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, March 25, 2015

**Agenda:**
KINGS COUNTY ASSOCIATION OF GOVERNMENTS

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PAGE</th>
<th>ACTION</th>
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<tbody>
<tr>
<td><strong>I. CALL MEETING TO ORDER - Chairman</strong></td>
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<tr>
<td>A. Roll Call</td>
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<td>B. Unscheduled Appearances</td>
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<tr>
<td>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.</td>
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<tr>
<td>C. Minutes</td>
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<tr>
<td>1. Minutes of February 25, 2015</td>
<td>1-7</td>
<td>Action</td>
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<tr>
<td><strong>II. KCAG TRANSPORTATION POLICY COMMITTEE</strong></td>
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<tr>
<td>A. General Transportation Items</td>
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<tr>
<td>1. Draft 2015 Kings County Transit Development Plan</td>
<td>8-10</td>
<td>Information / Attachment Presentation</td>
</tr>
<tr>
<td>2. FY 2015-16 Transportation Development Act Summary</td>
<td>11-13</td>
<td>Information</td>
</tr>
<tr>
<td>3. FY 2013-14 Transportation Development Act Financial and Compliance Audit Reports</td>
<td>14-19</td>
<td>Action</td>
</tr>
<tr>
<td>4. Local Streets and Roads Needs Assessment Contribution (Resolution No. 15-06)</td>
<td>20-24</td>
<td>Action</td>
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<tr>
<td>B. Caltrans Reports</td>
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<tr>
<td>C. Correspondence</td>
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<td>D. Staff Comments</td>
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<td>E. Commissioner Comments</td>
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### III. KCAG COMMISSION

#### A. General Commission Items

1. Reaffirm all Actions Taken by the TPC on March 25, 2015  
   - Action
2. San Joaquin Valley Voice – Sacramento Report  
   - Page 25-26  
   - Information
3. AB 1043 State Route 43 – Letter of Support  
   - Page 27-30  
   - Action
4. Kings County Deferred Compensation Plan MassMutual Contract – Associate Member Request  
   - Page 31  
   - Action

### IV. MISCELLANEOUS

#### A. Correspondence

#### B. Staff Comments

#### C. Commissioner Comments

### V. ADJOURNMENT: Next meeting scheduled for April 22, 2015.
I. CALL MEETING TO ORDER

The regular meeting of the Kings County Association of Governments (KCAG) was called to order by Joe Neves, Chairperson, at 4:30 p.m., on February 25, 2015 in the Board of Supervisors Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey Blvd., Hanford, California.

COMMISSIONERS PRESENT: Mark Cartwright, Harlin Casida, Richard Fagundes, Gail Miller, Joe Neves, Lois Wynne

COMMISSIONERS ABSENT Russ Curry

STAFF PRESENT: Terri King, Teresa Nickell, Joel Gandarilla; Kris Pedersen

VISITORS PRESENT: Jim Christian

A. Roll Call

Joel Gandarilla conducted roll call.

B. Unscheduled Appearances

None.

C. Minutes

1. Minutes of January 28, 2015

A motion was made and seconded (Cartwright / Casida) to approve the Minutes of January 28, 2015. The motion carried by the following vote:

Cartwright: Aye
Casida: Aye
Curry: Absent
Fagundes: Abstain
Miller: Aye
Neves: Aye
Wynne: Aye
II. KCAG TRANSPORTATION POLICY COMMITTEE

A. General Transportation Items

1. FY 2015-16 Transportation Development Act Estimates

Teresa Nickell reported that the State Controller released the FY 2015-16 estimate for the State Transit Assistance (STA) Funds to Kings County as $798,941 and that the amount is based on a formula for population and a formula for revenue of the transit operators. The County Auditor provided an estimate for the FY 2015-16 Local Transportation Fund (LTF) apportionment as $3,900,000. She stated that KCAG must advise the expected claimants of the area apportionments within the County by March 1, 2015 and that claim forms and letters were mailed out. The agenda material includes the LTF and STA apportionments for each jurisdiction based on the latest Department of Finance population estimates. The claims must be returned to KCAG by April 1, 2015 and each claimant is required to hold a public hearing and have an adopted resolution stating their findings on any unmet transit needs before funds can be allocated for streets and roads purposes. The Kings County Area Public Transit Agency (KCAPTA) and the City of Corcoran must hold independent public hearings. Corcoran held theirs in February and KCAPTA had one today and will have a second one in March. KCAG will hold public hearings for unmet transit needs in April and May.

Terri King commented that this estimate is an increase from the current year estimate of $3.6 million, but is still a conservative estimate. We expect this to be higher once all the revenues come in. There is also an increase in the amount that may be allocated for streets and roads allocations at just below $2 million.

Commissioner Wynne inquired as to when the money will actually go to each city. Ms. King indicated that the money is received monthly and once KCAG adopts the resolutions the auditors will receive instruction from KCAG regarding how the money is to be allocated. Since about $125,000 is received per month, it is not enough to initially fund all claims. KCAG and transit is allocated funds first and the amount for streets and road is received normally at the end of the year. The total distribution is based on population and each jurisdiction cannot receive more than their population share. Since KCAPTA shares are based on half population and half hours of service, we wait until the end of the fiscal year to figure out their population share for the final payment for roads. This year the transit allocation was returned and a mid-year payment of almost $1 million for streets and roads was made.

2. Low Carbon Transit Operations Program and Program Project List

Teresa Nickell reported that the Low Carbon Transit Operation Program (LCTOP) is funded by auction proceeds from the California Air Resource Boards Cap-and-Trade Program. Proceeds are deposited into the Greenhouse Gas Reduction Fund and the LCTOP will receive $25 million in FY 2014-15 with 5 percent continually appropriated beginning in 2015. Funds in this account are appropriated annually by the state controller’s office for allocation to each county in accordance with the Public Utility Code (PUC) Sections 99313 and 99314.
Applications for projects seeking these funds must be approved by KCAG, so 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 the authorized designated person for the application. Resolution 15-04 authorizes the KCAG Executive Director to execute for and on behalf of the Regional Entity any actions necessary for obtaining LCTOP funds.

The Kings County Area Public Transit Agency (KCAPTA) has prepared a project list utilizing LCTOP funds to expand transit service with the addition of two routes in Hanford and two routes in Lemoore and is requesting a total of $51,481 that includes their apportionment and Corcoran’s apportionment under PUC Section 99314. Since this project is not included in the current Transit Development Plan, Resolution 15-05 approves the inclusion of these projects on the eligible project list. Terri King noted that these projects are consistent with the adopted Sustainable Communities Strategy and will now fund the projects that provide a 30% increase in transit investments.

A motion was made and seconded (Casida / Cartwright) to adopt Resolution 15-04 designating the KCAG Executive Director as an authorized agent for the Low Carbon Transit Operations Program. The motion carried by the following vote:

Cartwright: Aye
Casida: Aye
Curry: Absent
Fagundes: Aye
Miller: Aye
Neves: Aye
Wynne: Aye

A motion was made and seconded (Casida / Wynne) to adopt Resolution 15-05 to approve KCAPTA’s Low Carbon Transit Operations Program project list. The motion carried by the following vote:

Cartwright: Aye
Casida: Aye
Curry: Absent
Fagundes: Aye
Miller: Aye
Neves: Aye
Wynne: Aye

3. I-5 / SR 99 Goods Movement Study

Terri King noted that we have talked a lot about goods movement recently and how the State is supportive of funding goods movement type projects. We have conducted studies throughout the Valley, such as the Interregional Goods Movement study completed in 2013, which list many improvement projects that were recommended. As an additional way to move the implementation efforts forward, Caltrans has provided $550,000 to conduct a study that will focus on Interstate 5 and SR 99. There has been some discussion regarding ideas for goods movement on Interstate 5. Current travel on these routes act as if there is a truck lane and a passenger car lane. It is believed that a truck toll-lane with incentives could be used to help fund improvements that also benefits truck travel. There is no match required for this money and Fresno Council of Governments
will be lead on this study and provide for the fiscal management and reporting of the funds, with KCAG is acting as a participant. The draft scope of work is included in the agenda packet.

Commissioner Neves asked if they would convert one lane to a truck toll-lane or will they be adding a lane. Ms. King stated it was assumed that they would be adding a toll lane for trucks that would come with incentives. Additionally, Commission Neves inquired as to when this might be completed. Ms. King indicated that is not known yet. Commissioner Neves recommended taking into account the current shipping backlog due to the strike. There may be six to eight week of backlog in containers alone.

4. Draft FY 2015-16 Overall Work Program and Budget

Terri King indicated that each year KCAG is required to prepare an Overall Work Program (OWP) and budget. An OWP draft must be submitted to Federal, State, and local agencies, as well as the public for review and comment. A final document must be adopted and submitted before June 1, 2015. The OWP draft is included in the agenda packet and the work tasks to be included are those that were discussed previously and include ongoing activities and two new projects. Caltrans has requested that we spend down our large balance of Federal planning funds, so we contacted the transit agency to inquire if they needed any studies done that would qualify for funding. They indicated that a marketing plan is needed. In addition, the Regional Bicycle Plan is due for an update, and in order to be consistent with new funding programs, an Active Transportation Plan that would incorporate bicycle and pedestrian facilities is being proposed. The funding source that would be used are Federal Planning Funds, Toll Credits, Planning, Programing and Monitoring funds, Local Transportation Funds, Abandoned Vehicle Abatement funds, Caltrans Planning Grant funds, and City and County general funds, which are used for activities that are not eligible for Federal reimbursement. Included in the agenda packed is a summary of expenditures by task. The total estimated cost for activities is $908,000. This is less than the $1,106,200 last year mainly because of the grants received. The proposed budget would fund salaries and benefits, services and supplies, and consulting services. The draft budget is based on the OWP and is a reduction of about 18% based on the activities that will be conducted. The Finance Committee has reviewed and accepted the proposed budget for inclusion in the draft OWP.

A motion was made and seconded (Cartwright / Wynne) to approve the release of the draft FY 2015-16 Overall Work Plan for review and comment. The motion carried by the following votes:

Cartwright:    Aye
Casida:        Aye
Curry:         Absent
Fagundes:      Aye
Miller:        Aye
Neves:         Aye
Wynne:         Aye
B. **Caltrans Reports**

Gail Miller presented an update on the 12th Avenue interchange and stated that work continues on the embankment and pile driving. She noted that there will be a closure of 12th Avenue on March 9 through 11, 2015 and Caltrans Public Information Office has sent out a commuter alert and is personally going to the local businesses to inform them about the closure. The closure is for concrete block approaches on the railroad. Terri King indicated that she provided a copy of the alert to the Commission.

Gail Miller reported that the 19th Avenue interchange was opened to the public on January 8, 2015 and is now fully open, the signal light at 19th and Tammy/Silverado is active, and the Vine Street access to SR 198 is now permanently closed. There are some items pending including a main line overlay, restriping, signs, and erosion control.

C. **Correspondence**

None.

D. **Staff Comments**

Terri King reported on the progress of the SR 198 Study. Draft reports for economic and traffic analysis, as well as a list of potential improvements are going out to Caltrans for review. Currently it shows that there is no need to have four lanes facility at this time. However, tentative projects may be a roundabout at the SR 269 and SR 198 intersection, which is currently a four-way stop, and some passing lanes. There was a focus for improvements on the corridor between the Lemoore Naval Air Station and Interstate 5. It also showed a need for improvements at 9th Avenue that is a location where it is not a freeway. Once the reports are reviewed by Caltrans, the draft will be presented at public workshops that are being scheduled for May or June.

E. **Commissioner Comments**

None.

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**III. KCAG Commission**

A. **General Commission Items**

1. **Reaffirm all Actions Taken by the TPC on February 25, 2015**

A motion was made and seconded (Casida / Cartwright) to reaffirm all actions taken by the KCAG Transportation Policy Committee on February 25, 2015. The motion carried by the following votes:

- Cartwright: Aye
- Casida: Aye
- Curry: Absent
- Fagundes: Aye
- Neves: Aye
- Wynne: Aye
2. **Assignment of KCAG Representatives to Committees**

Terri King informed the Commission that the agenda packet included a summary page of the existing appointments and vacancies on various committees. Currently there are three vacancies we would like filled. She reviewed the committees and their associated vacancies and asked that appointments be made to them.

Commissioner Mark Cartwright volunteered to serve on the KCAG Personnel Committee and to serve as the primary on the San Joaquin Regional Policy Council. Commissioner Neves volunteered to serve as the alternate to the San Joaquin Regional Policy Council. Commissioner Verboon was selected to be appointed to serve as the alternate to the CalVans Board.

A motion was made and seconded (Cartwright / Wynne) to accept the appointments of KCAG Representatives to the various Committees. The motion carried by the following votes:

- Cartwright: Aye
- Casida: Aye
- Curry: Absent
- Fagundes: Aye
- Neves: Aye
- Wynne: Aye

3. **Nominations for California Partnership for the San Joaquin Valley**

Terri King stated how the past Governor Schwarzenegger established the California Partnership for the San Joaquin Valley. This was to be made up of representatives from various stakeholder groups and elected officials to discuss valley opportunities and promote the valley for economic development and to obtain a fair share of state interests. KCAG is responsible for submitting nominations to the Governor’s office for the local elected official. Sid Craighead was the previous elected official as the Kings County representative, and subsequently former Lemoore City Councilman Willard was the replacement nominee, however, the Governor never acted on that nomination. Thus, we are seeking a representative for Kings County on the Partnership Board. The process is that KCAG will send a letter to the City Managers and County Administration Officer that provides the background information and will ask them to provide a list of nominees from local elected officials who are interested. The nominees will be presented to the KCAG Commission for inclusion and ranking and submitted to the Governor’s office. The selected nominees will have to go on line to the Governor’s appointment website and fill out an application and will need to submit a letter of interest, resume or bio, and two or three letters of reference. Later the nominees will be interviewed by the Governor’s office, which will later make the official appointment.

There was a question regarding why the Governor did not make the last appointment. Ms. King indicated that the Governor generally seeks a nominee with a viewpoint closer to his.

Commissioner Neves added that there is a need to have three nominees. Ms. King agreed that the Governor’s office would not accept less than three. It was clarified that the nominees must be elected officials. The next meeting for the
The agenda packet has a list of the current stakeholder groups represented. Commissioner Neves clarified this was presented as informational and will be held for future consideration.

IV. MISCELLANEOUS

A. Correspondence

None.

B. Staff Comments

Terri King reminded the Commission that the Valley Voice trip to Sacramento is next week. Ms. King will forward the overnight accommodations to Commissioner Cartwright. The CalCOG Regional Leadership Forum is coming up that will be attended by herself and Commissioner Curry. On April 8, 2015 from 1pm to 4pm, there will be a special discussion for newly appointed board member orientation. If any Commissioner is interested in attending please let Ms. King know as soon as possible. Ms. King will forward the tentative agenda to the Commissioners when it becomes available.

Future agenda items will have the Federal Transit Act Section 5311 Program of Projects, the TDA financial audits, the Valley Voice report, and Local Streets and Roads assessment report funding contribution, the draft Transit Development Plan, and an item regarding CalVans’ finance plans.

Commissioner Neves provided a brief summary of CalVans’ financial plans to seek an additional funding source and outlined their original business model for vehicle replacement.

C. Commissioner Comments

None.

V. ADJOURNMENT: Next meeting scheduled for February 25, 2015.

There being no further business before the Kings County Association of Governments Commission, the meeting was adjourned at 5:22 p.m.

Respectfully submitted,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Executive Director
TO: KCAG Transportation Policy Committee  
FROM: Teresa Nickell, KCAG Staff  
DATE: March 25, 2015  

SUBJECT: Draft 2015 Transit Development Plan

Introduction

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

Ms. Selena McKinney of LSC Transportation will provide a presentation of the Draft 2015 Transit Development Plan to the Transportation Policy Committee. The 30-day review and comment period commenced February 20, 2015 and closed for comments on March 21, 2015. Staff received comments from Caltrans-District 6 in support of the project.

Recommendation

This is an information item only.
March 6, 2015

Ms. Teresa Nickell
Kings County Association of Governments
339 West D Street, Suite B
Lemoore, CA 93245

Dear Ms. Nickell:

Thank you for the opportunity to review the Kings County Association of Governments' (KCAG) Draft Final Transit Development Plan (TDP). Caltrans has the following comments:

- Caltrans should continue to be involved in the transportation planning process in accordance with FTA requirements.
- Caltrans recommends KCAG encourage public involvement as future projects are proposed to ensure selected projects meet local and regional needs.
- Caltrans recommends that KCAG keep abreast of the various transit funding grants that are available and continues to urge agencies to apply.

If you have any questions regarding the above comments, please contact me at (559) 445-5763.

Sincerely,

PAUL-ALBERT MARQUEZ
Chief, Planning South Branch

OMAR MOSTAFA
Transportation Planner, Planning South Branch

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
KCAG Transportation Policy Committee
Meeting Agenda

Presentation of the
Final Kings County Transit Development Plan 2014
Including Marketing Plan and
Social Services Transportation Action Plan

Kings County Government Center
1400 West Lacey Boulevard, Hanford, CA 93230
March 25, 4:30 PM

1. Introductions

2. Study Process
   - Collected background data (demographics, local plans)
   - Reviewed transit systems and performance
   - Conducted Outreach:
     o Stakeholder Interviews
     o Onboard Surveys
     o SSTAC Meetings
   - Evaluated Alternatives
   - Developed Draft Plan

3. Presentation of Final Transit Development Plan
   - KART Service and Capital Plan
   - KART Financial Plan
   - CAT Service and Capital Plan
   - CAT Financial Plan
   - KART and CAT Marketing Plan
   - Social Service Transportation Action Plan

4. Adjourn
TO: KCAG Transportation Policy Committee
FROM: Teresa Nickell, KCAG Staff
DATE: March 17, 2015

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

TDA Estimates

KCAG has been provided an estimate of Local Transportation Fund (LTF) and State Transit Assistance (STA) money to be available for apportionment and allocation during the next fiscal year. The estimate of FY 2015-16 LTF for KCAG member agencies is $3,900,000 and STA is $798,941.

Claimants File Claims

The claims and other required documentation have been sent to the claimants, and must be returned to KCAG by April 1st. KCAPTA held unmet transit needs hearings in February and March and KCAG will hear unmet transit needs on April 22nd and May 27th, 2015. A breakdown of the FY 2015-16 LTF and STA allocations is included as information.
### ESTIMATED FY 2015-16

### TRANSPORTATION DEVELOPMENT ACT SHARES

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<th>1. Estimate of LTF for Fiscal Year 2015-16 by Kings County Auditor pursuant to Section 6620 of the California Administrative Code:</th>
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</tr>
<tr>
<td>Corcoran</td>
</tr>
<tr>
<td>$498,787</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8. Article 8, Transportation Services: (From Corcoran's Share)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AGENCY</strong></td>
</tr>
<tr>
<td><strong>SHARE</strong></td>
</tr>
<tr>
<td>Corcoran KART tickets</td>
</tr>
<tr>
<td>$9,000</td>
</tr>
<tr>
<td>Corcoran Amtrak tickets</td>
</tr>
<tr>
<td>$55,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>9. Remaining Article 8 shares for streets and roads, (By population % shown in Item #3 above):</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AGENCY</strong></td>
</tr>
<tr>
<td><strong>SHARE</strong></td>
</tr>
<tr>
<td>Avenal</td>
</tr>
<tr>
<td>$237,787</td>
</tr>
<tr>
<td>Corcoran</td>
</tr>
<tr>
<td>$0</td>
</tr>
<tr>
<td>Hanford</td>
</tr>
<tr>
<td>$821,589</td>
</tr>
<tr>
<td>Lemoore</td>
</tr>
<tr>
<td>$426,521</td>
</tr>
<tr>
<td>Kings Co.</td>
</tr>
<tr>
<td>$489,016</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
</tr>
<tr>
<td>$1,975,813</td>
</tr>
</tbody>
</table>

* Based on 2014 Department of Finance estimates released on May 1.

TDA FY 15-16
### ESTIMATED FY 2015-16
TRANSPORTATION DEVELOPMENT ACT SHARES

<table>
<thead>
<tr>
<th>2015-16 STATE TRANSIT ASSISTANCE FUND SHARES</th>
<th>AMOUNT CLAIMED</th>
<th>AMOUNT REMAINING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Revised estimate of State Transit Assistance (STA) for Fiscal Year 2015-16 by State Controller pursuant to Section 99312.7 of the Public Utilities Code:</td>
<td></td>
<td>$798,941</td>
</tr>
<tr>
<td>2. Article 6.5 Allocation: By Population (PUC 99313):*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AGENCY</td>
<td>POPULATION</td>
<td>PERCENTAGE</td>
</tr>
<tr>
<td>KCAPTA</td>
<td>127,666</td>
<td>85.0081%</td>
</tr>
<tr>
<td>Corcoran</td>
<td>22,515</td>
<td>14.9919%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>150,181</td>
<td>100.0000%</td>
</tr>
<tr>
<td>By Revenue (PUC 99314):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AGENCY</td>
<td>SHARE</td>
<td></td>
</tr>
<tr>
<td>KCAPTA</td>
<td>90.0517%</td>
<td>$35,652</td>
</tr>
<tr>
<td>Corcoran</td>
<td>9.9483%</td>
<td>$3,022</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100.0000%</td>
<td>$39,424</td>
</tr>
<tr>
<td>Estimated FY 2015-16 STA:</td>
<td></td>
<td>$798,941</td>
</tr>
</tbody>
</table>

* Based on 2014 Department of Finance estimates released on May 1.
TO: KCAG Transportation Policy Committee
FROM: Terri King, Executive Director
DATE: March 25, 2015

SUBJECT: FY 2013-2014 Transportation Development Act Financial and Compliance Audits

Introduction

The California Administrative Code requires that each claimant of Transportation Development Act (TDA) funds annually and within 180 days after the end of the fiscal year (late December) submit a report of the fiscal and compliance audit of the financial statements to the State Controller. KCAG approved an extension for the submittal of the audit reports, which now must be submitted to the State Controller’s Office by April 1, 2015.

FY 2013-2014 Audit Reports

The accounting firm of Brown Armstrong has prepared the final audits of each claimant, under a contract with Kings County as part of the single audit procedures. Audit reports were prepared for the Kings County Association of Governments, Kings County, and the cities of Avenal, Corcoran, Hanford, and Lemoore. The Kings County Area Public Transit Agency had their audit conducted and completed under a separate contract. Draft audit reports were reviewed by each of the agencies prior to submittal of the final audit reports. No problems or unauthorized use of TDA funds were identified and the audit reports found that these agencies are in compliance with all applicable TDA laws. Copies of the final FY 2013-14 audit reports are included in the agenda materials.

Recommendation

KCAG staff recommends that the KCAG Transportation Policy Committee accept the final FY 2013-14 TDA Financial and Compliance Audits for submittal to Caltrans and the State Controller’s Office.
BROWN ARMSTRONG
Certified Public Accountants

To the Kings County Association of Governments
Lemoore, California

We have audited the financial statements of the Regional Transportation Planning Agency Fund, Road Fund, Local Transportation Fund (California Administrative Code Section 6661), and State Assistance Fund (California Administrative Code 6751) of the County of Kings, California; the Local Transportation Fund of the City of Avenal, California; the Local Transportation Fund of the City of Corcoran, California, pertaining to Article 4 Section 99260 and Article 8 Section 99400(a) of the Public Utilities Code; the State Gas Tax Transportation Fund of the City of Hanford, California, pertaining to Article 8 Section 99400(a) of the Public Utilities Code; and the Local Transportation Fund of the City of Lemoore, California, pertaining to Article 8 Section 99400(a) of the Public Utilities Code (the TDAs) for the years ended June 30, 2014 and 2013. Professional standards require that we provide you with information about our responsibilities under auditing standards generally accepted in the United States of America and Government Auditing Standards as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practice
Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the TDAs are described in Note 1 to the financial statements. As described in Note 1 to the financial statements, the following provisions of the Governmental Accounting Standards Board (GASB) were adopted: GASB Statement No. 65, Items Previously Reported as Assets and Liabilities, GASB Statement No. 66, Technical Corrections, GASB Statement No. 67, Financial Reporting for Pension Plans, and GASB Statement No. 70, Accounting and Financial Reporting for Nonexchange Financial Guarantees. We noted no transactions entered into by the TDAs during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management’s knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There were no sensitive estimates affecting the above mentioned financial statements.

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

Difficulties Encountered in Performing the Audit
We encountered no significant difficulties in dealing with management in performing and completing our audit.
Corrected and Uncorrected Misstatements
Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to the financial statements taken as a whole. These misstatements are listed in the attached schedule of adjusting journal entries.

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

Management Representations
We have requested certain representations from management that are included in the management representation letter dated March 18, 2015.

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

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

Other Matters
We were engaged to report on the Kings County Association of Governments (KCAG) Schedule of Expenditures by Work Element by Funding Source – Planning and Administration Fund and the Schedule of Expenditures of Federal Awards which accompany the financial statements but are not required supplementary information. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We were not engaged to report on the KCAG Asset Depreciation Schedule and KCAG Capital Assets Inventory of the KCAG RTPA Fund, which accompany the financial statements but are not required supplementary information. We did not audit or perform other procedures on this other information and we do not express an opinion or provide any assurance on it.

Restriction on Use
This information is intended solely for the use of the Kings County Association of Governments and management of the TDAs, and is not intended to be, and should not be, used by anyone other than these specified parties.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Bakersfield, California
March 18, 2015
Kings County TDA Audits
Adjusting Journal Entries
June 30, 2014

**Lemoore**

<table>
<thead>
<tr>
<th>AJE #1</th>
<th>Debit</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>45,972</td>
<td></td>
</tr>
<tr>
<td>Deferred Revenue</td>
<td></td>
<td>45,972</td>
</tr>
</tbody>
</table>

To accrue deferred revenue (inflow of resources) for excess of revenues over expenditures.

**Kings County RTPA**

<table>
<thead>
<tr>
<th>AJE #1</th>
<th>Debit</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accrued Expenses Payable</td>
<td>12,500</td>
<td></td>
</tr>
<tr>
<td>Expenditures</td>
<td></td>
<td>12,500</td>
</tr>
</tbody>
</table>

To correct expenditures for invoices paid in the 2014-15 fiscal year.

<table>
<thead>
<tr>
<th>AJE #2</th>
<th>Debit</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund Balance</td>
<td>52,619</td>
<td></td>
</tr>
<tr>
<td>St Aid Reg Improv Program Revenue</td>
<td></td>
<td>52,619</td>
</tr>
</tbody>
</table>

To post a prior period adjustment to correct overstated revenue and understated deferred revenue in prior years.

**Hanford**

<table>
<thead>
<tr>
<th>AJE #1</th>
<th>Debit</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund Balance Available</td>
<td>792,983</td>
<td></td>
</tr>
<tr>
<td>Deferred Revenue</td>
<td></td>
<td>792,983</td>
</tr>
</tbody>
</table>

To properly account revenue recognized in the current fiscal year.

<table>
<thead>
<tr>
<th>AJE #2</th>
<th>Debit</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue LTF Allocation</td>
<td>155,868</td>
<td></td>
</tr>
<tr>
<td>Deferred Revenue</td>
<td></td>
<td>155,868</td>
</tr>
</tbody>
</table>

To reclassify revenue as deferred revenue due to the amount being reported as revenue was not earned in the current fiscal year.

<table>
<thead>
<tr>
<th>AJE #3</th>
<th>Debit</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Seal Treatment</td>
<td>356,766</td>
<td></td>
</tr>
<tr>
<td>A/P</td>
<td></td>
<td>356,766</td>
</tr>
</tbody>
</table>

To correct AP for unaccrued liabilities at 6/30/2014 (See PSR-24-1 and BB-03 for more information).
**Avenal**

**AJE #1**
- Fund Balance Available
  - Debit: 234,574
  - Credit: 234,574

To properly account revenue recognized in the current fiscal year.

**AJE #2**
- Fund Balance Available
  - Debit: 138,431
  - Credit: 138,431

To adjust the client's books to recognize PY deferred revenues.

**Corcoran**

**AJE #1**
- Fund
  - Debit: 36,215
  - Debit: 36,215

To reverse prior year JE #3

**AJE #2**
- Fund
  - Debit: 34,467
  - Credit: 34,467

To record current year revenue not recognized

**AJE #3**
- Fund
  - Debit: 54,266
  - Credit: 553,870
  - Credit: 608,136

To allocate the PTMISEA funds to revenue and deferred revenue

**AJE #4**
- Fund
  - Debit: 5,080
  - Credit: 5,080

To carryforward changes from prior year
AJE #5  
Fund  
140  Fund balance  
140  Cash  

<table>
<thead>
<tr>
<th>Debit</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,080</td>
<td>5,080</td>
</tr>
</tbody>
</table>

To carryforward changes from prior year

AJE #6  
Fund  
145  Parks Cost Allocation  
145  Overhead  

<table>
<thead>
<tr>
<th>Debit</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>45,008</td>
<td>45,008</td>
</tr>
</tbody>
</table>

To transfer overhead to Parks Cost Allocation

AJE #7  
Fund  
145  A/P  
145  AP/Employee Benefits  

<table>
<thead>
<tr>
<th>Debit</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>64,290</td>
<td>64,290</td>
</tr>
</tbody>
</table>

To zero out AP Employee Benefits for transit

AJE #8  
Fund  
145  Kings County LTF Allocation  
145  Transit Operation Expenses  
140  Kings County LTF Allocation  
140  Street and Road Maintenance  

<table>
<thead>
<tr>
<th>Debit</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>41,524</td>
<td>41,524</td>
</tr>
<tr>
<td>41,524</td>
<td>41,524.00</td>
</tr>
<tr>
<td>41,524</td>
<td>41,524</td>
</tr>
</tbody>
</table>
TO: KCAG Transportation Policy Committee
FROM: Terri King, Executive Director
DATE: March 25, 2015

SUBJECT: Local Streets and Roads Needs Assessment Contribution

Background

In 2009, the California State Association of Counties (CSAC) and the League of California Cities (League) raised over $600,000 to develop the first Statewide Local Streets and Roads Needs Assessment report. Most of the funding for this report came from the County of Los Angeles, other member agencies of the CSAC and League, and the Seif Help Counties Coalition. This and subsequent reports were presented to the public, Boards of Supervisors and City Councils, Caltrans, the California Transportation Commission (CTC), and the State Legislature to demonstrate the ongoing needs and support the maintenance of infrastructure funding in CA.

Continuing Efforts

The previous Statewide Local Streets and Roads Needs Assessment reports from 2008 and 2010 were instrumental in reducing the state budget cuts to transportation and in support of our case to the members of the U.S. House and Senate for continued funding for infrastructure, however, the need to continually support infrastructure funding at the state and federal levels required that the LSR reporting program continue. This continuation required a more comprehensive funding structure and in 2011 it was agreed that the estimated annual cost to continue this program would be shared by each of the regions based on the calculation used for each region’s formula share of the Regional Surface Transportation Program (RSTP) fund apportionment. KCAG contributed to the total cost to develop the 2012 and 2014 reports.

The 2014 Statewide Local Streets and Roads Needs Assessment report was recently published and in addition to the assessment, provides an analysis of current funding available to maintain the local road network and identifies a funding shortfall to preserve the public’s transportation infrastructure investment, was used to advocate for a share of cap and trade funds, and will be utilized in efforts towards work to generate and appropriate new transportation revenues. A copy of the 2014 report can be found at the following website http://www.savecaliforniastreets.org/

CSAC and the League of California Cities are requesting that each region authorize its contribution share of its Regional Surface Transportation Program funds apportionment to fund the cost of the local streets and roads assessment efforts for the next two biennial updates. The support contribution for KCAG would be $1,129.

Recommendation

KCAG Staff and the KCAG Technical Advisory Committee recommend that the KCAG Transportation Policy Committee authorize a contribution of its share of Regional Surface Transportation Program funds for the Local Streets and Roads Needs Assessment Program with the adoption of Resolution 15-06.
January 30, 2015

To: Executive Directors, Regional Transportation Planning Agencies

From: Kiana Buss, Legislative Representative, California State Association of Counties
Jennifer Whiting, Assistant Legislative Director, League of California Cities

Re: Ongoing Financing for the California Statewide Local Streets and Roads Needs Assessment

**Background.** The California State Association of Counties (CSAC), League of California Cities (League), County Engineers Association of California (CEAC), and the state's regional transportation planning agencies just completed another successful assessment of the statewide local streets and roads network. The 2014 *California Statewide Local Streets and Roads Needs Assessment Report* (Report) is the fourth report of its kind since the start of this important effort in 2007. The Report is a comprehensive and systematic statewide assessment of the state’s local street and road network. It includes an analysis of current funding available to cities and counties to maintain the local network and identifies a funding shortfall to preserve the public’s $188 billion investment. It is updated biennially to ensure that information is up to date. The goal of the Report is to educate the public, and policy- and decision-makers at all levels of government about the infrastructure investments needed to provide California with a seamless, safe, and efficient multi-modal transportation system.

The Local Streets and Roads Needs Assessment Oversight Committee (Oversight Committee), consisting of the project manager and representatives from counties, cities, and regional transportation planning agencies, have already begun work on the 2016 Report.

The cost of developing the 2012 and 2014 reports was approximately $550,000. The Regional Transportation Planning Agencies (RTPA’s) contributed $250,000; cities and counties contributed $250,000; and the Metropolitan Transportation Commission provided a one-time contribution of $50,000 dedicated to a robust analysis of the statewide bridge needs as part of the 2012 Report.

**Value of the Report.** The Report continues to be extremely valuable. In addition to educating the public, local elected officials, and key policy- and decision-makers at the state and federal levels on the condition, status of, and needs on the local streets and roads system, CSAC and the League have used the comprehensive data to advocate against, and avoid significant cuts to local transportation funding. Most recently, the report even helped CSAC and the League to advocate for a share of cap and trade auction proceeds. The auction proceeds will support complete streets and active transportation projects on the local system that are consistent with SB 375 sustainable communities strategies and other greenhouse gas emission reducing regional plans. Moving forward, the Report will serve counties and cities well as we work towards generating and appropriating new revenues for transportation.

**Funding Proposal.** In 2011, the RTPA’s agreed to financially partner with CSAC and the League for the development of the 2012 and 2014 reports. The reports continue to improve in terms of the quality of data, its use as a tool for educating policy- and decision-makers, and the scope of the assessment. For instance, the 2012 Report introduced new information about sustainable pavement practices that are cost-effective and environmentally friendly. Considering these improvements, the Oversight Committee recommends a modest increase in the budget for the 2016 and 2018 reports of $50,000. This increase would be shared equally by the regions and cities and counties.
With your continued support and approval of the budget augmentation, we propose using the same formula that was used to determine Regional Surface Transportation Program (RSTP) contributions to the Caltrans’ Cooperative Training Assistance Program (CTAP). Specifically, we request that each region send a letter to Caltrans by March 31, 2015 authorizing Caltrans to reduce its share of Regional Surface Transportation Program (RSTP) funding by the specific formula amounts shown in the attached chart as each region’s contribution to the effort.

After March 31, 2015, Caltrans will reduce the RSTP balance for each Region in accordance with the letter to Caltrans. The amounts contributed by regions would then be provided to the County Engineer’s Association of California (CEAC) who is responsible for payments on the Report contract.

Attached is a template letter to Ray Zhang at Caltrans Local Assistance that you could use for your request to Caltrans. Please copy Chris Lee with CSAC on your letter by email or hard copy (clee@counties.org or California State Association of Counties, 1100 K Street, Suite 101, Sacramento, CA 95814).

If you would prefer to contribute to this effort with different funds (i.e. Non RSTP funds), please send a check payable to “CEAC” directly to Mike Crump, CEAC Treasurer, or contact Chris Lee to discuss alternative options.

Mike Crump  
Director of Public Works  
Butte County Department of Public Works  
7 County Center Drive  
Oroville, CA 95965

Finally, while Executive Directors in many regions have authority to contribute funds to this effort without board approval, for those that would like to take this action to their boards, a sample resolution that could be used is attached.

Thank you in advance for your consideration of our request.

Contact. If you have any questions regarding this request, or want more information on the history of or specific findings from the reports, please contact Jennifer Whiting, League Assistant Legislative Director, at (916) 658-8249 or jwhiting@cacities.org, or Chris Lee, CSAC Legislative Analyst at (916) 327-7500 ext. 521 or clee@counties.org.

cc: Regional Transportation Planning Agency Group  
Rural Counties Task Force
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

* * * * * *

IN THE MATTER OF AUTHORIZING A
CONTRIBUTION FOR THE CALIFORNIA
LOCAL STREETS AND ROADS NEEDS
ASSESSMENT EFFORT FROM REGIONAL
SURFACE TRANSPORTATION
PROGRAM APPORTIONMENTS

RESOLUTION NO. 15-06
RE: CONTRIBUTION TO
LSR PROGRAM

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

WHEREAS, a regional transportation network is comprised of local streets and roads,
highways, mass transit, airports, seaports, land ports, and bicycle and pedestrian facilities; and

WHEREAS, each transportation component is critical in ensuring a seamless, safe,
and efficient multi-modal transportation network in all local communities across the state; and

WHEREAS, 81% of the roads in California are locally owned and operated by cities
and counties, where every trip begins and ends, and the local system is critical for the safety
and mobility of the traveling public, farm to market needs, multimodal needs, and commerce;
and

WHEREAS, while federal and state governments regularly assess their transportation
system needs, until 2008, no such data existed for the local component of California's
transportation network; and

WHEREAS, transportation infrastructure is underfunded and deteriorating and
existing funding sources are not sufficient to meet even basic maintenance needs, but
without credible and defensible data, efforts to advocate for increased funding for
transportation purposes are difficult at best; and

WHEREAS, the California Statewide Local Streets and Roads Needs Assessment
provides critical analysis and information on the local transportation network’s condition and
funding needs; and

WHEREAS, the results of the 2010 Assessment Update, which indicate that the
condition of the local transportation network is deteriorating as predicted in the 2008
California Statewide Local Streets and Roads Needs Assessment, are being used in the
California Transportation Commission’s Statewide Transportation System Needs
Assessment Report; and

23
WHEREAS, it costs approximately $250,000 to update the California Statewide Local Streets and Roads Needs Assessment report every two years and cities and counties have voluntarily contributed and raised over $600,000 over the past four years to develop the first report and fund the first update; and

WHEREAS, California’s cities and counties have requested financial support, in addition to the technical support regions have already provided, from Regional Transportation Planning Agencies to ensure the financial viability of the report into the future.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Transportation Policy Committee approves the contribution of its proportional share of Regional Surface Transportation Program apportionment towards the California Statewide Local Streets and Roads (LSR) Needs Assessment effort in support of the positive work that has been done to date, the usefulness of the findings of the report, and the continued use of the report will serve as the collective transportation community advocates for scarce transportation revenues.

The foregoing Resolution was adopted on a motion by Commissioner ____________, seconded by Commissioner ____________, at a regular meeting held on the 25th day of March, 2015 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

________________________________________
Chairman

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

________________________________________
Terri King, Executive Director
TO: KCAG Commission  
FROM: Chris Lehn, KCAG Staff  
DATE: March 19, 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 Valley participated in the 2015 Sacramento legislative trip on Wednesday, March 4th. Vice-Mayor, Mark Cartwright from the City of Corcoran participated on behalf of KCAG. The 2015 Valley Voice regional priorities included supporting goods movement, cap and trade funding, the San Joaquin Amtrak intercity passenger rail, the motorist aid system, water, and Speaker Toni Atkins proposal for transportation funding.

The 2015 Valley Voice trip included ten meetings with top ranking elected officials or State agency staff. As detailed on the agenda, during some meetings multiple topics were briefly discussed, whereas others focused solely on transportation funding.

Recommendation  

This is an informational item.
Agenda

Wednesday, March 4, 2015
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  
Chris Woods, Budget Director, Assembly Speaker’s Office  
Topics: Speaker’s Transportation Proposal

10:15 am – 11:00 am  
Brian Kelly, Secretary, California State Transportation Agency  
Topics: Speaker’s Transportation Proposal, Cap and Trade, Goods Movement

11:00 am – 11:30 am  
Will Kempton, Executive Director, CTC  
Topics: Transportation Funding Options and Impact on Project Delivery, Motorist Aid Systems

11:30 am – 12:00 pm  
Jim Frazier, Chair, Assembly Transportation Committee  
Topics: Speaker’s Transportation Proposal/Other Options, Cap and Trade, Bills of Interest

12:00 pm – 1:45 pm  
**Lunch- Malcolm Dougherty, Executive Director, Caltrans**  
Chop’s-1117 11th Street  
Topics: Future Funding for Transportation

2:00 pm – 2:30 pm  
**Assembly Member Henry Perea (Fresno)**  
Topics: Speaker’s Transportation Proposal, Cap and Trade, Goods Movement

2:30 pm – 3:00 pm  
**Assembly Member Adam Gray (Merced, Stanislaus)**  
Topics: Intercity/Commuter Rail, Cap and Trade, Goods Movement

3:00 pm – 3:30 pm  
**Senator Anthony Canella (Madera, Merced, Stanislaus)**  
Topics: Speaker’s Transportation Proposal, Intercity/Commuter Rail, Cap and Trade

3:30 pm – 4:00 pm  
**Senator Cathleen Galgiani (Stanislaus, San Joaquin)**  
Topics: Intercity/commuter Rail, Cap and Trade, Goods Movement

4:00 pm – 4:30 pm  
**Martha Aceves-Guzman, Deputy Legislative Secretary, Governor Brown**  
**Mike Martinez, Deputy Legislative Secretary, Governor Brown**  
Topics: Water, Cap and Trade, Governor’s Priorities
TO: KCAG Commission  
FROM: Chris Lehn, KCAG Staff  
DATE: March 19, 2015  
SUBJECT: AB 1043 State Route 43 – Letter of Support

Introduction

For a project to be eligible for state highway funds from the interregional improvement program, it must be on a state highway included in the interregional road system. Routes eligible for the interregional road system are identified by statute in the Streets and Highways Code. Currently State Routes 198, 41 and Interstate 5 are included in the interregional road system within Kings County.

State Route 43

SR 43 traverses through Kern, Tulare, Kings and Fresno Counties and is an important transportation corridor for goods movement. The Kings County Regional Transportation Plan (RTP) includes a list of future state highway projects to be proposed for funding in the State Transportation Improvement Program (STIP). These projects are programmed using available funds from the Regional share and the State's Interregional share. Kings County's Regional Share of STIP funds is not sufficient to pay for all of the proposed projects in a timely manner.

KCAG staff has sought legislation to make SR 43 eligible for the interregional road system so that funding for future projects could be eligible for the State's share of interregional improvement program funds. Assembly Member Rudy Salas introduced Assembly Bill (AB) 680 during the last legislative session, however, that bill was not able to pass the Assembly Appropriations Committee.

Assembly Member Salas recently introduced AB 1043 that would amend the Streets and Highways Code Section 164.12 to include SR 43 in the list of interregional and intercounty routes, making it eligible to compete for Interregional Improvement Program funds through the State Transportation Improvement Program process. This bill may be heard in the Assembly after March 29th.

KCAG will continue to work with Assembly Member Salas’ office during this legislative session as AB 1043 begins the committee process. KCAG staff has prepared a draft letter of support for AB 1043.

Recommendation

KCAG staff recommends that the KCAG Commission and our member agencies provide a letter of support for AB 1043.
An act to amend Section 164.12 of the Streets and Highways Code, relating to state highways.

LEGISLATIVE COUNSEL'S DIGEST

AB 1043, as introduced, Salas. Highways: State Highway Route 43. Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes.

This bill would include State Highway Route 43 as an eligible interregional and intercounty route.


The people of the State of California do enact as follows:

1. SECTION 1. Section 164.12 of the Streets and Highways Code is amended to read:
2. subdivision (c) of Section 164.3, the eligible interregional and intercounty routes shall include all of
3. the following:
4. Route 36, between Route 5 and Route 395.
1. Route 37, between the east urban limits of San Francisco-Oakland near Novato and the west urban limits of San Francisco-Oakland near Vallejo.
2. Route 38, between the east urban limits of San Bernardino-Riverside and Route 18 west of Big Bear Lake.
3. Route 40.
4. Route 41, between Route 1 and Yosemite National Park.
5. Route 43.
6. Route 44, between the east urban limits of Redding and Route 36.
7. Route 46, between Route 1 and Route 99.
8. Route 49, between Route 41 and Route 89.
March 19, 2015

The Honorable Assembly Member Jim Frazier
Chair, Assembly Transportation Committee
Legislative Office Building
1020 N. Street, Room 112
Sacramento, CA 95814

Re: AB 1043 - State Route 43 Interregional Road System: SUPPORT

Dear Assembly Member Frazier:

On behalf of the Kings County Association of Governments, I am writing to express our support for Assembly Bill (AB) 1043, which will include State Route 43 (SR 43) in the Interregional Road System (IRRS). SR 43, commonly referred to as the "Central Valley Highway", is comprised of a 97 mile predominantly two-lane roadway originating in Kern County, traversing Tulare and Kings Counties, and terminating in Fresno County. The most dominant land use along the SR 43 corridor is agricultural and its importance to the goods movement system cannot be understated. SR 43 carries more than 18,000 vehicles daily and is identified as a key route for local freight transportation. SR 43 is also a transit route and provides access to intercity passenger rail service stations in Kern and Kings Counties. SR 43 is the only route with direct access to the Colonel Allensworth State Historical Park.

AB 1043 would amend Section 164.12 of the Streets and Highways Code to add SR 43 to the list of interregional and intercounty routes. SR 43 would then be eligible to compete for Interregional Improvement Program (IIP) funds in order to fund necessary capital improvement projects as demand warrants. It does not automatically give the funds to the regional transportation planning agencies (RTPAs). Through the State Transportation Improvement Program (STIP) process, the RTPAs must compete with the rest of the state and request the funds for programming by the California Transportation Commission.

SR 43 provides a necessary route for interregional travel of people and goods. Two State prisons are located on SR 43 and commuters between Fresno and Corcoran and Wasco travel this route to these employment centers. In times of accidents on SR 99, SR 43 is utilized as an alternate route and is easily overwhelmed with traffic in these events. By being able to compete for IIP funds, improvements to this important interregional route could be realized.

We respectfully urge you to support AB 1043.

Sincerely,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Executive Director

Cc:
Assemblymember Katcho Achadjian, Assembly Transportation Committee Vice-Chair
Assemblymember Rudy Salas, 32nd District (Kern/Kings)
Assemblymember Devon Mathis, 26th District (Tulare)
Assemblymember Shannon Grove, 34th District (Kern)
Assemblymember Jim Patterson, 23rd District (Fresno)
Assemblymember Henry Perea, 31st District (Fresno)
TO: KCAG Commission  
FROM: Terri King, KCAG Executive Director  
DATE: March 25, 2015

SUBJECT: Kings County Deferred Compensation Contract - Associate Member Request

Introduction

KCAG currently has a Government 457 Deferred Compensation Plan under MassMutual for the existing and future employee deferred compensation accounts. Eligible employees are able to enroll in the Plan for the purpose of saving a portion of their salary, tax-deferred, to enhance their retirement income and may direct their account balances among a range of investment options. The Hartford was the previous Plan provider until it was acquired by MassMutual, but KCAG’s current Plan operates under the original agreement, and at some point will need to be revised under MassMutual.

Associate Member Request

After a competitive bidding process, the County of Kings selected MassMutual as the sole provider for the County’s Deferred Compensation Plan, effective February 1, 2014. KCAG Staff has determined that it is in the best interest of our employees to become an associate organization under the County of Kings agreement with MassMutual. As a stand alone Plan under a new MassMutual agreement, KCAG’s fees would be substantially more. As an associate organization, KCAG employees will have the same investment options with similar pricing as Kings County employees. The investment options, however, will differ from what is currently available in the existing Plan.

To become an associate organization, KCAG will need to submit a request to the County of Kings Deferred Compensation Committee to be added to their contract with MassMutual as an associate organization. If the Committee approves KCAG’s request, they will need to get authorization from the Kings County Board of Supervisors to amend their contract with MassMutual to allow KCAG as an associate organization.

If approved, KCAG would have the same contract number as the County of Kings, but different Plan numbers and an authorized representative from KCAG will need to sign a Joinder Page.

Recommendation

KCAG Staff recommends that the KCAG Commission approve the request to become an associate organization under the County of Kings agreement with MassMutual and authorize the Executive Director to sign all necessary documents.