

To carry out these goals, the Legislature explains, in Section 99222 of the PUC, its intent for the use of LTF funds:

"(a) It is in the interest of the State that funds available for transit development be fully expended to meet the transit needs that exist in California."

"(b) Such funds should be expended for physical improvement to improve the movement of transit vehicles, the comfort of the patrons, and the exchange of patrons from one transportation mode to another."
Priorities

The priorities specified by the Legislature for the use of the fund are shown below.

Administrative regulations

To implement the Act, administrative regulations have been adopted by the Director of the Department of Transportation, in Title 21 of the California Administrative Code, Chapter 3, Subchapter 2 (beginning with Section 6600). The regulations specify responsibilities of the County Auditor, public transportation operators, and the Regional Transportation Planning Agency (RTPA). They also describe appeal processes and detail the specific findings the RTPA must make to approve claims for public transportation and local streets and roads.

<table>
<thead>
<tr>
<th>PRIORITY</th>
<th>PUC SECTIONS</th>
<th>PURPOSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>*1</td>
<td>99233.1</td>
<td>Administration of Fund by Regional Transportation Planning Agency.</td>
</tr>
<tr>
<td>2</td>
<td>99233.2</td>
<td>Up to 3% of the fund for Statutory created transportation planning agencies.</td>
</tr>
<tr>
<td>*3</td>
<td>99233.3, 99234</td>
<td>Countywide, up to 2% of remaining money for pedestrian and bicycle facilities.</td>
</tr>
<tr>
<td>4</td>
<td>99233.4, 99234.9</td>
<td>Rail passenger service operations up to area apportionment.</td>
</tr>
<tr>
<td>5</td>
<td>99233.5 (a), (b)</td>
<td>Long-term planning costs by San Diego entities.</td>
</tr>
<tr>
<td>6</td>
<td>ARTICLE 4.5</td>
<td>Up to five percent of the Fund for community transit services where PUC Section 99233.7 restrictions apply.</td>
</tr>
<tr>
<td>*7</td>
<td>ARTICLE 4</td>
<td>PUC Section 99233.8</td>
</tr>
<tr>
<td>Public Transportation</td>
<td></td>
<td>Support of transportation systems.</td>
</tr>
<tr>
<td>* 99260 (a), 99262</td>
<td>Transit research and demonstration projects.</td>
<td></td>
</tr>
<tr>
<td>* 99260 (b)</td>
<td>Grade separation projects.</td>
<td></td>
</tr>
<tr>
<td>* 99260 (c)</td>
<td>Peak hour service contracts.</td>
<td></td>
</tr>
<tr>
<td>* 99260.2 (a)</td>
<td>Rail passenger ticket purchases.</td>
<td></td>
</tr>
<tr>
<td>* 99260.2 (b)</td>
<td>Payments to railroad corporation.</td>
<td></td>
</tr>
<tr>
<td>99260.5</td>
<td>Rail passenger service.</td>
<td></td>
</tr>
<tr>
<td>* 99260.6, 99234.9</td>
<td>Claims for separate service to elderly and disabled.</td>
<td></td>
</tr>
<tr>
<td>* 99260.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*8</td>
<td>ARTICLE 8</td>
<td>PUC Section 99233.9</td>
</tr>
<tr>
<td>OTHER ALLOCATIONS</td>
<td></td>
<td>Local streets and roads-pedestrian and bicycle projects, contributions to the transportation planning process</td>
</tr>
<tr>
<td>* 99400 (a), 99402, 99407</td>
<td>Passenger rail service operations and capital improvements.</td>
<td></td>
</tr>
<tr>
<td>* 99400 (b)</td>
<td>Public or special group transit service contracts.</td>
<td></td>
</tr>
<tr>
<td>* 99400 (c,d,e)</td>
<td>Multimodal transportation terminal.</td>
<td></td>
</tr>
<tr>
<td>* 99400.5</td>
<td>Express bus and van pool service.</td>
<td></td>
</tr>
<tr>
<td>99400.6</td>
<td>Commuter ferry service.</td>
<td></td>
</tr>
</tbody>
</table>

* Priorities applicable to Kings County.
PUC Sections that are italicized are used by at least one of Kings County's claimants.

III. KCAG RESPONSIBILITIES

KCAG, as the designated Regional Transportation Planning Agency, monitors the LTF, determines the annual apportionment, notifies claimants, and approves apportionments, allocations, and uses of the LTF.

After funding LTF administration cost (PUC Sec. 99233.1), up to two percent of the remaining LTF can be used for bicycle and pedestrian facilities (PUC Sec. 99233.3, 99234). If, after
considering these uses, KCAG finds that the money could be better used for public transportation (PUC Sec. 99260 (a)), or for streets and road purposes (PUC Sec. 99400 (a)) in developing a balanced transportation system, then that money can be allocated to the Kings County Area Public Transit Agency and the City of Corcoran for public transit and/or to local agencies for streets and roads. Additional LTF can be used by the transportation planning agency to conduct the transportation planning and the programming process (PUC Sec 99402).

The public hearing is intended to determine any unmet transportation needs within Kings County that can reasonably be met by expanding existing transportation systems, establishing new systems, or by contracting for transportation services. If KCAG makes this finding, it must execute the following actions before it can approve the claims:

A. Review the testimony received at the hearings.

B. Review the purposes and uses of the claims.

C. Review the Kings County Regional Transportation Plan's identification of existing and needed public transportation services.

D. Review each claimant's environmental documents. According to the California Environmental Quality Act (CEQA), KCAG is the "responsible agency" and is required to review and use the environmental documents prepared by the claimants.

E. Review the most recent financial and performance audits.

F. Adopt by Resolution finding that states either:
   1. That there are no unmet transit needs; or
   2. That there are no unmet transit needs that are reasonable to meet; or
   3. There are unmet transit needs, including needs that are reasonable to meet.
IV. 2015-16 LTF ESTIMATE

The Kings County Auditor-Controller estimates that the 2015-16 LTF will be $3,900,000. The following table is the expected breakdown of the fund allocation.

**TABLE 1**
Summary of 2015-16 LTF Claims

<table>
<thead>
<tr>
<th>CLAIM *</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Claims for Pedestrian/Bicycle Facilities</td>
<td>$ 0</td>
</tr>
<tr>
<td>KCAPTA Claim for KART Operation</td>
<td>$ 1,200,000</td>
</tr>
<tr>
<td>Avenal Claim for Recreational Transportation Services</td>
<td>$ 4,000</td>
</tr>
<tr>
<td>Corcoran Claim for Dial-a-Ride Operation</td>
<td>$ 496,787</td>
</tr>
<tr>
<td>Corcoran Claim for Amtrak &amp; KART Services</td>
<td>$ 64,000</td>
</tr>
<tr>
<td>Claims for Regional Planning, Transportation Planning</td>
<td>$ 159,400</td>
</tr>
<tr>
<td>Planning and LTF Administration</td>
<td></td>
</tr>
<tr>
<td>Cities and County Claims for Streets and Roads</td>
<td>$ 1,975,813</td>
</tr>
</tbody>
</table>

**TOTAL**                                                  | **$ 3,900,000** |

* See below for actual breakdown by jurisdiction.

V. 2015-16 LTF CLAIMS

The population breakdown and fund apportionment ratios are shown in Table 2. Anticipated agency claims by allocation are shown in Table 3.

**TABLE 2**
2015-16 LTF Apportionment Ratios

<table>
<thead>
<tr>
<th>AREA OF APPORTIONMENT</th>
<th>POPULATION</th>
<th>PERCENTAGE</th>
<th>LTF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>13,239</td>
<td>8.8154%</td>
<td>$343,799</td>
</tr>
<tr>
<td>Corcoran</td>
<td>22,515</td>
<td>14.9919%</td>
<td>$584,684</td>
</tr>
<tr>
<td>Hanford</td>
<td>55,283</td>
<td>36.8109%</td>
<td>$1,435,626</td>
</tr>
<tr>
<td>Lemoore</td>
<td>25,281</td>
<td>16.8337%</td>
<td>$666,514</td>
</tr>
<tr>
<td>Kings County (Unincorporated)</td>
<td>33,863</td>
<td>22.5481%</td>
<td>$879,377</td>
</tr>
</tbody>
</table>

**TOTAL**                                                 | **150,181**    | **100.0000%** | **$3,900,000** |
### TABLE 3 - LTF ALLOCATIONS FOR FY 2015-16

<table>
<thead>
<tr>
<th>2015-16 Local Transportation Fund Shares</th>
<th>Amount Claimed</th>
<th>Amount Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Estimate of LTF for FY 2015-16</td>
<td>$3,900,000</td>
<td></td>
</tr>
<tr>
<td>2. Article 3 available for pedestrian and non-motorized facilities (2% of total)</td>
<td>$78,000</td>
<td></td>
</tr>
<tr>
<td>3. Article 8 regional and transportation planning allocation and LTF Administration by KCAG:</td>
<td>$159,400</td>
<td>$3,740,600</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>% of Pop.*</td>
<td>Share $</td>
</tr>
<tr>
<td>Avenal</td>
<td>8.8154%</td>
<td>$14,052</td>
</tr>
<tr>
<td>Corcoran</td>
<td>14.9919%</td>
<td>$23,897</td>
</tr>
<tr>
<td>Hanford</td>
<td>36.8109%</td>
<td>$58,677</td>
</tr>
<tr>
<td>Lemoore</td>
<td>16.8337%</td>
<td>$26,833</td>
</tr>
<tr>
<td>Kings County</td>
<td>22.5481%</td>
<td>$35,941</td>
</tr>
<tr>
<td>Total</td>
<td>100.0000%</td>
<td>$159,400</td>
</tr>
<tr>
<td>4. KCAPTA Article 4 transit allocation:</td>
<td>$1,200,000</td>
<td>$2,540,600</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>KCAPTA Formula %</td>
<td>Share $</td>
</tr>
<tr>
<td>Avenal</td>
<td>7.3300%</td>
<td>$87,960</td>
</tr>
<tr>
<td>Corcoran</td>
<td>0.0000%</td>
<td>$0</td>
</tr>
<tr>
<td>Hanford</td>
<td>46.2800%</td>
<td>$555,360</td>
</tr>
<tr>
<td>Lemoore</td>
<td>16.9300%</td>
<td>$203,160</td>
</tr>
<tr>
<td>Kings County</td>
<td>29.4600%</td>
<td>$353,520</td>
</tr>
<tr>
<td>Total</td>
<td>100.0000%</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>5. Avenal Article 8 - Transportation Services:</td>
<td>$4,000</td>
<td>$2,540,600</td>
</tr>
<tr>
<td>6. Corcoran Article 4 - Corcoran Dial-a-Ride:</td>
<td>$496,787</td>
<td>$2,039,813</td>
</tr>
<tr>
<td>7. Corcoran Article 8 - Amtrak Tickets</td>
<td>$55,000</td>
<td></td>
</tr>
<tr>
<td>Corcoran Article 8 - KART Tickets</td>
<td>$9,000</td>
<td>$1,975,813</td>
</tr>
<tr>
<td>8. Article 8 - streets and roads allocation:</td>
<td>$1,975,813</td>
<td>$0</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>Share $ **</td>
<td></td>
</tr>
<tr>
<td>Avenal</td>
<td>$237,787</td>
<td></td>
</tr>
<tr>
<td>Corcoran</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Hanford</td>
<td>$821,589</td>
<td></td>
</tr>
<tr>
<td>Lemoore</td>
<td>$426,521</td>
<td></td>
</tr>
<tr>
<td>Kings County</td>
<td>$489,916</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$1,975,813</td>
<td>$0</td>
</tr>
</tbody>
</table>

*Population figures will be revised to reflect the Department of Finance figures that are released each May.

**Article 8 allocations for streets and roads are calculated by subtracting the shares for each allocation purpose from the areas total apportionment. This method does not penalize Corcoran for not being a member of KCAPTA.
VI. BREAKDOWN OF FY 2015-16 LTF CLAIMS / 2013-14 AUDITS

1. **Kings County Association of Governments (KCAG)**

   - Claimant: Member agencies for their participation in KCAG Regional Transportation Planning Agency functions
   - Estimated Claim: $159,400
   - Purpose: Member contributions to the transportation planning process.
   - Authority for Claim: Article 8, Section 99233.1 and 99402.
   - Environmental Review: Not defined as a project (Section 15378 (b)(3)). Planning activities are not subject to environmental review.
   - 2013-14 Audit: Expenditures in compliance with applicable regulations.

2. **Kings County Area Public Transit Agency (KCAPTA)**

   - Claimant: KCAPTA acting for its member agencies to provide public transit
   - Estimated Claim: $1,200,000 (Avenal $87,960; Corcoran $0; Hanford $555,360; Lemoore $203,160; Kings County $353,520)
   - Purpose: Members' support of the Kings Area Rural Transit (KART) system
   - Authority: Article 4, Section 99260(a)
   - Estimated Budget: $7,240,855
   - Environmental Review: Recertify Negative Declaration approved in 1978 for Public Project #51; Public Transportation System
   - 2013-14 Audit: Expenditures in compliance with applicable regulations

3. **Avenal – Recreational Trips**

   - Claimant: City of Avenal
   - Estimated Claim: $4,000
   - Purpose: Provide Recreational Trips
   - Authority: Article 8, Section 99400(c)
   - Estimated Budget: $4,000
   - 2013-14 Audit: Expenditures in compliance with applicable regulations

4. **Corcoran Dial-a-Ride**

   - Claimant: City of Corcoran
   - Estimated Claim: $496,787
   - Purpose: Support of the Corcoran Dial-a-Ride
   - Authority: Article 4, Section 99260(a)
   - Estimated Budget: $735,775
   - Environmental Review: Recertify Negative Declaration approved in 1990 for a Public Transportation System
   - 2013-14 Audit: Expenditures in compliance with applicable regulations, except not in compliance for State Transit Assistance (STA) eligibility

5. **Corcoran – Amtrak & KART Services**

   - Claimant: City of Corcoran
   - Estimated Claim: $64,000
   - Purpose: Amtrak Ticket Subsidy & KART Ticket Subsidy
   - Authority: Article 8, Section 99400(c)
   - Estimated Budget: $64,000
   - 2013-14 Audit: Expenditures in compliance with applicable regulations
6. **Avenal**

   Claimant: City of Avenal  
   Estimated Claim: $237,787  
   Purpose: For local streets and roads maintenance  
   Authority: Article 8, Section 99400(a)  
   Environmental Review: Categorically Exempt, Class I  
   2013-14 Audit: Expenditures in compliance with applicable regulations

7. **Hanford**

   Claimant: City of Hanford  
   Estimated Claim: $821,589  
   Purpose: For local streets and roads  
   Authority: Article 8, Section 99400(a)  
   Environmental Review: Categorically Exempt, Class I  
   2013-14 Audit: Expenditures in compliance with applicable regulations

8. **Lemoore**

   Claimant: City of Lemoore  
   Estimated Claim: $426,521  
   Purpose: For local streets and roads  
   Authority: Article 8, Section 99400(a)  
   Environmental Review: Categorically Exempt, Class I  
   2013-14 Audit: Expenditures in compliance with applicable regulations

9. **Kings County**

   Claimant: County of Kings for all unincorporated areas  
   Estimated Claim: $489,916  
   Purpose: For local streets and roads  
   Authority: Article 8, Section 99400(a)  
   Environmental Review: Categorically exempt, Class I  
   2013-14 Audit: Expenditures in compliance with applicable regulations
VII. DEFINITIONS

Section 99401.5 of the Public Utilities Code requires that KCAG determine its definitions of the following terms:

A. "Unmet transit need"
B. "Reasonable to meet"

KCAG has defined these terms in the Kings County Regional Transportation Plan as follows:

A. "Unmet transit need", at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation due to age, income, or disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment.

B. It is "reasonable to meet" the above needs if the proposed or planned service can be operated while maintaining, on a system wide basis, the adopted service goals for that type of system and meet the following criteria:

- New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of TDA funds available to Kings County;

- The proposed transit service does not duplicate transit services currently provided by either public or private operators;

- The proposed transit service has community support from the general public, community groups, and community leaders;

- The new, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox and revenue ratio for the overall system;

- There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised transit service;

- Implementation of the new, expanded, or revised transit service can be provided at a cost no higher that 10% above the performance goals for a comparable type of service by the transit operator;

- The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service;

- Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

The definition of "reasonable to meet" has been examined to determine if those levels of achievement are still valid and whether progress toward them has been made. Listed below are the system wide goals for KART and Corcoran Area Transit.*
<table>
<thead>
<tr>
<th></th>
<th>KART (System Wide)</th>
<th>Corcoran Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fare Box Ratio</td>
<td>15%</td>
<td>15%</td>
</tr>
<tr>
<td>Avg. Fare per Passenger</td>
<td>1.25</td>
<td>1.08</td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>3.65</td>
<td>7.20</td>
</tr>
<tr>
<td>Cost per Hour</td>
<td>67.05</td>
<td>16.00</td>
</tr>
<tr>
<td>Cost per Mile</td>
<td>4.40</td>
<td></td>
</tr>
<tr>
<td>Passengers per Hour</td>
<td>15.00</td>
<td>6.50</td>
</tr>
<tr>
<td>Passengers per Mile</td>
<td>1.00</td>
<td>0.60</td>
</tr>
<tr>
<td>Vehicle Hours per Employee</td>
<td></td>
<td>900</td>
</tr>
<tr>
<td>On time Performance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wait Time</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Call to Pick Up:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-30 Minutes</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>30-60 Minutes</td>
<td>90%</td>
<td>100%</td>
</tr>
<tr>
<td>Ride Time</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pick Up to Drop Off:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-30 Minutes</td>
<td>75%</td>
<td>85%</td>
</tr>
<tr>
<td>30-60 Minutes</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Service Time</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Call to Drop Off:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-30 Minutes</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>30-60 Minutes</td>
<td>90%</td>
<td>95%</td>
</tr>
</tbody>
</table>

* Goals were adjusted in 2009 to reflect increasing costs.

VIII. REGIONAL TRANSPORTATION PLAN CONSISTENCY

According to the Kings County Regional Transportation Plan (RTP), the Kings County Association of Governments (KCAG), Kings County Area Public Transit Agency (KCAPTA) and the City of Corcoran must ask themselves and the community the following questions to help define transportation needs:

1. Who in Kings County needs transit services?
2. Where are the needs located?
3. What level of service will "reasonably" meet identified unmet needs?

In regards to question No. 1, the latest Kings Area Rural Transit’s Rider Survey conducted with the 2015 Transit Development Plan (TDP) update identified transit needs within the Lemoore-Armona-Hanford area and within the City of Hanford. Of the Lemoore route users, 78 percent did not have cars available for trips, 6 percent required the wheelchair lift, 76 percent were adults, 17 percent youth, and 8 percent seniors. People used the bus mostly for work (34%), school (22%), personal business (12%) and medical appointments (11%). Survey results for Hanford route users showed that 84 percent did not have cars available for trips, 10 percent required the wheelchair lift, 77 percent were adults, 11 percent youth, and 11 percent seniors. People used the bus mostly for shopping (21%), school (16%), work (15%), and personal business (15%). Of Paratransit users, 58 percent were seniors and the main purpose for paratransit use was for medical appointments. The Corcoran Area Transit (CAT) users also surveyed indicated 89 percent did not have cars available for trips, 55 percent of riders use KART Hanford routes, KART paratransit, and KART County routes, and 82 percent were aged between 25 to 59 years old. About 27 percent of the riders surveyed required the wheelchair ramp.

The Regional Transportation Plan is consistent with the TDP in stating that the type of trips most needed by the elderly and disabled are those related to medical, shopping, social, and personal business purposes. Kings Area Rural Transit (KART) is meeting the above trip needs through fixed route, paratransit, and commuter services. The single fare pass continues to provide a
faster and more efficient way to move passengers throughout the system. In addition, the Kings County Commission on Aging assists KART by providing service to seniors the Americans with Disabilities Act (ADA) applications and supplies KART single fare, monthly, and paratransit passes. The Kings County Behavioral Health Department also provides KART passes to its clients for their transit needs.

In regards to question No. 2, service is needed from the outlying communities into Hanford, Lemoore, Avenal, and Corcoran where most medical, shopping, and social service programs are located. This is accomplished through fixed route, paratransit, commuter services, and both the Amtrak and KART subsidy program which work together to serve transit users.

The communities of Armona, Avenal, Corcoran, Laton, Stratford, Hardwick, Grangeville, Kettleman City, and Visalia are all connected by fixed route service to Hanford by KART. A fixed route that runs every hour is also available between Hanford and Lemoore Naval Air Station (LNAS) which stops in Armona and several locations in the City of Lemoore, and a separate fixed route provides service between Hanford-Lemoore. Fixed route service exists into Fresno County to link commuters to Fresno hospitals and shopping areas, in addition to service to Laton from Hanford. KART also has a route that serves the City of Avenal.

KART provides system-wide service on Saturdays for weekend and holiday shoppers. Two fixed routes in downtown Hanford have been revised to improve response times and an eighth fixed route was created in response to ridership demand in 2013. With the 2015 TDP update, additional routes may change if service alternatives proposed are implemented by KCAPTA.

Paratransit services are offered by KART within the communities of Hanford, Lemoore, and Armona to meet the needs of elderly or disabled persons who might not be able to access the route service. KART provides demand response service through its Dial-a-Ride to pick up Americans with Disabilities Act (ADA) riders from their doorstep to take them to their destinations.

Commuter routes are currently offered from Hanford/Corcoran and Hanford/Avenal to meet work trip needs of prison employees. Transit users in each of the surrounding prison communities benefit from the commuter buses that serve Hanford several times per day. The Hanford/Avenal route incorporates student commuters to the new West Hills College institution in Lemoore as well. The Hanford/Visalia commuter route provides student access to educational needs in the area and is subsidized by the College of Sequoias.

Corcoran Area Transit provides Dial-a-Ride service within the Corcoran area to meet the needs of local residents. To meet intercity transit needs, Corcoran Area Transit offers round-trip tickets on Amtrak between Corcoran and Hanford at a reduced rate. KART tickets subsidized for the Hanford/Corcoran route helps Corcoran to maintain farebox retention. The AMTRAK service between Corcoran and Hanford has improved with timely service to the Corcoran station.

Lastly, Kings County Association of Governments (KCAG), Kings County Area Public Transit Agency, and Corcoran Area Transit may ask what level of service will reasonably meet any identified unmet transit needs. "Reasonable to meet" transit needs are determined by comparing any identified needs to criteria outlined in the most recent Transit Development Plan and Regional Transportation Plan (RTP). Every year KCAG reviews ridership and cost data from KART and Corcoran Area Transit to compare actual performance with the set criteria to assure that transit system costs are reasonable. The 2015 Transit Development Plan includes marketing strategies proposed to help improve services that may be currently unmet by the transit systems as well as to promote increased ridership.

The table below summarizes transit services currently offered by KART and Corcoran Area Transit.
# SUMMARY OF TRANSIT SERVICES

<table>
<thead>
<tr>
<th>SERVICE AREA</th>
<th>ROUTE SERVICE</th>
<th>COMMUTER SERVICE</th>
<th>DIAL-A-RIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armona (S)</td>
<td>KART's Hanford/Lemoore route bus provides service every half-hour through downtown Armona. KART's Hanford/Avenal route provides service to Armona 4 times per day.</td>
<td>Dial-A-Ride service is provided out of Hanford by KART Monday through Friday between 6:30 a.m. and 9:30 p.m. and 9:00 a.m. to 5:00 p.m. on Saturdays for persons who fall under Americans with Disabilities Act (ADA).*</td>
<td></td>
</tr>
<tr>
<td>Route 12 SB / Route 20</td>
<td>KART provides service 3 times per day on the Hanford/Avenal route.</td>
<td></td>
<td>Not offered by any transit operators in Kings County</td>
</tr>
<tr>
<td>Avenal (S)</td>
<td></td>
<td>KART leaves Hanford in the morning for the Corcoran State Prison taking employees to work and picks them up after work for a return trip to Hanford in the afternoon.</td>
<td>The Corcoran Area Transit (CAT) provides a Dial-a-Ride service Monday through Friday between 6:30 a.m. and 6:25 p.m.</td>
</tr>
<tr>
<td>Route 12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corcoran</td>
<td>KART offers 2 trips per day on the Hanford/Corcoran route. Corcoran Area Transit (CAT) offers discounted Amtrak tickets between Hanford and Corcoran.</td>
<td></td>
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</tr>
<tr>
<td>Route 13</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grangeville/Laton/Hardwick</td>
<td>KART runs twice per day through these communities to Hanford.</td>
<td></td>
<td>Not offered by any transit operators in Kings County</td>
</tr>
<tr>
<td>Route 14</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hanford (S)</td>
<td>There are eight routes offered by KART in Hanford that operate on 30-minute and hourly intervals between the hours of 6:30 a.m. and 9:30 p.m. Saturday service operates from 9:00 a.m. to 5:00 p.m.</td>
<td>Dial-A-Ride service is provided out of Hanford by KART Monday through Friday between 6:30 a.m. and 9:30 p.m. and 9:00 a.m. to 5:00 p.m. on Saturdays for persons who fall under Americans with Disabilities Act (ADA).*</td>
<td></td>
</tr>
<tr>
<td>Routes 1-8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lemoore (S)</td>
<td>Route service operates every half-hour on KART's Hanford/Lemoore route. KART's Hanford/ Avenal route also stops in Lemoore 4 times a day.</td>
<td></td>
<td>Dial-A-Ride service is provided out of Hanford by KART Monday through Friday between 6:30 a.m. and 9:30 p.m. and 9:00 a.m. to 5:00 p.m. on Saturdays for persons who fall under Americans with Disabilities Act (ADA).*</td>
</tr>
<tr>
<td>Route 20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hanford/Visalia</td>
<td>Route service runs 3 times per day to COS and the Visalia Transit Center in downtown Visalia. KART offers a Hanford/Visalia commuter route for employees that work in Visalia and for students.</td>
<td></td>
<td>Not offered by any transit operators in Kings County or Tulare County.</td>
</tr>
<tr>
<td>Route 15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kettleman City/Stratford/Avenal (S)</td>
<td>Route service runs 5 days per week, with transfers to Fresno Area Express (FAX) available</td>
<td></td>
<td>Not offered by any transit operators in Kings County.</td>
</tr>
<tr>
<td>Route 12</td>
<td>Route service runs 5 days per week, with transfers to Fresno Area Express (FAX) available</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hanford/Fresno</td>
<td>Route service runs 5 days per week, with transfers to Fresno Area Express (FAX) available</td>
<td></td>
<td>Not offered by any transit operators in Kings County.</td>
</tr>
<tr>
<td>Route 17</td>
<td>Route service runs 5 days per week, with transfers to Fresno Area Express (FAX) available</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lemoore/LNAS</td>
<td>Route service from Hanford to LNAS runs 5 times per day</td>
<td></td>
<td>Not offered by any transit operators in Kings County.</td>
</tr>
<tr>
<td>Route 21</td>
<td>Route service from Hanford to LNAS runs 5 times per day</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(S) - Saturday service offered  * Dial-A-Ride hours are same as fixed route service hours
IX. 2014-15 KART SYSTEM CHANGES

Total KART ridership has decreased from 813,654 passengers in 2013 to 794,820 in 2014. KART utilized 14 buses for fixed route service and 6 paratransit buses in 2014. New bus shelters and benches were provided at various bus stops, including route map registers, schedule holders, and bus stop signs in 2013. KCAPTA has purchased new CNG buses for the fixed route system, new paratransit buses for the demand response system, completed improvements to its Davis Street bus facility, and installed increased security and Intelligent Transportation Systems to improve mobility and enhance rider experience.

CORCORAN AREA TRANSIT

Corcoran Area Transit serves the public and its community with demand response (Dial-a-Ride) service available for everyone with no fixed route service. The availability of the Corcoran Amtrak station has improved the overall transit experience for its riders. Corcoran Dial-a-Ride service is offered Monday through Friday from 6:30 a.m. to 6:25 p.m. No Dial-a-Ride is available on weekends. Corcoran Area Transit runs a total of 6 buses (2 large buses and 4 smaller buses) and staffs 5 full-time drivers and no part-time drivers. Corcoran Area Transit offers discounted KART tickets for the Hanford-Corcoran route to help increase farebox revenues.

The number of passengers on the Amtrak and KART subsidy programs along with D-A-R services has collectively decreased slightly from 54,024 in FY 2013 to 51,247 in FY 2014. For persons that rely on the Amtrak discount ticket program to travel between Corcoran and Hanford and have to meet a schedule, any delays experienced in the Amtrak trains may pose a problem and the Dial-a-Ride hours do not begin in time for passengers to meet the morning train. The KART route between Hanford and Corcoran provides an express route to meet Amtrak morning stops while other routes incorporate travel stops within Corcoran for commuters and riders.
TO: KCAG Technical Advisory Committee
FROM: Teresa Nickell, KCAG Staff
DATE: March 31, 2015

SUBJECT: Draft 2015 KCAG Title VI Program

Introduction

The Draft 2015 Kings County Association of Governments (KCAG) Title VI Program has been completed by KCAG staff in compliance with Title VI of the Civil Rights Act of 1964. Caltrans must document their compliance by submitting a Title VI Plan to the Federal Transit Administration (FTA) every three years and is responsible of verifying that its subrecipients of federal funds also comply with these requirements. As a subrecipient of federal grant funds, KCAG is required to submit a Title VI Program to Caltrans every three years to ensure compliance with new FTA requirements.

The Title VI Plan requirements apply to subrecipients of the Consolidated Planning Grant (CPG) funds administered by the Office of Regional and Interagency Planning (ORIP). The funding sources of the CPG consist of the following:

1. Federal Highway Administration (FHWA), Metropolitan Planning (FHWA PL);
2. FTA, Metropolitan Planning, Section 5303;
3. FHWA State Planning and Research – Partnership Planning Discretionary Grants; and
4. FTA State Planning and Research, Section 5304 – Transit Planning Discretionary Grants.

In addition to ensuring compliance with the Title VI and related statutes regarding nondiscrimination and environmental justice in the delivery of services and benefits under federally-funded programs or activities, KCAG’s Title VI Program includes a Limited English Proficiency (LEP) Plan to provide language assistance to limited English-speaking persons and low literacy persons, outlines KCAG’s Title VI grievance procedures and includes Notices and Forms to the public in both English and Spanish, identifies and provides an analysis of the mobility needs of minority populations within Kings County, and demonstrates how KCAG assists minority populations through its public transportation planning processes.

The 30-day review and comment period commencing April 8, 2015 will close for comments on May 7, 2015. The Draft KCAG Title VI Program is available on the KCAG website at www.kingscog.org.

Recommendation

KCAG Staff recommends that the KCAG Technical Advisory Committee members review the Draft 2015 KCAG Title VI Program and provide comments.
TO: KCAG Technical Advisory Committee
FROM: Chris Lehn, Regional Planner
DATE: April 2, 2015

SUBJECT: SR 198 Corridor Preservation and Improvement Strategic Plan - Update

Background

KCAG was awarded a 2013-2014 Caltrans Partnership Planning grant to prepare the State Route (SR) 198 Corridor Preservation and Improvement Strategic Plan. The consulting firm of Hatch Mott MacDonald was selected in March 2014 to provided technical consultant services for this effort. This study is building on the work of the SR 198 Stakeholder Group which began meeting in November 2012 to discuss regional strategies to improve the corridor. The western portion of SR 198 between I-5 and Naval Air Station Lemoore has been given significant attention.

SR 198 Corridor Preservation and Improvement Strategic Plan Update

Since the project began in April 2014, the effort has included two Stakeholder Advisory Group meetings and nearly weekly meetings of the technical project team to gather input and prepare draft products. The technical project team includes the consultants, staff from Kings, Tulare, and Fresno Council of Governments, and Caltrans. The consultant team has been working diligently to prepare various study analysis on the SR 198 corridor including traffic analysis, goods movement, and economic data while working with Caltrans to have the products reviewed for consistency. One of the goals of the SR 198 Corridor Preservation and Improvement Strategic Plan is to provide technical data that can be used immediately by Caltrans as they evaluate and plan improvements for the SR 198 transportation corridor.

The consultant team will be presenting their analysis at four upcoming workshops in May and June. The SR 198 Corridor Study Stakeholder Advisory Group is strongly encouraged to attend the public meetings and provide input. It is anticipated that the Stakeholder Advisory Group will meet again towards the end of the project to review the draft plan. The first public workshop will be held on Thursday, May 14th at the Huron City Hall located at 36311 Lassen Avenue from 5:00-6:00 p.m. This workshop will be presented in Spanish. The next workshop will be held on Wednesday, May 20th at the Education Conference Center in Lemoore located at 876 E. Bush Street from 6:00-7:00 p.m. The workshop for Tulare County has been scheduled for Wednesday, June 17th at the Professional Development Center located at 4031 W. Noble Ave from 6:00-7:00 p.m. The last workshop will be held at Fresno Council of Governments on Thursday, June 25th located at 2035 Tulare Street, Suite 201 from 6:00-7:00 p.m.

Recommendation

This report is for information only.