**MEETING**

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

**Time:**  
1:30 p.m., Wednesday, June 11, 2014

**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>
<td></td>
</tr>
<tr>
<td>A. Unscheduled Appearances</td>
<td></td>
<td></td>
</tr>
<tr>
<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>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Minutes of May 14, 2014</td>
<td>1-5</td>
<td>Action</td>
</tr>
<tr>
<td>II. TRANSPORTATION:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. FY 2014-15 Transportation Development Act</td>
<td>6-9</td>
<td>Information</td>
</tr>
<tr>
<td>1. Unmet Transit Needs Determination</td>
<td>10-13</td>
<td>Action</td>
</tr>
<tr>
<td>2. Local Transportation Fund</td>
<td>14-17</td>
<td>Action</td>
</tr>
<tr>
<td>3. State Transit Assistance</td>
<td>18-20</td>
<td>Action</td>
</tr>
<tr>
<td>B. Environmental Enhancement and Mitigation Program</td>
<td>21-22</td>
<td>Information</td>
</tr>
<tr>
<td>D. Caltrans Quarterly Newsletter</td>
<td>25-31</td>
<td>Information</td>
</tr>
<tr>
<td>III. REGIONAL PLANNING:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IV. MISCELLANEOUS:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V. ADJOURNMENT: Next meeting scheduled for July 9, 2014.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MINUTES
KCAG TECHNICAL ADVISORY COMMITTEE
May 14, 2014

CALL MEETING TO ORDER

The regular meeting of the KCAG Technical Advisory Committee was called to order by Terri King, at 1:35 p.m. on Wednesday, May 14, 2014, in the Conference Room, 339 West “D” Street, Suite B, Lemoore, California.

MEMBERS PRESENT: John Doyle, City of Hanford
Greg Gatzka, County of Kings
Judy Holwell, City of Lemoore
Lee Johnson, Kings County Health
Kevin McAlister, County of Kings
Paul Marquez, Caltrans

STAFF PRESENT: Bruce Abanathie, KCAG Staff
Terri King, KCAG Staff
Chris Lehn, KCAG Staff
Teresa Nickell, KCAG Staff

VISITORS PRESENT: Jim Christian

A. UNSCHEDULED APPEARANCES

None

B. MINUTES

It was moved and seconded (Gatzka / Marquez) to approve the Minutes of April 9, 2014 as amended. Motion carried with McAlister abstaining.

TRANSPORTATION:

A. Revised FY 2014-15 Transportation Development Act Funds

Ms. Nickell stated the new population estimates were received from the California State Department of Finance (DOF) as of May 1st, and reviewed the revised apportionments and allocations available to each jurisdiction, KCAPTA, and KCAG for FY 14-15 Local Transportation Fund (LTF) and State Transit Assistance (STA). She explained the original $1,400,000 LTF claim for KCAPTA was decreased to $930,600 due to FTA 5307 funds utilized for advertisement revenue. Ms. King indicated the new amount is a
one-time reduction from $1.4 million for FY 2014-15 and the County Auditor increased the total LTF estimate from $3.5 to $3.6 million.

Ms. Nickell indicated the next public hearing for the unmet needs process is scheduled for May 28th with the KCAG Transportation Policy Committee (TPC) to review testimony and finalize their recommendation on unmet transit needs, and a letter of recommendation from the Social Service Transportation Advisory Council will be submitted in June. She discussed the “unmet transit needs” determinations to be made and reviewed the latest testimony received from the Valley LEAP members for transit service requests.

Ms. Nickell summarized staff’s transit system review of KART routes and Corcoran Dial-A-Ride services, and provided staff recommendations for improvements.

B. Revised FY 2013-14 Local Transportation Fund Allocation

Ms. King stated that the allocation instructions of the Local Transportation Fund (LTF) may be revised if the financial needs of the claimant differ from those at the time of the allocation due to changed circumstances. She noted that the Kings County Area Public Transit Agency (KCAPTA) is reducing its operating budget and has reduced its FY 13-14 LTF claim by $156,000. She noted that KCAG is reimbursed for its activities and expenditures throughout the year on a quarterly basis by Caltrans and that reimbursement of indirect costs can only be made with an approved indirect cost rate by Caltrans. In order to improve cash flow so that payment of invoices and expenses can be made while waiting for reimbursement of funds from the previous quarter, KCAG is requesting an increased allocation of $156,000, the amount released by KCAPTA, to provide the necessary funds to conduct business.

It was moved and seconded (Johnson / McAlister) to recommend that the KCAG Transportation Policy Committee adopt Resolution No. 14-04 to amend the FY 2013-14 LTF apportionments and allocation instructions to the Kings County Auditor-Controller. Motion carried unanimously.

C. Draft 2015 FTIP, Draft 2014 RTP, EIR, and Air Quality Conformity

Mr. Abanathie reviewed the staff report, explaining the legislative requirements at the federal and state levels for the Regional Transportation Plan (RTP) with the new Sustainable Communities Strategy (SCS) element, the Environmental Impact Report (EIR), the Federal Transportation Improvement Program (FTIP), and the Air Quality Conformity Analysis document.

Mr. Abanathie gave some highlights on the development of the documents, including the public workshops and the stakeholder group for the RTP/SCS, as well as the meetings with the cities to discuss the stakeholder inputs and to ascertain the compatibility of the SCS with their general plans and land use decisions. He summarized the four scenarios included in the SCS.

Mr. Abanathie then explained that all of the documents are currently out for public review and comment, that there will be three additional public workshops, two additional stakeholder meetings, and the pending public hearings at the next two KCAG Transportation Policy Committee meetings in the process of completing the documents and submitting them for approval by the KCAG Transportation Policy Committee scheduled for July 23, 2014.
D. FY 2013-14 Overall Work Program – Amendment No. 1

Ms. King stated that KCAG adopted a FY 13-14 Overall Work Program (OWP) and that a total of $633,053 in available Federal planning funds was programmed for various work elements. KCAG submits a quarterly report to Caltrans showing the expenditure of federal and state funds for planning activities, including indirect costs, to request reimbursement. Since an indirect cost rate has not yet been approved by Caltrans, the quarterly reimbursement requests did not include indirect costs.

Ms. King stated that after applying an estimated indirect cost rate to the estimated final FY 13-14 expenditures, a few work elements may have an over expenditure share of federal funds. Caltrans will not approve reimbursement of federal funds for over expenditures. In order to correct the anticipated over expenditures, staff is proposing an amendment to the FY 13-14 OWP to redistribute available federal planning funds among work elements. Without an adjustment, the over expenditures would have to be covered with local funds. She highlighted the changes made in the applicable work elements.

It was moved and seconded (Gatzka / McAlister) to recommend that the KCAG Transportation Policy Committee adopt Resolution No. 14-02 to approve Amendment No. 2 to the FY 13-14 OWP. Motion carried unanimously.

E. Final FY 2014-15 Overall Work Program

Ms. King stated that the draft FY 14-15 Overall Work Program (OWP) was released for review and comment. Comments were received from Caltrans District 6 as well as the different divisions of Caltrans and other federal, state, and local agencies and appropriately incorporated into the final proposed FY 14-15 OWP included as an attachment. She noted that there were no significant changes in the work elements from the draft document and minor funding changes were made in work elements 50101 and 50201. The cost increased by $900 for a total of $1,106,200. She reviewed the funding sources and expenditure categories and noted that the funding changes from the draft OWP included an increase of Local Transportation Fund with a corresponding decrease in federal and local funds.

It was moved and seconded (Gatzka / Doyle) to recommend that the KCAG Transportation Policy Committee adopt Resolution No. 14-03 to approve the final FY 14-15 OWP. Motion carried unanimously.

REGIONAL PLANNING:

A. 2014 Department of Finance Population Estimates

Ms. King stated that the State Department of Finance released the 2014 population and housing estimates for each of the counties and that the estimates are used to determine budget shares for KCAG and allocation of Transportation Development Act shares. She noted the reduction in population in most jurisdictions and explained the tables included in the agenda materials.

B. Regional Climate Action Plan

Ms. Lehn summarized that the Draft Regional Climate Action Plan was developed based largely on existing policy documents with substantial input from the Cities of Avenal and Hanford. She added that the Regional Climate Action Plan Advisory
Committee met for the last time on April 29, 2014 and had opportunity for input throughout the development of the plan. Ms. Lehn elaborated that the Avenal City Council held a public hearing on the Regional Climate Action on May 8th where they voted unanimously to accept the draft report. Ms. Lehn continued that the City of Hanford will consider the Draft Regional Climate Action Plan at their upcoming May 20th meeting. She concluded that the KCAG Commission on May 28th will be asked to accept the Draft Regional Climate Action Plan as complete in order to satisfy grant guidelines.

Mr. Greg Gatzka expressed concern with the name of the draft report and suggested that clarifying language specific to the Cities of Avenal and Hanford was added to avoid any confusion of a regional document. Ms. Lehn agreed that this was a good suggestion and would be clarified.

A motion was made and seconded (Doyle / Johnson) to approve the recommendation that the KCAG Commission accept the Draft Regional Climate Action Plan. Motion carried with three abstentions (Holwell, Gatzka, and McAlister).

C. San Joaquin Valley Federal Legislative Platform

Ms. Lehn reported that for each Valley Voice trip a legislative platform is developed to provide guidance on the topics of consensus for discussion. She elaborated that the San Joaquin Valley Regional Policy Council will be asked to approve the federal platform at their next June 20, 2014 meeting and that now was the opportunity to provide comment and suggestions.

Mr. Gatzka suggested that the first bullet under general principles apply only to transportation funding and not include land use. Mr. Kevin McAlister also suggested a minor word replacement on the last bullet under the Future Federal Transportation Reauthorization Bill.

Following a brief discussion, KCAG staff stated that the comments received today will be forwarded to the KCAG Commission and the Regional Policy Council to be considered for inclusion in the final Valley Voice federal legislative platform.

MISCELLANEOUS

Ms. King reported that the FY 13-14 Regional Surface Transportation Program Exchange agreement has been received and KCAG staff will process the document. Chris Lehn reported that the Green print advisory committee will meet in Fresno on May 27th to discuss the progress of the “State of the Valley” Phase I report.

Mr. Doyle reported on various projects underway in Hanford, including the 12th Ave. water main relocation.

Mr. Gatzka reported that the County was reviewing the high speed rail EIR.

Mr. Johnson stated that his department was interested in commenting on projects and that they be kept informed.

Mr. McAlister reported on various projects underway in Kings County, including the bridge maintenance, Safe Routes to Schools, and jail projects.

Mr. Marquez reported on the status of various state highway projects underway.
ADJOURNMENT

There being no further business before the KCAG Technical Advisory Committee, the meeting was adjourned at 3:15 p.m. The next meeting is scheduled for June 12, 2014.

Respectfully submitted,

Terri King, Executive Director
TO: KCAG Technical Advisory Committee  
FROM: Teresa Nickell, KCAG Staff  
DATE: June 4, 2014  
SUBJECT: FY 2014-15 Transportation Development Act Unmet Transit Needs Determination

Introduction

The public hearings to consider testimony for determining the unmet transit needs within Kings County have been completed. Before the Kings County Association of Governments (KCAG) Transportation Policy Committee may approve the allocations of Transportation Development Act funds to claimants for street and road purposes, it must adopt findings concerning unmet transit needs.

The Social Service Transportation Advisory Council (SSTAC) presents its recommendation to the KCAG Transportation Policy Committee (TPC) concerning potential unmet transit needs in Kings County. The SSTAC has met on two different occasions this year to prepare for this responsibility. Testimony regarding the unmet transit needs in Kings County has been received during the public comment period by the Kings County Area Public Transit Agency (KCAPTA).

Discussion

On April 23rd and May 28th, 2014, the TPC held the annual “Unmet Transit Needs” public hearing, as required under the California Transportation Development Act (TDA), to receive testimony from the public to determine if public transportation needs within Kings County will be reasonably met in FY 2014/15. A determination that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met must be made before the TPC may approve Local Transportation Fund claims for streets and roads. The SSTAC has reviewed the concerns and based on the testimony received, recommends appropriate action by the KCAG TPC for the area of jurisdiction which finds, by resolution, that:

(1) there are no unmet transit needs that are reasonable to meet;
(2) there are unmet transit needs, including those needs that are reasonable to meet.

The local transit operators have taken the requests for service improvements under consideration within their existing budgets and are working with the local jurisdictions to implement them. The following staff evaluation was prepared in cooperation with the SSTAC, and the findings and recommendation to the TPC are included in a separate letter of recommendation attached to this report.

Summary of Evaluation

Kings County Area Public Transit Agency (KCAPTA)

KCAG staff, in coordination with KCAPTA, has reviewed and discussed testimony regarding transit requests with the SSTAC. The recommendation from staff and the SSTAC is that there are no unmet transit needs within the jurisdictions of Hanford, Lemoore, and Avenal and the County that are reasonable to meet at this time, except for the following public requests:
There are no unmet transit needs that are reasonable to meet at this time within the cities of Hanford, Lemoore, and Avenal and the County of Kings, except for (1) the additional week day service of the Avenal/Kettleman City route with stops to West Hills College and Lemoore schools; (2) the bus stop by the United Cerebral Palsy Hanford office; and (3) the additional night-time service to West Hills College.

1. Additional week day service to the Avenal/Kettleman City route with an afternoon stop to West Hills College and Lemoore schools

The recommendation is based upon the definition of an "Unmet Transit Need" which is reasonable to meet.

KCAPTA intercity Bus Route 12 serves the rural communities of Stratford, Kettleman City, and Avenal. KCAPTA staff evaluated the request for additional service and has determined that a minor route modification and the addition of an express route between Hanford and Avenal can fulfill this request as an unmet transit need that is reasonable to meet, based upon the following criteria:

a) The revised route to educational facilities will not exceed the maximum amount of Federal 5311 funds available or the required matching TDA fund available to Kings County;

b) The requested service has community support from the general public, community groups, and community leaders. For the past three years, the City of Avenal's citizens have requested additional intercity services. During KCAPTA's unmet needs hearings, over forty requests for additional services were received;

c) Supporting data indicates sufficient ridership potential for the new expanded or revised transit service. KCAPTA staff evaluated the ridership request for additional services to/from Avenal and has determined that the first run to Avenal, especially on Mondays, is close to and at times, exceeds the capacity of the bus.

2. A bus stop at the United Cerebral Palsy office in Hanford

The recommendation is based upon the definition of an "Unmet Transit Need" which is reasonable to meet.

KCAPTA does not have a current bus route that serves this location. Clients of the United Cerebral Palsy Foundation have to walk from the KART Transit Station on 7th Street to 6th Street, which is approximately .19 miles. This presents a hardship in that it is difficult for them to walk that far with their disabilities. KCAPTA staff evaluated the request and determined that with a minor route modification, a bus stop at this location can fulfill this request as an unmet transit need that is reasonable to meet, based upon the following criteria:

a) The requested service would have no fiscal impact on KCAPTA's budget;

b) The requested service would meet the Americans with Disabilities Act (ADA) needs of the disabled population.
3. Additional service to West Hills College from Lemoore for evening hours between 6:30 and 9:30 p.m.

*The recommendation is based upon the definition of an “Unmet Transit Need” which is reasonable to meet.*

KCAPTA Bus Route 20 provides daily service to West Hills College every thirty minutes from 6:10 a.m. until 6:10 p.m. A gap in bus service exists between 3:40 p.m. and 9:10 p.m. Service begins again at 9:40 p.m. with the last bus run at 10:10 p.m. KCAPTA staff evaluated the request and has determined that a minor route modification for an additional bus route serving the 7:00 p.m. hour can fulfill this request as an unmet transit need that is reasonable to meet, based upon the following criteria:

a) The requested service would have no fiscal impact on KCAPTA's budget;

b) The requested service would benefit the community and general public attending the college;

c) The requested service would not duplicate current transit service provided.

*Corcoran Area Transit (CAT)*

The City of Corcoran received no unmet needs testimony for FY 2014/15.

There are no unmet transit needs at this time within the City of Corcoran.

**Unmet Transit Needs Determination**

Based on the evaluation by Kings County Area Public Transit Agency and the recommendations from the Social Service Transportation Advisory Council (SSTAC), KCAG staff recommends that the TPC adopt a finding that there are no unmet transit needs that are reasonable to meet for FY 2014-15. Attached is draft Resolution No. 14-05 for the unmet transit needs determination. A summary of the issues covered in the public hearing testimony is included in the resolution.

**Transportation Development Act Fund Allocations**

The attached draft Resolution No. 14-06 is to approve the apportionment and allocation of the FY 2014-15 Local Transportation Fund (LTF) and draft Resolution 14-07 is to approve the allocations of FY 2014-15 State Transit Assistance (STA).

**Recommendations**

KCAG staff recommends that the KCAG Transportation Policy Committee adopt Resolution No. 14-05 determining that there are no unmet transit needs that are reasonable to meet; Resolution No. 14-06 to approve the apportionment and allocation of the FY 14-15 LTF; and Resolution 14-07 to approve the apportionment and allocation of FY 14-15 STA funds.
May 30, 2014

Joe Neves, Chairman  
KCAG Transportation Policy Committee  
Kings County Association of Governments


Dear Chairman Neves:

The Social Service Transportation Advisory Council (SSTAC) gladly presents its recommendation to the Kings County Association of Governments (KCAG) Transportation Policy Committee (TPC) concerning potential Unmet Transit Needs in Kings County. The SSTAC met in April to review past actions and prepare for this year's unmet transit needs process. Testimony regarding transit needs in Kings County was received at the May TPC public hearing and during the public comment period. The SSTAC met again following the public hearing to discuss potential transit issues. Based on the testimony received, our recommendations to the Board are as follows:

- That the Transportation Policy Committee of the Kings County Association of Governments finds that there are no unmet transit needs that are reasonable to meet at this time in the FY 2014-15 within the jurisdiction of the City of Corcoran.

- That the Transportation Policy Committee of the Kings County Association of Governments finds that there are unmet transit needs that are reasonable to meet at this time in FY 2014-15 within the jurisdiction of the of Avenal, Hanford, and the County of Kings:

A minor route modification to Bus Route 12 and the addition of an express route between Hanford and Avenal need to be implemented to provide week day service to the Avenal/Kettleman City route and afternoon stops to West Hills College and Lemoore schools.

A bus stop with a minor route modification to the United Cerebral Palsy office located at 606 West 6th Street in Hanford needs to be placed to provide accessibility for the disabled population.

A minor route modification for an additional bus route serving the 7:00 p.m. hour to West Hills College from Lemoore needs to be implemented to provide transit during a 3-hour gap in service in the evenings.

Sincerely,

Jim Christian  
KCAG, Social Service Transportation Advisory Council
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

* * * * * * * * * *

IN THE MATTER OF DETERMINING )
WHETHER THERE ARE ANY UNMET )
PUBLIC TRANSIT NEEDS THAT ARE )
REASONABLE TO MEET IN EACH )
OF THE JURISDICTIONS CLAIMING )
LOCAL TRANSPORTATION FUNDS )
FOR THE 2014-15 FISCAL YEAR )

RESOLUTION NO. 14-05 )
RE: FY 2014-15 UNMET )
TRANSIT NEEDS )
DETERMINATION )

WHEREAS, the California Transportation Development Act of 1971 established the Local Transportation Fund, which is administered by the Kings County Association of Governments (KCAG) Transportation Policy Committee; and

WHEREAS, when claims are received for Local Transportation Fund money for purposes not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, the KCAG Transportation Policy Committee shall insure that:

a) Low mobility person’s transit needs have been considered,
b) Adequate accessible public transit service is available in the jurisdictions of each claimant has been considered,
c) Alternative transit services have been considered; and

WHEREAS, the Kings County Association of Governments has consulted with the Social Services Transportation Advisory Council established pursuant to Public Utilities Code, Section 99401.5; and

WHEREAS, the KCAG Transportation Policy Committee has received claims from the Cities of Avenal, Corcoran, Hanford, and Lemoore, and the County of Kings for FY 2014-15 Local Transportation Fund money for use on public transit, transportation planning, and streets and roads; and

WHEREAS, the KCAG Transportation Policy Committee has adopted definitions for the terms "unmet transit need" and "reasonable to meet" in Transportation Policy Committee Resolution No. 99-06 and are identified in the adopted Kings County Regional Transportation Plan; and

WHEREAS, pursuant to Public Utilities Code, Section 99238.5, the KCAG Transportation Policy Committee held a duly noticed public hearing on April 23, 2014 and continued said hearing to May 28, 2014 for the purpose of soliciting comments on the unmet transit needs that may exist within Kings County and that may be reasonable to meet by establishing or contracting for new public transportation services or specialized transportation services or by expanding existing services; and

WHEREAS, at said public hearings, the KCAG Transportation Policy Committee reviewed the Staff Report that included the following items for consideration:

a) Local Transportation Fund review requirements and required findings;
b) Background on the Local Transportation Fund;
c) Kings County Association of Governments’ responsibility as a Regional Transportation Planning Agency;
d) A summary of the claims;
é) A review of the definitions of “unmet transit needs” and “reasonable to meet”; and
f) A review of the 2012-13 Transportation Development Plan financial audits; and

WHEREAS, during the public comment period, testimony was provided concerning transit services for the following:

a) Additional week day service to the Avenal/Kettleman City route with an afternoon stop to West Hills College and Lemoore schools;
b) A stop at the Kmart shopping center in Lemoore;
c) An additional stop on San Joaquin Street in Avenal;
d) Additional Saturday service to Avenal;
e) Additional bus shelters on San Joaquin Street in Avenal;
f) A bus stop at the United Cerebral Palsy office in Hanford;
g) Additional service to West Hills College from Lemoore for evening hours between 6:30 and 9:30 p.m.;
h) Additional service to West Hills College after 10:00 p.m.;
i) A stop on Hume Avenue or Holt Avenue by the Sidonia Estates subdivision in Hanford;
j) Additional bus service on Sundays and holidays;
k) Additional space for groceries on buses;
l) A bus shelter at Douty Street and 2nd Street in Hanford;
m) Power outlets in buses to charge cell phones; and

WHEREAS, that based on a review of transit services being provided, the testimony received, recent transit studies, recommendations from the KCAG Technical Advisory Committee and the Social Service Transportation Advisory Council and a review of the Regional Transportation Plan which addresses the needs for transit services:

a) That the Kings County Area Public Transit Agency (KCAPTA) has agreed to implement a minor route modification of Bus Route 12 and add an express route between Hanford and Avenal to provide week day service to the Avenal/Kettleman City route and afternoon stops to West Hills College and Lemoore schools.

b) That KCAPTA staff has determined the request reflects bus stop infrastructure which is operational and not an unmet transit need. KCAPTA reviewed the current route on 18th Avenue and agreed to modify the bus route to travel up 19th Avenue to Hanford-Armora Road and stop in front of the Kmart shopping center. This modification would travel the same, and there would be no fiscal impact to the system.

c) That KCAPTA staff has determined bus stops in Avenal are currently located on two main streets, San Joaquin Street and Skyline Boulevard. A total of five stops on San Joaquin and four stops on Skyline appear adequate at this time to serve the community.

d) That KCAPTA staff has determined its intercity Bus Route 12 serves the rural communities of Stratford, Kettleman City, and Avenal. In order to accommodate an additional route, KCAPTA would need to expand operating hours for Saturdays, which would cause KCAPTA to expend funds in excess of the maximum amount of TDA funds available and would cause a fiscal impact on a system-wide basis due to the demand hours of this one route.

e) That KCAPTA staff has determined the request reflects bus stop infrastructure which is operational and not an unmet transit need. KCAPTA is currently working with the City of Avenal to construct a large shelter facility that would be located close to their public parking facility to include a passenger information system that will provide real time bus information to waiting passengers. KCAPTA staff has reviewed the proposed project and
has determined that only one shelter will adequately serve the community's transit needs at this time.

f) That KCAPTA has agreed to implement a minor route modification to Bus Route 3 to stop at the United Cerebral Palsy office located at 606 West 6th Street in Hanford to provide accessibility for the disabled population.

g) That KCAPTA has agreed to implement a minor route modification for an additional bus route serving the 7:00 p.m. hour to West Hills College from Lemoore to provide transit during a 3-hour gap in service in the evenings.

h) That KCAPTA staff has determined its Bus Route 20 provides daily service to West Hills College every thirty minutes with the last scheduled service scheduled to arrive at 10:10 p.m., which is adequate to serve the last college hour based upon current demand and the request would duplicate existing service.

i) That KCAPTA staff has determined the request reflects bus stop infrastructure which is operational and not an unmet transit need. KCAPTA Bus Route 5 provides daily service to this area by Sidonia Estates every hour from 6:40 a.m. to 8:40 p.m. There is a bus stop located within .15 miles of the requested stop (approximately one city block). KCAPTA staff has reviewed the current stop location and on-time scheduling and determined that the current bus stop is adequate to serve the residential neighborhood at that location.

j) That KCAPTA staff has determined it does not currently operate service on Sundays nor on the following holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, or Christmas Day. To expand operating hours for Sunday and holidays would also expand operating hours for other days and have a fiscal impact on a system-wide basis; the additional service cost would exceed federal, state and local funds available; the additional service is not supported by the general public, community groups or leaders; and, there is not enough supportive data to indicate sufficient ridership potential for the additional service in order to generate enough revenue to meet minimum fare box requirements.

k) That KCAPTA staff has determined the request reflects bus amenities which is operational and not an unmet transit need. The request is a general facility use question. KCAPTA limits carry-on baggage to the size and number that can be easily handle by the rider and that do not present tripping hazards on the bus. Limit: 4 packages per rider, up to 25 lbs.

l) That KCAPTA staff has determined the request reflects bus stop infrastructure which is operational and not an unmet transit need. KCAPTA is evaluating all bus stops and adding over farsity solar shelters to the system. KCAPTA staff has already evaluated the location and is working with the City of Hanford for approval to install a shelter. If approved, a new shelter will be included in the proposal that would be adequate to serve this location.

m) That KCAPTA staff has determined the request reflects bus amenities which are operational and not an unmet transit need. The request is a general facility use question. KCAPTA buses are not equipped with power outlets. With the exception of a few intercity routes, most trips are less than thirty minutes long. Currently, KCAPTA does not have any long-term plan to include this option in any new bus purchase.

NOW, THEREFORE, BE IT RESOLVED, that there are no unmet transit needs identified within the jurisdictions of the County of Kings and the cities of Avenal, Corcoran, Hanford, and Lemoore that are reasonable to meet.
BE IT FURTHER RESOLVED, that after consideration of all available information compiled pursuant to Public Utilities Code, Section 99401.5(a), (b), and (c), that the Transportation Policy Committee of the Kings County Association of Governments finds that there are no unmet transit needs that are reasonable to meet.

The foregoing Resolution was adopted on a motion by Commissioner ____________, and seconded by Commissioner ____________, at a regular meeting held on the 25th day of June 2014, by the following vote:

AYES: 
NOES: 
ABSENT: 
ABSTAIN:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

________________________________________
Chairman

WITNESS, my hand this _______ day of __________________, 2014

________________________________________
Terri King, Executive Director
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

* * * * * * *

IN THE MATTER OF APPROVING )
THE APPORTIONMENT AND )
AUTHORIZING THE ALLOCATION )
OF THE FY 2014-15 LOCAL )
TRANSPORTATION FUND )

RESOLUTION NO. 14-06

RE: FY 2014-15 LTF ALLOCATION

WHEREAS, the California Transportation Development Act of 1971 established the Local Transportation Fund (LTF) and a continuous appropriation of said Fund; and

WHEREAS, the Kings County Association of Governments (KCAG) Transportation Policy Committee (TPC), as a regional transportation planning agency (RTPA) designated by the Secretary of the Business, Transportation and Housing Agency of California, is empowered to apportion and allocate the LTF; and

WHEREAS, the Auditor-Controller of the County of Kings, pursuant to the California Administrative Code, Title 21, Section 6520, has estimated that the FY 2014-15 LTF will amount to $3,600,000; and

WHEREAS, the KCAG Transportation Policy Committee received claims from the cities of Avenal, Corcoran, Hanford, and Lemoore, and the County of Kings to use a part of their apportionment of LTF money on local streets and roads pursuant to Section 99400(a), transportation planning pursuant to Section 99402, and administration of the LTF pursuant to Section 99233.1 of the California Public Utilities Code; and

WHEREAS, the City of Corcoran has submitted claims which propose to use a portion of the LTF from the City of Corcoran's apportionment to provide public transit services pursuant to Section 99400(c) of the Public Utilities Code; and

WHEREAS, the City of Avenal has submitted a claim which proposes to use a portion from the City of Avenal's apportionment to provide public transit services pursuant to Section 99260(a) of the Public Utilities Code; and

WHEREAS, the Kings County Area Public Transit Agency (KCAPTA), for its member agencies, has submitted a claim which proposes to use a portion of the LTF from the apportionments of the County and the cities of Avenal, Hanford and Lemoore to provide public transit pursuant to Sections 99260(a) and 99262 of the Public Utilities Code; and

WHEREAS, the KCAG Transportation Policy Committee, pursuant to the Public Utilities Code, Section 99401.5, noticed and held public hearings on April 23, 2014 and May 28, 2014 to receive testimony on unmet public transit needs and other uses of the FY 2014-15 LTF; and

WHEREAS, the KCAG Transportation Policy Committee has adopted definitions for the terms "unmet transit need" and "reasonable to meet" in Transportation Policy Committee Resolution No. 99-06 and are identified in the adopted Kings County Regional Transportation Plan; and

WHEREAS, the KCAG Transportation Policy Committee has found that there are no unmet transit needs that are reasonable to meet within the County of Kings and the cities of Avenal, Corcoran, Hanford and Lemoore; and
WHEREAS, the Kings County Regional Transportation Plan, which includes a survey of special-use and public transportation providers in Kings County, and identifies public transportation needs for the low income, the elderly, and the persons with disabilities populations in the region, has been reviewed by the KCAG Transportation Policy Committee; and

WHEREAS, no portion of the FY 2014-15 LTF was claimed pursuant to Section 99233.3 of the Public Utilities Code for facilities for the exclusive use of pedestrians and bicycles for the following reasons:

1. The "Kings County Regional Transportation Plan", Chapter 8, Non-Motorized Facilities, identifies bicycle facility needs in Kings County and states the objectives that road maintenance should be funded that will also provide better roads for bicycles and that roadway surfaces and hazards on bikeways should be corrected; therefore LTF funds can be better spent on road maintenance which will also provide better roads for bicycles and minimize administrative costs; and

WHEREAS, the region wide public transit system funded by the claimants is based upon the Regional Transportation Plan’s determination of needed public transportation; and

WHEREAS, the Kings County Area Public Transit Agency (KCAPTA) did commence serving the public on June 16, 1980, and has continued service to date; providing transit service to the transit dependent, elderly, low income and disabled persons, as well as the general public; and

WHEREAS, the City of Corcoran did commence providing demand-response transit service in 1975 to meet the transit needs of the elderly and began providing service in 1989 to low income and disabled persons and the general public; and

WHEREAS, in accordance with Section 99238 of the Public Utilities Code, KCAG conducted meetings of its Social Services Transportation Advisory Council which provided input into the needs of transit dependent and transit disadvantaged persons and recommended a finding that there are no unmet transit needs that are reasonable to meet; and

WHEREAS, the KCAG Transportation Policy Committee has received, considered and accepted each claimant’s fiscal and compliance audits of FY 2012-13 Transportation Development Act funds; and

WHEREAS, the KCAG Transportation Policy Committee has certified to the Director of the Department of Transportation that the Triennial Performance Audits of the Kings Area Rural Transit (KART) and Corcoran City Transit services were completed in 2013; and

WHEREAS, the KCAG Transportation Policy Committee has considered and approved the environmental documents prepared for said transit providers and the cities and the county for streets and roads purposes.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Transportation Policy Committee finds the purposes for which the claimants will use the allocated portion of the Local Transportation Fund are consistent with the adopted Kings County Regional Transportation Plan and are also consistent with the provisions of the Transportation Development Act.

BE IT FURTHER RESOLVED, that the KCAG Transportation Policy Committee approves the amended claims submitted by the Kings County Area Public Transit Agency and the claims submitted by the City of Corcoran for the FY 2014-15 Local Transportation Fund for continued funding of the public transit systems pursuant to Sections 99260(a) and 99262 of the Public Utilities Code and finds that the purposes for which the Local Transportation Fund money will be used are consistent with the adopted Kings County Regional Transportation Plan and the Transportation Development Act.
BE IT FURTHER RESOLVED, that the claims for the FY 2014-15 Local Transportation Fund (LTF) are approved and the Auditor-Controller of the County of Kings is authorized and instructed to allocate the LTF as follows:

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

   For the administration of the FY 2014-15 LTF and to carry out the transportation planning process. As funds become available, KCAG's account shall receive $84,700 in a single payment. Payment is to be made directly to KCAG's account from each member based on that member's population percentage of the total county population. The sum of $84,700 shall be deposited in Fund 115 by the Auditor.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Population %</th>
<th>Apportionment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>8.8154%</td>
<td>$ 7,467</td>
</tr>
<tr>
<td>Corcoran</td>
<td>14.9919%</td>
<td>12,695</td>
</tr>
<tr>
<td>Hanford</td>
<td>36.8109%</td>
<td>31,179</td>
</tr>
<tr>
<td>Lemoore</td>
<td>16.8337%</td>
<td>14,258</td>
</tr>
<tr>
<td>Kings County</td>
<td>22.5481%</td>
<td>19,098</td>
</tr>
<tr>
<td></td>
<td>100.0000%</td>
<td>$ 84,700</td>
</tr>
</tbody>
</table>

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

   KCAPA shall receive an amount not to exceed $930,600 for the operation of the Kings Area Rural Transit (KART) system. As funds become available, payments are to be made directly to KCAPA from the County of Kings and the cities of Avenal, Hanford and Lemoore. Apportionments shall be based on the following percentage rates:

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Percent</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>5.9125%</td>
<td>$ 55,022</td>
</tr>
<tr>
<td>Hanford</td>
<td>52.6914%</td>
<td>490,346</td>
</tr>
<tr>
<td>Lemoore</td>
<td>17.3098%</td>
<td>161,085</td>
</tr>
<tr>
<td>Kings County</td>
<td>24.0864%</td>
<td>224,147</td>
</tr>
<tr>
<td></td>
<td>100.0000%</td>
<td>$ 930,600</td>
</tr>
</tbody>
</table>

3. **City of Corcoran**

   The City of Corcoran shall receive an amount not to exceed $468,010 for the Corcoran Area Transit service. The City of Corcoran shall also receive an amount not to exceed $50,000 for the AMTRAK ticket program and $9,000 for the KART ticket program. Payments are to be made directly to the City of Corcoran on a monthly basis, at the beginning of each month.

4. **City of Avenal**

   The City of Avenal shall receive an amount not to exceed $4,000 for transit purposes. Payment is to be made directly to the City of Avenal as funds become available in a single payment.
5. The Cities of Avenal, Corcoran, Hanford, Lemoore and the County of Kings

After allocations have been made for the previous purposes, pay each of these cities and the county money not required to administer the FY 2014-15 LTF, or to fund KCAPTA, or to fund the Corcoran transit services, or to fund the transportation planning process, on the basis of the approved apportionment formula below. Payment shall be made as funds become available after all planning and transit allocations are made.

BE IT FURTHER RESOLVED, that the KCAG Transportation Policy Committee approves an apportionment for streets and roads purposes of the remaining FY 2014-15 LTF based on the following formula:

<table>
<thead>
<tr>
<th>Area of Apportionment</th>
<th>Population</th>
<th>Percentage</th>
<th>Apportionment **</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>13,239</td>
<td>8.8154%</td>
<td>$ 250,865</td>
</tr>
<tr>
<td>Corcoran</td>
<td>22,515</td>
<td>14.9919%</td>
<td>0</td>
</tr>
<tr>
<td>Hanford</td>
<td>55,283</td>
<td>36.8108%</td>
<td>803,668</td>
</tr>
<tr>
<td>Lemoore</td>
<td>25,281</td>
<td>16.8337%</td>
<td>430,670</td>
</tr>
<tr>
<td>Kings County</td>
<td>33,863</td>
<td>22.5481%</td>
<td>568,487</td>
</tr>
<tr>
<td></td>
<td>150,181</td>
<td>100.0000%</td>
<td>$ 2,053,890</td>
</tr>
</tbody>
</table>

* State Department of Finance population estimates released May 1, 2014.
** Amounts equal the remaining apportionment after planning and transit allocations.

BE IT FINALLY RESOLVED, that evidence of this action shall be forwarded to the Auditor-Controller of the County of Kings.

The foregoing Resolution was adopted on a motion by Commissioner ____________, seconded by Commissioner ____________, at a regular meeting held on the 25th day of June 2014, by the following vote:

AYES: __________
NOES: __________
ABSENT: __________
ABSTAIN: __________

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

________________________________________
Chair

WITNESS, my hand this _______ day of __________________, 2014.

______________________________
Terri King, Executive Director
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

* * * * * * *

IN THE MATTER OF ALLOCATING ) RESOLUTION NO. 14-07
THE STATE TRANSIT ASSISTANCE ) RE: FY 2014-15 STA
FUND FOR FISCAL YEAR 2014-15 ) ALLOCATION

WHEREAS, the State Transit Assistance (STA) Fund was created pursuant to the Statute of
1979 (SB 620); and

WHEREAS, the Kings County Association of Governments (KCAG) Transportation Policy
Committee is the regional transportation planning agency (RTPA) responsible for allocating money from
the STA Fund to eligible claimants; and

WHEREAS, $954,566 is estimated by the State Controller to be allocated to the Kings County
STA Fund in Fiscal Year 2014-15; and

WHEREAS, claims may be filed for allocation from the STA Fund by an operator for the
following purposes:

a) The operating cost of the operator's public transportation system;
b) The capital requirements of the operator's public transportation system;
c) The administration and planning costs of the operator's public transportation system;
d) Passenger rail service operations and capital improvements; and

e) Community transit service purposes pursuant to Public Utilities Code Section 99275.

WHEREAS, the Kings County Association of Governments has received a claim from the Kings
County Area Public Transit Agency (KCAPTA) for $838,282 of the estimated FY 2014-15 STA Fund and
proposes to use it in support of their public transportation operations; and

WHEREAS, the Kings County Association of Governments has received a claim from the City of
Corcoran for $116,284 of the estimated FY 2014-15 STA Fund and proposes to use it in support of their
public transportation operations; and

WHEREAS, for to be eligible for STA Funds and operator must meet an "Operator's Qualifying
Criterie" as specified in Public Utilities Code Section 99314.6; and

WHEREAS, KCAPTA and the Corcoran transit services meet the specified criteria; and

WHEREAS, the Transportation Policy Committee has reviewed the claims and the negative
declarations for the establishment of KCAPTA's bus system and the City of Corcoran's transit services.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Transportation Policy Committee does
find:

1. That the negative declarations concerning the establishment and operation of bus
   service in Kings County by KCAPTA and in Corcoran by the City of Corcoran are
   adequate for the purposes of reviewing the claims for State Transit Assistance Funds
   since the systems and proposed changes provide essentially the same service and the
   allocations will not change the services beyond what is now planned, and hereby
   recerifies said negative declarations finding that the allocations will not significantly
   affect the environment.
2. That the claimants' proposed expenditures conform to the "Kings County Regional Transportation Plan".

3. That the level of passenger fares and charges is sufficient to enable KCAPTA to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.5 and 99268.9 as they may be applicable to the claimant and the claimant's stated goal.

4. That the level of passenger fares and charges is estimated to be sufficient to enable the City of Corcoran to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3 and 99268.9, as they may be applicable to the claimant and the claimant's stated goal.

5. That KCAPTA and the City of Corcoran are making full use of Federal funds available under the Federal Transit Act.

KCAPTA has applied for FTA Section 5311 funds for operating expenses for FY 2014-15. The total grant request does not exceed the amount the claimant is eligible to receive during the fiscal year. KCAPTA has programmed FTA Section 5307 funds for capital and operating expenses for FY 2014-15.

The City of Corcoran has applied for FTA Section 5311 funds for capital and operating expenses of the Corcoran Dial-a-Ride for FY 2014-15. The total grant request does not exceed the amount the claimant is eligible to receive during the fiscal year.

6. That the sum of the claimants' allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimants are eligible to receive during the fiscal year.

7. That priority consideration has been given to claims to offset anticipated increases in the cost of fuel, to enhance existing public transportation services, to meet the Americans with Disabilities Act (ADA) requirements, and to meet high priority regional, countywide or areawide public transportation needs.

8. That KCAPTA and the City of Corcoran have made a reasonable effort to implement productivity improvements recommended pursuant to Public Utilities Code Section 99244.

9. That the operators (MV Transportation and the City of Corcoran) are not precluded by contract from employing part-time drivers, or from contracting with common carriers, or persons operating under a franchise or license.

10. That KCAPTA and the City of Corcoran have certifications by the Department of the California Highway Patrol completed within the last 13 months prior to filing claims verifying that they are in compliance with Section 1808.1 of the Vehicle Code.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Kings is hereby instructed to allocate and pay from the State Transit Assistance (STA) Fund on deposit as of July 1, 2014, and then as it becomes available, to KCAPTA in accordance with the following:

| Claimant: | Kings County Area Public Transit Agency |
| Allocation Number: | STA 2014-15 - KCAPTA |
| Fiscal Year for Allocation: | Fiscal Year 2014-15 |
| Amount allocated for use consistent with Calif. PUC Sec. 99313: | $634,904 |
| Calif. PUC Sec. 99314: | $203,378 |
| Use of STA 2014-15: | Transit Operations |
| Terms and Conditions: | Pay directly to KCAPTA |
Conditions of Payment: Pay 84.7678% of money carried over from the prior year first, then as FY 2014-15 funding becomes available, pay KCAPTA 85.0081% of STA Funds available pursuant to PUC Section 99313 and 97.9234% of funds available pursuant to PUC Section 99314.

BE IT FINALLY RESOLVED, that the Auditor-Controller of the County of Kings is hereby instructed to allocate and pay to the City of Corcoran from the STA Fund for Fiscal Year 2014-15 as it becomes available in accordance with the following:

Claimant: City of Corcoran
Allocation Number: STA 2014-15 Corcoran
Fiscal Year for Allocation: Fiscal Year 2014-15

Amount allocated for use consistent with:
- Calif. PUC Sec. 99313: $111,971
- Calif. PUC Sec. 99314: $4,313

Use of STA 2014-15: Transit Operations
Terms and Conditions: Pay directly to the City of Corcoran
Conditions of Payment: Pay 15.2322% of money carried over from the prior year first, then as FY 2014-15 money becomes available, pay the City of Corcoran 14.9919% of STA Funds available to Kings County jurisdictions pursuant to PUC Section 99313 and 2.0766% of funds available pursuant to PUC Section 99314.

The foregoing Resolution was adopted on a motion by Commissioner ________________, and seconded by Commissioner ________________, at a regular meeting held on the 25th day of June 2014, by the following vote:

AYES: 
NOES: 
ABSENT: 
ABSTAIN: 

KINGS COUNTY ASSOCIATION OF GOVERNMENTS TRANSPORTATION POLICY COMMITTEE

______________________________
Chairman

WITNESS, my hand this ______ day of ________________, 2014.

______________________________
Terri King, Executive Director
TO: KCAC Technical Advisory Committee
FROM: Bruce Abanathie, Regional Planner
DATE: June 5, 2014

SUBJECT: Notice of Funding Availability – Environmental Enhancement and Mitigation Program

Background

On September 26, 2013, Governor Brown signed legislation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354) amending the Environmental Enhancement and Mitigation Program (California Streets and Highways Code Section 164.55) and creating the Active Transportation Program (ATP) in the Department of Transportation.

The bill would appropriate $7,000,000 from the Environmental Enhancement and Mitigation Program Fund, to the Secretary of the California Natural Resources Agency for grants awarded by the secretary to support local environmental enhancement and mitigation programs.

The California Natural Resources Agency has announced the release of the Guidelines and Application for the Environmental Enhancement and Mitigation Program (EEMP).

The EEM Program

EEMP awards grants to local, state, and federal governmental agencies and to nonprofit organizations. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility (CA Constitution, Art. XIX, Sec. 1).

The Environmental Enhancement and Mitigation Program encourages projects that produce multiple benefits which reduce greenhouse gas emissions, increase water use efficiency, reduce risks from climate change impacts, and demonstrate collaboration with local, state and community entities.

Grants are awarded in the following categories:

Urban Forestry Projects are designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants.

Resource Lands Projects are for the acquisition, restoration, or enhancement of resource lands (watersheds, wildlife habitat, wetlands, forests, or other significant natural areas) to mitigate the loss of or detriment to such lands within or near the right of way for transportation improvements.
Mitigation Projects Beyond the Scope of the Lead Agency responsible for assessing the environmental impact of the proposed transportation improvement.

The Guidelines and Application are published by the California Natural Resources Agency each year and the Agency evaluates project proposals and provides a list of recommended projects to the California Transportation Commission (CTC) for consideration, and administers the approved grants.

Technical Assistance Workshops were held in Los Angeles and Sacramento to assist applicants in preparing grant applications.

A recording of the Sacramento Workshop is available for viewing at https://www.youtube.com/watch?v=cB_NWKEatMk&feature=youtu.be, and

The PowerPoint Presentation is available at http://www.resources.ca.gov/eem/docs/EEMP_Workshop_Presentation_2013-14.pdf

The program guidelines and applications for funding are available at http://www.resources.ca.gov/eem/ and must be received in the office of the California Natural Resources Agency by 4:00 p.m. Monday, June 30, 2014.

Recommendation

This report is for information only.
TO: KCAG Technical Advisory Committee  
FROM: Bruce Abanathie, Regional Planner  
DATE: June 5, 2014  

SUBJECT: Draft 2014 Regional Transportation Plan, Program Environmental Impact Report, 2015 Federal Transportation Improvement Program, and Air Quality Conformity Finding - Update

Introduction

The Regional Transportation Plan (RTP), as required by Title 23 United States Code (USC) §134 with the new Sustainable Communities Strategy (SCS), element as required by California Senate Bill 375 (SB 375), the accompanying Environmental Impact Report, required by the California Environmental Quality Act (CEQA), the Federal Transportation Improvement Program (FTIP), and the Air Quality Conformity Analysis as required by the Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) are all continuing in the process. KCAG staff has prepared the draft documents which were released for public review and comment.

Recent Activity

The RTP was made available for public review and comment April 28, 2014 and was the subject of a public hearing at the regularly scheduled KCAG Transportation Policy Committee meeting on May 28, 2014. The document remains out for public review and comment and will be the subject of a second public hearing at the regularly scheduled KCAG Transportation Policy Committee meeting on June 25, 2014.

Presentations on the draft RTP/SCS have been completed before each City Council and the Board of Supervisors. Three public workshops to present the RTP and SCS scenarios to receive additional public comment and feedback on the preferred scenario are scheduled for June 10th in Lemoore, June 11th in Corcoran, and June 12th in Avenal.

Following the June 25th public hearing, the KCAG Transportation Policy Committee will select the preferred scenario for the SCS. The RTP and EIR will be finalized based on the preferred scenario.

The Draft Environmental Impact Report (EIR), the Federal Transportation Improvement Program (FTIP), and the Air Quality Conformity Document (AQC) were released May 9, 2014 for public review and comment. These documents will also be the subject of the public hearing at the KCAG Transportation Policy Committee on June 25, 2014.

All four documents are scheduled to be adopted at the regularly scheduled KCAG Transportation Policy Committee meeting on July 23, 2014.

Recommendation

This report is for information only.
YOU ARE INVITED TO PARTICIPATE IN THE
PUBLIC WORKSHOPS FOR THE
Kings County Association of Governments
Regional Transportation Plan and
Sustainable Communities Strategy

When:  | Where:  | Time:
--- | --- | ---
Tuesday, June 10, 2014  | Lemoore Civic Auditorium 435 C Street | 6:00 – 8:00 p.m.
Wednesday, June 11, 2014  | Corcoran City Council Chambers 1015 Chittenden Street | 6:30 – 8:30 p.m.
Thursday, June 12, 2014  | Avenal City Council Chambers 233 E. Kings Street (Theatre) | 6:30 – 8:30 p.m.

The Regional Transportation Plan is a long range planning document that will provide the framework for investments in roads, highways, public transportation, bicycle, and pedestrian facilities, and other ways people move around our County for the next 26 years. The Regional Transportation Plan will also include the Sustainable Communities Strategy which are strategies utilized to comply with the new State mandated legislation in SB 375 to reduce greenhouse gas emissions from passenger vehicles and light duty trucks. More information on the Regional Transportation Plan and Sustainable Communities Strategy can be found on the following website link:

http://www.kingsregionalvision.com/
CALIFORNIA RANKED AS ONE OF THE TOP BIKE FRIENDLY STATES IN THE NATION

On the first day of May, National Bike Month, the League of American Cyclists released its 2014 Bicycle Friendly State ranking.

For the seventh year in a row, Washington continues to lead the nation, but states like Utah, Minnesota, and California moved up the ranking in 2014, shaking up the top 10.

"We're excited and encouraged to see real progress in states like California, Minnesota and Utah," said League President, Andy Clarke. "Overall, we still see a lot of opportunity to realize the huge potential of bicycling to promote health, economic development, and quality of life in all 50 states."

The 2014 Bicycle Friendly State ranking is now even more comprehensive, capturing more information than ever before and delving more deeply into the issues embedded in becoming a more bicycle friendly state. The ranking now also incorporates a point system out of 100, providing even better context for the ranking.

Rising from 38 to 54 points in 2014, California jumped 10 spots to #9 in the ranking, thanks to notable progress in legislation, funding and policy that will make it easier to build bike lanes and mandate drivers give cyclists three-feet of space when they pass.

"Better bikeways depend on two things: the right designs and enough funding to build them. California is getting better on both fronts," said Dave Snyder, executive director of the California Bicycle Coalition.

"Caltrans has been updating its design manuals — in fact it just endorsed the NACTO Urban Bikeways Design Guide — and spending on biking and walking increased by 30% over 2012 levels."

"Our jump to one of the top ten states reflects Caltrans' commitment toward more bike friendly communities," said California Department of Transportation Director Malcolm Dougherty. "We plan to continue our success by working with our local partners to infuse about $360 million into biking and other active trans-
CALIFORNIA RANKED AS ONE OF THE TOP BIKE FRIENDLY STATES IN THE NATION, CONT.

**BICYCLE FRIENDLY STATE**

**2014 Ranking**

<table>
<thead>
<tr>
<th>State</th>
<th>2014 Rank</th>
<th>2013 Rank</th>
<th>Points out of 100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington</td>
<td>1</td>
<td>1</td>
<td>65.8</td>
</tr>
<tr>
<td>Minnesota</td>
<td>2</td>
<td>4</td>
<td>62.0</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>3</td>
<td>8</td>
<td>56.9</td>
</tr>
<tr>
<td>Delaware</td>
<td>4</td>
<td>5</td>
<td>55.7</td>
</tr>
<tr>
<td>Oregon</td>
<td>5</td>
<td>3</td>
<td>55.2</td>
</tr>
<tr>
<td>Colorado</td>
<td>6</td>
<td>2</td>
<td>54.1</td>
</tr>
<tr>
<td>Maryland</td>
<td>7</td>
<td>11</td>
<td>53.8</td>
</tr>
<tr>
<td>Utah</td>
<td>8</td>
<td>14</td>
<td>53.72</td>
</tr>
<tr>
<td>California</td>
<td>9</td>
<td>19</td>
<td>53.68</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>10</td>
<td>6</td>
<td>53.66</td>
</tr>
</tbody>
</table>

Key: Percent of total points available attained by state

- 80-100%
- 60-80%
- 40-60%
- 0-40%

**Scoring Criteria**

- Legislation & Enforcement
- Policies & Programs
- Infrastructure & Funding
- Education & Encouragement
- Evaluation & Planning

Utah also made a move up the ranks, declaring 2013 the "Year of the Bike" and making good on that promise with wide collaboration among advocates and agencies and the passage of key legislation, including a measure that would increase penalties for motorists who injure or kill bicyclists.

"The willingness to collaborate by state and local agencies is fostering improvements at a record pace in all areas of the state," said Evelyn Tuddenham, the state's Bicycle and Pedestrian Coordinator. "In the past three years, Utah has improved conditions and built programs that address active transportation, as state and local government staff and leaders have joined with advocates to share ideas, solve problems and move efforts forward."

In the upper Midwest, Minnesota rose in the ranking to #2, thanks to innovative mapping efforts, new bike-friendly legislation and increased funding for Safe Routes to School and bike routes.

"This year's Bicycle Friendly State ranking is a great acknowledgment of the dedication and commitment of our many agency partners, advocates and bicyclists from across the state," said Tim Mitchell, the state's Bicycle and Pedestrian Coordinator.

The BFS program is more than an annual assessment. Throughout the year, League staff will work actively with state officials and advocacy leaders to help identify and implement the programs, policies and campaigns that will improve conditions for bicyclists.
How does your state rank?

View 2014 rankings: http://bikелеague.org/content/ranking

View state maps and category scores: http://bikелеague.org/content/categories-and-maps


View what makes a bicycle friendly state: http://bikелеague.org/content/states

For more information, please visit: http://bikелеague.org/content/howdoes
California Transportation Commission Allocates $541 Million, Emphasizing “Fix-It First” Preservation and Effective Management

The California Transportation Commission has allocated $1.3 billion in transportation funding, including $541 million, to implement California’s “fix it first” strategy for preserving and maintaining California’s 50,000 lane miles of highways.

“This investment will help preserve California’s existing transportation infrastructure and implement our fix-it-first approach to the highway system,” said California State Transportation Agency Secretary Brian Kelly. “While there is always pressure to expand the state highway system, expansion must remain a second priority to investing in the management, preservation and efficient operation of our existing infrastructure.”

Among the $541 million allocated, $10 million comes from the remaining Proposition 1B funds, the bond act that voters approved in 2006. Proposition 1B authorized $4.5 billion to improve performance on the state highway system and California leveraged another $4.6 billion in federal, state and local funds while recapturing cost savings during construction. What started as a program of 54 projects programmed at $9.1 billion grew to a program of 99 projects at $11.7 billion, supporting more than 190,000 jobs and providing critical improvements to the state’s transportation system.

“This Administration has made sure every dollar counts when it comes to building California’s transportation infrastructure,” said Caltrans Director Malcolm Dougherty, “We are repairing aging freeways, making highways and bridges safer, and promoting bicycling and walking – and, those projects support and create jobs.”

As a result of these investments and a focus on maintenance and rehabilitation, Caltrans announced in March that the condition of the pavement on California’s highways is at its healthiest level in more than a decade. Nevertheless, California’s highways carry nearly 35 million vehicles annually, and maintenance needs far outpace dependable funding. Caltrans uses high-tech strategies, recycling, and innovative treatments to make pavement last longer, to stretch every dollar and to preserve the environment.

As the one-time funds from the 2006 transportation bond and 2009 Recovery Act run out, the Transportation Agency is working with stakeholders to develop funding priorities and long-term funding options to address California’s infrastructure needs. These are highlighted in the California Transportation Infrastructure Priorities: Vision and Interim Recommendations Report, which offers a vision for California’s transportation future.

Here are some significant projects in Caltrans District 6 that will help preserve and maintain California’s existing infrastructure assets:

Fresno County: $1,045,000 – State Route 41 and State Route 180 in the city of Fresno; replace metal beam guardrail with concrete median barriers, add new concrete barriers, and upgrade curbs at six freeway ramp locations to reduce severity of traffic collisions and reduce exposure of maintenance personnel to highway traffic.

Kern County: $2,653,000 – State Route 58 from Gaston Street to State Route 43. Widen shoulders and install rumble strips to reduce severity and frequency of traffic collisions and improve safety along 3.6 highway centerline miles.

Kern County: $4,113,000 – State Route 223 from Old River Road to Vineland Road. Widen shoulders and install rumble strips to reduce severity and frequency of traffic collisions and improve safety along 12 highway centerline miles.

For a copy of the California Transportation Infrastructure Priorities: Vision and Interim Recommendations Report, please see the following webpage:

UPDATE ON KINGS COUNTY PROJECTS

Utica 2R: Overlay on I-5 near Kettlem an City, from 3.3 miles south of the Utica Avenue overcrossing to the I-5/SR 41 junction. Ready to list spring 2014; advertise late 2014; complete construction spring 2015. Chris Gardner, Project Manager, (559) 243-3444.

Jackson Ave Mitigation Project: On SR 41 near the City of Lemoore. Project will restore abandoned roadway to alkali brush habitat. Funding: Minor. Construction planned for winter 2014 so that plants can be established with natural rainfall. Work may be impacted by the governor’s drought control measures. Jim Heinen, Project Manager, (559) 243-3467.

Kings 2R - 2R Pavement Rehab: Rehabilitate the existing pavement on SR 198 in Kings from Fresno/Kings County line to 0.04 mile east of South Rossi Overhead. Funding: SHOPP. Ready to list summer 2014. Minerva Rodriguez, Project Manager, (559) 243-3518.

19th Ave Landscaping: Landscaping and plant establishment on SR 198 in the City of Lemoore at 19th Avenue. Funding: STIP. Advertised on May 23, 2014. Project will go to construction this winter. Drought resistant plantings and water conservation has been incorporated into the design. Jim Heinen, Project Manager, (559) 243-3467.


Latache Median Barrier: Install a median barrier on SR 198 in and near Lemoore from 0.5 mile west to 1.16 mile east of 19th Avenue. Funding: SHOPP. Ready to list summer 2015; com-
UPDATE ON KINGS COUNTY PROJECTS, CONT.

Complete construction summer 2016. Judy Aguilar-Luna, Project Manager, (559) 243-3457.

Lemoore Overlay: Overlay on SR 198 from 19th Avenue to the 14th Avenue overcrossing. Funding: SHOPP. Areas in good condition will be excluded from the project. Project was ready for advertising on May 19, 2014. Jim Heinen, Project Manager, (559) 243-3467.

SR 198 Hanford CAPM: Overlay on SR 198 in the City of Hanford from the 14th Avenue overcrossing to the 11th Avenue undercrossing. Funding: SHOPP. Ready to list October 31, 2013; contract awarded to Tiechert Construction on March 13, 2014; begin construction summer 2014. Minerva Rodriguez, Project Manager, (559) 243-3518.

3 Deck Rehab: On SR 198 near the City of Hanford. Bridge decks to be replaced at 14th Avenue undercrossing and the Hanford-Armona Road undercrossing. Deck rehab will occur at the 11th Avenue undercrossing. Project was awarded to Granite Construction on September 24, 2013. Work began December 2, 2013 and will be mostly at night to minimize impact to the traveling public. A separate spin-off project will be programmed to handle the deck replacement at the Hanford-Armona Road undercrossing. Anticipate completion by fall 2014. Jim Heinen, Project Manager, (559) 243-3467.

12th Avenue Interchange in Hanford: In the City of Hanford on State Route 198. Project will increase the capacity of the existing interchange with the addition of a loop ramp and widening of the main structure along 12th Avenue. Project was awarded on April 22 to Agee Construction Corporation of Clovis and approved on May 13, 2014. Currently, utility relocation is progressing along. Construction should begin summer to fall 2014. Jim Heinen, Project Manager, (559) 243-3467.
The California Department of Transportation (Caltrans) District 6 is headquartered in Fresno. This geographically diverse district is the second largest of the 12 Districts statewide, stretching from the southernmost part of Yosemite National Park in the north to the Mojave Desert. It includes Madera, Fresno, Tulare, Kings and Kern counties. Interstate 5 and State Route 99 run the length of District 6, serving as the main north-south arteries for not just the Central Valley, but for the entire state as well.

Visit District 6 on the web at www.dot.ca.gov/district6/