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, June 25, 2014

**Agenda:**  
KINGS COUNTY ASSOCIATION OF GOVERNMENTS

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**I. CALL MEETING TO ORDER - Chairman**

A. Roll Call

B. Unscheduled Appearances

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

C. Minutes

1. Minutes of May 21, 2014  
2. Minutes of May 28, 2014

**II. KCAG TRANSPORTATION POLICY COMMITTEE**

A. General Transportation Items

1. FY 2014-15 Transportation Development Act  
   a. Unmet Transit Needs Determination (Resolution No. 14-05)  
   b. Local Transportation Fund (Resolution No. 14-06)  
   c. State Transit Assistance (Resolution No. 14-07)


3. San Joaquin Joint Powers Authority Update
### III. KCAG COMMISSION

**A. General Commission Items**

1. Reaffirm all Actions Taken by the TPC on June 25, 2014  
   - Reaffirm

2. Areawide Planning Review No. 14-02  
   - 38-42  
   - Ratify  
   - Comments

   Self Help Enterprises –  
   - USDA Rural Development-  
   - Housing Preservation Grant Program

3. Regional Planning Advisory Committee Report  
   - Action

4. Election of New Officers  
   - -  
   - Action
   - a. Chair  
   - b. Vice Chair  
   - Action

### IV. MISCELLANEOUS

**A. Correspondence**

**B. Staff Comments**

**C. Commissioner Comments**

### V. ADJOURNMENT: Next meeting scheduled for July 23, 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 May 21, 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: Kris Pedersen, Legal Counsel

VISITORS PRESENT: 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 – 4:43

   There was no report out.

ADJOURNMENT

There being no further business before the Kings County Association of Governments Commission, the meeting was adjourned at 4:44 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 4:38 p.m., on May 28, 2014 in the Board of Supervisors Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey Blvd., Hanford, California.

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

COMMISSIONERS ABSENT: None

STAFF PRESENT: Terri King, Bruce Abanathie, Chris Lehn, Teresa Nickell; Rachele Berglund Bailey, Counsel

VISITORS PRESENT: Greg Gatzka, Jim Christian, Glenda Dwyer, Dana Ryder

A. Roll Call

Chairperson Neves conducted roll call.

B. Unscheduled Appearances

None

C. Minutes

1. Minutes of April 16, 2014

A motion was made and seconded (Gordon / Cartwright) to approve the Minutes of April 16, 2014. Motion carried by the following vote:

Cartwright: Yes
Casida: Yes
Curry: Yes
Gordon: Yes
Miller: Yes
Neves: Yes
Verboom: Yes
2. Minutes of April 23, 2014

A motion was made and seconded (Casida / Curry) to approve the Minutes of April 23, 1014. Motion carried by the following vote:

Cartwright: Yes
Casida: Yes
Curry: Yes
Gordon: Yes
Miller: Yes
Neves: Yes
Verboon: Abstain

KCAG TRANSPORTATION POLICY COMMITTEE

A. General Transportation Items

1. FY 2014-15 Transportation Development Act

Ms. Nickell explained that the apportionments of the FY 2014-14 Local Transportation Fund and State Transit Assistance fund have been revised based on the new population estimates from the Department of Finance as of May 1st 2014. She noted that the public hearings to receive comments on unmet transit needs was opened at the April 23rd meeting and has been continuing for today's meeting. At the close of the hearing, the KCAG Transportation Policy Committee is to review all testimony and consider the recommendations of the Social Service Transportation Advisory Council and make a determination on an unmet transit needs finding. Ms. Nickell summarized the testimony received to date and the responses from the Kings County Area Public Transit Agency (KCAPTA). She also summarized the rider survey results and noted recommendations for improvement.

Commissioner Gordon asked about the request for a bus stop at the Kmart in Lemoore and Angie Dow, KCAPTA Executive Director explained the route and the proposed changes.

Chairman Neves continued the public hearing to consider unmet transit needs testimony. There being no new comments or testimony from the public, the hearing was closed.

2. Revised FY 2013-14 Local Transportation Fund

Ms. King stated that KCAG may revise the allocation instructions of the Local Transportation Fund (LTF) if the needs of the claimant differ from those at the time of the allocation due to changed circumstances. She explained that the Kings County Area Public Transit Agency has reduced their operating budget and their FY 13-'14 LTF claim by $156,000 due to unused federal funds.

Ms. King explained that KCAG funds come from Federal funds and State grants on a reimbursement basis. In addition, indirect costs may not be reimbursed until an indirect cost rate is approved by Caltrans. In order to improve cash flow to pay expenses while waiting for reimbursement of prior quarter expenses, KCAG was requesting a one time increase of $156,000 in its FY 13-14 LTF claim. Commissioner Gordon asked for clarification on the purpose of the increased allocation, and Ms. King explained that it was not due to a cost increase, but for cash flow purposes only.
A motion was made and seconded (Verboon / Curry) to adopt Resolution No. 14-C2 to approve the revised FY 13-14 Local Transportation Fund allocation. Motion carried by the following vote:

Cartwright: Yes
Casida: Yes
Curry: Yes
Gordon: Yes
Miller: Yes
Neves: Yes
Verboon: Yes

3. FY 2013-14 Overall Work Program – Amendment No. 2

Ms. King indicated the FY 2013-2014 Overall Work Program (OWP) for transportation and planning includes projects funded with a variety of federal, state, and local funds. A total of $633,053 in available federal planning fund apportioned to KCAG was programmed in the FY 2013-2014 OWP for various work elements. KCAG staff submits quarterly reports to Caltrans showing the expenditure of federal and state funds. An indirect cost rate plan must be approved by Caltrans Audits before indirect cost may be reimbursed. An indirect cost rate for FY 2013-2014 has not yet been submitted to Caltrans for approval. After applying an estimated cost rate to FY 2013-2014 expenditures a few work elements may have an over expenditure of federal funds. 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 funds to prevent over expenditures and therefore not having to cover the cost with local funds. The total cost and federal fund amount remains the same as originally programmed.

A motion was made and seconded (Verboon / Cartwright) to adopt Resolution No. 14-03 to approve Amendment No. 2 to the FY 13-14 Overall Work Program. Motion carried by the following vote:

Cartwright: Yes
Casida: Yes
Curry: Yes
Gordon: Yes
Miller: Yes
Neves: Yes
Verboon: Yes

4. Final FY 2014-15 Overall Work Program and Budget

Ms. King stated that KCAG is required to annually prepare, adopt and submit to Caltrans an OWP for all of its planning activities. It identifies work efforts, funding sources and work schedules for the coming FY. The release of the draft FY 2014-2015 OWP was approved in February for submittal to Federal, State and Local agencies for review and comment. Comments on the draft document were received from Caltrans District 6, Caltrans Headquarters, Federal Highway Administration and Federal Transit Administration and Local Agencies and appropriately incorporated into the final OWP. The Final OWP is being submitted with no significant changes in work element tasks from the draft Document.

Ms. King noted that the total cost of the FY 14-15 activities is proposed to be $1,106,200 and includes salaries and benefits for staff, and costs for services and
supplies. She highlighted the funding sources and the projects that will be utilizing consultants. Discussion ensued on the proposed FY 14-15 KCAG Budget.

A motion was made and seconded (Verboon / Casida) to adopt Resolution No. 14-04 to approve the FY 14-15 Overall Work Program and Budget. Motion carried by the following vote:

Cartwright: Yes
Casida: Yes
Curry: Yes
Gordon: No
Miller: Yes
Neves: Yes
Verboon: Yes


Mr. Abanathie highlighted the various documents that would be discussed and explained the purpose of each document. He explained that KCAG is required to adopt a Regional Transportation Plan (RTP) every four years and that with SB 375, it now requires a Sustainable Communities Strategy (SCS) as part of the RTP. The SCS is to explain how the region will meet emission reduction targets for greenhouse gas emissions from passenger vehicles set by the California Air Resources Board. He then went on to explain the Programmatic Environmental Impact Report for the RTP that addresses the cumulative environmental impact of the projects and programs in the RTP, the Federal Transportation Improvement Program (FTIP) and the air quality conformity analysis to demonstrate conformity to the State Implementation Plan for air quality standards before the RTP and FTIP can be approved.

Mr. Abanathie explained that the RTP was released on April 28th 2014 which meets the 55 day requirement for public comment. Mr. Abanathie then stated that the remaining three documents were released on May 9th 2014 to meet the 45 day comment period requirement. He stated that a public hearing has been scheduled for tonight to consider comments on the draft RTP only and this hearing will be continued to the June 25th meeting to consider comments on all of the documents that have been released for review and comment.

Chairman Neves opened the public hearing for comments. Commissioner Cartwright asked for clarification on the public hearing and Ms. King stated that comments on any of the documents may be received tonight as well. Mr. Gatza provided comments on various aspects of the documents under review and those items within the purview of the Special Advisory Committee, as well as comments specific to the Environmental Impact Report and the mitigation measures specific to land use issues and stated the he is working with KCAG staff on their concerns. Dana Rider spoke in regards to concerns with environmental agencies and their requirements and demands and loss of local control. There being no further testimony, the public hearing was continued until June 25th 2014.

Mr. Abanathie stated that the KCAG Transportation Policy Committee will be asked to select a preferred scenario for the SCS at the next meeting. Ms. King noted the upcoming workshops June 10-12 to present the RTP and SCS. Discussion ensued on notification of the workshops.
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.

C. Correspondence

None.

D. Staff Comments

Ms. King reported that the Caltrans grant submitted for the Avenal trails project was not approved, but the grant application to the Strategic Growth Council for their General Plan update was approved. She also reported that the SGC grant application submitted by the Valley MFOs was not approved, but the Energy Road Map grant application was approved and could provide more information later.

E. Commissioner Comments

Commissioner Verboon mentioned an email regarding Cap and Trade funding for infrastructure projects on the San Joaquins’ intercity rail service. Commissioners asked to have an update on the San Joaquins’ JPA activities at either July or August 2014 meeting.

A. General Commission Items

1. Reaffirm all Actions Taken by KCAG Transportation Policy Committee on May 28, 2014

A motion was made and seconded (Gordon / Cartwright) to reaffirm all actions taken by the Transportation Policy Committee on May 28, 2014. Motion carried by the following vote:

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

2. San Joaquin Valley Federal Legislative Platform

Ms. Lehn explained that the legislative platform is used as foundation and priorities for the agencies and legislators that we meet with and informs about the topics we talk about. The Federal platform is scheduled for approval by the SJV Regional Policy Council on June 20th. She noted that on the first bullet it was advised from the KCAG Technical Advisory Committee that it be limited to transportation only with no land use and other minor changes. Another county suggested adding the solicitation for additional funds for vocational training, however vocational training does not fall under transportation, but all comments needed to be vetted and then recommendations are taken to the directors. Staff is bringing the draft platform
before this group for comments and direction from this Commission. The question was asked if all vocations or transportation vocations at which time Ms. Lehn stated it was not clear.

A motion was made and seconded (Curry / Verboon) to include the KCAG suggestions and comments in the staff report on the federal legislative platform and forward to the Valleywide group. Motion carried with the following vote:

Cartwright: Yes  
Casida: Yes  
Curry: Yes  
Gordon: Abstained  
Neves: Yes  
Verboon: Yes

3. Final Regional Climate Action Plan

Ms. Lehn stated that KCAG has been providing administrative and facilitation support for the Regional Climate Action Plan on behalf of the cities of Avenal and Hanford. A draft document has been prepared by Rincon Consultants with substantial input from staff and the CAP Advisory Committee. Ms. Lehn introduced the two Representatives Shawn Kellery and Christina McAdams from Rincon Consultants who described and presented the documents and the actions taken to close out the project.

A motion was made and seconded (Curry / Casida) to accept and certify as accurate the acceptance of the Final Regional Climate Action Plan by the Cities of Avenal and Hanford. Motion carried by the following vote:

Cartwright: Yes  
Casida: Yes  
Curry: Yes  
Gordon: Yes  
Neves: Yes  
Verboon: Yes

4. 2014 Department of Finance Population and Housing Estimates

Ms. King reported that the 2014 Department of Finance released the new population and housing estimates and staff has prepared table of the information that were included in the packet. She noted that the tables include the excluded prison and Lemoore NAS population and that the population figures and percentages are used for transportation fund apportionments and budget shares.

5. Formation of Regional Planning Advisory Committee

Ms. Berglund Bailey, Legal Counsel, explained that the Commission through talking with normal legal counsel (Kris Petersen) has a few open issues that are to be discussed and voted on at tonight’s meeting. First is membership of the committee and if the Commission wants to expand it from a single member to include others and in which ways. Next are there specific goals of the committee, what is the frequency of the meetings, if the meeting dates are to be set or left up to the discretion of the committee as needed, and if the Commission wants a possible standing agenda item where the committee members or the committee chair makes a report to the commissioners. She noted that the Chair’s initial report tonight can also be made.
Commissioner Gordon noted the request to identify additional committee members and stated that Lemoore did not want to add a member.

Mr. Gatzke gave his initial report to the Commission. He stated that of the four areas identified, the two dealing with the Climate Action Plan and legislative platform had been taken care of at this meeting. He commented on the Greenprint Steering Committee recently held and summarized the agenda items and progress on the first phase of the Greenprint leading to the second phase. He commented on the meeting with KCAG staff to discuss the four issues and an upcoming meeting to discuss resolving issues of the Environmental Impact Report.

Commissioner Curry asked about additional members to the advisory committee. Discussion ensued on local agency staff and other agency participation in various planning projects and the meeting schedule of the special advisory committee. It was pointed out by Ms. Bailey that the committee is an ad hoc as defined at the previous meeting and informed the Commission that the committee can be very fluid in nature and can have projects added during or after the initial four projects or be disbanded. It was also pointed out that the Commission has the ability to change the composition at any time also and recommended that the Chairman reiterate the purpose and goal of the special advisory committee.

A motion was made and seconded (Cartwright / Gordon) that the committee members composition can be adjusted from time to time as the KCAG Commission deems appropriate; that it is an ad hoc committee whose current projects include the Sustainable Communities Strategy, the Greenprint, and Valley Voice Legislative platform; with the frequency of the meetings to be determined by the committee; and to include a report to the Commission as a standing agenda item for the KCAG Commission. Motion carried by the following vote:

Cartwright: Yes
Casida: Yes
Curry: Yes
Gordon: Yes
Neves: Yes
Verboon: Yes

MISCELLANEOUS

A. Correspondence

None.

B. Staff Comments

Ms. King stated that a joint meeting of the San Joaquin Valley Regional Policy Council and the California Partnership for the San Joaquin Valley is scheduled for June 20th in Tulare and noted the items that may be on the agenda.

Ms. King noted the potential agenda items for the June KCAG Commission meeting.

C. Commissioner Comments

None.
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: June 13, 2014

SUBJECT: FY 2014-15 Transportation Development Act Unmet Transit Needs Determination

Introduction

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

Unmet Transit Needs Evaluation

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

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

Kings County Area Public Transit Agency (KCAPTA)

KCAG staff, in coordination with KCAPTA staff, has reviewed and discussed testimony regarding transit requests with the SSTAC. The recommendation from staff and the SSTAC is that there are no unmet transit needs within the jurisdictions of Hanford, Lemoore, and Avenal and the County that are reasonable to meet at this time, except for the following public requests:

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

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

KCAPTA intercity Bus Route 12 serves the rural communities of Stratford, Kettleman City, and Avenal. KCAPTA staff evaluated the request for additional service and has determined that a minor route modification and the addition of an express route between Hanford and Avenal can fulfill this request as an unmet transit need that is reasonable to meet, based upon the following criteria:
a) The revised route to educational facilities will not exceed the maximum amount of Federal 5311 funds available or the required matching TDA fund available to Kings County;

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

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

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

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

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

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

b) The requested service would meet the Americans with Disabilities Act (ADA) needs of the disabled population.

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

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

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

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

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

c) The requested service would not duplicate current transit service provided.
Corcoran Area Transit (CAT)

The City of Corcoran received no unmet needs testimony for FY 2014/15 and therefore, there are no unmet transit needs at this time within the City of Corcoran.

Unmet Transit Needs Determination

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

Transportation Development Act Fund Allocations

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

Recommendations

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

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


Dear Chairman Neves:

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

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

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

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

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

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

Sincerely,

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

RESOLUTION NO. 14-05

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

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

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

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

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

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

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

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

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

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

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

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

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

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

b) That KCAPTA staff has determined the request reflects bus stop infrastructure which is operational and not an unmet transit need. KCAPTA reviewed the current route on 13th Avenue and agreed to modify the bus route to travel up 19th Avenue to Hanford-Armcna Road and stop in front of the Kmart shopping center. This modification would travel the same, and there would be no fiscal impact to the system.

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

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

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

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

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

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

i) That KCAPTA staff has determined the request reflects bus stop infrastructure which is operational and not an unmet transit need. KCAPTA Bus Route 5 provides daily service to this area by Sidonia Estates every hour from 6:40 a.m. to 8:40 p.m. There is a bus stop located within 0.15 miles of the requested stop (approximately one city block). KCAPTA staff has reviewed the current stop location and on-time scheduling and determined that the current bus stop is adequate to serve the residential neighborhood at that location.

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

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

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

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

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

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

AYES:
NOES:
ABSENT:
ABSTAIN:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

________________________________________
Chairman

WITNESS, my hand this _______ day of ________________, 2014

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

* * * * * *

IN THE MATTER OF APPROVING ) RESOLUTION NO. 14-06
THE APPORPTIONMENT AND ) RE: FY 2014-15 LTF
AUTHORIZING THE ALLOCATION ) ALLOCATION
OF THE FY 2014-15 LOCAL )
TRANSPORTATION FUND )

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

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

WHEREAS, the Auditor-Controller of the County of Kings, pursuant to the California Administrative Code, Title 21, Section 6620, has estimated that the FY 2014-15 LTF will amount to $3,600,000; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BE IT FURTHER RESOLVED, that the KCAG Transportation Policy Committee approves the amended claims submitted by the Kings County Area Public Transit Agency and the claims submitted by the City of Corcoran for the FY 2014-15 Local Transportation Fund for continued funding of the public transit systems pursuant to Sections 99250(a) and 99262 of the Public Utilities Code and finds that the purposes for which the Local Transportation Fund money will be used are consistent with the adopted Kings County Regional Transportation Plan and the Transportation Development Act.
BE IT FURTHER RESOLVED, that the claims for the FY 2014-15 Local Transportation Fund (LTF) are approved and the Auditor-Controller of the County of Kings is authorized and instructed to allocate the LTF as follows:

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

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

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Population %</th>
<th>Apportionment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>8.8154%</td>
<td>$ 7,467</td>
</tr>
<tr>
<td>Corcoran</td>
<td>14.9919%</td>
<td>12,698</td>
</tr>
<tr>
<td>Hanford</td>
<td>36.8109%</td>
<td>31,179</td>
</tr>
<tr>
<td>Lemoore</td>
<td>16.8337%</td>
<td>14,258</td>
</tr>
<tr>
<td>Kings County</td>
<td>22.5481%</td>
<td>19,098</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100.0000%</strong></td>
<td><strong>$ 84,700</strong></td>
</tr>
</tbody>
</table>

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

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

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

3. **City of Corcoran**

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

4. **City of Avenal**

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

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

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

<table>
<thead>
<tr>
<th>Area of Apportionment</th>
<th>Population</th>
<th>Percentage</th>
<th>Apportionment **</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>13,239</td>
<td>8.8154%</td>
<td>$ 250,665</td>
</tr>
<tr>
<td>Corcoran</td>
<td>22,515</td>
<td>14.9919%</td>
<td>0</td>
</tr>
<tr>
<td>Hanford</td>
<td>55,283</td>
<td>36.8109%</td>
<td>803,668</td>
</tr>
<tr>
<td>Lemoore</td>
<td>25,281</td>
<td>16.8337%</td>
<td>430,670</td>
</tr>
<tr>
<td>Kings County</td>
<td>33,863</td>
<td>22.5481%</td>
<td>568,487</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>150,181</td>
<td>100.0000%</td>
<td><strong>$ 2,053,690</strong></td>
</tr>
</tbody>
</table>

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

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

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

AYES:
NOES:
ABSENT:
ABSTAIN:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

__________________________
Chair

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

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

* * * * * *

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

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

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

WHEREAS, $654,566 is estimated by the State Controller to be allocated to the Kings County
STA Fund in Fiscal Year 2014-15; and

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

a) The operating cost of the operator’s public transportation system;
b) The capital requirements of the operator’s public transportation system;
c) The administration and planning costs of the operator’s public transportation system;
d) Passenger rail service operations and capital improvements; and
  e) Community transit service purposes pursuant to Public Utilities Code Section 99275.

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

WHEREAS, the Kings County Association of Governments has received a claim from the City of
Corcoran for $118,284 of the estimated FY 2014-15 STA Fund and proposes to use it in support of their
public transportation operations; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Claimant: City of Corcoran
Allocation Number: STA 2014-15 Corcoran
Fiscal Year for Allocation: Fiscal Year 2014-15
Amount allocated for use consistent with Calif. PUC Sec. 99313: $ 111,971
Calif. PUC Sec. 99314: $ 4,313
Use of STA 2014-15: Transit Operations
Terms and Conditions: Pay directly to the City of Corcoran
Conditions of Payment: Pay 15.2322% of money carried over from the prior year first, then as FY 2014-15 money becomes available, pay the City of Corcoran 14.9919% of STA Funds available to Kings County jurisdictions pursuant to PUC Section 99313 and 2.0768% of funds available pursuant to PUC Section 99314.

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

AYES:
NOES:
ABSENT:
ABSTAIN:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS TRANSPORTATION POLICY COMMITTEE

________________________________________
Chairman

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

________________________________________
Terri King, Executive Director
TO: KCAG Transportation Policy Committee
FROM: Bruce Abanathie, Regional Planner
DATE: June 17, 2014

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

Introduction

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

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Draft RTP was made available for public review and comment on April 28, 2014 and was the subject of a public hearing at the regularly scheduled KCAG Transportation Policy Committee meeting on May 28, 2014. Comments have been received from Caltrans and the CA High Speed Rail Authority. The public review and comment will end after the second public hearing scheduled for June 25, 2014.

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

The participants of the workshops were presented with five goals of the RTP/SCS. The goals are Mobility and Accessibility (utilizing the transportation system), Sustainable Development Patterns (building near transit stops within urbanized areas), Environmental Quality (improvements in air quality and meeting the Air Resources Board greenhouse gas reduction targets), Safety and Health (improve safety and physical activity by funding projects for pedestrians and bicyclists), and System Preservation (maintaining our roads and transportation system).
The goals were identified in the following scenario options for the SCS.

- Scenario #1: Historical Trend - asked how effectively we will we meet these goals if we continue to grow as we have done in prior years and plans.
- Scenario #2: Moderate Transit Investment - asked how effectively we will we meet these goals if we direct at least 15% of our total transportation funds to public transportation (transit).
- Scenario #3: Substantial Transit Investment - asked how effectively we will we meet these goals if we direct at least 30% of our total transportation funds to public transportation (transit).
- Scenario #4: No build or No investment - asked if we will meet the goals if we do not invest any funding into transportation or if we do not build any transportation facilities.

The attendees were then asked to score each of the scenarios with regard to how well they would achieve the goals listed above. There were nine voting attendees at the Lemoore workshop, none in Corcoran, and three in Avenal. There were expected differences in priorities between the more urbanized participants and the more rural participants, however there were some commonalities in overall scoring as well. The table below reviews the scoring at the two workshops in percent confidence that the scenario would best meet the goal indicated (bolded numbers indicate the highest scores). The last row indicates the scenario recommended by the workshop participants.

<table>
<thead>
<tr>
<th>Goal:</th>
<th>Scenario #1 – Traditional</th>
<th>Scenario #2 – Moderate Transit</th>
<th>Scenario #3 – Intense Transit</th>
<th>Scenario #4 – No Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility/Accessibility</td>
<td>48% 10%</td>
<td>70% 26%</td>
<td>60% 20%</td>
<td>22%  0%</td>
</tr>
<tr>
<td>Environmental Quality</td>
<td>44% 16%</td>
<td>62% 44%</td>
<td>64% 20%</td>
<td>8%  0%</td>
</tr>
<tr>
<td>Safety/Health</td>
<td>28%  4%</td>
<td>66% 26%</td>
<td>70% 26%</td>
<td>0%  0%</td>
</tr>
<tr>
<td>Sustainable Development</td>
<td>28% 10%</td>
<td>64% 26%</td>
<td>70% 26%</td>
<td>0%  4%</td>
</tr>
<tr>
<td>System Preservation</td>
<td>28% 12%</td>
<td>78% 30%</td>
<td>60% 14%</td>
<td>0%  6%</td>
</tr>
<tr>
<td>Overall Preferred Scenario</td>
<td>30%  8%</td>
<td>74% 26%</td>
<td>66% 22%</td>
<td>2%  0%</td>
</tr>
</tbody>
</table>

Differences between the groups were seen in the importance of each the goals. While the more urbanized responses showed that Sustainable Development Patterns were their highest priority, the Avenal group chose Safety and Health as their first priority. Both groups chose Mobility and Accessibility as their second priority and System Preservation, unlike the information we received in the first round of workshops, scored lowest in priority for both groups.

There have also been two meetings of the RTP Stakeholder Work Group to discuss the SCS and the results of the second round of workshops and the recommendations of the public for the preferred SCS scenario. One meeting has occurred prior to the date of this staff report and the other is scheduled for June 19, 2014. The KCAG TAC Members were invited to attend this meeting. The results will be reported at the TPC meeting.

**Environmental Impact Report**

The Draft Environmental Impact Report (EIR) was released May 9, 2014 for public review and comment. Comments on the EIR have been received from Kings County and some of the details of the EIR were discussed at the June 11, 2014, KCAG Technical Advisory Committee meeting. KCAG Staff answered questions from TAC members about the application of the
mitigation measures to local agencies, specific projects, and the potential for transference of requirements based on pass through funding.

**Federal Transportation Improvement Program**

The Draft Federal Transportation Improvement Program (FTIP) was released May 9, 2014 for public review and comment. KCAG staff has been working with the local agencies on the projects submitted for programming in the FTIP and will continue to program projects until all available funding is applied to projects.

**Air Quality Conformity Analysis Document**

The Draft Air Quality Conformity Document (AQC) for the draft 2014 RTP and Draft 2015 FTIP was also released May 9, 2014 for public review and comment.

**Recommendation**

The public review and comment period for all of the documents will end after the planned public hearing on June 25, 2014 and all four documents will be recommended for adoption at the regularly scheduled KCAG Transportation Policy Committee meeting on July 23, 2014. A presentation on a summary of the outreach efforts will be provided at the meeting.

1. KCAG Staff recommends that the KCAG Transportation Policy Committee continue the public hearing on the Draft 2014 RTP. At the end of the public hearing, Staff recommends that the TPC select a preferred scenario to become the SCS Element of the 2014 RTP.

2. Staff also recommends that the Transportation Policy Committee hold a public hearing, for the Draft EIR, FTIP, and AQC.
TO: KCAG Transportation Policy Committee  
FROM: Terri King, Executive Director  
DATE: June 17, 2014  
SUBJECT: San Joaquin Joint Powers Authority Status  

Background  

The “Intercity Passenger Rail Act of 2012” (AB 1779) authorized regional government agencies’ ability to form the San Joaquin Joint Powers Authority (SJJPA) to take over the governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland.

AB 1779 defines the composition of the SJJPA, and specifies the timeline for creating the SJJPA and executing an interagency transfer agreement with the Department of Transportation. In order to transfer responsibility of the San Joaquin intercity passenger rail service to the SJJPA, AB 1779 requires that the transfer must result in administrative or operating cost reductions. The SJJPA is required to protect existing services and facilities and seek to expand service as warranted by ridership and available revenue. Under the provisions of AB 1779, the state will continue to provide the funding necessary for service operations, administration and marketing. Furthermore, Caltrans Division of Rail would remain responsible for the development of the Statewide Rail Plan and the coordination and integration between the three state-supported intercity passenger rail services.

San Joaquin Joint Power Authority  

The next meeting of the San Joaquin Joint Powers Authority is scheduled for Friday, June 27th in Sacramento. At this time Authority Staff has been working on the development of the Draft Business Plan and with the State of California to enter into the fund transfer agreement no later than December 31, 2014, which are two of the required steps towards regional governance of the San Joaquin rail service. The draft Business Plan was available for review and comment. The June 27th Authority Board agenda includes the approval of SJJPA Business Plan and presentation by Deputy Secretary of Transportation from CalSTA.

Following the June meeting, the next meeting of the San Joaquin Joint Powers Authority is scheduled for Friday, September 26th in Hanford at the City Council Chambers.

Information regarding the SJJPA, including meeting agendas and background subjects can be found at the following web site: http://www.acerail.com/About/Regional-Governance-for-San-Joaquin-Rail-Service  

Recommendation  

This is an informational item.
San Joaquin Joint Powers Authority

AGENDA
June 27, 2014 – 2:00 PM
New Sacramento City Hall Council Chambers
915 I Street
Sacramento, CA

This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact San Joaquin Regional Rail Commission staff, at 209-944-6220, during regular business hours, at least twenty-four hours prior to the time of the meeting.

All proceedings before the Authority are conducted in English. Any writings or documents provided to a majority of the Authority regarding any item on this agenda will be made available for public inspection at the offices of the San Joaquin Regional Rail Commission located at 949 E. Channel Street, Stockton, California, 95202 during normal business hours or by calling (209) 944-6220. The Agenda and meeting materials are also available on the San Joaquin Regional Rail Commission Website: http://www.acerail.com/Home/AboutUs/SJJPACY.aspx.

1 Call to Order, Pledge of Allegiance, Roll Call

Chair Pedrozo

2 Public Comments
Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquin Rail Service shall state their names and addresses and make their presentation. Please limit presentations to three minutes. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code.

3 Consent Calendar

Chair Pedrozo

3.1 Approve Minutes from March 28, 2014 Board Meeting

ACTION

3.2 Approve Next SJJPA Board Meeting Location and Time

ACTION

4 Presentation by the California State Transportation Agency (CalSTA)

Chad Edison
INFORMATION

5 Presentation by Sacramento Regional Transit

Vice Chair Cohn
INFORMATION

Mike Wiley

MEMBER AGENCIES
Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission - Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments

949 East Channel Street Stockton, CA 95202 (800) 411-RAIL (7245) www.acerail.com/sjjpa
<table>
<thead>
<tr>
<th></th>
<th>Summary of Public Meetings, Outreach, Comments and Revisions to the Draft Chapters for SJJPA Business Plan</th>
<th>Dan Leavitt</th>
<th>INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Approval of SJJPA Business Plan</td>
<td>Dan Leavitt</td>
<td>ACTION</td>
</tr>
<tr>
<td>8</td>
<td>San Joaquin Rolling Stock Update</td>
<td>Brian Schmidt</td>
<td>ACTION/ INFORMATION</td>
</tr>
<tr>
<td>9</td>
<td>California Intercity Passenger Rail Leadership Coalition Update</td>
<td>Dan Leavitt</td>
<td>INFORMATION</td>
</tr>
<tr>
<td>10</td>
<td>Update on Interagency Transfer Agreement and Schedule</td>
<td>Stacey Mortensen</td>
<td>INFORMATION</td>
</tr>
<tr>
<td>11</td>
<td>Administrative Matters or Announcements</td>
<td>Stacey Mortensen</td>
<td>INFORMATION</td>
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<tr>
<td></td>
<td>• Correspondence</td>
<td></td>
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<tr>
<td>12</td>
<td>Board Member Comments</td>
<td>Chair Pedrozo</td>
<td>INFORMATION</td>
</tr>
<tr>
<td>13</td>
<td>Adjournment</td>
<td>Chair Pedrozo</td>
<td></td>
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</tbody>
</table>
CALIFORNIA RANKED AS ONE OF THE TOP BIKE FRIENDLY STATES IN THE NATION

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

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

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

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

Rising from 38 to 54 points in 2014, California jumped 10 spots to #9 in the ranking, thanks to notable progress in legislation, funding and policy that will make it easier to build bike lanes and mandate drivers give cyclists three-feet of space when they pass. "Better bikeways depend on two things: the right designs and enough funding to build them. California is getting better on both fronts," said Dave Snyder, executive director of the California Bicycle Coalition.

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

"Our jump to one of the top ten states reflects Caltrans' commitment toward more bike friendly communities," said California Department of Transportation Director Malcolm Dougherty. "We plan to continue our success by working with our local partners to infuse about $360 million into biking and other active trans-

(Continues on page 2)
CALIFORNIA RANKED AS ONE OF THE TOP BIKE FRIENDLY STATES IN THE NATION, CONT.

BICYCLE FRIENDLY STATE

2014 Ranking

Key: Percent of total points available attained by state

<table>
<thead>
<tr>
<th>STATE</th>
<th>2014 Rank</th>
<th>2013 Rank</th>
<th>Points out of 400</th>
<th>Scoring Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington</td>
<td>1</td>
<td>1</td>
<td>65.8</td>
<td>66.2</td>
</tr>
<tr>
<td>Minnesota</td>
<td>2</td>
<td>4</td>
<td>62.0</td>
<td>56.6</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>3</td>
<td>8</td>
<td>56.9</td>
<td>52.1</td>
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<tr>
<td>Delaware</td>
<td>4</td>
<td>5</td>
<td>55.7</td>
<td>53.9</td>
</tr>
<tr>
<td>Oregon</td>
<td>5</td>
<td>3</td>
<td>55.2</td>
<td>57.7</td>
</tr>
<tr>
<td>Colorado</td>
<td>6</td>
<td>2</td>
<td>54.3</td>
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</tr>
<tr>
<td>Maryland</td>
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<td>53.8</td>
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<tr>
<td>Utah</td>
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<td>10</td>
<td>6</td>
<td>53.66</td>
<td>53.7</td>
</tr>
</tbody>
</table>

Transportation projects over the next three years."

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

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

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

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

The BFS program is more than an annual assessment. Throughout the year, League staff will work actively with state officials and advocacy leaders to help identify and implement the programs, policies and campaigns that will improve conditions for bicyclists.
CALIFORNIA RANKED AS ONE OF THE TOP BIKE FRIENDLY STATES IN THE NATION, CONT.

How does your state rank?

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

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


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

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

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

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

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

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

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

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

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

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

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

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

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

UPDATE ON KINGS COUNTY PROJECTS


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

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

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


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

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

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

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

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

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

Visit District 6 on the web at www.dot.ca.gov/dist6/
TO: KCAG Commission
FROM: Teresa Nickell, KCAG Staff
DATE: May 30 2014
SUBJECT: Areawide Planning Review No. 14-02
USDA Rural Development Housing Preservation Grant Program

Application

Self-Help Enterprises is applying for a competitive grant in the amount of $100,000. The applicant will provide $100,000 from State funding in addition to the requested grant.

Scope of the Project

The grant application is requesting funding from the United States Department of Agriculture (USDA) to be used for housing preservation for a minimum of six low income homes to include upgrades to USDA RHS (Rural Housing Service) Thermal standards for energy savings in target areas in rural areas having less than 10,000 in population throughout the counties of Fresno, Kings, Madera, Merced and Tulare. Self-Help will utilize Community Development Block Grant funds, HOME, and other community redevelopment funds committed to the project.

Comments Received

The comment period ended May 27, 2014 and staff received written comments from the following agencies that the project does not duplicate or conflict with any of their programs: City of Hanford Public Works, Kings County Environmental Health Services, San Joaquin Valley Air Pollution Control District.

Recommendation

Staff recommends that the project works in coordination and does not conflict with other County programs and should be undertaken now. Staff also recommends that the KCAG Commission's comments include and ratify those of staff and other reviewers regarding Planning Review No. 14-02.
April 28, 2014

Seth Eberhard  
Regional Planner  
Kings County Association of Governments  
339 W. “D” Street, Suite B,  
Lemoore, CA 93245

RE: Request for Intergovernmental/Clearinghouse Review

Mr. Seth Eberhard,

In preparing for the 2013 Section 533 Housing Preservation Grant (HPG) pre-application to USDA Rural Development (RD), Self-Help Enterprises is contacting your organization to request Intergovernmental Review by the Kings County Association of Governments. The pre-application review is needed to comply with Clearinghouse procedures. Self-Help Enterprises is preparing to facilitate the Section 533 HPG pre-application in the next month. HPG-application target areas are communities identified by Rural Development with a population of fewer than 10,000 in the following counties: Fresno, Kings, Madera, Merced and Tulare.

Self-Help Enterprises will apply for $100,000 in federal assistance to benefit at least six (6) households in the 2014 HPG target areas. The USDA, RD funds will complement CDBG, HOME and/or community redevelopment funds already committed. Distribution of the funds will be allocated to qualified applicants on a "first come, first served" basis. This process is designed to provide maximum utilization of HPG funds.

Self-Help Enterprises’ proposes to utilize the funding to make zero interest deferred payment loans and/or grants to low-income and very-low income, owner-occupied households, with emphasis on lowest targeted income group (less than 50 percent of county median income). The scope and purpose of the HPG program is similar to the CDBG program. The primary difference is that the homes assisted must meet RHS Thermal Standards after rehabilitation has been completed.

We are requesting of your staff to in-house review and/or board review of our application at a scheduled meeting to ensure that there is no adverse impact on existing local programs or adverse relationship with respect to area-wide plans and policies. Any additional materials required, please let me know. I would appreciate a response regarding our request. You can reach me directly at 559-802-1696 or by email patrick@selfhelpenterprises.org. Please let me know if I can address any questions or concerns. Thank you.

Sincerely,

Patrick Isherwood

Fiscal Analyst, Self-Help Enterprises
Application for Federal Assistance SF-424

Version 02

*1. Type of Submission:
☐ Preapplication
☐ Application
☐ Changed/Corrected Application

*2. Type of Application
☐ New
☐ Continuation
☐ Revision

* if Revision, select appropriate letter(s)

3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

*5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: SELF-HELP ENTERPRISES

*b. Employer/Taxpayer Identification Number (EIN/TIN): 04-1592676

*c. Organizational DUNS: 056179906

d. Address:

Street 1: 6445 WEST ELOWIN COURT
Street 2: P.O. BOX 6520

City: VISALIA
County: TULARE
State: CALIFORNIA

Province: 
Country: USA; UNITED STATES
Zip / Postal Code: 93290

e. Organizational Unit:

Department Name: Division Name:

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

Prefix: MR
Middle Name: 
*Last Name: ISHERWOOD
SUFFIX: 

Title: FISCAL ANALYST

Organizational Affiliation:

*Telephone Number: (559) 802-1696
Fax Number: (559) 651-3634

*Email: patricki@selfhelperprises.org
**Application for Federal Assistance SF-424**

*9. Type of Applicant 1: Select Applicant Type:*
M. Nonprofit w/501c3 IRS Status (Other Than Higher Edu)

**Type of Applicant 2: Select Applicant Type:**

**Type of Applicant 3: Select Applicant Type:**

*Other (Specify)*

**10 Name of Federal Agency:**
USDA RURAL DEVELOPMENT

11. Catalog of Federal Domestic Assistance Number:
10.433

**CFDA Title:**
RURAL HOUSING PRESERVATION GRANTS

**12 Funding Opportunity Number:**
USDA-RD-HCFP-HPG-2014: HOUSING PRESERVATION GRANTS

*Title:*
NOTICE OF FUNDS AVAILABILITY FOR THE SECTION 533 HOUSING PRESERVATION GRANTS FOR FISCAL YEAR 2014

13. Competition Identification Number:

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**
HPG-application target areas and communities identified by Rural Development with a population of under 10,000 in the following counties: Fresno, Kings, Madera, Merced and Tulare.

**15. Descriptive Title of Applicant’s Project:**
The preservation of housing for low income to very low-income households by providing loans and/or grants to repair their homes and bring them up to RHS thermal standards.
**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**
- *a. Applicant: 21*
- *b. Program/Project: 18-21*

**17. Proposed Project:**
- *a. Start Date: 09/30/2014*
- *b. End Date: 09/30/2015*

**18. Estimated Funding ($):**
- *a. Federal
  - 100,000*
- *b. Applicant
  - *
- *c. State
  - 100,000*
- *d. Local
  - *
- *e. Other
  - *
- *f. Program Income
  - *
- *g. TOTAL
  - 200,000*

**19. Is Application Subject to Review By State Under Executive Order 12372 Process?**
- ☒ a. This application was made available to the State under the Executive Order 12372 Process for review on 04/28/2014
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372

**20. Is the Applicant Delinquent On Any Federal Debt? (If “Yes”, provide explanation.)**
- ☐ Yes
- ☒ No

21. "By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

- ☒ I AGREE

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

**Authorized Representative:**

Prefix: **MR.**

Middle Name: NUGENT

*Last Name: CAREY

Suffix: *

*Title: PRESIDENT & CEO

*Telephone Number: (559) 651-1030

Fax Number: (559) 651-3634

*Email: peterc@selfhelpenterprises.org

*Signature of Authorized Representative: [Signature]

*Date Signed: 4-28-14

Authorized for Local Reproduction
Kings Regional Vision Overview

- Blueprint of region’s future transportation improvements and investments based on goals established by the region
- Minimum 20-year time horizon – ours goes to 2040
- Regional level plan covering all modes of transportation (car, bike, pedestrian, bus, rail and aviation)
- Coordination of regional land use, housing & transportation planning
Kings Regional Vision Overview

- Reflects the vision of all of the Cities and the County
- Must be fiscally constrained – project included must be fully funded
- Preserves and emphasizes efficient use of our existing transportation system
- Provides a prioritized list of projects
- Achieves the region’s established air quality goals

Public Outreach Summary

- Development of a Kings Regional Vision brand, customized from Valley Vision effort
- Identification of Stakeholders and Regional Interests
- Two rounds of presentations made to all four City Councils and the Kings County Board of Supervisors
- Development of bilingual collateral materials
- Development of eBlast list with 7500+ unique addresses
www.KingsRegionalVision.com

WHAT IS
KINGS REGIONAL VISION?

ATTEND OUR FIRST PUBLIC WORKSHOP NOVEMBER 8TH

TELL US WHAT YOU THINK!
TAKE OUR SURVEY!

2000+ site visits since launch
• Comment section
• Links to library materials and background information.

Materials and Posters
Media Outreach

Agency wants public input on Kings road plan

HAFFORD — Imagine that you are going to drive in Kings County for the next 10 years. How would you like to see the roads and transportation system improve?

That's the question the Kings County Association of Governments is asking as it prepares a transportation plan. As part of the process, the agency has scheduled a series of meetings and wants to hear from the public to weigh in on ideas and suggestions.

If you have watched a lot of shows and are familiar with the transportation system, you may have heard of the consultants who prepend the process. They are trying to get in front of a lot of people to get more information.

As for the presentation, the way they are proposing a new light rail is by introducing a consultant to present a Kings County road map.

Community Outreach

- Development of presentation materials and click polling options.
- Six Community Workshops
  - December 9 Hanford
  - December 10 Kettleman City
  - December 11 Lemoore
  - June 10 Lemoore
  - June 11 Corcoran
  - June 12 Avenal
Community Presentations and Outreach Efforts

- Hanford Sunset Rotary
- Hanford Rotary
- Lemoore Rotary
- Avenal Rotary
- Corcoran Rotary
- Hanford Lions Club
- Corcoran Lions Club
- KINGS LEAP (Spanish Language)
- Kings County Economic Development Corp
- Hanford Chamber of Commerce
- Lemoore Chamber of Commerce
- West Hills College
- Senior Centers
  - Lemoore
  - Hanford
  - Corcoran
- Tribal Outreach
- Kings County Farm Bureau
Technical Advisory Committee

- Representatives from all four cities and the County:
  - Public Works
  - Planning
  - City Manager
  - County Administrator
- Kings County Environmental Health Department
- California Highway Patrol
- Caltrans District 6
- Kings County Area Public Transit Agency (KCAPTA)
- Lemoore NAS
- San Joaquin Valley Air Pollution Control District
- Santa Rosa Rancheria Tachi Yokut Tribe

Stakeholder Committee

- Kings County Public Transportation
- Kings Bicyclists
- American Farmland Trust
- Kings County Farm Bureau
- KC Economic Dev. Corp.
- Senator Vidak's Office
- NAS Lemoore
- Tachi-Yokut Tribe
- Assemblyman Rudy Salas Office
- Congressman Valadao Office
- Local Business
- Citizens
- BIA- Tulare-Kings
- UC Merced
- Tulare Basin Wildlife Partners
- Latino Environmental Adv Prog.
- American Lung Association
- Kings County Environmental Health
- Kings County Schools
- Self Help Enterprises
- Air Resources Board
- Hanford Chamber of Commerce
- Tulare Basin Wildlife Partners
- California Dairies
Consistent Themes

- Broad support for the preservation of agricultural land and open space.
- Broad support for future development within existing cities.
- Broad support for more compact development in urban areas while retaining rural character.
- Interest in increasing options for pedestrian and bicycle paths within urbanized areas.
- Support for increasing transit services both in terms of frequency and routes.

Regional Transportation Plan

Sustainable Communities Strategy

The RTP matches transportation investments with local use, coordinating efforts for regional benefit.

Local land use plans are summarized in the SCS and used as the foundation for transportation planning.

Each city and the County has a General Plan which guides local land use decisions. The SCS is based on these plans.

Development of the Regional Transportation Plan
Development of the Kings Regional Vision Regional Transportation Plan Scenarios

What is a Scenario?

- Each scenario is based on a land use development theme complimented by transportation improvement investments
- Based on general plans and other adopted planning documents from local jurisdictions
- Developed in coordination with each local agency
- Guided Stakeholder Working Group and public outreach input
Development of the Scenarios

- Each scenario was compared relative to several criteria:
  - Mobility & Accessibility
  - Sustainable Development Pattern-Preserving Open Space and Ag Land
  - Environmental Quality-Achieving Green House Gas Reduction Targets
  - Safety & Health
  - System Preservation-Maintaining Roadways

The Four Scenarios

1. Historic Trend/No Changes
2. Moderate Increase in Transit
3. Substantial Increase in Transit
4. No Investment/No Build
The Four Alternative Investment Scenarios

1. Historic Trend/No Changes
   - Investments would remain the same as in the 2010 RTP.

2. Moderate Increase in Transit
   - Investments in transit would increase moderately.

3. Substantial Increase in Transit
   - Investments in transit would triple from previous RTP.

4. No Investment/No Build
   - No investments will be made in transportation.

Land Use Recommendations

- Increased connectivity of housing to commercial and community facilities
- Encourage a mix of housing types in the urban centers (infill) with slightly increased densities
- Encourage mixed use development
- Work towards a jobs/housing balance and/or proximity
- Create more neighborhood connectivity (walkability to nearby facilities/services)
Transportation Recommendations

- Increased investment in bicycle and pedestrian facilities (concentration around schools and businesses)
- Increased investment in public transportation (concentrations and connectivity, rural transit centers)

Encourage/incentivize the development of infrastructure for and the implementation of alternative fuel vehicles in government and private business
- Intelligent Transportation Systems such as traffic light synchronization on arterials and channelization to reduce and avoid congestion
Additional Recommendations

- This scenario includes all of the land use and transportation recommendations of the previous scenario with a higher level of investment in transit.

Comparisons Between Scenarios 2 & 3

- Both are projected to attain Greenhouse Gas reduction targets and reduce Vehicle Miles Traveled.
Target Analysis

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<th>Scenario</th>
<th>GHG Reductions</th>
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<th>VMT Reductions</th>
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Comparisons Between Scenarios 2 & 3

- Both include investments in bike and pedestrian routes.
- Both include investments in bike and pedestrian routes.
- Both have limited investment in aviation and passenger rail.
Comparisons Between Scenarios 2 & 3

- Both plans support housing in urban areas.
- Both result in little or no loss of agricultural land.

Transit Investments

- 85% Transit
- 15% RTP Investments

- 55.0% Transit
- 45.0% RTP Investments
Operations and Maintenance

- Operations & Maintenance: 48%
- RTP Investments: 71%

Highway Investments

- Highway Improvements: 82%
- RTP Investments: 87%
Results of Workshops and Outreach Efforts

- Overall effort supports Scenarios 2 and 3
- June workshops showed preference for Scenario 2
  - Discussion revolved overall preference for higher investment in maintenance and improvement of roadways
  - Concern about sustaining operations and maintenance based on funding increase in Scenario 3 for transit
  - No substantial increase in GHG reduction or VMT... reduction despite increased investment in transit

Board Action Tonight: Select Preferred Scenario

1. Historic Trend/ No Changes
2. Moderate Increase in Transit
3. Substantial Increase in Transit
4. No Investment/ No Build
Questions?