In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting please contact the KCAG Office at (559) 852-2654 by 4:00 on the Friday prior to this meeting. Agenda backup information and any public records provided to the Commission after the posting of the agenda for this meeting will be available for public review at 339 West D Street, Suite B, Lemoore, CA. In addition most documents will be posted on www.kingscog.org.

MEETING

Place: Board of Supervisors Chambers
Kings County Government Center
1400 W. Lacey Blvd., Hanford, CA

Time: 4:30 p.m., Wednesday, January 28, 2015

Agenda: KINGS COUNTY ASSOCIATION OF GOVERNMENTS

ITEM PAGE ACTION

I. CALL MEETING TO ORDER - Chairman

A. Roll Call

B. Recognitions / Presentations: Recognition of Chris Lehn for Ten Years of Service

C. Unscheduled Appearances

Any person may address the Commission on any subject matter within the jurisdiction or responsibility of the Commission at the beginning of the meeting; or may elect to address the Commission on any agenda item at the time the item is called by the Chair, but before the matter is acted upon by the Commission. Unscheduled comments will be limited to three minutes.

D. Minutes

1. Minutes of December 3, 2014 1-8 Action

II. KCAG TRANSPORTATION POLICY COMMITTEE

A. General Transportation Items

1. FY 2013-14 Federal Transit Act Section 5310 Projects (Resolution No. 15-01) 9-12 Action

2. Public Transportation Modernization, Improvement and Service Enhancement Program Execution and Amended Project List (Resolution No. 15-02 and Resolution No. 15-03) 13-15 Action

3. Social Service Transportation Advisory Council Appointments 16-19 Action

B. Caltrans Reports

Caltrans Update Newsletter 20-26 Information
C. Correspondence

D. Staff Comments

E. Commissioner Comments

### III. KCAG COMMISSION

#### A. General Commission Items

1. Reaffirm all Actions Taken by the TPC on January 28, 2015  [Reaffirm]

2. Regional Planning Advisory Committee Report  [Action]
   Attachment

3. Final 2014 Regional Housing Needs Assessment Plan  [Action]
   (Resolution No. 15-01) Attachment Public Hearing

   Stratford Public Utility District – Water Supply Restoration Project
   USDA Rural Development- Emergency and Imminent Community Water Assistance Grant
   Comments

5. Sacramento San Joaquin Valley Voice Trip and Legislative Platform  [Action]

6. Affordable Housing and Sustainable Communities Program  [Information]

7. FY 2013-14 Year End Financial Report  [Information]

### IV. MISCELLANEOUS

#### A. Correspondence

#### B. Staff Comments

#### C. Commissioner Comments

### V. ADJOURNMENT: Next meeting scheduled for February 25, 2015.
I. CALL MEETING TO ORDER

The special meeting of the Kings County Association of Governments was called to order by Joe Neves, Chairperson at 2:00 p.m., on December 3, 2014 in the Board of Supervisors Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey Blvd., Hanford, California. Chairperson conducted roll call.

COMMISSIONERS PRESENT: Harlin Casida, Russ Curry, Paul Marquez, Joe Neves, Doug Verboon

COMMISSIONERS ABSENT: Lois Wynne, Mark Cartwright

STAFF PRESENT: Terri King, Teresa Nickell, Chris Lehn, Bruce Abanathie; Kris Peterson, Counsel

VISITORS PRESENT: Angie Dow, Joel Gandarilla

 Unscheduled Appearances

Ms. King announced that Bruce Abanathie has accepted a position with another agency and thanked him for his service to KCAG. Commissioner Neves congratulated Mr. Abanathie on his new position. Ms. King introduced Joel Gandarilla, as the new Executive Assistant to KCAG. Commissioner Neves extended best wishes to all on their new endeavors.

Minutes - October 22, 2014

A motion was made and seconded (Verboon / Casida) to approve the Minutes of October 22, 2014. The motion carried by the following votes:

Cartwright: Absent
Casida: Yes
Curry: Yes
Marquez: Yes
Neves: Yes
Verboon: Yes
Wynne: Absent
II. KCAG TRANSPORTATION POLICY COMMITTEE

A. General Transportation Items

1. FY 2013-14 Transportation Development Act Audits Extension

Ms. King mentioned that each claimant of Transportation Development Act (TDA) funds is required to submit a financial and compliance audit around the end of December, however, an extension of up to 90 days can be granted. Currently the audits are being conducted by the accounting firm of Brown Armstrong, but have not yet been completed. The Auditor is coordinating with each agency and will be conducting follow-ups, and should have the audits completed by January.

Ms. King stated that since KCAG received more than $500,000 in federal funds in FY 13-14, there is a requirement to have a Single Audit done according to OMB Circular A-133. This audit is being prepared under the County contract, but will be paid for by KCAG. She noted that the County contract expires this year and that KCAG may need to consider our own contract procurement for future audits.

Commissioner Curry asked if the auditors contact each agency to determine how their money was spent. Ms. King answered that they do.

A motion was made and seconded (Verboon / Curry) to approve the extension for the submittal of the FY 13-14 TDA financial and compliance audits. The motion carried by the following votes:

Cartwright: Absent
Casida: Yes
Curry: Yes
Marquez: Yes
Neves: Yes
Verboon: Yes
Wynne: Absent

2. Social Service Transportation Advisory Council Appointments

Ms. Nickell mentioned how the Social Service Transportation Advisory Council (SSTAC) was established in 1988 as an advisory body to KCAG regarding unmet transit needs for the elderly, disabled and persons of limited means within the county. Four members’ term expires in January 2015. Bill Hyatt is unable to continue his membership, and Lee Shoals, Jeanice Cardens, and Bessie Miller have agreed to serve an additional 3-year term. The staff recommends the reappointment of these three members.

A motion was made and seconded (Verboon / Casida) to reappointment Lee Shoals, Jeanice Cardens, and Bessie Miller to the Social Service Transportation Advisory Council. The motion was carried by the following votes:

Cartwright: Absent
Casida: Yes
Curry: Yes
Marquez: Yes
Neves: Yes
Verboon: Yes
Wynne: Absent
Ms. King indicated that KCAG is recruiting for additional SSTAC members via a
news release and placement of an application our website and noted that the
application deadline is January 2, 2015, or until filled.

3. Revised FY 14-15 Transportation Development Act Allocations

Ms. Nickell indicated that in June 2014 the KCAG Transportation Policy
Committee approved the FY 14-15 Local Transportation Fund (LTF) and State
Transit Assistance (STA) apportionments and allocations. In August 2014 the
State Controller revised its FY 14-15 estimates for the STA funds which resulted
in a change to the original estimate of funds available. She reported that since
that time, the Kings County Area Public Transit Agency (KCAPTA) utilized toll
credits for its local match of federal funds, resulting in a one-time LTF claim
reduction from $930,600 to $0 and one-time increase of a like amount for streets
and roads. She also reported that the STA estimated apportionment for KCAPTA
was reduced significantly due to the deletion of CalVans revenues in the revenue
formula share.

A motion was made and seconded (Verboon / Curry) to approve the amended FY
14-15 LTF apportionments and allocations with the adoption of Resolution No. 14-
12. The motion was carried by the following votes:

Cartwright: Absent
Casida: Yes
Curry: Yes
Marquez: Yes
Neves: Yes
Verboon Yes
Wynne: Absent

A motion was made and seconded (Verboon / Casida) to approve the amended
FY 14-15 STA apportionments and allocations to claimants with the adoption of
Resolution No. 14-13. The motion was carried by the following votes:

Cartwright: Absent
Casida: Yes
Curry: Yes
Marquez: Yes
Neves: Yes
Verboon Yes
Wynne: Absent

4. 2013 Interregional Transportation Strategic Plan

Mr. Abanathie addressed the Commission regarding the 2013 Interregional
Transportation Strategic Plan. The document is an informational level document
that discusses key interregional transportation projects needs. It discusses all of
the transportation modes and the effects of legislation passed. Most of the
information regarding the projects comes from the Transportation Concept Report
and Corridor System Management Plans that are developed by Caltrans. He
stated that the Interregional Transportation Strategic Plan (ITSP) informs the
Interregional Transportation Improvement Program prepared by Caltrans and is
for the statewide system. Review of this document is where input from public
agencies can influence where the money goes within the state.
Mr. Abanathie highlighted projects identified in the Plan for SR 41 and SR 198. Projects include construction of passing lanes on SR 41 from Kettleman City to SR 198 as a long range project; an upgrade to the 7-mile two-lane expressway segment of SR 41 starting at the Fresno/Kings border to Elkhorn Ave. as a short-range project. SR 198 has two long-range projects to widen to 4 lanes to I-5 and convert to a freeway status to SR 99. A study is currently being conducted on SR 198 to update the data used to make the report. Our hope is that the updated data will show that SR 198 needs attention earlier than 2031. The agenda packet contains more information about the highways included in the plan as well as data on those highways.

Commissioner Casida addressed Commissioner Marquez regarding 2033 as the year to improve SR 41 to SR 46. Commissioner Marquez indicated that date to be anticipated and optimistic. Keeping it in the plan highlights the need for it when the funding becomes available. Commissioner Casida added that it would be nice to add this to the existing construction.

Ms. King noted there were public workshops on this document in November and that comments may be sent on-line via a web link for the survey in the staff report. Some comments have been submitted about the plan. Ms. King also noted that she sent out an email regarding another survey, but it appears that the survey was to get projects submitted as a project of national or regional significance. We talked to Caltrans regarding what should be submitted and they have since submitted SR 198 as a project of national or regional significance for consideration of future funding.

5. FY 2013-14 Annual Federal Funds Obligations Report

Mr. Abanathie reported that last year $47.3 million dollars have been put to work in Kings County. A large portion is the State Highway Operations and Protection Program (SHOPP), which is a maintenance program by Caltrans. Local agencies did exchange 100% of the Regional Surface Transportation Program funds and obligated about 75% of our Congestion Mitigation and Air Quality (CMAQ) funds. We will have about 93% obligated and are working on using up de-obligated funds from project savings and cancelled projects. The obligations report is included in the agenda packet and shows were some of that money was obligated.

6. SB 375 Greenhouse Gas Emission Reduction Target Update

Ms. King indicated that California Air Resource Board was going to meet in October to update greenhouse gas emission reduction targets, as they are required to update those targets at least every 8 years, but may be updated every 4 years, as per SB 375. ARB has elected to update the target after 4 years. ARB has received a lot of comments regarding concerns and interests and they have stated that they want to focus on implementation of the adopted Regional Transportation Plan and Sustainable Community Strategies and support funding to implement those projects. They will be updating only the 2035 target and not the 2020 target since things necessary to meet those targets are already in place. ARB will be looking at the adopted Sustainable Community Strategies and other factors to help them determine what the new targets might be. They are considering working with 3 different geographical groupings and having different timelines and targets to meet. ARB is proposing to update the targets in 2016 to take effect in the next RTP in 2018. However, they are still meeting with stakeholder groups and the public. KCAG will monitor the ARB’s process in
updating the targets. We would like an individual target for Kings County rather than just one for the entire San Joaquin Valley.

7. **FY 2015-16 Overall Work Program Activities**

Ms. King explained the yearly requirement to prepare a budget and Overall Work Program (OWP) for regional transportation planning activities and that a draft is required to be submitted to Caltrans in March. Staff is thinking about what activities we want to include in the FY 2015-16 OWP with the available Federal funding ranging from $619,000 to $650,000 which can be matched with toll credits or other funds. A summary of activities that we would propose to include is included in the staff report and they include the activities we are currently doing. The two grant funded projects for the Transit Development Plan and the SR 198 Corridor Study will be carried over and completed. She noted that due to liability and workers’ compensation rates we are considering no longer doing traffic counts as some member agencies conduct their own. We could give the equipment to a member agency, or if counts are needed we could hire a vendor to do them. The triennial performance audits are due next year and it is the final year on the County audits contract. KCAG may want to do its own RFP for future audits. The Regional Bicycle Plan needs to be updated, but with the new funding programs, we may want to apply for a grant to prepare an Active Transportation Plan to incorporate bikes and pedestrian facilities.

Chairman Neves asked if we could have an independent contractor do traffic counts using our equipment. Council replied that they could use our equipment but it would not be an independent count. Most contractors have their own equipment. Commissioner Neves inquired about the amount of equipment on hand. Ms. King indicated that we have four counters, lots of road tube, and installation tools and hardware.

**B. Caltrans Reports**

Paul Marquez updated the Commission on three SR 198 projects. He outlined the current 12th Avenue interchange project construction activities. The 19th Avenue interchange project is tentatively scheduled to open the week of December 15, but the opening is contingent on PG&E’s schedule to provide power on the site. This construction will be followed by another stage of closing left turn movement on Vine Street and constructing a cul-de-sac on the north and south side of SR 198. The Hanford-Armona bridge deck project construction will be done in two phases to ensure the stability of the bridge.

Commission Verboon noted that on SR 43 at the railroad tracks, there is a large hole developing on the southbound lane on the south side of the railroad tracks. Cars are swerving to avoid the hole.

Ms. King asked if there was going to be a ribbon cutting for the 12th Avenue or for the opening of 19th Avenue. Mr. Marquez stated that he will look into this and get back to her.

Chairman Neves confirmed that the 12th Avenue interchange construction timeframe is one year. Ms. King inquired as to if all the local agencies have been notified regarding any closures to allow any coordination needed. Paul Marquez indicated that this will coordinated through their Public Information Officer.
III. KCAG COMMISSION

A. General Commission Items

1. **Reaffirm all Actions taken by the TPC on December 3, 2014.**

   A motion was made and seconded (Verboon / Curry) to reaffirm all actions taken by the Transportation Policy Committee on December 3, 2014. The motion was carried by the following votes:

   - Cartwright: Absent
   - Casida: Yes
   - Curry: Yes
   - Neves: Yes
   - Verboon: Yes
   - Wynne: Absent

2. **Draft 2014 Regional Housing Needs Allocation Plan**

   Ms. Lehn discussed the draft of the Regional Housing Needs Assessment (RHNA) Plan and stated that KCAG staff has been working with local agency public works and community development directors in the development of the document. The 2014 RHNA Plan must be adopted by January 31, 2015 and the local agency Housing Elements must be submitted to the State Department of Housing and Community Development (HCD) by January 31, 2016. She explained the tables in the document that specify the required number and distribution of housing units per jurisdiction that need to be accommodated. The RHNA Plan was released on November 17th for public review and comment which will close December 22, 2014. So far no comments have been received. The document has been reviewed internally by the Kings Regional Housing Technical Advisory Committee and KCAG staff will be seeking adoption of the final 2014 RHNA Plan at the January KCAG Commission meeting.

   Commissioner Curry asked if the document was non-binding to the local agencies. Ms. Lehn indicated that the Council of Governments is required to prepare the RHNA Plan, but that the City of Hanford has a required Housing Element that is binding as part of the General Plan developed through its own individual process. Commissioner Curry stated that he was anxious to view the document and was very appreciative of the work done by staff.
3. Affordable Housing and Sustainable Communities Program

Ms. King addressed the Commission regarding the Strategic Growth Council which recently released its draft guidelines for the new Affordable Housing and Sustainable Communities program which is funded through Cap and Trade funds. The Affordable Housing and Sustainable Communities Program is intended to fund reductions in greenhouse gas emissions within the transportation sector while significantly benefiting disadvantaged communities. Within the guidelines the program is divided into two eligible project types, Transit Oriented Development projects and Integrated Connectivity projects. Most of eligible Kings County projects would fall under the Integrated Connectivity projects.

Ms. King noted that while developing these guidelines the Strategic Growth Council have had workshops where they have received many comments, which necessitated a delay in the adoption of final guidelines. Copies of comment letters were included in the packet. The packet also contains a map that Cal EPA identified as disadvantaged communities, of which all areas of Kings County are not identified as such. She noted some of the issues with the guidelines regarding densities and local match requirements and reported that these guidelines may be considered as interim and could be updated for the next funding cycle.

Ms. King stated that applicants will submit an interest letter which will be reviewed by the staff of the Strategic Growth Council for eligibility. If accepted the applicant will be invited to submit the full application.

Commissioner Casida inquired whether the disadvantaged community map includes Avenal. Ms. King believed it did not. Many disadvantaged communities were left off the map, as the criteria were based on Census blocks.

4. 2015 KCAG Meeting Calendar

Commissioner Neves noted that the 2015 KCAG meeting calendar was included in the agenda packet and asked all to review it. Ms. King noted that the November and December meetings will be adjusted as needed due to holidays, as well as the November Technical Advisory Committee meeting.

IV. MISCELLANEOUS

A. Correspondence

None.

B. Staff Comments

Ms. King reported that the Toyota Prius is up for auction and closes this week with the proceeds to go towards funding the grant match for the new CNG car. Ms. King mentioned that there will be new KCAG staff for next month’s meeting and is still in the process of filling the recent vacancy.
D. Commissioner Comments

Chairman Neves wished a Happy Holiday’s and New Year to all.

V. ADJOURNMENT

There being no further business before the Kings County Association of Governments Commission, the meeting was adjourned at 2:59 p.m.

Respectfully submitted,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Executive Director
TO: KCAG Transportation Policy Committee
FROM: Teresa Nickell, KCAG Staff
DATE: January 28, 2015
SUBJECT: FY 2013-14 Federal Transit Act Section 5310 Projects

Introduction

Section 5310 of the Federal Transit Act (FTA) provides capital grants to private nonprofit corporations and some public agencies for the purpose of providing transportation services to meet the needs of elderly persons and persons with disabilities for whom public mass transportation services are otherwise unavailable, insufficient, or inappropriate. Eligible projects include, but are not limited to, wheelchair accessible vans and buses, radios and communication equipment, vehicle rehabilitation, and microcomputer hardware and software. Funds are allocated on a statewide competitive basis. Applications are scored based on project need, project effectiveness, ability of the applicant to operationally and financially manage the project, and the extent of the applicant’s participation in the coordination of transportation services with other agencies. The highest ranking projects are funded in descending order until all available funds have been programmed, and a final project list is adopted by the California Transportation Commission (CTC) following a public hearing.

Kings Rehabilitation Center Application

The Kings Rehabilitation Center submitted a FY 2013-14 FTA Section 5310 grant application to purchase six new minivans for a total project cost of $276,000. Each van is equipped with a wheelchair ramp and will carry up to five ambulatory passengers. Of the six vehicles, four will be replacement vehicles and two are for new service. No equipment is sought with this application. A 11.47% non-federal match from the agency is required or the use of toll credits; in this case, Federal toll credits are available to cover the match requirement, so no local agency funds are required for these grants.

The primary purpose of the Kings Rehabilitation Center is to provide employment and vocational training while recognizing personal growth and importance of the developmental, physical, and emotionally well-being of the disabled individual. The Kings Rehabilitation Center (KRC) currently operates five individual programs for supported employment and training: Adult Development, Day Training Activities Center, In-House Vocational, Outside Contracts, and Off-Site Contracts. KRC also provides transportation of individuals to Special Olympic events and other important events each month. KRC has developed their Hanford site to provide housing to their clients under a new Residential Services Program, providing 24/7 residential care to both ambulatory and non-ambulatory needs clients who require transportation for medical/dental appointments, community outings, shopping, and miscellaneous trips within Kings, Tulare, and Fresno counties.

Among KRC’s clientele, about 70% of those are transported by KRC vans between their homes, events, and various work site locations throughout the county. The four replacement minivans will be utilized for the following purposes:

- To transport a crew to the International Paper facility in Tulare County;
- To transport residential clients to community outings and any medical transportation;
- To transport clients to Lemoore Naval Air Station (LNAS) for contractual employment; and
- To transport clients to multiple Day Programs including the Tulare program.
The two new service minivans are for KRC's new Residential Services Program and an upcoming new Work Program in Tulare. The Work Program is anticipated within the next few years to expand driving-to-work contracts serving the Tulare area.

Some of KRC's clients are required to work non-traditional hours that would be difficult for Kings Area Rural Transit (KART) or other transportation providers to accommodate, and there are clients who cannot effectively use public transportation due to their disabilities and vulnerabilities. Both of the new vehicles requested are needed seven days per week, which would fill this gap in service as identified in the 2007 Kings County Human Services Transportation Coordination Plan (HSTCP).

KCAG staff has scored the project applications based on the FTA Section 5310 criteria and has reviewed project consistency with the strategies of the HSTCP. Attached is the prioritized list of project applications from the Kings Rehabilitation Center.

Recommendation

KCAG staff and the KCAG Technical Advisory Committee recommend that the KCAG Transportation Policy Committee adopt Resolution No. 15-01 to approve the FY 2013-14 FTA Section 5310 regional prioritized project list, which includes projects for the Kings Rehabilitation Center, for submittal to the State Review Committee to be considered for funding.
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**TYPE** — R Replacement  
SE Service Expansion
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

IN THE MATTER OF APPROVING THE ) RESOLUTION NO. 15-01
FY 2013-14 FEDERAL TRANSIT ACT ) RE: FY 2013-14 FTA
SECTION 5310 PROJECT LIST ) SECTION 5310

WHEREAS, Section 5310 of the Federal Transit Act (FTA) provides federal grants, made
through the states, to eligible public and private, non-profit transportation providers for use in
meeting the special needs of the elderly or disabled; and

WHEREAS, the Kings Rehabilitation Center Inc., a non-profit agency, has applied for a FY
2013-14 FTA Section 5310 grant to purchase six 5-passenger ambulatory mini vans with
wheelchair ramps to provide transportation services to its disabled clients to various
employment sites; and

WHEREAS, in accordance with the FTA Section 5310 evaluation criteria and instructions,
the Kings County Association of Governments (KCAG) has scored the Kings Rehabilitation
Center’s project applications.

NOW, THEREFORE, BE IT RESOLVED that the KCAG Transportation Policy Committee
finds that the Kings Rehabilitation Center projects are consistent with and conform to the "Kings
County Regional Transportation Plan" and the "Kings County Human Services Transportation
Coordination Plan"; and

BE IT FURTHER RESOLVED, that the KCAG Transportation Policy Committee does
approve the FY 2013-14 FTA Section 5310 Regional Project Priority List to include the Kings
Rehabilitation Center projects; and

BE IT FINALLY RESOLVED, that the Executive Director is authorized to sign and execute
the certification of all documents pertaining to the grant.

The foregoing Resolution was adopted on a motion by Commissioner ________________, and
seconded by Commissioner ________________, at a regular meeting held on the 28th day of
January, 2015 by the following vote:

AYES:
NOES:
ABSTAIN
ABSENT:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

_______________________________________________
Chairman

WITNESS, my hand this ______ day of ________________, 2015.

_______________________________________________
Terri King, Executive Director
TO: KCAG Transportation Policy Committee  
FROM: Terri King, Executive Director  
DATE: January 21, 2015  

SUBJECT: Public Transportation Modernization, Improvement, and Service Enhancement Account Program Execution and Amended Program Project List

Introduction

Proposition 1B created the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Program. Of the total funding available through Proposition 1B, $3.6 billion was allocated to the PTMISEA to be available to transit operators over a 10-year period. Funds in this account are appropriated annually by the state legislation to the State Controllers Office for allocation in accordance with Public Utilities Code formula distributions of 50% allocated to local transit operators based on fare-box revenue and 50% to Regional Entities based on population. The final appropriation of PTMISEA funds was made in the FY 2014-15 State Budget.

Authorized Agent Designation

RTPAs are responsible for calculating the available allocation for each project sponsor/recipient agency applying for funds pursuant to GC Section 8879.55(a)(2), or population formula share. Applications for projects seeking funds pursuant to GC Section 8879.55(a)(2) and (a)(3) must be approved by KCAG. KCAG must submit a governing board resolution appointing agents authorized to execute any actions necessary for each project sponsor/recipient agency. The KCAG Executive Director may be authorized designated person for the application. Draft Resolution No. 15-02 authorizes the KCAG Executive Director to execute for and on behalf of the Regional Entity any actions necessary for the purpose of obtaining PTMISEA funds.

Amended Program Project List

The Kings County Area Public Transit Agency (KCAPTA) has prepared a PTMISEA program project list to utilize available funds and would like to add a project to purchase three 35’ CNG buses for service expansion utilizing both GC Section 8879.55(a)(2) and (a)(3) fund allocations. The purchase of buses is an eligible expense for these funds. With KCAG as a contributing project sponsor with the GC Section 8879.55(a)(2) allocation, the funding request from KCAPTA must identify the amount of funds being contributed by both the project sponsor and the contributing project sponsor. KCAPTA will be utilizing $1,162,367 of GC Section 8879.55(a)(2) apportionment and $308,761 of their total FY 14-15 GC Section 8879.55(a)(3) apportionment. KCAG must submit a resolution approving the project since this project was not included in the current short-range Transit Development Plan as it only lists KCAPTA’s capital needs through FY 13-14. Draft Resolution No. 15-03 approves the addition of the CNG bus purchase to the PTMISEA Program Project List.

Recommendation

KCAG staff and the KCAG Technical Advisory Committee recommend that the KCAG Transportation Policy Committee adopt Resolution No. 15-02 designating the KCAG Executive Director as an authorized agent for the PTMISEA Program and adopt Resolution No. 15-03 to approve KCAPTA’s amended PTMISEA program project list.
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

RESOLUTION NO. 15-02
RE: PTMISEA EXECUTION

WHEREAS, the Kings County Association of Governments is an eligible project sponsor and
may receive state funding from the Public Transportation Modernization, Improvement, and Service
Enhancement Account (PTMISEA) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional
implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 88 (2007) named the Department of Transportation (Department) as
the administrative agency for the PTMISEA; and

WHEREAS, the Department has developed guidelines for the purpose of administering and
distributing PTMISEA funds to eligible project sponsors (local agencies); and

WHEREAS, the Kings County Association of Governments wishes to delegate authorization to
execute these documents and any amendments thereto to the Executive Director.

NOW, THEREFORE, BE IT RESOLVED by the Transportation Policy Commission of the
Kings County Association of Governments that the fund recipient agrees to comply with all conditions
and requirements set forth in the Certification and Assurances document and applicable statutes,
regulations and guidelines for all PTMISEA funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Executive Director is authorized to
execute all required documents of the PTMISEA program and any Amendments thereto with the
California Department of Transportation.

The foregoing Resolution was adopted on a motion by Commissioner ______________________,
seconded by Commissioner ______________________, at a regular meeting held on the 28th day of January
2015, by the following vote:

AYES: ______________________
NOES: ______________________
ABSENT: ______________________
ABSTAIN: ______________________

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

__________________________
Chair

WITNESS, my hand this _______ day of ______________________, 20___

__________________________
Terri King, Executive Director
RESOLUTION NO. 15-03

RE: AMENDED PTMISEA PROJECT LIST

WHEREAS, the Kings County Area Public Transit Agency is an eligible project sponsor and may receive state funding from the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 88 (2007) named the Department of Transportation (Department) as the administrative agency for the PTMISEA; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing PTMISEA funds to eligible project sponsors (local agencies); and

WHEREAS, the Kings County Area Public Transit Agency plans to add a project to their PTMISEA Program Expenditure Plan for the purchase of 3 new 35’ CNG buses for route expansion in FY 14-15.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Policy Commission of the Kings County Association of Governments approves the project to purchase new CNG buses in FY 14-15 with the PTMISEA funds by the Kings County Area Public Transit Agency.

The foregoing Resolution was adopted on a motion by Commissioner _________________, seconded by Commissioner _________________, at a regular meeting held on the 28th day of January 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 Transportation Policy Committee
FROM: Teresa Nickell, KCAG Staff
DATE: January 28, 2015

SUBJECT: New Member Recruitment for the Social Services Transportation Advisory Council

Introduction

In accordance with the Transportation Development Act (TDA) and California Code of Regulations (CCR), KCAG has the responsibility to appoint members to the Social Services Transportation Advisory Council (SSTAC) from a broad representation of social service and transit providers representing the elderly, the disabled, and persons of limited means. As a recommending body to the Transportation Policy Committee (TPC), the primary responsibility of the SSTAC is to review potential unmet transit needs in the County.

Background

KCAG staff recruited for new members of the SSTAC in November and December 2014, based on a number of different methods outlined below:

- Contacting existing members to help recruit potential new members
- Contacting an updated Human Services Transportation Coordination Plan (HSTCP) list of social service agencies and public transportation providers
- Providing SSTAC recruitment flyers in English and Spanish to KCAPTA to post on all transit buses
- Posting SSTAC recruitment flyers in English and Spanish at the KCAG reception office
- Advertising in English and Spanish on the KCAG website
- Sending news releases to local newspapers and news broadcast media to solicit to public transit users and interested citizens
- KCAPTA contacted social service agencies and transit users.

Transportation Development Act Requirements

The SSTAC's role is to advise the TPC, and through a citizen participation process, to provide input in the identification of transit needs of the elderly, disabled, and persons of limited means during the annual process for allocating TDA funds. Members of the SSTAC also help to evaluate and make recommendations for any major transit issue, participate in various transit-related studies (Human Services Transportation Coordination Plan, Transit Development Plan, etc.), advocate for transportation alternatives for those in their region and/or segment of the population, and represent those constituents at the SSTAC meetings.

In accordance with Section 99238 of the CCR, the SSTAC must consist of the following member categories:

- One representative of potential transit users who are 60 years of age or older;
- One representative of potential transit users who are disabled;
- Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists;
• Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists;
• One representative of local social service provider for persons of limited means;
• Two representatives from the local consolidated transportation service agency, if one exists, including one representative from an operator;
• Additional members may be appointed by the transportation planning agency.

In accordance with the TDA statutes, the SSTAC shall have the following responsibilities:

1. Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Membership Applications

Candidates completed a membership application related to their specific area of expertise and eligibility. KCAG received the six new membership applications for the TPC to consider. With the exception of CalVans, all of the following applicants promote the KART pass program for transportation services for their clients:

Social Service Provider – Seniors

Debra Ann Oliveira – Ms. Oliveira is social services supervisor for Adult Services within the Human Services Agency of Kings County, an agency that serves the protection of the elderly abused and the disabled. She is in charge of the Adult Protective Services and In Home Supportive Services Programs. She has previously served two years on the Commission on Alcohol/Drugs.

Social Service Provider – Persons of Limited Means

Maribel Guzman – Ms. Guzman is a supervisor for Employment and Training within the Welfare to Work division of the Human Services Agency of Kings County, an agency providing support services to families with limited means. She has volunteered for the past four years to assist with the annual job fair for the Job Developers Association.

Social Service Provider – Seniors or Disabled

Codi Hicke – Ms. Hicke is a deputy Public Guardian for Kings County and works with the elderly and disabled, and mental health clients. Her role includes coordinating transportation for her clients' daily needs. Her application could serve either role representing Social Service Provider Seniors or Disabled.

Social Service Provider – Transit Operator

Ron Hughes – Mr. Hughes is director of CalVans, a local public agency providing vanpools for work or school, sponsored by California Vanpool Authority. Mr. Hughes serves both the Kiwanis and Gideons organizations and has previously served as a member of the SSTAC for CalVans.
Social Service Provider – Persons of Limited Means

Steve Mendoza – Mr. Mendoza is executive director of Kings Rehabilitation Center Inc., a local non-profit provider of adult day care services and vocational employment services for the disabled public. Mr. Mendoza also serves the Kiwanis and has served the Kings County Special Olympics as coach-delegate since 2001.

Social Service Provider – Disabled

Katie Arnst – Ms. Arnst is program manager of Substance Use Disorder Treatment and Prevention Programs with Kings County Behavioral Health. She served on the Kings/Tulare Homeless Alliance and is a current member on the Tulare & Kings Counties Suicide Prevention Task Force.

Complete SSTAC membership applications are available for review at the KCAG office.

Social Service Transportation Advisory Council

The attached roster identifies the current members of the SSTAC along with their categories and terms. The next meeting for the SSTAC is scheduled on January 29, 2015, for new members to be introduced and provided a brief overview of roles and responsibilities and to provide feedback for the Draft Transit Development Plan to be presented by KCAG’s consultant, LSC Transportation. The TDA unmet needs process will include SSTAC meetings in April and May 2015.

Recommendation

During the KCAG Technical Advisory Committee (TAC) meeting held on January 14, 2015, an objection was raised by Angle Dow of the Kings County Area Public Transit Agency (KCAPTA) with regards to Mr. Hughes’ application on behalf of CalVans. The premise of her objection was that Mr. Hughes has publicly expressed interested in the use of Transportation Development Act (TDA) funds, the Local Transportation Fund (LTF) and State Transit Assistance (STA), to replace farmworker vans. Under the current system, CalVans’ drivers and riders have agreements to use vanpools that are not available to the general public unless certain criteria is met. TDA funds are relied upon by the county’s public transit operators with any remaining funds allocated to member jurisdictions’ streets and roads. Due to the potential conflict in the appropriation of public funds, the TAC voted to approve the nominated members to the SSTAC with the exception of Mr. Hughes’ application. KCAG staff recommends the appointment of the nominated members to serve three-year terms on the Kings County Social Services Transportation Advisory Council with the exception of Mr. Hughes (CalVans) based on testimony received.
<table>
<thead>
<tr>
<th>MEMBER CATEGORY</th>
<th>NAME</th>
<th>POSITION</th>
<th>TERM EXPIRATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Potential Transit User – Disabled</td>
<td></td>
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<tr>
<td>Two representatives of social service providers for Seniors</td>
<td>Sharon DeMasters</td>
<td>Social Service Provider – Seniors</td>
<td>JANUARY 2016</td>
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<tr>
<td></td>
<td>Vacant</td>
<td>Social Service Provider – Seniors</td>
<td>TBD</td>
</tr>
<tr>
<td>One representative of social service transportation provider for Seniors</td>
<td>Angie Dow</td>
<td>Social Service Trans. Provider - Seniors</td>
<td>JANUARY 2016</td>
</tr>
<tr>
<td>Two representatives of social service providers for Disabled</td>
<td>Debbie Grice</td>
<td>Social Service Provider – Disabled</td>
<td>JANUARY 2017</td>
</tr>
<tr>
<td></td>
<td>David Rolfsema</td>
<td>Social Service Provider – Disabled</td>
<td>JANUARY 2016</td>
</tr>
<tr>
<td>One representative of social service transportation provider for Disabled</td>
<td>Angie Dow</td>
<td>Social Service Trans. Provider - Disabled</td>
<td>JANUARY 2016</td>
</tr>
<tr>
<td>One representative of social service provider for Persons of Limited Means</td>
<td>Vince Velo</td>
<td>Social Service Provider – Limited Means</td>
<td>JANUARY 2017</td>
</tr>
<tr>
<td>Two representatives of Consolidated Transportation Service Agency, if existing</td>
<td>Vacant</td>
<td>Consolidated Trans. Service Agency</td>
<td>N/A</td>
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<tr>
<td></td>
<td>Vacant</td>
<td>Consolidated Trans. Service Agency</td>
<td>N/A</td>
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<tr>
<td>One representative from an Operator</td>
<td>Valerie Bega</td>
<td>Transit Operator</td>
<td>JANUARY 2016</td>
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<tr>
<td>Additional Members</td>
<td>Arlene Santino</td>
<td>Avenal Transit User</td>
<td>JANUARY 2017</td>
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<tr>
<td>Non-Voting Members</td>
<td>Dave Nave</td>
<td>Support - Transit Operator</td>
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<tr>
<td></td>
<td>Sandra Scherr</td>
<td>Support - CalTrans</td>
<td>N/A</td>
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CTC UPDATE

DECEMBER 12, 2014 UPDATE: $254 MILLION IN FUNDING ALLOCATED TO UPGRADE HIGHWAY, RAIL AND ACTIVE TRANSPORTATION PROJECTS

The California Transportation Commission (CTC) allocated over $254 million for 41 transportation projects that will enhance the safety and mobility of Californians throughout the state, which includes $3.4 million for locally-administered Active Transportation Program projects that encourage biking and walking.

"Investing in our infrastructure benefits Californians for generations to come and these projects will improve mobility for all users of the transportation system, whether they choose to travel by car, take transit or ride a bicycle," said Caltrans Director Malcolm Dougherty.

The allocations included $116.2 million from Proposition 1B, the 2006 voter-approved transportation bond. This included $108 million to purchase diesel-electric locomotives and bi-level passenger railcars to improve intercity rail service by providing new capacity and replacing aging Amtrak-owned locomotives. Portions of that allocation will also be utilized for installing video and audio communications to ensure compliance with the Americans with Disability Act. Since its passage, more than $18 billion in Proposition 1B funds have been put to work statewide for transportation purposes.

The remaining $134.9 million in allocations came from assorted transportation accounts funded by state and federal dollars.

One of the more notable projects that received an allocation included:

• **Kings County:** $419,000 – Bicycle/Pedestrian Facilities on Cinnamon Drive in Lemoore. This project will construct a bicycle facility in the road-
way and ADA compliant pedestrian facilities off the roadway to improve safety and access for residents to nearby facilities.

OCTOBER 9, 2014 UPDATE: $1 BILLION IN NEW FUNDING ALLOCATED TO UPGRADE STATE AND LOCAL TRANSPORTATION INFRASTRUCTURE

In October, 2014, The state’s vast transportation system received a major infusion of cash, as the California Transportation Commission (CTC) allocated $1 billion to repair local streets and state highways, improve public transit and alleviate traffic delays statewide.

"This funding helps preserve California’s great infrastructure and puts thousands of Californian’s to work building sustainable, new improvements," said Caltrans Director Malcolm Dougherty. "The investment in highway preservation and innovation is absolutely critical to California’s economy."

The allocation of $750 million in federal funds for Caltrans’ Local Assistance Program annually pays for more than 1,200 projects designed to improve local roads, bridges and public transit. In the months ahead, more than 600 city, county and regional transportation agencies will submit their projects to Caltrans for review and approval to ensure compliance with federal requirements.

The CTC also allocated nearly $87 million to Caltrans to pay for the operating expenses for the Pacific Surfliner and San Joaquin intercity passenger rail services. These routes are two of the five busiest in the Amtrak system. Ridership on the three state-supported rail routes (which includes the Capitol Corridor) for federal fiscal year 2013 was a record 5.6 million. According to the U.S. Environmental Protection Agency, per passenger mile, travel by rail generates about half the carbon dioxide emission of an automobile trip.

The CTC closed out the allocations by approving $170 million for 29 additional projects, including these notable projects:

Kings County: $1,275,000 – 19th Avenue Interchange Landscaping in Lemoore, on State Route 198 at 19th Avenue. Various planting to provide aesthetic softening and slope erosion control to the newly constructed 19th Avenue interchange.

Kern County: $594,000 – Rails to Trails Phase IV in the city of Taft, on Sunset Railroad corridor, from 2nd Street to State Route 119. Construct 2,900 feet of bike/pedestrian path; infill half mile of future 5 mile bike/pedestrian path and decrease bike commute time.
CALTRANS LAUNCHES INTERACTIVE GAME TO TEACH TEEN DRIVERS SAFE DRIVING SKILLS IN HIGHWAY WORK ZONES

In an effort to fight distracted driving and raise public awareness, the California Department of Transportation (Caltrans) joined with the Office of Traffic Safety and the California Highway Patrol in observing National Teen Driver Safety week October 19-25. To further its commitment to teen driver safety, Caltrans has launched an interactive, mobile and online game called "Distraction Zone" that helps educate teen drivers about safe driving. Car crashes are the leading cause of death for 14- to 18-year-olds in the United States.

"Playing the Distraction Zone game will provide teens with lifelong skills that will not only help keep these young drivers safe, but protect highway workers," said Caltrans Director Malcolm Dougherty.

According to 2012 data from The National Highway Traffic Safety Association, among drivers 15 to 19 years old who were distracted in fatal crashes, nearly 1 in 5 were distracted by their phones. Speeding is also a common contributing factor in fatal crashes. In 2012, speeding was a factor in almost half (48 percent) of the crashes that killed 15- to 20-year-old drivers.

The Distraction Zone game is specifically designed to reinforce key safe driving behaviors like avoiding distractions, being alert, and slowing down when approaching highway work zones. The mobile and online format helps get teen drivers engaged while actively learning safe driving skills. Mobile versions of the game are available for download on Google Play and the online version is played at:

www.DistractionZone.com

As always, teens should not play the game or text while driving.

An added incentive to entice teen game play is a contest being run by the campaign's media partner, iHeart Media. The Distraction Zone contest invites teen players to submit their highest game score for a chance to win cash prizes. The top prize, donated by iHeart Media, is $500. Players can play multiple times to achieve their best score and enter the contest between now and June 15, 2015.

If you would like more information, please visit

www.BeWorkZoneAlert.com
SB-1077: ROAD USAGE CHARGE TECHNICAL ADVISORY COMMITTEE & PILOT PROGRAM

On September 29, 2014 the Governor signed Senate Bill 1077 (DeSaulnier, Road Usage Charge Pilot Program) mandating the Chair of the California Transportation Commission (CTC), in consultation with the Secretary of the California State Transportation Agency (CalSTA), to create a 15-member Road Usage Charge Technical Advisory Committee. This Committee will study road usage charge alternatives to the gas tax and will make recommendations to the CalSTA Secretary on the design of the pilot program. CalSTA must implement a road usage charge pilot program by January 1, 2017 based on the recommendations of the Technical Advisory Committee and submit to the Legislature, the Technical Advisory Committee, and the CTC, a report of its findings by June 30, 2018.

SB 1077 requires the Technical Advisory Committee to consult with highway users and transportation stakeholders including representatives of vehicle users, vehicle manufacturers, and fuel distributors. The Committee will undertake an open and inclusive process to engage these and other organizations, as well as the public, to participate and provide support to the Committee in its study of usage charge alternatives and development of recommendations on pilot program design.

The appointment of members to the Technical Advisory Committee was formalized at the December 10, 2014 CTC meeting. The following were appointed:

- James Madaffer - Commissioner, CTC;
- James A. Misener - Board Member, Intelligent Transportation Society of California;
- Gautam Hans - Director and Policy Counsel, Center for Democracy and Technology;
- David Finigan - Supervisor, Del Norte County;
- Scott Haggerty - Supervisor, Alameda County;
- Robert Poythress - Mayor, City of Madera;
- Pam O'Connor - Mayor, City of Santa Monica;
- Senator Jim Beall (D - San Jose) - California State Senate;
- Stephen Finnegan - Manager of Government & Community Affairs, Automobile Club of Southern California;
- Eric Sauer - Vice-President of Policy & Government Relations, California Trucking Association;
- Martin Wachs - Professor Emeritus, University of California Los Angeles Luskin School of Public Affairs; and
- Loren Kaye - President, Foundation for Commerce and Education.

To meet the statutory requirements outlined in SB 1077, it is anticipated that the Committee will meet monthly, or more often as determined by the Committee, to allow for the time necessary to prepare for implementation of the pilot program by January 1, 2017. The first meeting of the Committee is anticipated to be held on January 23, 2015 in Sacramento. This meeting will address Committee operating procedures, planned meeting dates, and other administrative requirements in addition to road usage charge pilot program considerations.
CALTRANS COMPLETES NEW SEGMENT OF KINGS CANYON EXPRESSWAY IN FRESNO COUNTY

Continuing the push to improve transportation in the Fresno area, Caltrans and the Fresno County Transportation Authority celebrated the completion of the second segment of a project that is upgrading 13 miles of the Kings Canyon Expressway (SR-180) from a two-lane highway to a four lane expressway.

To celebrate the completion, Caltrans held a ribbon-cutting ceremony on November 14, 2014 in a cul-de-sac just south of Highway 180 and just west of Smith Avenue, near Centerville, east of Fresno. The ceremony was open to the public. Speakers at the event included Caltrans director Malcolm X. Dougherty, vice chairwoman of the Fresno County Board of Supervisors Judy Case McNairy, California Transportation commissioner Darius Assemi, California Highway Patrol Capt. Dave Paris, Sanger Mayor Joshua D. Mitchell, chairwoman of the Greater Fresno Chamber of Commerce Lorraine Salazar, and president of the Sanger District Chamber of Commerce David Laurence Phillips.

“This new segment continues our eastward extension of the expressway to provide a faster, safer route for people commuting from eastern Fresno County, farmers hauling produce, and motorists visiting Kings Canyon and the Sequoia National Parks,” said Caltrans Director Malcolm Dougherty.

The three-mile section just completed stretches from just east of Quality Avenue to just west of Smith Avenue near Centerville. This new expressway will facilitate improved traffic flow within this urban area and continues the extension eastward and serves as the gateway to Kings Canyon/Sequoia National Parks. State Route (SR) 180 not only links Fresno counties eastern communities and National Park areas with vital regional services, but also serves as the primary agricultural goods movement corridor for eastern Fresno County. This expressway is of growing importance for commuters from the surrounding rural areas and neighboring communities and will improve congestion along local streets, reduce travel time and increase motorist safety.

Caltrans began improving the Kings Canyon Expressway in 2009 when it widened six-miles of the route between Temperance Avenue and Academy Avenue. With completion of the second segment, nearly nine miles of the route have been upgraded. As funding becomes available, the final 4.5-mile segment from Smith Avenue to just east of Frankwood Avenue will be constructed, creating a total of 13.2 miles of new, four-lane expressway.

The price tag for the second segment was $37.6 million, including $11.5 million from Proposition 1B, a 2006 voter-approved transportation bond. To date, more than $18 billion in Proposition 1B funding has been put to work statewide for transportation purposes. State and local partnership programs and Measure “C”, a half-cent local sales tax dedicated for transportation, also contributed towards the overall cost of Segment Two.
UPDATE ON KINGS COUNTY PROJECTS


Jackson Ave Mitigation Project: On SR 41 near the City of Lemoore. Project will restore abandoned roadway to alkali brush habitat to mitigate for the Jackson Avenue Channelization Project. 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.

Hanford-Armona Landscape: On SR 41 near the City of Lemoore. Project will be initiated for aesthetic replacement to the community for Valley Oaks and Eucalyptus removed from the median in the Hanford-Armona project on SR 41. Funding: SHOPP Minor Program. Anticipate winter 2015 construction to aid in plant establishment and coordination with the parent project. Work may be impacted by the governor’s drought control measures and Minor Program funding. Curt Hatton, Project Manager, (559) 243-3445.

19th Ave Landscaping: Landscaping and plant establishment on SR 198 in the City of Lemoore at 19th Avenue. Funding: STIP. Advertising ended on December 10 with contract award and approval to be completed by mid-February. Drought resistant plantings and water conservation has been incorporated into the design. Curt Hatton, Project Manager, (559) 243-3445.


Kings 198 - 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 achieved June 2, 2014; begin construction spring 2015. Minerva Rodriguez, Project Manager, (559) 243-3518.

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 Ave-
UPDATE ON KINGS COUNTY PROJECTS, CONTINUED

Funding: SH OPP.

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 Visalia and approved on May 13, 2014. Ongoing work includes clearing and preparation of the project site. Main work on the structure to begin December-January due to other road project work in the area. Anand Kapoor, Project Manager, (559) 243-3588.

Bridge decks to be rehabilitated at 14th Avenue overcrossing, the Hanford-Armona Road overcrossing, and the 11th Avenue overcrossing. Funding: SH OPP. Deck rehab was completed at the 11th Avenue overcrossing. A separate spin-off project is programmed to replace the 14th Avenue overcrossing deck instead of rehab. This work will begin October 6 and anticipate completion by end of July 2015. 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: SH OPP. Ready to list achieved October 31, 2013; contract awarded to Tierchert Construction on March 13, 2014; began construction April 2014; construction complete December 2014. Minerva Rodriguez, Project Manager, (559) 243-3518.

Replace Bridge Deck at Hanford-Armona Rd overcrossing: This is the location removed from the 06-46220 project due to additional funding needed to cover hidden deterioration. Funding: SH OPP. Location scope was increased from deck rehab to deck replacement. This project was amended into the SH OPP and anticipate going to construction in summer of 2015. Curt Hatton, Project Manager, (559) 243-3445.

Lemoore Overlay: Overlay on SR 198 from 19th Avenue to the 14th Avenue overcrossing. Funding: SH OPP. Areas in good condition will be excluded from the project. Project is in process of award and approval. Contractor may begin about March 2015. Victor Shaw, Project Manager, (559) 243-3441.

3 Deck Rehab: On SR 198 near the City of Hanford.
AGENDA

1. Welcome and Self-Introductions

2. Phase II Work Scope Review (Enclosure)
   a. Expert panels/workshops
   b. Existing conditions
   c. Pilot programs
   d. Resource Management Guide

3. Schedule

4. Committee Organization and Responsibilities (Enclosure)
   a. Management Committee
   b. Advisory Committee
   c. Project Stakeholders

5. Roll-Out: Phase I Completion – Phase II Start
   a. Publicity
   b. New website (sanjoaquinvalleygreenprint.com)
   c. Project contact list
   d. Logo/branding
   e. Next steps/schedule

6. Next Steps
Greenprint Steering Committee Members
January 22, 2015

John Wright, Chairman (planningwright@sbcglobal.net)
Ed Thompson, Vice-Chairman (ethompson@farmland.org)
Kim Anderson, San Joaquin Council of Governments (anderson@sicog.org)
Travis Jacobs, Stanislaus Council of Governments (trjacobs@stancog.org)
Natalia Austin, Merced County Association of Governments (natalia.austin@mccgov.org)
Kasia Thompson, Madera County Transportation Commission (kasia@maderactc.org)
Clark Thompson, Fresno Council of Governments (clarkt@fresnocog.org)
Chris Lehn, Kings County Association of Governments (chris.lehn@co.kings.ca.us)
Cynthia Echavarria, Tulare County Association of Governments (CEchavarria@tularecog.org)
Michael Heimer (mheimer@kerncog.org)
Kerri Timmer, Sierra Business Council (ktimmer@sierrabusiness.org)
Kathy Wood McLaughlin, Environmental Services (kwoodmclaughlin@gmail.com)
Soapy Mulholland, Sequoia Riverlands Trust (soapy@sequoiariverlands.org)
Sarge Green, California Water Institute (sgreen@csufresno.edu)
Wayne Zipser, Stanislaus Farm Bureau (wayne@stanfarmbureau.org)
Ryan Jacobsen, Fresno Farm Bureau (ryan@fcfb.org)
Liz Forsburg, The Nature Conservancy (eforsburg@tnc.org)
Greg Gatzka, Kings County (Greg.Gatzka@co.kings.ca.us)
TO: KCAG Commission
FROM: Chris Lehn, KCAG Staff
DATE: January 22, 2015

SUBJECT: 2014 Draft Regional Housing Needs Assessment Plan

Introduction

Kings County Association of Governments (KCAG) as a Council of Government is required to prepare a Regional Housing Needs Assessment (RHNA) Plan from which our member agencies will develop their individual Housing Elements. As part of the RHNA Plan development, KCAG is responsible for several tasks including developing a proposed methodology and for distributing the regional housing need to each city and county as determined by the California Department of Housing and Community Development (HCD). The 2014 RHNA Plan must be adopted and submitted to HCD no later than January 31, 2015. The member agencies’ Housing Elements must be provided to HCD no later than January 31, 2016.

2014 Draft Regional Housing Needs Assessment Plan

KCAG staff has been coordinating closely with the member agencies’ Community Development Directors and Public Work Directors as members of the Kings Regional Housing Technical Advisory Committee throughout the Kings County 5th Regional Housing Needs Determination process. This specific update includes the planning period from January 1, 2014 through January 31, 2024. The Committee has provided direction and review of all steps during the RHNA process, beginning with early consultation with HCD. Per this guidance by the Kings Regional Housing Technical Advisory Committee, KCAG staff has updated the 2014 Draft RHNA Plan as based on the methodology (approved in April 2014) and the state determined regional housing need (dissemination in June 2014). The 2014 Draft RHNA Plan provides supporting narrative for these two key processes and further devolves specific statistical data related to housing and employment in the Kings County region.

The 2014 Draft RHNA Plan was released on November 17, 2014 for an official 30 day public review and comment period that concluded on December 22, 2014. The 2014 Draft RHNA Plan was available on the KCAG website located at http://www.kingscog.org/ and at the KCAG office. One comment letter from NAS Lemoore was received that encourages jurisdictions to refer to the 2011 Joint Land Use Study and specifically how placement of residential development in the low-level Military Training Route areas may expose future residents to unnecessary health and safety risks. As part of the adoption process, a public hearing will be held on January 28th in the Kings County Board of Supervisor's Chambers, located at 1400 W. Lacey Blvd in Hanford, as part of the KCAG Commission meeting. The 2014 Kings County Regional Needs Assessment Plan will be submitted to HCD following adoption by the KCAG Commission.

Recommendation

KCAG staff and the Technical Advisory Committee recommend that the KCAG Commission conduct the public hearing to receive comments and adopt the 2014 Regional Housing Needs Assessment Plan with Resolution 15-01 and submit the adopted plan to the California Department of Housing and Community Development prior to January 31, 2015.

H:\KCAG\Housing\RHNA\RHNA Update 2014\KCAG Agendas\RHNA Adopt TPC Agenda 1-28-15.doc
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
COMMISSION

* * * * * * * *

IN THE MATTER OF ADOPTING THE 2014 KINGS COUNTY REGIONAL HOUSING NEEDS ASSESSMENT PLAN

RESOLUTION NO. 15-01
RE: 2014 KINGS COUNTY RHNA PLAN

WHEREAS, Government Code Section 65584 directs each Council of Governments to prepare regional housing needs plans and requires that regional housing needs determinations make allocations specific to jurisdictions, including consideration of housing needs of all income levels; and

WHEREAS, the California Department of Housing and Community Development (HCD), as required by State law, has determined the existing and projected regional share of housing for all of Kings County for the planning period of January 1, 2014 through January 31, 2024 and provided that determination to KCAG; and

WHEREAS, the Kings County Association of Governments (KCAG) is mandated to prepare a Regional Housing Needs Assessment (RHNA) Plan that determines each city's and the county's share of the regional housing needs within Kings County for the planning period; and

WHEREAS, a methodology and the draft 2014 Kings County RHNA Plan was prepared by KCAG with assistance from the Kings Regional Housing Technical Advisory Committee and released for the required public review periods; and

WHEREAS, public hearings were held on April 23, 2014 to consider the RHNA allocation methodology and on January 28, 2015 to receive comments on the draft 2014 Kings County RHNA Plan.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Commission hereby adopts the 2014 Kings County Regional Housing Needs Assessment Plan. This plan determines the housing needs of each jurisdiction within Kings County, and directs each city and the county to address these housing needs in their General Plan Housing Element update due by January 31, 2016.

The foregoing Resolution was adopted on a motion by Commissioner ________________, seconded by Commissioner ________________, at a regular meeting held on the 28th day of January, 2015 by the following vote:

AYES:
NOES:
ABSENT:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS COMMISSION

__________________________________________
Chairman

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

__________________________________________
Terri King, Executive Director
NOTICE OF PUBLIC HEARING
ADOPTION OF 2014 DRAFT KINGS COUNTY REGIONAL HOUSING NEEDS ASSESSMENT PLAN

NOTICE IS HEREBY GIVEN that the Kings County Association of Governments (KCAG), KCAG Commission will hold a public hearing to consider the adoption of the 2014 Draft Kings County Regional Housing Needs Assessment Plan for the Fifth Cycle of the Regional Housing Needs Assessment. The draft plan was subject to a 30-day review and comment period, commencing on November 17, 2014 and concluding on December 22, 2014. A public hearing will be held on January 28, 2015 at 4:30 p.m. in the Kings County Board of Supervisor’s Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey, Blvd., Hanford, California prior to formal action by the KCAG Commission.

KCAG is required by the California Government Code Section 65584 to prepare a Regional Housing Needs Assessment Plan for the Kings County region. The purpose of the draft plan is to detail the state issued housing allocation to the region’s jurisdictions over the 10.08 year planning period (2014-2024).

The draft plan is available for review at the Kings County Association of Government’s office, located at 339 W. "D" St., Suite B, Lemoore, CA and on our website at www.kingscog.org.

Public comments are welcome at the hearing and written comments may be submitted up to the day and time of the public hearing.

Contact Person: Chris Lehn, Regional Planner
339 W. "D" Street, Suite B
Lemoore, CA  93245
(559) 852-2677
Chris.Lehn@co.kings.ca.us

Post: January 9, 2015
Publish: January 14, 2015
TO: KCAG Commission
FROM: Teresa Nickell, KCAG Staff
DATE: January 28, 2015
SUBJECT: Areawide Planning Review No. 14-04
USDA Emergency Community Water Assistance Grant

Application

The Stratford Public Utility District is applying for a competitive grant in the amount of $500,000.

Scope of the Project

The grant application is requesting funding from the United States Department of Agriculture, Rural Development (USDA-RD) to be used for a water supply restoration project for the Stratford Public Utility District. The Stratford PUD will restore three existing groundwater wells.

Comments Received

The comment period ended January 7, 2015, and staff received written comments from the following agencies that the project does not duplicate or conflict with any of their programs:

    City of Hanford Public Works Department, Kings County Community Development Agency, Lemoore Naval Air Station (LNAS), Central Union School District, Caltrans District 6, and the San Joaquin Valley Air Pollution Control District (SJVAPCD).

The SJVAPCD provided comments, including that the project specific criteria pollutant emissions would have a less than significant adverse impact on air quality, and the project conforms to the EPA approved State Implementation Plan. The District’s comments are attached with further rules and regulations concerning the project’s construction, demolition, asbestos, fugitive PM10, and so forth.

Recommendation

Staff recommends that the project works in coordination and does not conflict with other County programs and should be undertaken now. Staff also recommends that the KCAG Commission’s comments include and ratify those of staff and other reviewers regarding Planning Review No. 14-04.
November 13, 2014

Kings County Association of Governments
1400 W. Lacy Blvd., Bldg. 6
Hanford, CA 93230
Attn: Teresa Nickell

SUBJECT: STRATFORD PUBLIC UTILITY DISTRICT - APPLICATION FOR FEDERAL FUNDING

Dear Ms. Nickell:

On behalf of the Stratford Public Utility District and in accordance with Executive Order 12372, we are enclosing Form SF424 and requesting your review. This form is to be submitted to the United States Department of Agriculture, Rural Development (USDA-RD) requesting funding for the Stratford Public Utility District’s Water Supply Restoration Project.

If you have any questions, please contact our office at (559) 732-7938.

Very truly yours,

[Signature]
James Wegley
Consulting Civil Engineer

JHW:je
Enclosure
Application for Federal Assistance SF-424

1. Type of Submission: [ ] Preapplication [ ] Application [ ] Changed/Corrected Application

2. Type of Application: [ ] New [ ] Continuation [ ] Revision [ ] Other (Specify)

3. Date Received: ____________

4. Applicant Identifier: Water Supply Restoration Project

5a. Federal Entity Identifier: ______________________ 5b. Federal Award Identifier: ______________________

State Use Only:

6. Date Received by State: ____________ 7. State Application Identifier: ______________________

8. APPLICANT INFORMATION:

a. Legal Name: ______________________

b. Employer/Taxpayer Identification Number (EIN/TIN): 34-60343933
c. Organizational DUNS: ______________________

d. Address:

   Street 1: 139681 Railroad
   Street 2: ______________________
   City: Stratford
   County/Parish: Kings
   State: CA
   Province: ______________________
   Country: ______________________  USA: UNITED STATES
   Zip / Postal Code: 93265

e. Organizational Unit: ______________________

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

   Prefix: ______________________
   * First Name: James
   Middle Name: H.
   * Last Name: Weigle
   Suffix: ______________________

   Title: Consulting Civil Engineer

Organizational Affiliation:

   * Telephone Number: (555) 732-7936
   Fax Number: (559) 732-7937
   * Email: keiweg1@ao3.com
Application for Federal Assistance SF-424

9. Type of Applicant 1 - Select Applicant Type:
   [Special District Government]
   Type of Applicant 2 - Select Applicant Type:
   Type of Applicant 3 - Select Applicant Type:
   * Other (specify):

10. Name of Federal Agency:
    United States Department of Agriculture, Rural Development

11. Catalog of Federal Domestic Assistance Number:
    10.763
    CFDA Title:
    Emergency and Imminent Community Water Assistance Grant

12. Funding Opportunity Number:
    10.763
    * Title:
    Emergency Community Water Assistance Grant

13. Competition Identification Number:
    Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):
    [Field for entering information]

16. Descriptive Title of Applicant's Project:
    Restore well capacity to Wells Numbers 5, 6 and 7.
    [Field for entering information]
Application for Federal Assistance SF-424

16. Congressional Districts Of:
   * a. Applicant: 21
   * b. Program/Project: 21

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

17. Proposed Project:
   * a. Start Date: 07-01-2014
   * b. End Date: 05-30-2015

18. Estimated Funding ($):

   * a. Federal
   * b. Applicant
   * c. State
   * d. Local
   * e. Other
   * f. Program Income
   * g. TOTAL

   $500,000.00

* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?

   ☑ a. This application was made available to the State under the Executive Order 12372 Process for review on
   ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
   ☐ c. Program is not covered by E.O. 12372.

* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)

   ☑ Yes  ☐ No

If "Yes", provide explanation and attach.

21. "By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances*** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1901)

* I AGREE

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

Authorized Representative:

Prefix:  * First Name: Jeff
Middle Name:  Last Name: Gonzales
Suffix:  * Title: President

*Telephone Number: (559) 947-3037  Fax Number: (559) 947-9312

* Email: spud2lemooranet.com

* Signature of Authorized Representative: Completed by Grants.gov upon submission.  * Date Signed: Completed by Grants.gov upon submission.

Authorized Representative
TO: KCAG Technical Advisory Committee
FROM: Chris Lehn, KCAG Staff
DATE: January 22, 2015

SUBJECT: Sacramento 2015 Valley Voice Trip

Introduction

KCAG staff follow legislation and participate in the Valley Legislative Affairs Committee (VLAC). The VLAC consists of staff from the San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) who track pertinent legislation, update the COG Directors, and make recommendations when warranted to the San Joaquin Valley Regional Policy Council. The Regional Policy Council is made up of two elected officials from each of the eight RTPAs and provides a forum for elected officials to discuss topics and build consensus on issues of Valleywide importance. Every year a legislative platform is developed to provide guidance to the RTPAs. Many of the RTPAs also develop specific countywide platforms.

2015 Valley Voice Sacramento Trip

The San Joaquin Valley RTPAs and elected officials from the region will be participating in the 2015 Sacramento legislative trip on Wednesday, March 4th. Unlike prior years, there will be only one full day of meetings with legislators and state agencies.

The VLAC has updated the legislative platform that will identify the topics for discussion and development of the narrative products to be used as handouts during the meetings. Current topics include cap and trade funding, an amendment to the streets and highways code in regards to the SAFE call box program (so that call boxes can become one tool in a motorist aide system as compared to the primary tool), goods movement, intercity passenger rail, and water. The draft 2015 Sacramento legislative platform following this staff report will be taken to the San Joaquin Valley Regional Policy Council for approval at their February meeting.

Elected officials from each of the eight counties are strongly encouraged to participate and represent the region. KCAG staff encourages our Commission members to participate in the Sacramento Valley Voice Trip and will be requesting volunteers at the January meeting.

Recommendation

KCAG staff recommends acceptance of the 2015 Sacramento Legislative Platform and requests participants for the 2015 Valley Voice Sacramento Trip.
Agenda  
Wednesday, March 4, 2014  
State Capitol, Room 3162 - Sacramento, CA  
*Enter from the East side of the Capitol*

9:15 am – 9:45 am  
 Arrival/ Pre-briefing- Gus Khouri, Khouri Consulting

9:45 am – 10:15 am  
 Keith Dunn, Executive Director, Self-Help Counties Coalition  
Topics: SHCC Priorities for Transportation Funding

10:30 am – 11:00 am  
 Will Kempton, CTC Executive Director  
Topics: Transportation Funding Options, Goods Movement

11:00 am – 11:30 am  
 Mike McCoy, Executive Director, Strategic Growth Council  
Topics: Cap and Trade Allocations/Guidelines

11:30 am – 12:00 pm  
 Assembly & Senate Transportation Committee Staff  
Topics: Transportation Funding Options, Bills of Interest

12:00 pm – 1:30 pm  
 Lunch- Brian Kelly, Secretary, California State Transportation Agency  
Tequila Museo Mayahuel, 1200 K Street (behind the Hyatt Hotel)  
Topics: Future Funding for Transportation

1:45 pm – 2:30 pm  
 Assembly Member Henry Perea (Fresno)  
Topics: Transportation Funding, Cap and Trade, Bills of Interest

2:30 pm – 3:00 pm  
 Assembly Member Adam Gray (Merced, Stanislaus)  
Topics: Intercity/Commuter Rail

3:00 pm – 3:30 pm  
 Assembly Member Kristin Olsen (San Joaquin, Stanislaus)  
Topics: Transportation Funding, Cap and Trade, Bills of Interest

3:30 pm – 4:00 pm  
 Senator Cannella or Galgiani  
Topics: Intercity/commuter Rail, Water, Bills of Interest

4:00 pm – 4:30 pm  
 John Laird, Natural Resources Secretary  
Topics: Water

4:30 pm – 5:00 pm  
 Gareth Elliott, Legislative Secretary, Governor Brown  
Topics: Governor Brown’s Legislative Priorities, Bills of Interest
2015 SACRAMENTO LEGISLATIVE PLATFORM
Revised January 14, 2015

BACKGROUND

The San Joaquin Valley regional planning agencies include: San Joaquin Council of Governments, Stanislaus Council of Governments, Merced County Association of Governments, Madera County Transportation Commission, Fresno Council of Governments, Kings County Association of Governments, Tulare County Association of Governments, and Kern Council of Governments. In 2006, the San Joaquin Valley regional planning agencies expanded their memorandum of understanding to form a Regional Policy Council, comprising two elected officials from each of the eight Valley counties, to discuss and build consensus on issues of Valleywide importance.

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

GENERAL PRINCIPLES

- Protect and enhance state and federal funding levels for transportation-related programs.

- Continue to advocate as a region to advance common goals for improvements in state and federal legislation and policies.

VALLEY VOICE ADVOCACY EFFORTS

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

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

Contact Ahron Hakimi, Kern Council of Governments for more information:
(661) 861-2191 • email: ahakimi@kern cog.org
2014 VALLEY VOICE REGIONAL PRIORITIES

TRANSPORTATION FUNDING:

REQUEST
Given Proposition 1B’s success in leveraging state funds for transportation infrastructure, consider a new $15 billion bond exclusively for state highway safety, maintenance and capital improvements.

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

- According to Caltrans and the Valley’s Goods Movement Plan, the San Joaquin Valley would need $1.7 to $3.5 billion to complete needed capacity and other safety priority projects in addition to $5.5 billion for freight movement-related priorities.
- The SJV has more than 4,000 bridges, with Madera County having the highest percentage of structurally deficient bridges in the state at 34.7%.

CAP-AND-TRADE FUNDING:

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

1. Dedicate cap-and-trade revenues related to fuels to transportation investments.
2. Invest a major portion of fuels-related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
3. Structure the investments to favor integrated transportation and land use strategies with an emphasis on poor air quality regions, such as the San Joaquin Valley.
4. Cap-and-trade revenues should achieve greenhouse gas reductions, with priority given to projects that achieve reductions in criteria pollutants.
5. Allow flexibility at the regional and local level to develop the most cost-effective ways to meet GHG reduction goals through transportation and land use investments.

6. Provide the incentives and assistance that local governments need to make SB 375 work.

7. Address project-funding determinations at the regional level under established statewide criteria to encourage local innovation and flexibility, while addressing the needs and role of disadvantaged communities.

8. Policies and programs funded with cap-and-trade revenues should meet or exceed the provisions of SB 535 that require a minimum of 25% to be distributed in a manner that benefits disadvantaged communities and that 10% of the revenue be spent in those communities.

**SUMMARY**

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

**GOODS MOVEMENT:**

**REQUEST**

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

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

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

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

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

**SAN JOAQUIN AMTRAK PASSENGER RAIL:**

**REQUEST**
Continued support and increased funding for state-supported passenger rail services, including the San Joaquin service. Support for transferring administrative responsibility of the San Joaquin service to the San Joaquin Joint Powers Authority (SJJPA) and of the Pacific Surfliner Service to the LOSSAN JPA as a priority for CalSTA.

1. A continued commitment in annual operating funds through the Public Transportation Account (PTA) to meet requirements of federal legislation (PRIIA Section 209) – states must finance the operational costs of intercity passenger rail routes of 750 miles or less. This would require an annual PTA allocation of at least $125 million, with an increased allocation from cap-and-trade funds of $150 million for operations.
2. A stable, consistent annual appropriation/allocation in state capital funds to leverage funds from matching sources (federal, regional, and private). At least $100 million/year in state capital funds is needed to leverage funding for existing needs, with increases necessary to meet future requirements and further expand the system.
3. Facilitate, expedite and promote transferring administrative responsibility of the San Joaquin and Pacific Surfliner services to the new JPAs—which includes fully defining the ongoing role for the state with all three state-supported intercity passenger rail services.

**SUMMARY**
Since 1990, California has invested more than $1.3 billion in infrastructure and equipment for intercity passenger rail and about $1 billion in operating support. This financial support helped transform the Pacific Surfliner, the Capitol Corridor, and the San Joaquin services into three of the most successful intercity passenger rail services in the nation. With over 5.5 million annual passengers for fiscal year 2012, California has more than 20 percent of all the nation’s intercity riders. The San Joaquin service carried over 1.2 million passengers in FY 13, and had the largest
increase in ridership of any intercity service in the nation. Improving California’s Intercity Passenger Rail Program will result in more jobs, improved air quality, less automobile use, enhanced public safety more transportation choices and promotes sustainable development.

As a result of the Governor signing AB 1779 on September 29, 2012, the San Joaquin Joint Powers Authority was established to enable regional governance/management of the San Joaquin intercity passenger rail service. To date, several achievements have been realized and include:

- Selection of the San Joaquin Regional Rail Commission as the Managing Agency
- New advocacy efforts for the state-supported intercity passenger rail program as a new partner in the California Intercity Passenger Rail Leadership Coalition (Capitol Corridor JPA, LOSSAN JPA, Coast Rail Coordinating Council, San Joaquin Valley Rail Committee, and SJPA).
- Leadership efforts in working with Senator Jackson and Assemblymember Olsen to establish Select Committees in the CA Senate and the Assembly for conventional passenger rail.
- The adoption of a Joint Policy Statement between SJJPA, Caltrans and the CA High Speed Rail Authority to ensure SJJPA and local member agencies can participate in any alternatives that might be necessary to utilize San Joaquin trains on the First Construction Section of the proposed High Speed Rail Network.
- Two “Local Community Field Work Events” that encourage SJJPA members/staff/affiliates to travel on the San Joaquis to events that showcase various attractions in local communities.

WATER QUALITY, SUPPLY, AND RELIABILITY:

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

SUMMARY
The SJV’s growing population and expanding economy require an adequate water quality supply that is reliable for all sectors and the environment. The current water supply is inadequate and unsustainable for the future. The rivers found throughout the SJV are valuable natural resources that need to be protected, while developing additional sustainable water supplies. Water and energy are interdependent resources; with one fifth of the state’s energy being used to pump, transport, and treat water. Strategies must be addressed to maximize both these resources. The California Partnership for the San Joaquin Valley and several other Valley organizations continue to work towards these water goals.
TO: KCAG Commission  
FROM: Terri King, KCAG Executive Director  
DATE: January 21, 2015  
SUBJECT: Affordable Housing and Sustainable Communities Program  

Introduction  
The Strategic Growth Council (SGC) recently adopted guidelines for the new Affordable Housing and Sustainable Communities (AHSC) Program following extensive review of comments received on the draft guidelines. This grant program is to receive funding from the Cap and Trade Program to fund greenhouse gas reducing projects within the transportation sector, while significantly benefitting disadvantaged communities and providing affordable housing. The Strategic Growth Council is scheduled to release the notice of funding available on January 30, 2015. The proposed final AHSC guidelines that were adopted can be found on the SGC website at the following link: 
http://www.sgc.ca.gov/s_ahscprogram.php  

Comments on Draft Guidelines  
As the SGC began to solicit public feedback to create the AHSC program Draft Guidelines, numerous comments were received from many agencies that necessitated significant changes. It appears that many of the comments were considered in the proposed final guidelines. Some of these included a reduction in the required densities by urban/rural category, the 50% match requirement was removed, and minimum housing requirements were removed.  

Affordable Housing and Sustainable Communities Program  
The AHSC Program seeks to fund land use, housing, transportation, and land preservation projects that support infill and compact development and reduces greenhouse gas (GHG) emissions. The guidelines describe eligible projects and divide the funds into two programs, one for Transit Oriented Development (TOD) in large, urban areas, and the other for Integrated Connectivity Projects (ICP). Kings County projects would most likely fall exclusively under the ICP funding. Attached are portions of the presentation to the SGC on the AHSC Program guidelines that provide a summary of some of the program elements and eligible project types. The SGC staff stated that these guidelines may be considered as interim guidelines, to be updated for future funding cycles.  

Eligible applicants include a public agency that has jurisdiction over the project area. To apply for funding, applicants must first submit a concept proposal. Should the applicant successfully complete the concept submittal portion of the application process, the SGC will invite the applicant to submit a full application. Workshops are scheduled in February by the SGC for potential applicants to learn about the program and the application requirements. One-on-one consultations may also be scheduled at a workshop. The closest workshop is in Bakersfield on Monday, February 9, 2015. The workshop announcement is attached.  

Recommendation  
Information only. Staff encourages eligible agencies to review the adopted guidelines, attend a workshop, and consider submitting concept proposals. Proposal concepts are due by February 19, 2015.
AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES
PROGRAM WORKSHOP NOTICE

This round of SGC workshops will be comprised of an informational presentation and overview on the Affordable Housing and Sustainable Communities Program, including requirements to submitting a concept proposal. Small group or one-on-one consultation (depending on volume of requests) with AHSC Program staff will also be available to discuss project eligibility. To register for a workshop or request a consultation, please click on the registration links below.

Consultations will take place on the same day of the informational presentation at each location from 1-5 pm, and are intended to focus on projects that are ready to apply for 2014-15 AHSC funding. Exact time of consultation will be provided in advance of each workshop. SGC staff will attempt to provide consultations to all who request one, however, priority will be given to applicants proposing projects to benefit Disadvantaged Communities. For more information on how to determine project eligibility to benefit a Disadvantaged Community, please see page two of this Notice.

All workshops will follow the same time frame:
9:30 am to 11:30 am: Informational Presentation
1:00 pm to 5:00 pm: 30-minute small group or one-on-one consultations

WORKSHOP LOCATIONS
(exact locations are currently being arranged and will be announced by the end of January)

SAN DIEGO
Wednesday, February 4
Click here to register

SAN BERNARDINO
Thursday, February 5
Click here to register

LOS ANGELES
Friday, February 6
Click here to register

BAKERSFIELD
Monday, February 9
Click here to register

STOCKTON
Tuesday, February 10
Click here to register

OAKLAND
Wednesday, February 11
Click here to register

Agenda and meeting materials will be posted prior to the workshops. Please limit registrations to no more than two people per organization in order to allow representatives from other entities to attend. If you have any questions, please contact Kim Danko at 916-324-9766 or kim.danko@sgc.ca.gov. If you would like to request translation services, please contact Kim by Feb 1.
Eligible Projects Types

- Transit-Oriented Development (TOD) Projects
- Integrated Connectivity Projects (ICP)
Transit-Oriented Developments

- Located within a ½ mile of Qualifying High Quality Transit

**Required**

- Affordable Housing or Housing-Related Infrastructure
- Transportation-Related Infrastructure

**Optional**

- Additional Capital or Program Uses
TOD Project Examples

At least one Transportation Capital Project, such as...

Station area improvements, including bus stop benches or shelters

OR

Sidewalks and dedicated bicycle paths providing connectivity between housing and a transit station

OR

Transit signal priority technology systems

Affordable Housing Development

OR

Housing-Related Infrastructure
Integrated Connectivity Projects

- Must have Qualifying Transit
- May include affordable housing, but not required

- Required
  - At least one Capital Use

- Required
  - One Additional Capital or Program Use

- Optional
  - Additional Capital or Program Uses
ICP Project Examples

- **Capital Use**
  - Bicycle/pedestrian connections from employment center to transit

- **Capital or Program Use**
  - Improvements to a transit station
  - Complete Streets improvements to increase walking and biking to a transit stop

- **Vanpool Fleet**

- **Transit Ridership Program**
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>JANUARY 9, 2015</td>
<td>Release Draft Final Guidelines</td>
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<tr>
<td>JANUARY 20, 2015</td>
<td>Final Guidelines to Council for Approval</td>
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<tr>
<td>JANUARY 30, 2015</td>
<td>Concept and NOFA Requirements Released</td>
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<tr>
<td>FEBRUARY 4-11, 2015</td>
<td>Concept Technical Assistance Workshops</td>
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<tr>
<td>FEBRUARY 19, 2015</td>
<td>Concepts Due</td>
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<tr>
<td>MARCH 11, 2015</td>
<td>Approved Concepts Invited for Full Application</td>
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<tr>
<td>APRIL 15, 2015</td>
<td>Full Applications Due</td>
</tr>
<tr>
<td>Late June 2015</td>
<td>Awards Recommended</td>
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</tbody>
</table>
Instructions to determine Disadvantaged Community prioritization for AHSC Program consultations

Potential applicants will indicate whether they are applying for a project to benefit a Disadvantaged Community when registering using the links on page one of this Notice. To search Disadvantaged Community census tracts, click here. (If the project location selected appears in red on the map, it is in the top 25% of CalEnviroScreen census tracts. Click on the map, and the census tract number will appear. For projects where the majority (50% or more) is not located within a Disadvantaged Community, but meets one of the criteria detailed below, please use the census tract/s of the Disadvantaged Community/Communities your proposed project will benefit.

**Affordable Housing and Sustainable Communities Projects:** Projects will achieve GHG reductions by reducing vehicle miles travelled (e.g., increasing accessibility of housing, employment centers, and key destinations via low-carbon transportation options such as walking, biking, and transit).

<table>
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<tr>
<th>CRITERIA TO EVALUATE PROJECTS</th>
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<tbody>
<tr>
<td><strong>Step 1 – Located Within:</strong> Evaluate the project to see if it meets at least one of the following criteria for being located in a Disadvantaged Community census tract and provides a desirable benefit to a Disadvantaged Community.</td>
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</table>

Project must meet the following criteria focused on reducing passenger vehicle miles travelled, while addressing housing needs and other regional planning objectives for Disadvantaged Community residents:

A. A majority (50%+) of the project is within one or more Disadvantaged Communities and reduces vehicle miles travelled, and the project is designed to avoid displacement of Disadvantaged Community residents and businesses.

| **Step 2 – Provides Benefits To:** If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing a desirable benefit to a Disadvantaged Community. |

Project must meet at least one of the following criteria focused on reducing passenger vehicle miles travelled, while addressing housing needs and other regional planning objectives for Disadvantaged Community residents:

A. Project is within ¼ mile of a Disadvantaged Community and reduces vehicles miles travelled, and is designed to avoid displacement of Disadvantaged Community residents and businesses.

B. Project includes recruitment, agreements, policies or other approaches that result in at least 25% of project work hours performed by residents of a Disadvantaged Community.

C. Project includes recruitment, agreements, policies or other approaches that result in at least 10% of project work hours performed by residents of a Disadvantaged Community participating in job training programs which lead to industry-recognized credentials or certifications.
TO: KCAG Commission
FROM: Terri King, KCAG Executive Director
DATE: January 21, 2015


Introduction

Each quarter, KCAG submits a quarterly report to Caltrans summarizing the expenditures and revenues for the fiscal year and a reimbursement request for federal funds expended. Attached for your review is the year end financial report for the period of July 1, 2013 through June 30, 2014 submitted to Caltrans. A total of $636,361 in federal funds was received as reimbursement for eligible activities.

Also attached is a report that provides the budgeted versus actual expenditures and revenues of KCAG for FY 2013-14 from the financial reporting system. The total amounts differ from the Caltrans financial report due to the use of fringe benefit and an indirect cost rates applied to salaries. Total expenditures for FY 2013-14 were $985,106. Total revenues received were $799,697.

Both of these reports are utilized in the FY 2013-14 financial and compliance audit reports of KCAG currently being prepared.

Recommendation

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**NOTE:** Expenditures include an indirect cost rate of 76.57% applied to salaries approved by Caltrans Audits on August 11, 2014.

**NOTE:** Includes Amendment No. 2 changes accepted May 26, 2014.
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58
# Kings County Association of Governments

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<td>$1,848.06</td>
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<td>40601</td>
<td>Regional Housing Needs Plan</td>
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<td>40701</td>
<td>Census Data Center</td>
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<td>$3,994.61</td>
<td>$1,311.37</td>
<td>$756.14</td>
<td>$1,583.08</td>
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<td></td>
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<td>$3,994.61</td>
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</tbody>
</table>

Total | $1,378,000.00 | $986,976.98 | $227,429.97 | $131,136.08 | $268,953.66 | $7,765.89 | $340,834.08 | $12,857.30 | $986,976.98

*Updated January 2012*
KINGS COUNTY ASSOCIATION OF GOVERNMENTS  
339 W. "D" St., Ste. B  
Lemoore, CA

Certification of Expenditure by Fund Source  
Fiscal Year 2013-14

I certify that I am a duly authorized representative of the Metropolitan Planning Organization (MPO) and the following statement of fund expenditures is consistent with the terms of the Master Fund Transfer Agreement, numbered 74A0120, expiring 12/31/2014, and entered into between the MPO and the State.

I have attached a copy of the Statement of Expenditures by fund source and work element. Matching funds are identified. The expenditures shown are for work completed in accordance with the Fiscal Year (FY) 2013-14 approved Overall Work Program. I certify that all state and federal matching requirements have been met.

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Reconciled Carryover Balance</th>
<th>FY13/14 Allocations and Awards</th>
<th>Federal Fund Expenditures</th>
<th>Toll Credits Used</th>
<th>Year End Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA Metropolitan Planning Funds</td>
<td>$2,683,504.13</td>
<td>$583,534.00</td>
<td>$43,201.00</td>
<td>$4,955.15</td>
<td>$2,716,875.77</td>
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<td>FHWA PL Funds (Matched with Toll Credits)</td>
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</tr>
<tr>
<td>FHWA PL (Cash/in-kind Match)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FTA - 5303 (Metropolitan Planning) Funds</td>
<td>$260,211.85</td>
<td>$56,384.00</td>
<td>$12,167.04</td>
<td>$1,395.56</td>
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<td>FTA Sec. 5303 Funds (Matched with Toll Credits)</td>
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<td>FTA Sec. 5303 (Cash/in-kind Match)</td>
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<tr>
<td>Total</td>
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<tr>
<td>FTA - 5304 Funds</td>
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<td>$33,888.80</td>
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<td>$35,888.80</td>
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<td>$57,068.20</td>
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<td>FHWA SPR Partnership Planning Funds</td>
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<td>FHWA SPR PP Funds WE 50208</td>
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<td>$28,142.73</td>
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<td>Total</td>
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<td></td>
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<td>$181,857.27</td>
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<tr>
<td>FHWA SPR Special Study Funds</td>
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<td>FHWA SPR 53 Funds</td>
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<td>Total</td>
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<tr>
<td>Regional Blueprint Planning</td>
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<tr>
<td>FY10/11 Grant</td>
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<tr>
<td>Total</td>
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<td></td>
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<td>$0.00</td>
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<tr>
<td>Total FY13-14 Consolidated Planning Grant Expenditures</td>
<td></td>
<td></td>
<td></td>
<td>$636,360.93</td>
<td></td>
</tr>
</tbody>
</table>

* - This line is for Current FY Allocation Expenditures Matched by Toll Credits Only.

I understand that this represents a final statement of expenditure for FY2013-14 and no future requests for reimbursement will be processed by the State for payment.

Terri King  
Name (Please Print)  

Executive Director  
Title (Please Print)  

Signature  
September 30, 2014  
Date
## KCAG Revenue and Expenditure Status Report

**Accounting Period: 13/14**

<table>
<thead>
<tr>
<th>TITLE</th>
<th>ADOPTED BUDGET</th>
<th>YEAR TO DATE RECEIVED</th>
<th>BUDGET REMAINING</th>
<th>PERCENT RECEIVED</th>
</tr>
</thead>
</table>

### Revenues

- **Sales and Use Tax**: $61,160
- **Interest on Current Deposits**: $0
- **ST Aid - Regional Improvement**: $108,850
- **ST Aid - Abandoned Vehicle Abatement**: $27,500
- **ST Aid - Transportation**: $312,956
- **Fed Aid - MPO Planning**: $669,354
- **Cities - Regional Planning**: $65,560
- **Miscellaneous Services**: $21,600
- **Other Revenue**: $110,000
- **Outlawed Warrants**: $0

**Total Revenues**: $1,376,000

<table>
<thead>
<tr>
<th>TITLE</th>
<th>ADOPTED BUDGET</th>
<th>YEAR TO DATE EXPENDED</th>
<th>BUDGET REMAINING</th>
<th>PERCENT SPENT</th>
</tr>
</thead>
</table>

### Expenditures

- **Salaries & Benefits**: $543,666
- **Communications**: $5,500
- **Insurance**: $9,500
- **Maintenance - Equipment**: $0
- **Maintenance - S.I.G.**: $4,300
- **Memberships**: $2,610
- **Office Expense**: $5,000
- **Bank Charges**: $300
- **Books & Periodicals**: $200
- **Record Storage Charges**: $990
- **Postage and Freight**: $2,500
- **Offset Printing/Stores**: $200
- **Computer Hardware/Software**: $2,600
- **Prof & Spec Services**: $13,675
- **Legal Expenses**: $10,000
- **Auditing & Accounting**: $35,000
- **Consultant Expense**: $618,490
- **Pubs & Legal Notices**: $1,200
- **Rents & Leases - Equipmt**: $4,000
- **Rent Office Space**: $25,200
- **Special Dept Expense**: $3,495
- **Purchasing Charges**: $3,475
- **In-Service Training**: $1,100
- **Motor Pool Service**: $1,000
- **Travel and Expense**: $6,000
- **Utilities**: $4,500
- **Information Tech Service**: $10,853
- **Cap Charges**: $999
- **Fixed Assets**: $12,500

**Total Expenditures**: $1,333,749

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**Note**: The percentages are calculated based on the adopted budget.