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, May 28, 2014

Agenda: KINGS COUNTY ASSOCIATION OF GOVERNMENTS

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PAGE</th>
<th>ACTION</th>
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</thead>
<tbody>
<tr>
<td>I. CALL MEETING TO ORDER - Chairman</td>
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<tr>
<td>A. Roll Call</td>
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<tr>
<td>B. Unscheduled Appearances</td>
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<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 April 16, 2014</td>
<td>1</td>
<td>Action</td>
</tr>
<tr>
<td>2. Minutes of April 23, 2014</td>
<td>2-8</td>
<td>Action</td>
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<tr>
<td>II. KCAG TRANSPORTATION POLICY COMMITTEE</td>
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<tr>
<td>A. General Transportation Items</td>
<td></td>
<td></td>
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<tr>
<td>1. FY 2014-15 Transportation Development Act</td>
<td>9-15</td>
<td>Information</td>
</tr>
<tr>
<td>a. Revised Apportionments</td>
<td></td>
<td>Information</td>
</tr>
<tr>
<td>b. Public Hearing – Unmet Transit Needs</td>
<td></td>
<td>Continue Hearing</td>
</tr>
<tr>
<td>2. Revised FY 2013-14 Local Transportation Fund</td>
<td>16-19</td>
<td>Action</td>
</tr>
<tr>
<td>(Resolution No. 14-02)</td>
<td></td>
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<tr>
<td>3. FY 2013-14 Overall Work Program – Amendment No. 2</td>
<td>20-21</td>
<td>Action</td>
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<td>(Resolution No. 14-03)</td>
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<td>4. Final FY 2014-15 Overall Work Program and Budget</td>
<td>22-25</td>
<td>Action</td>
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<td>(Resolution No. 14-04)</td>
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ITEM


B. Caltrans Reports
C. Correspondence
D. Staff Comments
E. Commissioner Comments

III. KCAG COMMISSION

A. General Commission Items
   1. Reaffirm all Actions Taken by the TPC on May 27, 2014
   2. San Joaquin Valley Federal Legislative Platform
   3. Final Regional Climate Action Plan
   4. 2014 Department of Finance Population and Housing Estimates
   5. Formation of Regional Planning Advisory Committee

IV. MISCELLANEOUS

A. Correspondence
B. Staff Comments
C. Commissioner Comments

V. ADJOURNMENT: Next meeting scheduled for June 25, 2014.
The Special meeting of the Kings County Association of Governments was called to order by Joe Neves, Chairperson, at 3:30 p.m., on April 16, 2014 in the Board of Supervisors Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey Boulevard, Hanford, California.

COMMISSIONERS PRESENT: Joe Neves, Russ Curry, Harlin Casida, Mark Cartwright, John Gordon, Doug Verboon

COMMISSIONERS ABSENT: None

STAFF PRESENT: Terri King, Executive Director; Kris Pedersen, Legal Counsel

VISITORS PRESENT: Dennis Tristao, Jim Christian

A. Roll Call
Chairperson Neves conducted roll call.

B. Unscheduled Appearances
None

C. Adjourn to Closed Session – 3:31 p.m.

1. Performance Review - Executive Director

Public employee performance evaluation review, pursuant to subdivision (b)(1) of Government Code Section 54957.

D. Adjourn Closed Session / Reconvene Open Session

There was no report out.

ADJOURNMENT

There being no further business before the Kings County Association of Governments Commission, the meeting was adjourned at 5:18 p.m.

Respectfully submitted,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Executive Director
CALL MEETING TO ORDER

The meeting of the Kings County Association of Governments was called to order by Joe Neves, Chairperson, at 4:36 p.m., on April 23, 2014 in the Board of Supervisors Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey Blvd., Hanford, California.

COMMISSIONERS PRESENT: Joe Neves, Russ Curry, Harlin Casida, Mark Cartwright, John Gordon, Tony Barba, Gail Miller

COMMISSIONERS ABSENT: None

STAFF PRESENT: Terri King, Chris Lehn, Teresa Nickell; Kris Pedersen, Counsel

VISITORS PRESENT: Dan Kassik, Jordan Davis, Francesca Dove, William Munoz, Jim Christian, Glenda Dwyer

A. Roll Call

Chairperson Neves conducted roll call.

B. Unscheduled Appearances

None

C. Minutes – March 28th, 2014

A motion was made and seconded (Gordon / Cartwright) to approve the Minutes of March 26, 2014. Motion carried by the following vote:

Cartwright: Yes
Casida: Abstain
Barba: Abstain
Curry: Yes
Gordon: Yes
Neves: Yes
Miller: Yes
A. General Transportation Items

1. FY 14-15 Transportation Development Act Fund Summary

Ms. King stated that KCAG is continuing its responsibilities to administer the Transportation Development Act funds which include the Local Transportation Fund and State Transit Assistance funds which are allocated to claimants' for eligible purposes. A summary of the claims and a review of the transit systems are included in the agenda materials.

Ms. King reviewed the summary of claims listed on tables 1 and 3 and amounts for specific purposes claimed by each agency. She also explained in detail the process that must be done regarding unmet transit needs before funds can be distributed for street and road purposes. Public hearings had been held to receive public testimony on unmet transit needs by the Kings County Area Public Transit Agency (KCAPTA) and the City of Corcoran. A meeting of the Social Services Transportation Advisory Council was held to gather input and will advise this Committee on unmet transit needs. She requested that the noticed public hearing be opened to receive further public testimonies regarding unmet transit needs and leave open until the next Committee meeting.

Commissioner Curry asked how the shares of funds were determined. Ms. King stated that each jurisdiction may only receive its population share of the total LTF. Each amount claimed by purpose is subtracted from the total and the remaining portion of the allocation is for street and roads.

Commissioner Neves opened the public hearing. Ms. King provided the definitions for "unmet transit needs" and "reasonable to meet" and the options for the decision that the Committee can make in its determination that there are no unmet transit needs, there are no unmet transit needs that are reasonable to meet, or that there are unmet transit needs including those that are reasonable to meet. She summarized the unmet needs testimony received by KCAPTA, which will address the comments received.

There was no testimony heard at this time.

Commissioner Neves left the public hearing open until the May 28th 2014 meeting and requested it be added to that meetings agenda.

2. 2014 Regional Transportation Plan Progress Report

Ms. King stated that every four years KCAG is required to prepare a Regional Transportation Plan (RTP) and that it is being prepared by staff along with other documents at the same time. The RTP includes four required elements which include, the Policy, Action, and Financial elements, and now a new element being added is the Sustainable Communities Strategy. She explained the various chapters and appendices included in the RTP and that it has to be financially constrained.

Ms. King noted that Chapter 12 in the RTP is the Sustainable Communities Strategy (SCS). Public outreach efforts were required for the development of the SCS and a consultant was hired to help facilitate those efforts. KCAG staff began the first round with presentations before each of the City Councils as well as the County Board of
Supervisors to inform them and get public input on what they wanted to see in the SCS. A website was created to provide information to the public and interactive surveys were available on the website and at the workshops. Three public workshops were conducted in December in Kettleman City, Lemoore, and Hanford. Other presentations were made at meetings such as Rotary and the Lions Clubs and where ever we could get invited to or where they wanted to meet with us. A Stakeholder Advisory Group was also established to review information and to assist in development of the scenarios for the SCS. The comments received during the first round of outreach were consistent and that the Kings County region is doing well in planning for growth and that more transit was needed, particularly in rural areas. She reviewed the four scenarios for the SCS and noted the transit improvements that would be included and the land use changes that occurred within Lemoore that were provided to the modeling consultant to determine the greenhouse gas emission reduction results of the scenarios. The initial analysis shows that the reduction targets set by the Air Resources Board appear to have been met when including the land use change.

Ms. King stated that the RTP and SCS are scheduled for release to start a required 55-day comment period. She reviewed the schedule and the deadlines to meet for the various planning and programming documents, noting that the documents are to be adopted in July. The second round of public workshops to receive comments will be scheduled in June proposed in Hanford/Lemoore, Corcoran, and Avenal and welcomed suggestions for improving the outreach efforts.

KCAG staff will provide copies of the documents to the Commissioners on a CD and will email them when the documents have been released and placed on the website with a link to the documents for downloading.

3. **SR 198 Corridor Study Update**

Ms. King noted that KCAG was awarded a Caltrans Partnership Planning Grant to prepare a Strategic Plan for the next section of SR 198 to be widened, so that we can show justification for it. The study will include incremental improvements to eventually get it to 4 lanes all the way to the I-5. A consultant was hired in March and a project kick-off meeting with the consultants, grant partners and Caltrans was held. A project kick-off meeting with the Stakeholder Group was also held on March 4th. The consultant is collecting corridor data and will be presenting initial results at the next SR '98 Stakeholder meeting to be scheduled soon. Staff also conducts weekly conference calls with the consultant staff and other partners in Tulare County and Fresno County discussing the project. Ms. King provided comment cards and asked that staff be contacted so that interested persons can be added to the project email list.

B. **Caltrans Reports**

Gail Miller provided a summary of various projects under construction and highlighted the progress made on the SR 198/19th Ave. interchange project with completion schedule for spring of 2015. She also noted the topics included in the Caltrans newsletter "The Mile Marker".

C. **Correspondence**

Ms. King received notification from the High Speed Rail Authority regarding the release of the EIR on the new section between Bakersfield and Fresno. She also distributed documents received for the Commissioners on the Draft Environmental Impact Report of
the Amtrak San Joaquin Corridor and Caltrans plans for improvements to service and noted the public meeting dates, including a meeting in Fresno at City Hall on Tuesday April 29th 2014 from 5:30 to 7:30 pm regarding a presentation on the Environmental Draft.

D. Staff Comments

Ms. King commented on a flyer that was received in regards to the 25th Annual Transportation Awards for Excellence mentioning that under the category for Sustainable Environmental Enhancement Projects that the COS student bus pass program for KART was listed as a finalist.

E. Commissioner Comments

None

KCAG COMMISSION

A. General Commission Items

1. Reaffirm all Actions Taken by KCAG Transportation Policy Committee on March 26, 2014

A motion was made and seconded (Gordon / Casida) to reaffirm all actions taken by the Transportation Policy Committee on April 23, 2014. Motion carried by the following vote:

Cartwright: Yes
Casida: Yes
Barba: Yes
Curry: Yes
Gordon: Yes
Neves: Yes

2. San Joaquin Valley Greenprint

Ms. Lehr explained that the staff report outlines the San Joaquin Greenprint is an effort to provide improved planning data looking at acreages, specifically agricultural land, natural resources, and open spaces throughout the valley. The Greenprint is a complimentary project to the Blueprint which was focused on the urban areas and was a voluntary effort.

The Valleywide project manager Mr. Clark Thompson from Fresno COG gave an overview of the project and the status including the technical meeting held the previous Thursday with members of our jurisdiction in attendance. This group was invited, as well as the general public. Mr. Thompson explained we are in Phase one which ends on June 30th 2014 and will transition into Phase two at that time. Monies for Phase 1 come from Proposition 84 funds approved back in 2006. Phase one is over 100 GIS maps compiled and grouped by theme. He stressed it is not a policy project and is strictly for informational purposes. Mr. Thompson responded to questions of the Commissioners. Phase 2 will be focusing on training on how to use the maps and what they can and can not be used for. In addition Phase 2 will most likely have a resource management element to it. Commissioner Neves asked for Questions and Comments of which all were addressed.
3. **Regional Housing Needs Allocation Methodology**

Ms. Lehn explained that KCAG is required to prepare a Regional Housing Needs Allocation Plan (RHNA) that our member agencies will use to develop their Housing Elements. As part of the process KCAG is responsible to develop a proposed methodology and for distributing regional housing needs to each city and the county as determined by the State Department of Housing and Community Development.

Ms. Lehn noted that an integral step in the RHNA process is development of the proposed methodology. She explained this had been brought up previously and that it was not a moratorium that we need to build “XY” units. What it is, is the state determines for a given set of variables that you need to build “this many units” so that you have enough land for your single family and multi family. The state is not telling us what to build just that we need to accommodate it. KCAG developed the methodology with close coordination with the member jurisdictions, taking the positive work that was done in the prior cycle 2008 and applied it to the 2014 current cycle which is reflected in your agenda packet. It states that 75% is going to be based on your growth rate. Also included are the Historical Building Permits and Market Demand. She stated that the requirements were being met with the 60 day public review and comment period and must include a public hearing. The public comment period began on February 19th and ends April 23rd 2014 and no comments have been received as of yet.

Commissioner Neves opened the public hearing. There were no comments from the public. Commissioner Neves closed the public hearing.

A motion was made and seconded (Curry / Barba) to approve the Regional Housing Needs Allocation Methodology. Motion carried by the following vote:

- Cartwright: Yes
- Casida: Yes
- Barba: Yes
- Curry: Yes
- Gordon: Yes
- Neves: Yes

4. **Formation of Regional Planning Advisory Committee- Pursuant to Article V.4.of KCAG Bylaws**

Kris Pedersen, Legal Counsel, explained that the Commission has the authority to establish special committees and Technical Advisory Committees, and any other Advisory Committees as the Commission sees appropriate. She stated that the Commission defines the role of the Special Committees and believed that is where the discussion should be focused on. She noted that more direction is needed in regards to the special programs or tasks the Commissioners are looking for the advisory committee to focus on would be helpful. She pointed out that a Technical Advisory Committee (TAC) already exists which includes specific membership. It becomes goal oriented if you want the TAC to take on additional tasks or if you want a special or specific advisory committee established and that is the purpose of the discussion tonight.

Commissioner Gordon noted that a previous discussion identified three potential projects that he had concerns about and wanted an alternate to take the lead and be responsible to the KCAG Commission so the projects can move forward in a way that
they have confidence in. Commissioner Cartwright added a fourth project and identified the products as the Climate Action Plan, Sustainable Communities Strategies, Greenprint, and added the Valley Voice, and have those under the advisory of a special committee under Section 8 of the Bylaws. Commissioner Casida questioned if it would be disbanded once the projects are completed. Commissioner Cartwright agreed, unless it is decided to be extended or give something else to it.

Kris Pedersen reaffirmed it as a temporary committee to be established and the KCAG Commission has the ability to appoint members and that it is an advisory committee under Section 8 of the Bylaws in which it is to advise the KCAG Commission and that Commissioners are not involved in or part of the committee. She stated that the Commission could entertain a discussion or a motion on who is to serve on the committee and identify the role of the committee which is to wrap up the Climate Action Plan, the Sustainable Communities Strategies, Greenprint, and Valley Voice, to provide guidance and information back to the KCAG Commission. Commissioner Gordon stated that he wanted the special advisory committee to report back directly to the Commission to report their findings.

The other Commissioners were to appoint additional members to the committee and provide the names of those nominees at the next KCAG Commission meeting.

A motion was made and seconded (Cartwright / Barba) to approve the formation of a Special Advisory Committee and appoint Greg Gatzka, or his designee, as Chair to the committee. Commissioner Casida asked what if the cities would like to have someone on the committee and would need to ask his staff and to determine if there is a need for a committee and if so, who to appoint. It was suggested that each city have the right to appoint additional members and to report back by the next meeting. Commissioner Curry noted that Hanford was already participating in the Climate Action Plan and Sustainable Communities Strategy. The Commissioners discussed the need to include the option to send an alternate representative on the members behalf if they can't attend a meeting. The motion was amended to include the additional membership.

Kris Pedersen summarized for clarification and asked if it was the Commissions expectation that the special advisory committee meet on a monthly basis and an expectation to report to the Commission, and do we put this on the monthly agenda for the committee to report to the Commission? It was agreed that the special advisory committee discussion would be scheduled on the next KCAG Commission meeting agenda for further discussion to decide the time frequency of meeting and other matters. Motion carried by the following vote:

Cartwright: Yes
Casida: Yes
Barba: Yes
Curry: Yes
Gordon: Yes
Neves: Yes
A. **Correspondence**

Ms. King provided copies of a notice regarding the Central Valley Power Connect, Open House on May 8th 2014 at 4:30 in the City of Lemoore about a new project on power transmission line there was discussion about route, whether it is for straight transmission/distribution or for collection also, and that it is still in the preliminary phase.

B. **Staff Comments**

Ms. King reported on the schedule for the Regional Climate Action Plan to be wrapped up next month. She reported on upcoming agenda items and noted that staff is looking for people interested in the Valley Voice trip to Washington D.C. She stated that with the retirement of the Secretary that she is looking into changing the position and creating a new job specification for an accounting position. Ms. King reminded Commission about the special Meeting of the Commission on May 21st at 3:30.

C. **Commissioner Comments**

None

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**ADJOURNMENT**

There being no further business before the Kings County Association of Governments Commission, the meeting was adjourned at 6:21 p.m.

Respectfully submitted,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

[Signature]

Terri King, Executive Director
TO:          KCAG Transportation Policy Committee  
FROM:       Teresa Nickell, KCAG Staff  
DATE:       May 20, 2014  
SUBJECT:    Revised FY 2014-15 Transportation Development Act Apportionments and Unmet Transit Needs Hearing  

Introduction  

Claim forms for Transportation Development Act (TDA) funds were sent out in February and returned to KCAG in April. The apportionments were based on the most current population percentages of each jurisdiction. The new 2014 Department of Finance population estimates were released May 1st, revising the shares of Local Transportation Fund (LTF) and State Transit Assistance (STA) funds available to agencies.  

Revised TDA Shares  

The attached table shows the revised apportionments and allocations for Local Transportation Fund (LTF) funds for various purposes and the shares of State Transit Assistance (STA) funds available to the Kings County Area Public Transit Agency (KCAPTA) and to Corcoran Area Transit (CAT).  

Unmet Transit Needs Hearing  

Prior to approving an allocation of Local Transportation Funds (LTF) for street and road purposes, the KCAG Transportation Policy Committee (TPC) must hold public hearings to determine if there are any transit needs that are reasonable to meet within Kings County. The first of two public hearings was held on April 23, 2014 and will be continued to the May 28 meeting.  

After the close of the public hearing, the TPC must review all testimony given, consider the recommendations of the Social Services Transportation Advisory Council (SSTAC) and the KCAG Technical Advisory Committee, and make a determination for each concern that is brought forward of either:  

(a) there is no unmet transit need;  
(b) there is no unmet transit need that is reasonable to meet; or  
(c) there is an unmet transit need, including a need that is reasonable to meet.  

The role of the SSTAC is to aid the TPC in its review of transit issues with emphasis on the annual identification of transit needs within Kings County. KCAG staff will present the testimony comments along with KCAPTA’s response to the SSTAC at their next meeting. The SSTAC’s recommended findings will be acknowledged by the KCAG TPC through adoption of a resolution at the June 25th meeting. If KCAG adopts a finding that there are unmet transit needs, then proposals to meet those transit needs must be provided, and the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction, in accordance with Article 8, Section 99401.5 of the Transportation Development Act. The adopted definition of "unmet needs" and "reasonable to meet" is included on pages 4 and 5 of this report.
Unmet Transit Needs Testimony

The following testimony was received by staff of the Kings County Area Public Transit Agency (KCAPTA) prior to KCAG’s April 23rd public hearing for unmet needs:

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

2. A bus stop at the Kmart shopping center in Lemoore

3. Additional bus stop on San Joaquin Street in Avenal

4. Additional Saturday service to Avenal

5. Additional bus shelters on San Joaquin Street in Avenal

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

7. Additional service to West Hills College from Lemoore for evening hours between 6:30 and 9:30 p.m.

8. A bus stop on Hume Avenue or Holt Avenue by the Sidonia Estates subdivision in Hanford

Additional testimony was received by KCAPTA staff at a meeting on April 29, 2014 with the Valley LEAP (Latino Environmental Advancement Project), as follows:

9. A bus after 10:00 p.m. to West Hills College in Lemoore

10. Transit service on Sundays and holidays

11. Additional space for groceries on buses

12. Power outlets in buses to charge cell phones

13. A bus shelter on Douty and 2nd Street in Hanford

Transit System Review

In March and April of 2014, KCAG staff surveyed the public transportation services provided in Kings County. Staff observed Kings Area Rural Transit (KART), which not only provides services for those who live within Kings County but also to those commuting in the surrounding areas such as Visalia, Laton, and Fresno. Staff also observed Corcoran Area Transit (CAT), which uses the Dial-a-Ride service for residents of the Corcoran area. This service provides direct, point-to-point transportation for area residents, as well as connecting service to KART and Amtrak. These services provided by KART and Corcoran Area Transit allow those who work, attend school, and those who are transit dependent to travel in an alternative way.

Public transit is vital for those individuals (especially seniors, disabled, and students) who require transportation within Kings County, including commuters who ride the transit buses for alternative transportation to farther destinations like Avenal, Corcoran, Fresno, and Visalia. KCAG staff rode all KART Downtown Routes 1 through 8 and commuter routes from Hanford to Avenal, Laton, Lemoore and to Visalia. Most routes operated on time in the departure and arrival times from the Transit Center, and the buses were all found to be clean and well maintained. Staff noted the bus drivers were diligent in their driving responsibilities and in being courteous to riders.
KCAG staff rode the KART Dial-a-Ride service and surveyed one of the small buses. The bus was clean and the driver was attentive and timely in her scheduled pick-up time. Staff experienced ease in obtaining photo i.d. and temporary ADA pass to survey the KART D-A-R service.

KCAG staff rode the Amtrak train (bi-level) from the Corcoran Depot to the Hanford Amtrak Station. The Amtrak train arrived on time to Corcoran and arrived on time to Hanford.

KCAG staff surveyed the Hanford-Corcoran route operated by KART and the Corcoran Area Transit (CAT) Dial-A-Ride service operated by the City of Corcoran. The KART bus driver was courteous and handed out KART price reminder-cards to the riders. The bus was on time and clean. Staff rode the CAT Dial-a-Ride bus which transported students to schools. Staff spoke to the driver about the school program CAT offers, which is a call-in for reservations prior to the school year for area students who live within two miles of a school. The driver was courteous and the bus was clean. Staff experienced ease in obtaining Dial-a-Ride service and the Amtrak ticket at the Corcoran Depot and the Depot was very clean.

**KCAG staff recommendations:**

- Make riders aware with advertisement of Corcoran’s KART subsidy program that provides an invaluable option for Corcoran residents desiring to travel between Corcoran and Hanford.
- Continue to stock rider’s guides on all buses once the updated guides are available.
- Continue to post Unmet Needs Public Hearing Notices on all buses through April.
- Post Unmet Needs Public Hearing Notices on the main kiosk at the KART Transit Center

**Recommendation**

KCAG staff recommends that the Public Hearing regarding unmet transit needs opened on April 23rd be continued to receive any further testimony.
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

RESOLUTION NO. 99-06
RE: TDA DEFINITIONS

IN THE MATTER OF DEFINING...
7) The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.

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

The foregoing Resolution was adopted on a motion by Commissioner Lakritz, and seconded by Commissioner Barba, at a regular meeting held on the 23rd day of June, 1999, by the following vote:

AYES:  Lakritz, Barba, McCuen, Neves, Alvin
NOES:  None
ABSENT: Woodley, Quintanilla
ABSTAIN: None

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

Joe Neves, Chairman Pro Tem

WITNESSES, my hand this 26th day of June, 1999.

William R. Zumwalt, Executive Secretary
## ESTIMATED FY 2014-15

### TRANSPORTATION DEVELOPMENT ACT SHARES

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4. LTF Administration and Article 8 Transportation Planning cost for KCAG:

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5. Article 4, Public Trans., KART (Not Shared by Corcoran):

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<td>TOTAL</td>
<td>100.000%</td>
<td>$930,600</td>
</tr>
</tbody>
</table>

6. Article 5, Transportation Services, City of Avenal: (From Avenal's Share)

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>$4,000</td>
</tr>
</tbody>
</table>

7. Article 4, Public Trans., Corcoran Dial-A-Ride: (From Corcoran's Share)

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corcoran</td>
<td>$468,010</td>
</tr>
</tbody>
</table>

8. Article 6, Transportation Services: (From Corcoran's Share)

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corcoran KART tickets</td>
<td>$9,000</td>
</tr>
<tr>
<td>Corcoran Amtrak tickets</td>
<td>$50,000</td>
</tr>
</tbody>
</table>

9. Remaining Article 6 shares for streets and roads. (By population % shown in Item #3 above):

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>$250,865</td>
</tr>
<tr>
<td>Corcoran</td>
<td>$0</td>
</tr>
<tr>
<td>Hanford</td>
<td>$803,668</td>
</tr>
<tr>
<td>Lemoore</td>
<td>$430,670</td>
</tr>
<tr>
<td>Kings Co.</td>
<td>$568,497</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$2,053,690</td>
</tr>
</tbody>
</table>

### Estimated FY 2014-15TLTP:

- **AMOUNT CLAIMED:** $3,600,000
- **AMOUNT REMAINING:** $3,600,000

*Based on 2014 Department of Finance estimates released on May 1.*
## ESTIMATED FY 2014-15
TRANSPORTATION DEVELOPMENT ACT SHARES

<table>
<thead>
<tr>
<th>2014-15 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 2014-15 by State Controller pursuant to Section 69312.7 of the Public Utilities Code:</td>
<td></td>
<td>$954,566</td>
</tr>
<tr>
<td>2. Article 8.5 Allocation:</td>
<td>$746,675</td>
<td>$207,691</td>
</tr>
<tr>
<td>By Population (PUC 90310)*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AGENCY</td>
<td>POPULATION</td>
<td>PERCENTAGE</td>
</tr>
<tr>
<td>KCAPTA</td>
<td>12,469</td>
<td>85.0081%</td>
</tr>
<tr>
<td>Corcoran</td>
<td>2,515</td>
<td>14.9919%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>15,981</td>
<td>100.0000%</td>
</tr>
<tr>
<td>By Revenue (PUC 90314):</td>
<td>$207,691</td>
<td>0</td>
</tr>
<tr>
<td>AGENCY</td>
<td>SHARE</td>
<td></td>
</tr>
<tr>
<td>KCAPTA</td>
<td>97.9234%</td>
<td>$203,378</td>
</tr>
<tr>
<td>Corcoran</td>
<td>2.0766%</td>
<td>$4,313</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100.0000%</td>
<td>$207,691</td>
</tr>
<tr>
<td>Estimated FY 2014-15 STA:</td>
<td>$954,566</td>
<td></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: May 22, 2014  
SUBJECT: Revised FY 2013-14 Local Transportation Fund Allocation

Introduction

In October 2013, the KCAG Transportation Policy Committee adopted Resolution No. 13-10 to revise the FY 2013-14 Local Transportation Fund (LTF) apportionments and allocations. The allocations included funding for transportation planning, transit, and road purposes. Pursuant to Public Utilities Code Section 99235, the regional transportation planning agency may revise an LTF allocation instruction if the financial needs of the claimant differ from those at the time of the allocation due to changed circumstances.

Revised LTF Claims

Following the adoption and revision of the FY 2013-14 LTF allocations and apportionments, the Kings County Area Public Transit Agency (KCAPTA) has reduced its operating budget by reprogramming Federal funding for asset management planning to operating costs, thereby creating savings that can be utilized towards the LTF fund. KCAG will be including the asset management planning as part of the Transit Development Plan, therefore the federal funding was not necessary for that purpose. As a result, KCAPTA has reduced its FY 2013-14 LTF claim by $156,000 to $1,190,862.

KCAG is reimbursed for its activities and expenditures throughout the year on a quarterly basis. In addition, the reimbursement of indirect costs can only be made if there is an indirect cost rate approved by Caltrans Audits, which is not expected until near the end of the fiscal year. Last fiscal year’s total indirect costs were $156,406. In order to improve cash flow so that the agency can make payments of invoices and expenses while waiting for reimbursements of the prior quarterly expenditures, KCAG is requesting an increased allocation of FY 2013-14 LTF in the amount that is being released by KCAPTA, for a total allocation of $217,160 to provide necessary funds to conduct business.

The apportionment for street and road purposes will remain the same and it is anticipated that the total funds available for that purpose will be higher than the original estimate of $1,479,40C.

Recommendation

KCAG staff and the Technical Advisory Committee recommend that the KCAG Transportation Policy Committee adopt Resolution No. 14-02 to amend the FY 2013-14 LTF apportionments and allocation instructions to the Kings County Auditor-Controller.
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

** * * * * * *

IN THE MATTER OF AMENDING )
RESOLUTION NO. 13-10 REGARDING )
THE APPORTIONMENT AND )
ALLOCATION OF THE FY 2013-14 )
LOCAL TRANSPORTATION FUND )

RESOLUTION NO. 14-02
RE: AMEND FY 2013-14
LTF ALLOCATION

WHEREAS, on October 23rd, 2013, the Kings County Association of Governments (KCAG) Transportation Policy Committee adopted Resolution No. 13-10, which approved the revised apportionments and allocations of the FY 2013-14 Local Transportation Fund (LTF); and

WHEREAS, since then, the Kings County Area Public Transit Agency (KCAPTA) has submitted revised claims for LTF Article 4 funds under Public Utilities Code Sections 99260(a) and 99262 for the support of public transportation systems and the administration thereof; and

WHEREAS, since then, KCAG has submitted revised claims for LTF Article 8 funds under Public Utilities Code Sections 99407 for contributions to the transportation planning process; and

WHEREAS, pursuant to Public Utilities Code Section 99235, the regional transportation planning agency may revise an LTF allocation instruction if the financial needs of the claimant differ from those at the time of the allocation due to changed circumstances; and

WHEREAS, to revise the allocation of the FY 2013-14 LTF, Resolution No. 13-10 must be amended.

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

1. Reaffirms all facts and findings in Resolution No. 13-10.

2. Authorizes and instructs the Kings County Auditor-Controller to reallocate the FY 2013-14 LTF to claimants as follows:

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

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>%</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>7.3300%</td>
<td>$87,290</td>
</tr>
<tr>
<td>Corcoran</td>
<td>0.0000%</td>
<td>$0</td>
</tr>
<tr>
<td>Hanford</td>
<td>46.2800%</td>
<td>$551,131</td>
</tr>
<tr>
<td>Lemcore</td>
<td>16.9300%</td>
<td>$201,613</td>
</tr>
<tr>
<td>Kings Co.</td>
<td>29.4600%</td>
<td>$350,828</td>
</tr>
<tr>
<td><strong>100.0000%</strong></td>
<td><strong>$1,190,862</strong></td>
<td></td>
</tr>
</tbody>
</table>

17
b. **Kings County Association of Governments (KCAG)**

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>%</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>9.3581%</td>
<td>$ 20,322</td>
</tr>
<tr>
<td>Corcoran</td>
<td>15.2322%</td>
<td>$ 33,078</td>
</tr>
<tr>
<td>Hanford</td>
<td>36.4977%</td>
<td>$ 70,258</td>
</tr>
<tr>
<td>Lemoore</td>
<td>16.6190%</td>
<td>$ 36,090</td>
</tr>
<tr>
<td>Kings Co.</td>
<td>22.2930%</td>
<td>$ 48,412</td>
</tr>
<tr>
<td><strong>100.0000%</strong></td>
<td></td>
<td><strong>$217,160</strong></td>
</tr>
</tbody>
</table>

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

The foregoing Resolution was adopted on a motion by Commissioner ____________, seconded by Commissioner ____________, at a regular meeting held on the 28th day of May, 2014, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:  

**KINGS COUNTY ASSOCIATION OF GOVERNMENTS**  
**TRANSPORTATION POLICY COMMITTEE**

______________________________

Chair

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

______________________________

Terri King, Executive Director
## ESTIMATED FY 2013-14 TRANSPORTATION DEVELOPMENT ACT SHARES

### 1. Estimate of LTF for Fiscal Year 2013-14 by Kings County Auditor pursuant to Section 6620 of the California Administrative Code:

- Amount: $3,400,000

### 2. Article 3, Pedestrian and Bicycle Facilities:

- Amount: $68,000
- Claimed to date: $0
- (Amount available)

### 3. Shares of remaining LTF based on the Department of Finance population estimates as of May 1, 2013:

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>POPULATION</th>
<th>PERCENTAGE</th>
<th>SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>14,026</td>
<td>9.3681%</td>
<td>$20,202</td>
</tr>
<tr>
<td>Corcoran</td>
<td>23,154</td>
<td>15.2322%</td>
<td>$33,078</td>
</tr>
<tr>
<td>Hanford</td>
<td>55,478</td>
<td>36.4977%</td>
<td>$1,240,922</td>
</tr>
<tr>
<td>Lemore</td>
<td>25,292</td>
<td>16.6190%</td>
<td>$560,046</td>
</tr>
<tr>
<td>Kings Co.</td>
<td>33,887</td>
<td>22.2930%</td>
<td>$757,967</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>162,007</strong></td>
<td><strong>100.000%</strong></td>
<td><strong>$3,400,000</strong></td>
</tr>
</tbody>
</table>

### 4. LTF Administration and Article 8 Transportation Planning cost for KCAG:

- Amount: $217,160
- Total: $1,991,678

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>PERCENTAGE</th>
<th>SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>9.3681%</td>
<td>$20,202</td>
</tr>
<tr>
<td>Corcoran</td>
<td>15.2322%</td>
<td>$33,078</td>
</tr>
<tr>
<td>Hanford</td>
<td>36.4977%</td>
<td>$1,240,922</td>
</tr>
<tr>
<td>Lemore</td>
<td>16.6190%</td>
<td>$560,046</td>
</tr>
<tr>
<td>Kings Co.</td>
<td>22.2930%</td>
<td>$757,967</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>100.000%</strong></td>
<td><strong>$217,160</strong></td>
</tr>
</tbody>
</table>

### 5. Article 4, Public Transit, KART (Not Shared by Corcoran):

- Amount: $1,160,862
- Total: $1,991,678

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>PERCENTAGE</th>
<th>SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>7.3300%</td>
<td>$87,290</td>
</tr>
<tr>
<td>Corcoran</td>
<td>0.0000%</td>
<td>$0</td>
</tr>
<tr>
<td>Hanford</td>
<td>46.2800%</td>
<td>$551,131</td>
</tr>
<tr>
<td>Lemore</td>
<td>16.9300%</td>
<td>$201,613</td>
</tr>
<tr>
<td>Kings Co.</td>
<td>29.6600%</td>
<td>$350,829</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>100.000%</strong></td>
<td><strong>$1,190,862</strong></td>
</tr>
</tbody>
</table>

### 6. Article 8, Transportation Services, City of Avenal:

- Amount: $4,000
- Total: $1,987,978

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>$4,000</td>
</tr>
</tbody>
</table>

### 7. Article 4, Public Transit, Corcoran Dial-A-Ride:

- Amount: $364,817
- Total: $1,987,978

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corcoran</td>
<td>$394,817</td>
</tr>
</tbody>
</table>

### 8. Article 8, Transportation Services:

- Amount: $50,000
- Total: $1,503,161

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corcoran KART tickets</td>
<td>$30,000</td>
</tr>
<tr>
<td>Corcoran Amtrak tickets</td>
<td>$20,000</td>
</tr>
</tbody>
</table>

### 9. Remaining Article 8 shares for streets and roads:

By population % shown in item #3 above:

- Amount: $1,503,161
- Total: $3,400,000

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>$206,563</td>
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<tr>
<td>Corcoran</td>
<td>$0</td>
</tr>
<tr>
<td>Hanford</td>
<td>$610,533</td>
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<tr>
<td>Lemore</td>
<td>$327,343</td>
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<tr>
<td>Kings Co.</td>
<td>$358,722</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,503,161</strong></td>
</tr>
</tbody>
</table>

* Based on 2013 Department of Finance estimates released on May 1.
TO: KCAG Transportation Policy Committee  
FROM: Terri King, KCAG Executive Director  
DATE: May 20, 2014  

SUBJECT: FY 2013-2014 OWP Amendment No. 2

Introduction

The FY 2013-2014 Overall Work Program (OWP) for transportation planning includes projects funded with a variety of federal, state, and local funding sources. A total of $633,053 in available federal planning funds apportioned to KCAG was programmed in the FY 2013-2014 OWP for various work elements.

Indirect Cost Rate

KCAG staff submits quarterly reports to Caltrans showing the expenditure of federal and state funds for planning activities, including indirect costs. An indirect cost rate plan must be approved by Caltrans’ Audits and Investigations before indirect costs may be reimbursed. An indirect cost rate for FY 2013-2014 has not yet been submitted to Caltrans for approval. Quarterly financial reports and reimbursement requests previously submitted for FY 2013-14 to Caltrans did not include indirect costs since a rate has not yet been approved.

OWP Amendment

After applying an estimated indirect cost rate to the estimated final FY 2013-2014 expenditures, a few work elements may have an over expenditure of federal funds. This is due to unanticipated work loads of staff for a few work elements. Caltrans will not approve reimbursement of federal funds for over expenditures. In order to correct the anticipated over expenditures of programmed federal funds, staff is proposing an amendment to the FY 2013-2014 OWP to redistribute available federal planning funds among work elements. The total cost remains the same. Without an adjustment, the federal funding expenditures over the currently budgeted amount would need to be covered with local funds.

The attached work elements, with revisions noted, and funding charts comprise this Amendment: No. 2 to the FY 2013-2014 OWP. In summary they are:

- W.E. 50101 – RTPA/MPO Administration: Increase of $54,200  
- W.E. 50102 – Overall Work Program: Decrease of $16,800  
- W.E. 50103 – MAP-21 Programs: Decrease of $16,800  
- W.E. 50201 – Regional Transportation Plan: Increase of $128,400  
- W.E. 50202 – Travel Demand Model: Decrease of $40,000  
- W.E. 50204 – Traffic Counts: Decrease of $40,000  
- W.E. 50205 – Air Quality: Decrease of $50,000  
- W.E. 50301 – Transportation Improvement Programs: Decrease of $19,000

Recommendation

KCAG staff and the Technical Advisory Committee recommend that Amendment No. 2 to the FY 2013-2014 Overall Work Program be approved by the KCAG Transportation Policy Committee with the adoption of Resolution No. 14-03.
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

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

IN THE MATTER OF AMENDING THE FY
2013-2014 OVERALL WORK PROGRAM
FOR TRANSPORTATION PLANNING

RESOLUTION NO. 14-03
RE: FY 2013-2014 OWP
AMENDMENT NO. 2

WHEREAS, on July 2, 2013, the Kings County Association of Governments (KCAG) Commission adopted the FY 2013-2014 Overall Work Program (OWP); and

WHEREAS, on October 23, 2013, the KCAG Commission adopted Amendment No. 1 to the FY 2013-2014 Overall Work Program (OWP); and

WHEREAS, the FY 2013-2014 OWP includes Federal Planning funds for regional transportation planning activities; and

WHEREAS, a final FY 2013-14 indirect cost rate for the reimbursement of federal funds has not yet been approved by Caltrans' Audits and Investigations; and

WHEREAS, an amendment to the FY 2013-2014 OWP is needed to adjust work element expenditures to ensure that there are no over expenditure of Federal Planning funds following the implementation of the final indirect cost rate.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Commission does hereby approve Amendment No. 2 to the FY 2013-2014 OWP to amend the work elements as shown in Attachment A.

The foregoing Resolution was adopted on a motion by Commissioner ________________, seconded by Commissioner ________________, at a regular meeting held on the 28th day of May, 2014 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

_________________________________
Chair

WITNESS, my hand this _____ day of ________________, 2013.

_________________________________
Terri King, Executive Director
TO: KCAG Transportation Policy Committee
FROM: Terri King, KCAG Executive Director
DATE: May 22, 2014

SUBJECT: Final FY 2014-2015 Overall Work Program

Introduction

KCAG is required to annually prepare, adopt and submit to Caltrans an Overall Work Program (OWP) for its transportation planning activities. The OWP identifies work efforts, funding sources and a work schedule of the activities to be accomplished during the coming year. The release of a draft FY 2014-2015 CWP was approved for submittal to various local, State and Federal agencies for review and comment by the KCAG Transportation Policy Committee in February.

Local, State and Federal Comments

Comments on the draft OWP were solicited from Caltrans District 6 as well as the different divisions of Caltrans Headquarters and other federal, state, and local agencies. Comments were received from Caltrans, the Federal Highway Administration, and local agencies and appropriately incorporated into the final OWP.

Final FY 2014-2015 OWP and Budget

The proposed final FY 2014-2015 Overall Work Program is included as an attachment. No significant changes in work element tasks from the draft document are being proposed and minor funding changes were made in the proposed final document in W.E. 50101 and W.E. 50201.

The total cost of next year’s activities is proposed to be $1,106,200. This includes an increase of $900 from the previous total amount included in the draft OWP based on adjustments to indirect costs. The total cost includes salaries and benefits for an Executive Director, four full-time planners, an Executive Secretary; and services and supplies. Consultants will be used in FY 2014-2015 for financial audits of the Transportation Development Act claimants, audits of the Abandoned Vehicle Abatement Service Authority, traffic modeling services, Transit Development Plan, SR 198 Corridor Study, Valleywide air quality planning and coordination services, and for the completion of the Environmental Impact Report for the Regional Transportation Plan update.

Funding sources for next year's OWP include Federal Consolidated Planning funds and corresponding matching federal toll credits ($628,900), Regional Planning Programming and Monitoring (PPM) funds ($40,148), Local Transportation Fund (LTF) ($84,700), Abandoned Vehicle Abatement (AVA) funds ($29,000), Caltrans grant funds ($275,516), City and County local general funds ($28,300), and in-kind grant matching funds ($19,363). Fund changes from the draft OWP include an increase of LTF with a corresponding decrease in Federal Planning funds and local funds within W.E. 50101, as some activities may not be eligible for federal funds.

Recommendation

KCAG staff and the Technical Advisory Committee recommend that the KCAG Transportation Policy Committee consider approving the final FY 2014-2015 OWP and Budget with the adoption of Resolution No. 14-04.
<table>
<thead>
<tr>
<th>ACCOUNT DESCRIPTION</th>
<th>ACCT. NO.</th>
<th>Adopted Budget FY 13/14</th>
<th>Spent To Date FY 13/14</th>
<th>DRAFT Proposed FY 14/16</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SALARIES &amp; BENEFITS:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regular Employees</td>
<td>821-10010</td>
<td>$408,411</td>
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<td>$0</td>
<td>$0</td>
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<tr>
<td>Overtime</td>
<td>821-10030</td>
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<td>$0</td>
<td>$0</td>
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<td>Retirement</td>
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<td>Insurance-Work Comp.</td>
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<tr>
<td>Medicare</td>
<td>821-51000</td>
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<td>$4,547</td>
<td>$5,002</td>
</tr>
<tr>
<td><strong>TOTAL LABOR:</strong></td>
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<td>$543,686</td>
<td>$447,612</td>
<td>$553,532</td>
</tr>
<tr>
<td><strong>SERVICES &amp; SUPPLIES:</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Communications</td>
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<td>$3,134</td>
<td>$4,300</td>
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<td>$9,777</td>
<td>$9,750</td>
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<tr>
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BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

RESOLUTION NO. 14-04
RE: FY 2014-2015 OWP

IN THE MATTER OF APPROVING
THE FY 2014-2015 OVERALL WORK
PROGRAM FOR REGIONAL
TRANSPORTATION PLANNING

WHEREAS, the Kings County Association of Governments (KCAG) is the Metropolitan Planning Organization for Kings County; and

WHEREAS, each year the KCAG Transportation Policy Committee adopts a work program which represents its transportation planning effort and the cost of that effort for the following year; and

WHEREAS, in the development of the overall work program KCAG has sought input from member agencies, transit operators, other San Joaquin Valley Transportation Planning Agencies, Federal, and State agencies with respect to proposed work to be performed; and

WHEREAS, a draft overall work program was submitted to the public and local, State, and Federal agencies for review and comment and that comments, views and recommendations were accommodated and incorporated into the final OWP to the maximum extent possible and

WHEREAS, 23 CFR 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with applicable requirements.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Transportation Policy Committee does hereby adopt the "FY 2014-2015 Overall Work Program" and certifies that its planning process will be implemented through this document in accordance with the following:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(i);

2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d));


4. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects; and

BE IT FURTHER RESOLVED, that the KCAG Transportation Policy Committee hereby authorizes submittal of the FY 2014-15 OWP to the various participating State and Federal agencies; and

BE IT FURTHER RESOLVED, that the KCAG Executive Director be, and is hereby designated and authorized to submit the FY 2014-15 OWP and to execute all necessary agreements and contracts on behalf of KCAG to implement the purposes of this resolution; and

BE IT FINALLY RESOLVED, that the KCAG Executive Director is hereby authorized to make and submit to the appropriate funding agencies necessary work program and budget modifications to the OWP based upon actual available funds, and to draw funds as necessary.

The foregoing Resolution was adopted on a motion by Commissioner ____________, seconded by Commissioner ____________, at a regular meeting held on the 28th day of May, 2014 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS TRANSPORTATION POLICY COMMITTEE

________________________________________
Chair

WITNESS, my hand this _____ day of __________, 2014.

________________________________________
Terri King, Executive Director
TO: KCAG Transportation Policy Committee
FROM: Bruce Abanathie, Regional Planner
DATE: May 22, 2014

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

Introduction

The Kings County Association of Governments, as the state recognized Regional Transportation Planning Agency (RTPA) and the federally designated Metropolitan Planning Organization (MPO) for the Kings County Region, is required by Title 23 United States Code (USC) §134 to adopt a Regional Transportation Plan (RTP), based on the latest available information provided by Caltrans, each city, and the county, every four years.

California Senate Bill 375 (SB 375), “The Sustainable Communities Strategy and Climate Protection Act,” (2008) requires that the 2014 RTP include a new element, a Sustainable Communities Strategy (SCS), to explain how the region will meet the California Air Resources Board (ARB) established emission reduction targets for Greenhouse Gases (GHG) from passenger vehicles and light duty trucks.

California Government Code §65080 et seq., the California Environmental Quality Act (CEQA), require the preparation of an accompanying environmental document that addresses the cumulative environmental impacts of the projects and programs contained in the RTP.

As the MPO for the Kings Region, KCAG is required to biennially adopt and maintain through amendments and modifications a Federal Transportation Improvement Program (FTIP) as part of the formal process of applying for federal funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Projects requiring federal funding, a federal action, or projects that are considered regionally significant must be included in the FTIP.

As a MPO in a National Ambient Air Quality Standard Non-attainment region; The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A), KCAG is also required to demonstrate conformity to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT).
KCAG staff has prepared the required documents for 2014 as follows:

**Draft 2014 Regional Transportation Plan / Sustainable Communities Strategy**

http://www.kingscog.org/planning.html

The RTP is an action-oriented document used to achieve a coordinated and balanced regional transportation system. The RTP is the region’s blueprint for future transportation improvements and investments based on specific transportation goals, objectives, and policies as defined by the community and its elected officials. The RTP 1) establishes regional goals, 2) identifies present and future needs, deficiencies and constraints, 3) analyzes potential solutions, 4) estimates available funding, and 5) proposes investments for transportation in the Kings Region. State Statutes require that the RTP serve as the foundation for the short-range transportation planning documents: the Regional and Federal Transportation Improvement Programs (RTIP and FTIP).

The RTP discusses major transportation issues of the San Joaquin Valley and the Kings County region including state highways, routes of regional significance, public transit, railroads, aviation facilities, non-motorized facilities, transportation systems management, and transportation control measures.

The Four Elements of the RTP are the:

- **The Policy Element**, which describes the transportation issues and identifies the transportation needs of the region. It also identifies the policies developed by the region to meet the needs;

- **The Action Element** identifies the short and long term activities that the region will implement to affect the policies and in turn meet the regional transportation needs; and

- **The Financial Element**, which describes the current and anticipated revenue sources and the financial techniques that the region will employ to be able to implement the action element.

The **Sustainable Communities Strategy** demonstrates how the region will integrate transportation, housing, and land use planning to meet the greenhouse gas (GHG) reduction targets set by ARB. The SCS is developed through a multilevel, bottoms-up outreach program that included local agency plans and programs and the participation of both the general public and a stakeholder working group. The working group was tasked with combining the technical information from the local agencies and the polling results that demonstrated the desires of the public in how the region should grow. The working group accomplished this by developing scenario options for how the region will grow while at the same time reduce the greenhouse gas emissions.

**Draft Environmental Impact Report (EIR)**


California environmental law requires the development of an environmental document to accompany the RTP. The environmental document must evaluate, on a program level, the potential impacts of the projects listed in the RTP.

The environmental document for the 2014 RTP is an Environmental Impact Report. This level of environmental study will evaluate the RTP projects and their potential impacts on fifteen environmental issues in Kings County.
The Draft 2015 Federal Transportation Improvement Program (FTIP)

http://www.kingscog.org/assets/Final%20DRAFT%202015%20FTIP.pdf

The FTIP is a financially constrained multimodal transportation program developed by KCAG through its member agencies and in cooperation with State and Federal agencies. The basic premise behind a FTIP is that it is the incremental implementation (four years) of the long-range Regional Transportation Plan. The FTIP serves to present to federal funding agencies manageable components of projects/funding from the long-range plan.

The FTIP is to be composed of two parts. The first is a priority list of projects and project phases to be carried out in each year of the four year period after the initial adoption of the FTIP. The second is a financial plan that demonstrates how the FTIP can be implemented. The financial plan is also required to indicate all public and private resources and financing techniques that are expected to be used to carry out the plan.

Air Quality Conformity Document (AQC)


Kings County is part of the San Joaquin Valley Air Basin, a non-attainment area for several emissions pollutants and fine particle dust. Each transportation project included in the RTP must be evaluated for its potential to exacerbate the air quality in the region. The AQC evaluates the projects through the use of air quality software developed by the California Air Resources Board. The projects in the RTP must remain within the air quality conformity limits (budgets) in order for the Kings County Region to continue to deliver projects.

The Process

The RTP, FTIP, and Air Quality Conformity document usually require a thirty-day public review and comment period and the EIR requires a 45 day public review and comment period prior to adoption by the KCAG Transportation Policy Committee. SB 375 requires a 55 day review and comment period for the SCS. The following is the review and comment process for the four documents.

- The RTP/SCS was released on April 28, 2014 for a 55-day public review and comment period and will be the subject of two public hearings, the first on May 28, 2014 initiating the second round of three public workshops scheduled for June 10th in Lemoore, June 11th in Corcoran, and June 12th in Avenal. The second hearing will be on June 25, 2014. Following this hearing, the KCAG Transportation Policy Committee will select the preferred scenario for the SCS. The RTP and EIR will be finalized based on the preferred scenario.

- The EIR was released on May 9, 2014 for a 45-day public review and comment period and will be the subject of one public hearing on June 25, 2014.

- The FTIP was released on May 9, 2014 for a public review and comment period coincidental with the EIR and the AQC and will be the subject of a public hearing on June 25, 2014.

- The Air Quality Conformity document was released on May 9, 2014 for a public review and comment period coincidental with the FTIP and EIR and will be the subject of a public hearing on June 25, 2014.

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

Recommendation

KCAG staff recommends that the KCAG Transportation Policy Committee review and comment on the documents and conduct the first public hearing for the RTP/SCS.
JUNE WORKSHOPS

The Kings County Association of Governments (KCAG) is preparing its **Kings Regional Vision**. This is a long range planning document that will provide the framework for investment in roads, freeways, public transit like buses, bike trails and other ways people move around our County for the next 30 years. It will also include a plan to accommodate the region's future housing needs and comply with new State-mandated legislation to reduce greenhouse gases (SB375).

Please join us at one of our upcoming workshops to review the four alternative investment scenarios for the Regional Transportation Plan and Sustainable Communities Strategy:

**Tuesday, June 10, 2014**
6:00 - 8:00 PM
City of Lemoore, Civic Auditorium
435 C Street, Lemoore

**Wednesday, June 11, 2014**
6:30 - 8:30 PM
City of Corcoran, City Council Chambers
1015 Chittenden, Corcoran

**Thursday, June 12, 2014**
6:30 - 8:30 PM
City of Avenal, City Council Chambers
233 East Kings Street (Inside Theater)

For further information, please contact Kendall Flint, (650) 455-1201 or by email at kendall@flintstrategies.com, or Bruce Abanathie, KCAG staff at 852-2584, or by email at Bruce.Abanathie@co.kings.ca.us
NOTICE OF PUBLIC HEARINGS ON THE
DRAFT 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
DRAFT 2014 REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY,
DRAFT ENVIRONMENTAL IMPACT REPORT AND
CORRESPONDING DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Kings County Association of Governments (KCAG) will hold a public hearing on May 28, 2014 at 4:30 p.m. for the Draft 2014 Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) and will hold a second public hearing on June 25, 2014 at 4:30 p.m. regarding the Draft 2015 Federal Transportation Improvement Program (2015 FTIP), the Draft 2014 RTP / SCS, the Draft Environmental Impact Report (EIR) and corresponding Draft Air Quality Conformity Analysis for the 2015 FTIP and 2014 RTP / SCS. Both public hearings will be at the Board of Supervisor’s Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey Blvd., Hanford, CA. The purpose of this combined public hearing is to receive public comments on these documents.

- The 2015 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Kings County during the next four years.
- The 2014 RTP / SCS is a long-term strategy to meet Kings County transportation needs out to the year 2040.
- The Program EIR provides an analysis of potential environmental impacts related to the implementation of the RTP / SCS as required by the California Environmental Quality Act.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2015 FTIP and 2014 RTP / SCS meet the air quality conformity requirements for ozone and particulate matter.

As the public involvement process for the FTIP is used to satisfy the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307 program of projects (POP), this public notice also satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 dollars) will be the final program.

Individuals with disabilities may call Terri King at (559) 852-2678 (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A concurrent 55-day public review for the Draft 2014 RTP / SCS will commence April 28, 2014 and a 45-day public review and comment period for all other documents will commence on May 9, 2014 and conclude on June 25, 2014. The draft documents are available for review at the KCAG office, located at 339 W. D Street, Suite B, Lemoore, CA and on KCAG’s website at www.kingscog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 4:00 p.m. on June 25, 2014 to Bruce Abanathie at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the KCAG Transportation Policy Committee at a regularly scheduled meeting to be held on July 23, 2014. The documents will then be submitted to state and federal agencies for approval.
TO: KCAG Commission  
FROM: Chris Lehn, KCAG Staff  
DATE: May 22, 2014  

SUBJECT: San Joaquin Valley Federal Legislative Platform  

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.

San Joaquin Valley Federal Legislative Platform for 2014

RTPA staff have prepared a draft federal legislative platform, that once finalized will be used for the Washington D.C. 2014 Valley Voice trip. The final platform will be approved by the San Joaquin Valley Regional Policy Council on June 20, 2014 and is going before many of the respective RTPA governing boards. The legislative platform provides guidance to the RTPAs and their lobbying partners on federal matters. The platform includes key focus areas related to transportation funding such as goods movement, San Joaquin Intercity Passenger Rail Service, the federal reauthorization transportation bill, air quality, and MAP-21 implementation. KCAG staff received comments on the draft 2014 legislative platform from the Technical Advisory Committee. On the first bullet under general principles, it was noted that the focus should be limited to transportation only and not land use. Also, it was suggested that “public” in the last bullet under Future Federal Transportation Reauthorization Bill be replaced with off-system or local. It has also been suggested by another county that “soliciting additional funds for vocational training” as related to transportation infrastructure would be added to the legislative platform. Staff encourages additional comments on the platform for Valleywide consideration.

San Joaquin “Valley Voice” Trip

Valley RTPAs and elected officials from the region will be participating in the Washington D.C. 2014 Valley Voice trip. The federal Valley Voice trip will take place on September 9-12, with meetings on the 10th and 11th. The Valley Voice trip consists of meeting with federal elected officials and agencies to outline the opportunities and challenges of the San Joaquin Valley. The discussion topics during the meetings will correspond with the final 2014 federal legislative platform. Elected officials from each county are strongly encouraged to participate on the trip.

Recommendation

KCAG staff encourages comments on the 2014 federal legislative platform and attendance of KCAG’s Regional Policy Council representatives at the June 20, 2014 meeting where the final platform will be approved.
INTRODUCTION
The San Joaquin Valley Regional Planning Agencies include the 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, comprised of 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 San Joaquin Valley Legislative Platform that reflects the Regional Policy Council’s priorities in federal legislative matters. The Legislative Platform provides guidance to the eight San Joaquin Valley Regional Planning Agencies and their lobbying partners 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 federal legislative delegation as well as relevant federal agencies.

GENERAL PRINCIPLES
• Protect current resources and solicit additional federal funding levels for transportation related programs.
• Continue to advocate as a region to advance common goals to streamline transportation projects through federal legislation and policies.

VALLEY VOICE ADVOCACY EFFORTS
• Continue to pursue federal support for the projects and legislative priorities identified through the Regional Policy Council’s advocacy program called, “Valley Voice”.

2014 LEGISLATIVE PRIORITIES

Goods Movement
• Continue to protect and solicit funding for Highway 99, a major trade corridor in the San Joaquin Valley and other regionally significant transportation corridors.

Draft 5/02/14
• Build upon the success and implement the 2013 San Joaquin Valley Interregional Goods Movement Plan as resources become available.
• Identify long term federal funding for goods movement in the San Joaquin Valley, including freight rail.
• Support TIGER grants for rail upgrades.

MAP-21 Implementation
• Continue bridge replacement and rehabilitation funding through the Surface Transportation Program, while including “off system” bridges.

Future Federal Transportation Reauthorization Bill
• Support reauthorization of Federal Transportation Bill identifying long-term funding sources for all modes of transportation.
• Support inclusion and funding for the Congestion Mitigation Air Quality (CMAQ) Program.
• Maintain current MPO population thresholds.
• Encourage the continuation of dedicated funding for bridges such as the Highway Bridge Program, in addition to the set-aside for bridges located on public roads.

Air Quality
• Support the continued effort for the Air and Health Quality Empowerment Zone designation to provide new incentive funding and tax incentives to address impacts of nonattainment of federally mandated air quality standards in the San Joaquin Valley.

San Joaquin Intercity Passenger Rail Service
• Solicit new recurring federal funding for capital improvements to enhance and expand the state-sponsored San Joaquin intercity passenger rail service operated by Amtrak, in support of the goals to increase mobility, improve goods movement and air quality, and promote transit-oriented development.
TO:                     KCAG Commission
FROM:                   Chris Lehn, KCAG Staff
DATE:                   May 22, 2014
SUBJECT:                Regional Climate Action Plan

Background

Kings County Association of Governments (KCAG) on behalf of the County of Kings and the Cities of Avenal, Corcoran, Hanford, and Lemoore were successful in obtaining a grant to conduct a County-wide Climate Action Plan (CAP) after the KCAG Commission approved submittal of a grant application with Resolution No. 10-15 on August 25, 2010. As of late summer 2013, only the Cities of Avenal and Hanford had decided to move forward with the Regional CAP, with the other jurisdictions concluding their involvement in the grant project. Throughout the grant effort, KCAG provided administration and facilitation support for the Regional CAP. The San Joaquin Valley Air Pollution Control District provided technical services with development of the Communitywide Greenhouse Gas Emission Inventory and Rincon Consultants was retained to lead the public outreach and develop the Regional CAP document.

Draft Regional Climate Action Plan

The Draft Regional Climate Action Plan has been developed by Rincon Consultants with substantial input from the Cities of Avenal and Hanford and the Climate Action Plan Advisory Committee. The KCAG Commission appointed nominees to the Climate Action Plan Advisory Committee in November 2012 and this group went on to have a total of seven meetings, all open to the public and interested stakeholders. Input from the public and respective local elected officials was solicited on the draft greenhouse gas reduction measures during study sessions in Avenal on January 23, 2014 and Hanford on February 4, 2014. Additional efforts to solicit community input regarding the potential measures and implementation actions for inclusion in the Regional CAP were taken with a project survey. The community survey was made available on the project website from January 14, 2014 to February 28, 2014. Unfortunately, only seven responses to the community survey were received. The project website (www.kingscountywidecap.com) was updated regularly throughout the project to keep interested parties informed. The KCAG Commission continued to receive regular updates on the Regional CAP grant effort at their monthly meetings.

Development of the Regional CAP measures largely drew on the existing policy documents, such as the City’s General Plans and ongoing (often time economically motivated) efforts within the cities. The Draft Regional CAP includes a 2005 greenhouse gas emission inventory and year 2020 forecast, a greenhouse gas emission reduction target for the cities of 15% below 2005 levels by the year 2020 (consistent with Assembly Bill 32, the California Global Warming Solutions Act 2006), voluntary greenhouse gas reduction measures and actions to achieve the target, and steps to implement, monitor, and verify the effectiveness of the greenhouse gas reduction measures moving forward.
An administrative draft of the Regional Climate Action Plan was circulated to the Regional Climate Action Plan Advisory Committee between February 11, 2014 and February 28, 2014. The Draft Regional Climate Action was circulated for a full public review and comment period from March 21, 2014 through April 21, 2014. No comments were received on the draft plan from the public. The final Regional Climate Action Plan Advisory Committee meeting took place on April 29, 2014 where there were no comments or suggestions on the draft plan. Comments were noted on the lack of subsequent appendices availability per the Appendix A: Kings County Communitywide Greenhouse Gas Emission Inventory (SJVAPCD, 2013), which was immediately resolved on the project website.

The final Climate Action Plan, with appendices, is included in the agenda packet on a CD and can be found on the website at www.kingscountywidecap.com

Avenal and Hanford City Council Actions and Draft Regional Climate Action Plan

On May 8, 2014 the Avenal City Council held a public hearing to solicit additional comments on the draft plan and the Council voted unanimously to accept the Draft Regional Climate Action Plan. The Hanford City Council will also consider accepting the Draft Regional Climate Action Plan at their May 27, 2014 meeting following a public hearing.

Recommendation

KCAG, in its role as the applicant and administrator of the Strategic Growth Council grant must accept the Final Regional Climate Action Plan as being completed no later than June 2014. Since the cities of Avenal and Hanford have or have planned to take action to accept the final document, the project can be considered completed. KCAG staff will then prepare and process the final report and reimbursement request to the State to close out the grant in accordance with the grant agreement.

The KCAG Technical Advisory Committee recommended, with three abstentions, that the KCAG Commission accept the Draft Regional Climate Action Plan as completed in order to comply with the grant guidelines and required timelines.

KCAG staff recommends that the KCAG Commission accept and certify as accurate the acceptance of the Final Regional Climate Action Plan by the Cities of Avenal and Hanford, in order to complete the project and comply with the grant guidelines and required timelines to close out the project.
CITY OF AVENAL

JOINT MEETING OF THE AVENAL CITY COUNCIL/SUCCESSOR AGENCY/HOUSING AUTHORITY
THURSDAY, MAY 8, 2014, 6:00 P.M.
AVENAL THEATER
233 E. KINGS STREET; AVENAL, CA

MINUTES

Mayor Casida called the meeting to order at 6:03 p.m.

Council Members Present: Ovalle, Preciado, Maldonado, Gravelle, Casida.

Council Members Absent: None.

PLEDGE OF ALLEGIANCE: Led by Mayor Casida.

CITY CLERK ANNOUNCED: Government Code Section 54952.3: The members of the City Council, Successor Agency and Housing Authority are entitled to receive a total of $150.00 each as a result of convening a meeting as the City Council, Successor Agency and Housing Authority and, unless declined, each member will receive $150.00 (maximum aggregate of $300.00 per month per member) as a result of convening a meeting as the City Council, Successor Agency and Housing Authority.

CONSENT CALENDAR:

All items listed under the consent calendar are considered to be routine and enacted by one motion: (Action)

A. City of Avenal/Successor Agency/Housing Authority—Approval of Minutes: April 24, 2014: (Discussion/Action).

A motion to approve the Consent Calendar was made by Mayor Pro Tem/Agency/Housing Authority Member Preciado; seconded by Councilman/Agency/Housing Authority Member Maldonado and carried.

Roll Call Vote:
AYES: Preciado, Maldonado, Gravelle, Ovalle, Casida.
NOES: None.
ABSENT: None.
ABSTAIN: None.

MAYOR & COUNCIL MEMBER/SUCCESSOR AGENCY/ HOUSING AUTHORITY MEMBER REPORTS/ITEMS FOR CONSIDERATION:

A. Avenal Police Department Swearing-In New Officer Alfred Rivera: Mayor Casida.

Chief Amoroso commented on the following: 1) Alfred Rivera’s background; 2) Acknowledged Jim Edison, Academy Coordinator; 3) will receive the best training to become the best Police Officer; 4) Alfred likes traffic control; and, 5) family is present.

Mayor Casida administered the Oath of Office to Alfred Rivera as a new Avenal Police Officer. His Father was present and pinned the APD badge on his uniform.

City Council and Staff welcomed Officer Alfred Rivera and family to the City of Avenal.
Consider One (1) Appointment to the Planning Commission:

Steven Sopp stated that Jack Horton had moved from Avenal, thus, there was a vacancy on the Planning Commission. The City has received two letters of interest: one from Mario Pesquera and the other from Robert Campos. He further stated that the appointment is the Mayor’s; and, the term of the seat expires on December 31, 2015. Mayor Casida appointed Roberto Campos for Planning Commissioner.


Mayor Casida read the Proclamation and Proclaimed May 18-24, 2014 as National Public Works Week. The City Council and Melissa Whitten, City Manager, acknowledged the Public Works Department for their hard work and dedication to the City and its residents.

PUBLIC COMMENT/ANNOUNCEMENTS & UNSCHEDULED APPEARANCES:

Shaun Kalpakoff announced that the Mid-Valley picnic was a success and thanked the City for use of the facility for the picnic.

ACTIVITY REPORTS/SPECIAL PRESENTATIONS AND COMMITTEE REPORTS:

1) Public Works/Building/Code Enforcement/Animal Control Departments Activity Report: Rob Williams, Public Works Director.

Rob Williams, Public Works Director, reported on the following: 1) Building; 2) Code Enforcement; 3) Parks & Landscape; 4) Animal Control; 5) Streets; 6) Water Distribution - the Zeropex Unit is still not on line. Ronald did contact Sandy, VP form Zeropex, and they are working on resolving the problems; 7) Waste Water Collection; and, 10) Vehicle, Equipment & Building Maintenance.

2) Community Development/Planning Activity Report: Steven Sopp, Director.

Steven Sopp, Community Development Director, reported on the following: 1) two son’s graduated from college; 2) all open grants; 3) Planning Commission scheduled on May 12th; 4) Climate Action Plan; and, 5) City Web Page moving forward.

Special Presentations/Requests:

1) Mid-Valley 1st Quarterly Report: Shaun Kalpakoff

Shaun Kalpakoff, Mid-Valley Disposal, reported on the following: 1) Residential Waste Assessments; 2) Commercial Waste Assessments; 3) acknowledged Shell, Taqueria La Piedad, and Los Primos; and, 3) 2014 Quarter 1 Tonnage.

George Anderson, Mid-Valley Disposal, Supervisor reported on the following: 1) Clean-up Events April 19 & 26; and, 2) Tire Amnesty was successful and hope to continue program in the future.

Ms. Whitten acknowledged and thanked Mid-Valley for sponsoring portable restrooms with wash stations for Old Timers Day.

2) Responsible Athletes Program Activity Report: Enrique Jimenez

Enrique Jimenez reported on the following: 1) Community Gym; 2) After School Program; 3) Youth Basketball League; 4) Adult Basketball League; 5) Playmakers Skills Camp – June 14th 2014, will be held at the Avenal High School Football Stadium; and, 6) Lost Hills Summer Camp.
PUBLIC HEARING(s):

A. Consider Accepting The Regional Climate Action Plan:

Mr. Sopp reported to the City Council that on January 21st, a Study Session was held to discuss the Regional Climate Action Plan (CAP) being prepared for the City of Avenal. Presentations were given by Staff from Kings County Association of Government, Rincon Consultants, Inc. and Flint Strategies. At that time, it was discussed and determined that the City of Avenal would "accept" (not adopt) the CAP and implement most or all the implementation measures into future updates of the General Plan. Since the City was only accepting the document, no California Environmental Quality Act (CEQA) was required at this time. He recommended adoption of the Resolution which would approve acceptance of the Regional Climate Action Plan.

Mayor Casida opened the Public Hearing to Consider Accepting the Regional Climate Action Plan at 6:47 p.m.

Ms. Whitten requested that a letter from Mr. & Mrs. Bowen be entered into the record. The letter was opposing the acceptance of the Plan.

Mayor Casida asked three consecutive times for comments. Hearing none, the Public Hearing to Consider Accepting the Regional Climate Action Plan closed at 6:48 p.m.

After a brief discussion, the following action was taken:


Roll Call Vote:
AYES: Gravelle, Maldonado, Gravelle Preciado, Casida.
NOES: None.
ABSENT: None.
ABSTAIN: None.

OLD BUSINESS:

A. Consider Renewing/Extending Local Emergency Declared on February 27, 2014:

Mayor Casida commented that this item must be reviewed every 14-days.

Ms. Whitten reported that the Local Emergency Declaration was made on February 27, 2014. Due to the fact the water situations still exists, Staff recommended that the Local Emergency be renewed/extended for 14-days and reviewed again at the May 22, 2014 City Council meeting.

A motion was made by Councilman Gravelle to extend the emergency declaration related to the water shortage and drought conditions for 14 days. The motion was seconded by Mayor Pro Tem Preciado and carried.

Roll Call Vote:
AYES: Gravelle, Preciado, Ovalle, Maldonado, Casida.
NOES: None.
ABSENT: None.
ABSTAIN: None.
NEW BUSINESS:

A. Consider Request to Purchase Structure for Sports Complex: Sheila Verdugo, Supervisor

Sheila Verdugo reported that the Community Activities Department sponsors the Independence Day Celebration each year, which is held on the last Saturday in June. Last year the event was moved out to the Sports Complex location; however, the heat was definitely a factor. Staff was requesting to purchase and install three (3) shade structures; add pea gravel; and, purchase misters to assist in keeping people cool. She added that since the Staff Report was drafted, the misters had been purchased utilizing other funds; therefore, the $300 expenditure was no longer part of the request.

The cost estimate for materials needed to install three (3) - 18' X 31' Carport Shades (assembly & installation included) plus the pea gravel was as follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Shade Structure</td>
<td>$5,337.39</td>
</tr>
<tr>
<td>Gravel</td>
<td>$1,000.00</td>
</tr>
<tr>
<td>Misters</td>
<td>$1,400.60</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$6,738.09</strong></td>
</tr>
</tbody>
</table>

She explained that there was $106,582.00 in CIP Fund 75 for facility improvements & equipment that could be utilized. Although the request was for cooling stations, the shade structures could also be utilized for other purposes as well.

Staff recommended by motion, to authorize a drawdown of funds from CIP 75.08000.726 in the amount not to exceed $7000.00 for purchase of three (3) Carport Shades and pea gravel; transfer funds to Fund 10.08000.726; and let the Fiscal Year 2013/14 reflect the change.

After brief discussion, a motion was made by Councilman Gravelle to authorize staff to drawdown monies from CIP 75.08000.726 in the amount not to exceed $7,000.00 for purchase of three (3) Carport Shades and pea gravel; transfer funds to Fund 10.08000.726; and let the Fiscal Year 2013/14 reflect the change. The motion was seconded by Councilman Maldonado and carried.

Roll Call Vote:
AYES: Gravelle, Maldonado, Preciado, Ovalle, Casida.
NOES: None.
ABSENT: None.
ABSTAIN: None.

A. Consider Appropriations Limit 2014/15: Esther Strong, Administrative Analyst

Esther Strong reported on the following: 1) Article XIII of the State of California Constitution placed limits on the amount of revenue which can be spent by all entities of the Government; 2) the City Council shall, each year by Resolution, establish an appropriations limit for the expenditures of so called proceeds taxes; 3) the adoption for the Resolution must be at a regular meeting of the City Council or at a noticed special meeting; 4) the FY 14-15 Appropriations Limit is $2,912,478.28 and the Appropriations Limit subject to limitations is $2,594,434.99; 5) since the City's appropriations limit is $3,182,043.29 in excess of the limitations, it is safe to say we will not exceed our limit.

Staff recommended that the City Council establish the Appropriations Limit for FY 2014-15 by adopting the purposed Resolution.

Roll Call Vote:
AYES: Preciado, Ovalle, Gravelle, Maldonado, Casida.
NOES: None.
ABSENT: None.
ABSTAIN: None.

B. Consider Juvenile Service Officer (JSO) Agreement for FY 2014/15: Jack Amoroso, Chief of Police.

Jack Amoroso commented on the following: 1) City funds 50% of the Juvenile Service Officer for the Reef Sunset Unified School District; 2) critical to the law enforcement for the City of Avenal; and, 3) allows students to interact with the JSO who makes contact in a positive setting which enhances the safety of the students of the school district which then provides our youth with the opportunity to succeed.

He further stated that the JSO would be compensated from the General Fund, Budget 10.12500, Account: 501. The City of Avenal is responsible for 50% of the compensation cost $43,607.50 and the District, the remaining 50%.

Staff recommended that the City Council approve the attached contract with Reef Sunset Unified School District and authorize the City Manager to sign the agreement to continue with the Juvenile Services Officer Partnership.

After brief discussion, the following action was taken:

RESOLUTION NO. 2014-24: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AVENAL AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH REEF-SUNSET UNIFIED SCHOOL DISTRICT (RSUSD) AND THE AVENAL POLICE DEPARTMENT FOR JUVENILE SERVICES OFFICER (JSO) POSITION 2014/15 was adopted on a motion by Councilman Gravelle; seconded by Councilman Maldonado and carried.

Roll Call Vote:
AYES: Gravelle, Maldonado, Preciado, Ovalle, Casida.
NOES: None.
ABSENT: None.
ABSTAIN: None.

C. Consider Scheduling Fiscal Year Budget Workshops 2014/15:

Ms. Whitten stated that it was time to begin review of the draft FY 2104/15 Budget. The following dates were suggested for Council's consideration:

Wednesday May 28, 2014 5:00-8:00 p.m. Avenal City Hall (General Fund)
Thursday May 29, 2014 5:00-8:00 p.m. Avenal City Hall (Enterprise/Others)

Mayor Casida stated that he was not available on May 29th, but May 29th was a good date. Melissa commented that the first review of the draft budget could possibly be completed in one evening.

After brief discussion on Council's availability, the following action was taken:
A motion was made by Mayor Pro Tem Preciado to review the Draft FY 2014/15 City/Successor Agency/PFA Budgets on May 29, 2014, 4:30-8:10 p.m., Avenal City Hall. The motion was seconded by Councilman Ovalle and carried.

Roll Call Vote:
AYES: Preciado, Ovalle, Gravelle, Maldonado, Casida,
NOES: None.
ABSENT: None.
ABSTAIN: None.

CLOSING COMMENTS:

Councilman Gravelle commented on the following: 1) Tar Canyon tour.

Councilman Maldonado commented on the following: 1) nice parade; 2) acknowledgement for Tom Ince for use of his equipment, time and energy.

Councilman Ovalle commented on the following: 1) Congratulated Ms. Whitten for winning the laptop computer at the Miss Teen Avenal event recently; and, 2) Old Timers Parade and activities were enjoyable.

Mayor Pro Tem Preciado commented on the following: 1) festival at the Park; 2) thanked Staff & Avenal Police; 3) West Hills College activities; and, 4) Community Meeting.

Mayor Casida commented on the following: 1) San Drags; 2) Isidro Martinez; 3) Old Timers Day Committee Meeting; 4) West Hills College Meeting; 5) Old Timers Day Dinner; 6) Old Timers Day Parade; 7) Class reunion; 8) Tar Canyon tour; and, 9) Community Response Team Meeting.

Melissa Whitten commented on the following: 1) thanked, the Old Timers Day Committee Members - Harlin Casida and Jim Tuttle for a great job; 2) May 14, 2014 "Dog Days" Kings County Homecoming and Cruise Night; 3) acknowledged City Council for being good sports and driving the jeeps in the parade; and, 4) thanked City Staff and all the volunteers for a great Old Timers Day celebration.

Mayor Casida announced upcoming events as following: 1) Friday, Funeral Service for Mrs. Thurston; 2) Softball Game - Senior Night @ 4:30 p.m. Playoff; 3) Mother’s Day; 5) May 17th Kings County Homecoming; and, 6) Jose Ramirez’s Fight for Water on May 17th.

The City Council went into Close Session at 7:27 p.m.

CLOSED SESSION: (City/Successor Agency/Housing Authority):

A. Pending Litigation: Government Code Section 54956.9

It is the intention of this governing body to meet in Closed Session concerning:

Conference with Legal Counsel – ANTICIPATED LITIGATION (Government Code Section 54956.9(d)).

Initiation of Litigation (Government Code 54956.9(d) (4)).

Number of potential cases is: 5.

B. Conference with Real Property Negotiator(s): Government Code Section 54956.8

It is the intent of this governing body to meet in Closed Session to confer with its real property negotiator(s) concerning the purchase, sale, exchange or lease of real property by or for this local agency as follows:
Property Description: APN: 038-010-040. 
Negotiator(s): City Manager and City Attorney. 
Party with whom negotiating: Legacy Development Properties LLC. 
Instructions to negotiator concerning: Price/Terms.

Property Description: APN: 040-206-003. 
Negotiator(s): City Manager and City Attorney. 
Party with whom negotiating: Martinez. 
Instructions to negotiator concerning: Price.

Property Description: APN: 040-320-009. 
Negotiator(s): City Manager and City Attorney. 
Party with whom negotiating: Muharram. 
Instructions to negotiator concerning: Price/Terms.

C. Threat to Public Safety Services or Facilities & Security: Government Code Section 54957(a).

Consultation with Avenal Police Department; Jack Amoroso, Chief of Police.

D. Labor Negotiations: Government Code Section 54957.6

1) Employee Negotiations:

ADJOURNMENT.

The regular meeting reopened at 8:40 p.m. with the following action out of Closed Session:

On a motion made by Councilman Gravalle, seconded by Councilman Maldonado, the City Council authorized the City Attorney to file a Claim against West Hills College. Roll Call Vote: 5/0.

There being no further business before the City Council, the meeting was adjourned at 8:42 p.m.

Respectfully Submitted,

Maria Ortiz, City Clerk
AGENDA STAFF REPORT


SUBJECT:
Community Development: Receive presentation from Kings County Association of Government and accept the Draft Regional Climate Action Plan.

RECOMMENDATION:
1. Receive presentation from Kings County Association of Government
2. Accept the Draft Regional Climate Action Plan (CAP)

BACKGROUND:
Efforts for development of the Regional Climate Action Plan began in 2010 when the Kings County Association of Governments (KCAG), on behalf of its member agencies, received a planning grant from the California Strategic Growth Council. The Regional CAP is a long-range policy document that identifies cost-effective measures to reduce greenhouse gas emission (GHG) from activities within Kings County consistent with California State Assembly Bill (AB) 32.

Development of the Regional CAP has been a multi-jurisdictional collaborative process, involving Hanford and Avenal, with grant facilitation by Kings County Association of Governments. A consultant team, led by Rincon Consultants, assisted in the preparation of the Regional CAP with regular input from the jurisdictions and the CAP Advisory Committee, comprised of local jurisdiction planning staff, citizens, and interest groups.

KCAG has prepared a staff report detailing their efforts (Exhibit A). Included in the staff report is the purpose and scope of the Climate Action Plan, an Inventory of the GHG emissions (2005), forecasted GHG emissions (2020) and a summary of the Climate Action Measures. The staff report calls reference to the Draft Climate Action Plan (exhibit B), which has been summarized within the Executive Summary (Exhibit C). A resolution follows with recommendations for the Council's acceptance of the document. (Exhibit D).

FISCAL IMPACT:

ATTACHMENTS:

Description
- Exhibit A: Staff Report
- Exhibit B: Draft Regional Climate Action Plan
- Exhibit C: Draft Regional Climate Action Plan Executive Summary
- Exhibit D: Resolution

WHEREAS, Assembly Bill 32, known as the “Global Warming Solutions Act of 2006”, requires that California’s greenhouse gas emissions be reduced to 1990 levels by the year 2020, and the Assembly Bill 32 Climate Change Scoping Plan (2008) recommends that local governments to reduce greenhouse gas emissions in their jurisdictions by a degree proportionate, which is approximately 15 percent below 2005 levels; and

WHEREAS, the San Joaquin Valley Air Pollution Control District completed the Kings County Community-wide Greenhouse Gas Emissions Inventory in April 2013 which identifies the major sources and quantities of greenhouse gas emissions produced within the region and forecasts how these emissions may change over time; and

WHEREAS, the State of California Strategic Growth Council awarded a Proposition 84 planning grant to the Kings County Association of Governments, on behalf of the cities of Avenal, Corcoran, Hanford, and Lemore and Kings County, through which they retained a consultant to assist in the preparation of the Draft Regional Climate Action Plan; and

WHEREAS, the Draft Regional Climate Action Plan, attached as Exhibit A, is a voluntary coordinated effort between the participating local government agencies and has been submitted to the City Council for review and recommendation; and

WHEREAS, the Draft Regional Climate Action Plan is a policy document that identifies the region’s 2005 baseline and 2020 projected greenhouse gas emissions; establishes a greenhouse gas emissions reduction target for the region of 15 percent below 2005 levels by the year 2020, consistent with Assembly Bill 32; sets forth voluntary greenhouse gas reduction measures and actions the jurisdictions in the region may implement to achieve the target; and sets steps to implement the CAP measures and monitor progress; and

WHEREAS, the Draft Regional Climate Action Plan was posted on the project website for public review and comment from March 21 to April 21, 2014; and

WHEREAS, City staff and consultant conducted a City Council study session on February 4, 2014 to gather input on the Draft Regional Climate Action Plan; responses to said comments, where appropriate, have been incorporated; and

NOW, THEREFORE, THE CITY COUNCIL ACCEPTS AS FOLLOWS:

1. The foregoing recitals are true and correct.
2. The City Council has reviewed the Draft Regional Climate Action Plan.
3. The Draft Regional Climate Action Plan is consistent with the goals, policies, and implementation programs of the City’s General Plan, and consistent with the State’s greenhouse gas emissions reduction targets identified in Assembly Bill 32.

Based on the public information provided, the public comments received, on the staff report regarding the matter, and on the findings stated above, the City Council:

1. Accepts the Draft Regional Climate Action Plan, as presented to the City Council at the hearing on May 20, 2014.
Draft Regional Climate Action Plan

March 2014
Draft Regional Climate Action Plan

March 2014

Prepared for:
Kings County Association of Governments

Prepared on Behalf of:
City of Avenal
City of Hanford

Prepared by:

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers

With Assistance From:
Mintier Harnish
Kittelson & Associates
Table of Contents

Executive Summary ................................................. ES-1

Chapter 1: Introduction
  1.1 Purpose and Scope .......................................... 1-1
  1.2 Content ..................................................... 1-2
  1.3 Background and Planning Process ....................... 1-2
  1.4 Relationship to CEQA ....................................... 1-3
  1.5 Scientific Background ...................................... 1-4
  1.6 Regulatory Setting ......................................... 1-7

Chapter 2: GHG Emissions and Reduction Target
  2.1 2005 Baseline GHG Emissions .................................. 2-1
  2.2 2020 Forecast ............................................... 2-3
  2.3 GHG Emissions Reduction Target ......................... 2-7

Chapter 3: GHG Reduction Measures
  3.1 Chapter Organization ......................................... 3-1
  3.2 Energy Measures ........................................... 3-3
  3.3 Transportation and Land Use Measures .................. 3-9
  3.4 Solid Waste Measures ....................................... 3-16
  3.5 Trees and Other Vegetation Measures .................. 3-18
  3.6 Community Education and Outreach Measures .......... 3-20
  3.7 GHG Reduction Summary ................................... 3-22

Chapter 4: Implementation and Monitoring
  4.1 Implementation Matrix ...................................... 4-2
  4.2 Implementation and Monitoring Policies ................. 4-36
  4.3 Funding Sources ........................................... 4-37

Chapter 5: References and Preparers
  5.1 References .................................................. 5-1
  5.2 List of Preparers ........................................... 5-4
LIST OF TABLES

Table ES-1: Net Regional GHG Emissions .......................................................... ES-2
Table ES-2: 2020 Business-As-Usual GHG Emissions Forecast .......................... ES-3
Table ES-3: Summary of State Reductions and 2020 Adjusted Forecast ........... ES-4
Table ES-4: Service Population Target ............................................................ ES-5
Table 1-1: Intensity Factor of GHGs ................................................................. 1-5
Table 2-1: Region-wide GHG Emissions by Source (2005) ............................. 2-3
Table 2-2: Regional Growth Projections .......................................................... 2-4
Table 2-3: 2020 Business-As-Usual GHG Emissions Forecast ......................... 2-5
Table 2-4: Summary of State Reductions and 2020 Adjusted Forecast ........... 2-5
Table 2-5: GHG Emissions, Target, and Reduction Necessary to Meet Target GHG ........................................................................................................ 2-8
Table 2-6: Service Population Target ............................................................... 2-9
Table 3-1: Measure Cost and Savings ............................................................... 3-2
Table 3-2: Energy GHG Reductions by Measures ........................................... 3-3
Table 3-3: Transportation and Land Use GHG Reduction Measures ............... 3-9
Table 3-4: Scld Waste GHG Reduction Measure ............................................. 3-15
Table 3-5: Trees and Other Vegetation GHG Reduction Measure .................. 3-15
Table 3-6: Community Education and Outreach GHG Reduction Measure ....... 3-20
Table 3-7: Summary of GHG Reductions by Measure .................................... 3-22
Table 4-1: Implementation Matrix ................................................................. 4-3

LIST OF FIGURES

Figure ES-1: Regional GHG Emissions by Source (2005) .............................. ES-2
Figure ES-2: 2020 Business-As-Usual GHG Emissions Forecast ..................... ES-4
Figure ES-3: Regional Emissions, Target, and Reduction Necessary to Meet Target .......................................................... ES-5
Figure 1-1: The Greenhouse Effect ................................................................. 1-4
Figure 1-2: Historic Fluctuations and Recent Increases in Atmospheric Carbon Dioxide .......................................................... 1-5
Figure 2-1: Regional GHG Emissions by Source (2005) ............................... 2-2
Figure 2-2: 2020 Business-As-Usual GHG Emissions Forecast ....................... 2-5
Figure 2-3: Regional Emissions, Target, and Reduction Necessary to Meet Target .......................................................... 2-9
Figure 2-4: Per Service Population Emissions, Target, and Reduction Necessary to Meet Target .......................................................... 2-9

APPENDICES

Appendix A: Kings County Communitywide GHG Emissions Inventory (SJVAPCD, 2013)
Appendix B: GHG Reduction Technical Appendix
Appendix C: Cost and Savings Analysis
Appendix D: Comprehensive List of Existing and/or Completed GHG Reduction Measures for Participating Jurisdictions
Appendix E: Community Involvement
## Acronyms

<table>
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<tr>
<th>Acronym</th>
<th>Description</th>
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<tr>
<td>AB</td>
<td>Assembly Bill</td>
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<td>CAL FIRE</td>
<td>California Department of Forestry and Fire Protection</td>
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<td>CALGreen</td>
<td>California Green Building Standards Code</td>
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<td>Environmental Protection Agency</td>
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<td>GHG</td>
<td>Greenhouse gas</td>
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<tr>
<td>HFC</td>
<td>Hydrofluorocarbons</td>
</tr>
<tr>
<td>IPCC</td>
<td>Intergovernmental Panel on Climate Change</td>
</tr>
<tr>
<td>KCAG</td>
<td>Kings County Association of Governments</td>
</tr>
<tr>
<td>KCAPTA</td>
<td>Kings County Area Public Transit Agency</td>
</tr>
<tr>
<td>KCWMD</td>
<td>Kings County Waste Management District</td>
</tr>
<tr>
<td>kWh</td>
<td>Kilowatt hours</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>MT</td>
<td>Metric tons</td>
</tr>
<tr>
<td>N₂O</td>
<td>Nitrous oxide</td>
</tr>
<tr>
<td>O₃</td>
<td>Ozone</td>
</tr>
<tr>
<td>PFCs</td>
<td>Perfluorocarbons</td>
</tr>
<tr>
<td>RTP</td>
<td>Regional Transportation Plan</td>
</tr>
<tr>
<td>SB</td>
<td>Senate Bill</td>
</tr>
<tr>
<td>SCS</td>
<td>Sustainable Communities Strategy</td>
</tr>
<tr>
<td>SF₆</td>
<td>Sulfur Hexafluoride</td>
</tr>
<tr>
<td>SJVAPCD</td>
<td>San Joaquin Valley Air Pollution Control District</td>
</tr>
<tr>
<td>SP</td>
<td>Service Population</td>
</tr>
<tr>
<td>VMT</td>
<td>Vehicle miles traveled</td>
</tr>
</tbody>
</table>
Executive Summary

The Regional Climate Action Plan (CAP) is a long-range policy document that identifies cost-effective measures to reduce greenhouse gas (GHG) emissions from activities within Kings County consistent with California State Assembly Bill (AB) 32. Implementation of the measures will not only reduce GHG emissions, but also support local economic development and improve public health and quality of life.

While the CAP is a voluntary coordinated effort between the participating local government agencies, the intent of this document is to be used as reference by the agencies, as desired, in the context of AB 32. Specifically this CAP is designed to:

- Benchmark the region’s 2005 baseline GHG emissions and 2020 projected emissions relative to the statewide emissions target.
- Provide a roadmap for each local agency, as desired, to achieve the State recommended target of 15 percent below 2005 levels by the year 2020, consistent with AB 32.
- Support the streamlining of the environmental review process for future projects within the participating local jurisdictions in accordance with State California Environmental Quality Act (CEQA) Guidelines Sections 15152 and 15183.5.

Regional GHG Emissions

The Kings County Community-Wide Greenhouse Gas Emissions Inventory was prepared by the San Joaquin Valley Air Pollution Control District (SJVAPCD) in April 2013 to identify the major sources and quantities of GHG emissions produced county-wide in 2005 and forecast how emissions may change over time. The GHG emissions inventory provides information on the scale of emissions from various sources and where the opportunities to reduce emissions lie. It also provides a baseline against which the region and local agencies can measure its progress in reducing GHG emissions.

In 2005, the region emitted approximately 1,139,135 metric tons of carbon dioxide equivalent GHG emissions (MT CO₂e), as a result of the following categories of activities: electricity consumption in residential, commercial and industrial buildings; residential, commercial, and industrial fuel (i.e., natural gas) combustion, transportation; and waste management. As shown in Figure ES-1, the largest sources of GHG emissions were

---

3 At this time, the cities of Avenal and Hanford have participated in the development of the CAP.
transportation (42 percent), electricity consumption (31 percent), and fuel combustion (25 percent). The remainder of emissions resulted from waste management (2 percent).

![Figure ES-1: Regional GHG Emissions by Source (2005)](image)

The GHG emissions inventory also includes information on and quantifies the GHG benefits associated with carbon sequestration, including commercial composting, resource recovery, and urban forests. Together these sources were estimated to sequester or capture 92,331 MT CO₂e in 2005. As shown in Table ES-1 below, taking into account the amount of carbon sequestered county-wide, the region’s net total GHG emissions were 1,046,804 MT CO₂e in 2005.

### Table ES-1: Net Regional GHG Emissions

<table>
<thead>
<tr>
<th>Source</th>
<th>2005 GHG Emissions (MT CO₂e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total GHG Emissions</td>
<td>1,139,135</td>
</tr>
<tr>
<td>Carbon Sequestration</td>
<td>-92,331</td>
</tr>
<tr>
<td>Net GHG Emissions</td>
<td>1,046,804</td>
</tr>
</tbody>
</table>

3 Transportation emissions are the result of diesel, gasoline, compressed natural gas, and liquid petroleum gas fuel used in on- and off-road vehicles. Transportation emissions exclude pass-through vehicle trips that do not have an origin or destination within the region. Emissions take into account the regional mix of vehicle classes and model years, as well as ambient conditions and travel speeds that determine fuel efficiency. Emissions resulting from airports and rail are not included in the transportation source category of this CAP because they are operated as part of a larger statewide system and beyond local government’s ability to influence. Refer to Appendix A for further information.
The GHG Emissions Inventory report also includes a forecast of how GHG emissions are projected to change in the future based on projected changes in population, jobs, and vehicle miles traveled. The forecast provides a "business-as-usual" estimate of how emissions will change in the year 2020 if consumption trends and behavior continue as they did in 2005. With the exception of the on-road vehicle transportation and waste management categories, the business-as-usual emissions forecast does not account for reductions in GHG emissions that are anticipated to occur as a result of several State measures, including the Renewable Portfolio Standard, Advanced Clean Cars, and Title 24 Building Energy Efficiency Standards.3

Under the business-as-usual forecast scenario, the region's GHG emissions are projected to grow by approximately 13 percent by the year 2020, from 1,046,804 MT CO₂e to 1,187,184 MT CO₂e. Emissions associated with waste management are projected to experience the highest level of growth (29 percent). This high level of growth projected in the waste management category is a result of waste placement projections provided by Kings County Waste Management District (KCWMD), which were used in the projection of 2020 landfill emissions. In addition, due to the methodology used to forecast on-road vehicle emissions, which as previously stated, accounts for emissions reductions that will result from the Low Carbon Fuel Standard and Pavley I, the on-road vehicle emissions source would exhibit higher growth than shown below in a true business-as-usual forecast, absent all reductions from State measures. Table ES-2 and Figure ES-2 show the forecast results of the business-as-usual forecast scenario.

Table ES-2: 2020 Business-As-Usual GHG Emissions Forecast

<table>
<thead>
<tr>
<th>Source</th>
<th>2005 (MT CO₂e)</th>
<th>2020 (MT CO₂e)</th>
<th>Percent Change from 2005 to 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electricity Consumption</td>
<td>358,694</td>
<td>448,985</td>
<td>25%</td>
</tr>
<tr>
<td>Fuel Combustion</td>
<td>283,536</td>
<td>356,616</td>
<td>26%</td>
</tr>
<tr>
<td>Transportation</td>
<td>477,343</td>
<td>471,934</td>
<td>-1%</td>
</tr>
<tr>
<td>Waste Management</td>
<td>19,562</td>
<td>25,221</td>
<td>29%</td>
</tr>
<tr>
<td>Other Sources</td>
<td>-92,333</td>
<td>-115,572</td>
<td>25%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,046,804</td>
<td>1,187,184</td>
<td>13%</td>
</tr>
</tbody>
</table>

3 The 2020 business-as-usual forecast of on-road vehicle emissions accounted for the Low Carbon Fuel Standard and Pavley I clean car standard using the California Air Resources Board's (CARB) ONROAD (2011) software. In addition, the 2020 business-as-usual forecast for waste management accounted for Landfill Methane Control Measures. Since the forecast accounts for the reductions from some State measures that will have known reductions, it is not a true "business-as-usual" forecast. However, it is referred to as such herein for comparison with the adjusted forecast which account for reductions from additional State measures that will further reduce GHG emissions, including the Renewable Portfolio Standard, the Title 24 Building Energy Efficiency Standard, and Advanced Clean Cars.
The Climate Change Scoping Plan (AB 32 Scoping Plan) (2008), prepared by the California Air Resources Board (CARB) pursuant to AB 32, identifies several State measures that are approved, programmed, and/or adopted and would reduce GHG emissions within the region including the Renewable Portfolio Standard, the Title 24 Building Energy Efficiency Standard, and Advanced Clean Cars. These State measures require no additional local action. Therefore, they were incorporated into the forecast and reduction assessment to create an “adjusted forecast,” which provides a more accurate picture of future emissions growth and the responsibility of the local agencies once all applicable State measures to reduce GHG emissions have been implemented.

Under the adjusted forecast scenario, GHG emissions are projected to decrease approximately 16 percent below the 2020 business-as-usual forecast scenario to 1,000,342 MT CO₂e in 2020. This is four percent lower than the 2005 baseline emissions level of 1,046,804 MT CO₂e. Table ES-3 summarizes the reduction in GHG emissions that would result from State measures compared to the business-as-usual forecast.

<table>
<thead>
<tr>
<th>Table ES-3: Summary of State Reductions and 2020 Adjusted Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2020 GHG Emissions (MT CO₂e)</strong></td>
</tr>
<tr>
<td><strong>2020 Business-as-Usual Forecast</strong></td>
</tr>
<tr>
<td>Reduction from Additional State Measures¹</td>
</tr>
<tr>
<td><strong>2020 Adjusted Forecast</strong></td>
</tr>
</tbody>
</table>

¹Refer to Appendix B for calculation details
GHG Emissions Reduction Target

Consistent with the AB 32 Scoping Plan, this CAP identifies a regional goal to reduce GHG emissions by 15 percent below 2005 levels by 2020. Based on this target, the region’s 2020 targeted GHG emissions would be 889,783 MT CO₂e. As shown in Table ES-4, this is equivalent to 4.03 MT CO₂e per service population (residents plus employees) (SP). To meet this targeted level of emissions, the region will need to reduce its GHG emissions by 11 percent (or 110,559 MT CO₂e) below the adjusted forecast through implementation of local and/or regional measures and actions. This equates to reducing emissions by 0.5 MT CO₂e/SP by 2020 (see Figure ES-3).

Table ES-4: Service Population Target

<table>
<thead>
<tr>
<th>GHG Emissions Target (MT CO₂e)</th>
<th>889,783</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projected Population(^1)</td>
<td>379,756</td>
</tr>
<tr>
<td>Projected Employment(^1)</td>
<td>41,257</td>
</tr>
<tr>
<td>Projected Service Population (population + employment)</td>
<td>223,013</td>
</tr>
<tr>
<td>Service Population Target (MT CO₂e/SP)</td>
<td>4.03</td>
</tr>
</tbody>
</table>

\(^1\) Population and employment projections were calculated by applying the growth factors used in the regional inventory (see Chapter 2) to 2005 data. 2005 population data was obtained from the California Department of Finance (2012) and 2005 employment data was obtained from the U.S. Census Bureau’s OnTheMap tool (2013).

Figure ES-3: Regional Emissions, Target, and Reduction Necessary to Meet Target
GHG Reduction Measures

To achieve the GHG emissions reduction target of 15 percent below 2005 levels by 2020 (or 4.03 MT CO₂e/SP), the CAP identifies a comprehensive set of GHG reduction measures. These measures are organized into the following focus areas, or categories: Energy, Transportation and Land Use, Solid Waste, Trees and Other Vegetation, and Community Education and Outreach. The measures were selected based on consideration of the emissions reductions needed to achieve the target, the distribution of emissions revealed in the GHG Emissions Inventory, goals and policies identified in the local jurisdictions’ General Plans, existing and ongoing efforts and priorities, policies and strategies of regional agencies, and the potential costs and benefits of each measure. Collectively, the measures identified in the CAP have the potential to reduce GHG emissions within the region by 114,408 MT CO₂ (or 0.52 MT CO₂e/SP) by 2020. This would bring 2020 emissions to 885,934 MT CO₂e (or 4.01 MT CO₂e/SP), which meets and slightly exceeds the necessary reductions required to meet the target.

Implementation and Monitoring

Implementation and monitoring are essential processes to ensure that the region reduces its GHG emissions and meets its target. To facilitate this, each climate action measure is identified along with implementation actions, cost and savings estimates, the GHG reduction potential (as applicable), performance indicators to monitor progress, and an implementation time frame. Measure implementation is separated into three phases: near-term (by 2016), mid-term (2017-2018), and long-term (2019-2020).

In order to ensure that measures are implemented and their progress is monitored, upon adoption of the CAP, each participating jurisdiction will establish a CAP Coordinator who will provide essential CAP oversight and coordination. This may include, as applicable, organization of a multi-departmental CAP Implementation Team comprised of key staff in selected departments, which will meet at least one time per year to assess the status of CAP efforts. The CAP Coordinator will be responsible for developing an annual progress report to the City Council that identifies the implementation status of each measure, evaluates achievement of or progress toward performance indicators (where applicable), and recommends adjustments to measures or actions, as needed. To evaluate the performance of the CAP as a whole, the region will update the GHG emissions inventory every five years, using the most up-to-date calculation methods, data, and tools.
TO:        KCAG Commission  
FROM:      Terri King, KCAG Executive Director  
DATE:      May 22, 2014  

SUBJECT:   2014 Population and Housing Estimates  

The California Department of Finance (DOF), Population Research Unit released the 2014 population estimates for Kings County and the Cities of Avenal, Corcoran, Hanford, and Lemoore. These estimates will be used to determine the budget shares for KCAG and allocation of Transportation Development Act (TDA) funds.  

Civilian population decreased slightly in most jurisdictions from prior year adjusted estimates. Total population declined compared to last year's estimate in Avenal and Corcoran, led by the continued reduction in state prison populations. Below are tables for the total and civilian population. Attached is the population and housing estimate information for each jurisdiction, and a historical summary.

### 2014 Kings County Population Estimates  
Department of Finance

<table>
<thead>
<tr>
<th>City</th>
<th>Population</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>13,239</td>
<td>8.82%</td>
</tr>
<tr>
<td>Corcoran</td>
<td>22,515</td>
<td>14.99%</td>
</tr>
<tr>
<td>Hanford</td>
<td>55,283</td>
<td>36.81%</td>
</tr>
<tr>
<td>Lemoore</td>
<td>25,281</td>
<td>16.83%</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>33,863</td>
<td>22.55%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>150,181</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

**Official State Estimates as of January 1, 2014**

<table>
<thead>
<tr>
<th>COUNTY/CITY</th>
<th>TOTAL POP.</th>
<th>PRISON INMATES</th>
<th>LEMOORE NAS ON BASE POP.</th>
<th>CIVILIAN POP.</th>
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</thead>
<tbody>
<tr>
<td>KINGS COUNTY</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avenal</td>
<td>13,239</td>
<td>4,073</td>
<td>0</td>
<td>9,166</td>
</tr>
<tr>
<td>Corcoran</td>
<td>22,515</td>
<td>9,821</td>
<td>0</td>
<td>12,694</td>
</tr>
<tr>
<td>Hanford</td>
<td>55,283</td>
<td>0</td>
<td>0</td>
<td>55,283</td>
</tr>
<tr>
<td>Lemoore</td>
<td>25,281</td>
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<td>0</td>
<td>25,281</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>150,181</strong></td>
<td><strong>13,894</strong></td>
<td><strong>6,984</strong></td>
<td><strong>129,303</strong></td>
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</table>

H:\KCAG\Census Data Center\2014 Population\2014 DOF Estimate.DOC
<table>
<thead>
<tr>
<th>County / City</th>
<th>POPULATION</th>
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<th>HOUSING UNITS</th>
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<th>Vacancy Rate</th>
<th>Persons per Household</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td>Household</td>
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<tr>
<td></td>
<td></td>
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<td>Quarters</td>
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<td>Avenal</td>
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<td>Corcoran</td>
<td>22,515</td>
<td>12,687</td>
<td>9,828</td>
<td>3,995</td>
<td>2,941</td>
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<td>Hanford</td>
<td>55,283</td>
<td>54,195</td>
<td>1,088</td>
<td>18,991</td>
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<td>Lemoore</td>
<td>25,281</td>
<td>25,264</td>
<td>17</td>
<td>8,896</td>
<td>6,281</td>
<td>336</td>
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<td></td>
<td>Balance Of County</td>
<td>33,863</td>
<td>32,016</td>
<td>1,847</td>
<td>10,430</td>
<td>7,800</td>
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<td>Incorporated</td>
<td>146,318</td>
<td>101,312</td>
<td>15,006</td>
<td>34,217</td>
<td>24,560</td>
<td>1,182</td>
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<tr>
<td>County Total</td>
<td>150,181</td>
<td>133,328</td>
<td>16,853</td>
<td>44,847</td>
<td>32,360</td>
<td>2,218</td>
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</table>
# POPULATION BY JURISDICTION AND YEAR

**Kings Co., California**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>AVENAL (4)</th>
<th>CORCORAN (4)</th>
<th>HANFORD</th>
<th>LEMOORE</th>
<th>UNINCORP</th>
<th>LNAS (4)</th>
<th>TOTAL</th>
<th>Change</th>
<th>%</th>
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<tbody>
<tr>
<td></td>
<td>TOTAL (3)</td>
<td>PRISON (3)</td>
<td>TOTAL (3)</td>
<td>PRISON (3)</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>2,529</td>
<td></td>
<td>6,042</td>
<td>- 9,571</td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>1,000</td>
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<td>10,401</td>
<td>- 16,230</td>
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<td>1,355</td>
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<td>- 22,031</td>
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<td>1,369</td>
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<td>- 25,385</td>
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<td>1,711</td>
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<td></td>
<td>33,635</td>
<td>- 40,773</td>
</tr>
<tr>
<td>1990</td>
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<td>7,138</td>
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<td>- 39,773</td>
</tr>
<tr>
<td>1995</td>
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<td></td>
<td>7,138</td>
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<td>33,635</td>
<td>- 40,773</td>
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</tr>
<tr>
<td>2010*</td>
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<td></td>
<td></td>
<td>7,138</td>
<td></td>
<td>33,635</td>
<td>- 40,773</td>
</tr>
</tbody>
</table>

**NOTES:**

1. 1920 to 1070 population from the U.S. Census. All other years from the Department of Finance annual estimate.
4. Avenal and Corcoran prison residences are included in the total column. Lemoore NIAS population is included in the Unincorporated total.

2010 DOF adjusted for Census.
TO: KCAG Commission  
FROM: Terri King, Executive Director  
DATE: May 22, 2014  
SUBJECT: Formation of Special Advisory Committee

Introduction

The KCAG Commission at its April 23rd meeting considered the formation of a Regional Planning Advisory Committee. At that meeting, Kris Pedersen, Legal Counsel, explained that the Commission has the authority to establish special committees as the Commission sees appropriate and that more direction is needed in regards to the special programs or tasks the Commissioners are looking for the advisory committee to focus on.

Special Advisory Committee

The KCAG Commission approved the establishment of a temporary special advisory committee, appointed Greg Gatzka, or his designee, as Chair to the committee, and identified the committees role as providing guidance and information back to the KCAG Commission to wrap up the specific projects of the Climate Action Plan, the Sustainable Communities Strategies, and advise on the Greenprint and Valley Voice. The special advisory committee would be disbanded once the projects are completed, unless it is decided to be extended or give something else to it.

The KCAG Commission has expressed interest in appointing additional members to the committee from their city agencies and agreed to provide the names at the next KCAG meeting.

The KCAG Commission requested that the special advisory committee item be scheduled on the next meeting agenda for further discussion to discuss further the membership of the committee, the frequency of the meetings, reports from the committee, and to establish any specific goals for the committee.