



Kings County Association of Governments

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Member Agencies: Cities of Avenal, Corcoran, Hanford and Lemoore, County of Kings
Chair – Joe Neves ❖ Vice Chair – Ray Lerma

MINUTES

CALL MEETING TO ORDER

The meeting of the Kings County Association of Governments was called to order by Joe Neves, Chairperson, at 4:31 p.m., on in the Board of Supervisors Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey Blvd., Hanford, California.

COMMISSIONERS PRESENT: Tony Barba, Dan Chin, Sid Craighead, Ray Lerma, Ed Martin, Joe Neves, Sharri Bender Ehlert

COMMISSIONERS ABSENT:

STAFF PRESENT: Seth Eberhard, Victoria Hall, Terri King, Chris Lehn, Kyle Sand, County Counsel

VISITORS PRESENT: Jason Mackey

UNSCHEDULED APPEARANCES

Commissioner Barba presented a plaque to Dan Chin on behalf of the San Joaquin Air Pollution Control District Board with a Resolution of Appreciation to the City of Hanford for being a member of the Healthy Air Living Program.

MINUTES – July 23, 2008

A motion was made and seconded (Barba / Craighead) to approve the Minutes of July 23, 2008. Motion carried unanimously.

KCAG TRANSPORTATION POLICY COMMITTEE

A. General Transportation Items

1. FY 2007-09 Federal Transit Act Section 5316 Projects

Mr. Eberhard stated FTA Section 5316 - Job Access Reverse Commute is a federal program that funds improving access to transportation services for employment and employment related activities for low income people. The funds are allocated on a statewide competitive basis. KCAG received one application for the 07-09 fiscal years from the Kings County Area Public Transit Agency (KCAPTA) for a vanpool subsidy voucher program which will help to coordinate trips to work. The project has a total cost of \$200,000 which includes a 50% match from KCAPTA.

A motion was made and seconded (Craighead / Martin) to approve the FY 2007-09 FTA Section 5316 regional prioritized project list for submittal to the State Review Committee to be considered for funding, with the adoption of Resolution No. 08-10. Motion carried unanimously.

2. DBE Agreement and FY 2008-09 Goal

Ms. King stated as a recipient of federal planning funds we are required to comply with the federal Disadvantage Business Enterprise (DBE) program. A one time submittal of a DBE Race-Neutral Implementation Agreement and an annually submitted Anticipated DBE Participation Level, or goal, and the methodology for establishing the goal is required. Using the methodology applied we have set the goal for 2008-09 as 2.5%. This DBE goal was based on the federal aid contracts to be funded this year through federal funds and the State's DBE list of firms that are available in our area compared to what is available in all firms from the Census data base. There was no adjustment to the methodology in establishing this year's DBE goal.

A motion was made and seconded (Barba / Chin) to authorize the Executive Director to sign the DBE Race-Neutral Implementation Agreement and approve the FY 08-09 DBE goal of 2.5%. Motion carried unanimously.

3. SB 375 – Greenhouse Gas Emission

Ms. King reported that Senate Bill 375 has been in the works for at least two years and is intended to deal with land use and transportation elements of the State's greenhouse gas emission reduction goal from AB 32. This bill plans to reduce greenhouse gas emission by promoting better integrated land uses that reduces the need for vehicle trips in order to reduce vehicle miles traveled. She noted some of the points of this bill, which has gone through a number of amendments particularly in the last two weeks. The State's Air Resources Board working in consultation with the MPOs and the Air District is to establish regional greenhouse gas emission reduction targets. Then the MPOs are required to prepare a Sustainable Communities Strategy (SCS), as part of the Regional Transportation Plan (RTP) update, to show how we are going to achieve those reduction targets. If measures in the SCS don't meet the target reduction, an alternative planning strategy will need to be prepared to show some additional effort, including financial incentives or disincentives to reach those goals. Some of the other items that this bill does are to realign the Regional Housing Needs Allocation Plan timeline from 5 to 8 years so it matches with the RTP update schedule. It also includes CEQA streamlining for certain transit priority projects that implement sustainable community strategies. The project, in order to meet the criteria, must be within a half mile of a major transit stop or a major significant transportation corridor that has 15 minute headways, which we don't meet. Regarding the financial incentives it states the MPO could withhold transportation funds from areas that don't include projects that implement the SCS and that the State can use the criteria to allocate discretionary funds for state projects.

There has been a lot of opposition to this bill and many agencies have been working with the author. Recently the California League of Cities and California State Association of Counties (CSAC) have gone to a support position because a lot of amendments they were supporting have been included in the bill. Some of the transportation items COGs were requesting were not included in the bill, therefore CALCOG was the last hold out until today because they were concerned what it would look like to the agency if they were to oppose such a regional type bill. This bill has a lot of implications for the MPO as well as local agencies. There is no funding provided in this bill, but there is another bill by Steinberg which might include some funding from

Prop. 84. This bill is expected to pass and be signed by the Governor, so we have to look ahead as to what it means to us.

Commissioner Barba stated that a few months ago the San Joaquin Valley Air Pollution Control District had a big discussion on SB 375 and what they should do. They were set to study the bill and make suggestions, go to the stakeholders to get a read on everybody in the district and that meeting lasted about 4 hours. One of the members of the board, who was also a member of CARB, opposed the bill and at the next CARB meeting they embraced this bill, saying this is what we need to do.

B. Caltrans Reports

Ms. Bender-Ehlert provided the status of the SR 198 widening stating that the right of way acquisitions are wrapping up, but there are a few parcels where the homeowners are not willing to sell and Caltrans is going to the CTC to look at resolutions of necessity for those parcels and are still in negotiations for about five other pieces of property, but is still planning to advertise for construction bids by April 2009 with construction by late summer 2009. She stated that there is some cost overage on the estimate for the utilities relocation, but they expect to have savings in construction that would offset any overages in right of way costs.

Ms. Bender-Ehlert reported that the Sunflower II project on SR 41 is now complete, but they are completing plant establishment, so there may be some landscapers working on planting and watering, but no traffic delays are expected. She will check on when a ribbon cutting will be happening.

Ms. Bender-Ehlert reported that the State is in transition back to the race-conscience DBE goals from race-neutral status. They are holding public hearings and all the local agencies will be updated. It is important for the projects that have federal funds that funnel through local assistance will have to meet those new requirements. We just need to be aware that the requirements are changing and when we get more information it will be passed along.

Ms. Ehlert mentioned that she noticed a handout for the quarterly status report that Caltrans prepares. It lists all the different projects that are on going and administered by the department. If there are any questions please let me know and we can find out more information for you.

C. Correspondence

Ms. King stated attached for information is an article from the San Jose Mercury News regarding SB 375.

D. Staff Comments

None

E. Commissioner Comments

None

A. General Commission Items

1. Reaffirm all Actions Taken by TPC on August 27, 2008

A motion was made and seconded (Craighead / Chin) to reaffirm all actions taken by the Transportation Policy Committee on August 27, 2008. Motion carried unanimously.

2. KCAG Liability Insurance Coverage

Ms. King reported that as part of the separation with the county, we signed a MOU which specifies that KCAG obtain commercial general liability insurance with a \$2 million limit, including owned and non owned automobiles and other insurance necessary to protect KCAG and the County. In addition, County Counsel has requested a crime bond covering staff be obtained. We started working with County's Risk Management staff to see what options were available, but they were not successful in finding any commercial bids. However, they were successful in identifying three options that might be available at various costs which included general liability insurance through CSAC as a separate agency as a separate membership, through CSAC as an additional insured to the County's excess insurance policy, or continuation through the County's self-insurance program. These options did not cover the loss from vehicle collision or comprehensive damage, nor does it include the crime bond that County Counsel requested. They did find a commercial package for the crime bond for a three year pre-paid premium.

KCAG Staff worked through Mackey & Mackey and they were able to obtain commercial bids for all necessary liability insurance coverage. Quotes for all coverage with applicable limits totaled \$8,929, which includes anything we need. The handouts provided are the commercial bids, one is the package including all the different bids that were provided through Mackey & Mackey and the second the commercial crime bond proposal provided by the Risk Manager.

Ms. King introduced Jason Mackey, from Mackey & Mackey Insurance who went through the insurance package details of the proposals received by his company.

A motion was made and seconded (Barba / Craighead) to accept the liability insurance coverage provided through Mackey & Mackey. Motion carried unanimously.

3. Regional Housing Needs Allocation Plan

Ms. Lehn reported KCAG has been working closely with Kings Regional Housing Technical Committee to prepare Regional Housing Needs Allocation Plan. Last year the State Housing and Community Development Department (HCD) determined that KCAG needs to be 11,489 housing units through June 20, 2014. The total number of units is then broken down to income categories of very low, low, moderate and above moderate. Each jurisdiction will get a percentage of those categories they need to plan for in each of their housing elements.

This document has been prepared in coordination with each jurisdiction. We released the methodology and then the draft plan for a 60 day public review period as of June 27, 2008. There is a public hearing scheduled for this evening. To date, we have received clarification and some comments from HCD, which have been included. We have also included changes submitted by the jurisdictions, which included previously omitted subsidized housing developments. The final plan will show 43 complexes with a total of 2,567 units.

Commissioner Neves opened the public hearing, seeing no one coming forward the hearing was closed.

A motion was made and seconded (Craighead / Lerma) to approve the 2008 Regional Housing Needs Allocation Plan and authorize staff to submit the Plan to the Department of Housing and Community Development with the adoption of Resolution No. 08-04. Motion carried unanimously.

4. Kings County Blueprint Preferred Growth Scenario and Planning Principles

Ms. Lehn reported on the multi jurisdictional public process for the Regional Blueprint project. The planners have taken all the information received through the process and developed two items. The first is the Blueprint Planning Principles and the second is the 2050 Kings County Preferred Growth Scenario. The Planning Principles are meant to be general guiding statements and were designed to be general, but meaningful policy potential statements to guide growth to 2050. The second process is the Preferred Growth Scenario where we took the top three growth scenarios of agriculture preservation, critical resources, economic development, and increased housing densities. Based on this information, the planners identified blueprint urban growth boundaries as shown on the maps. The boundaries have been worked to tailor growth for the communities. Environmental constraints were considered as well. The maps show the future growth to be concentrated in the urban areas and shows that we have enough land to accommodate the growth expected by 2050.

Commissioner Martin asked about a change to the original planning principles that previously included reference to a light rail system from Lemoore to Visalia and high speed rail. He stated that if that is a goal of the Blueprint process to improve air quality that those two things should at least be highlighted or talked about in the Blueprint.

Ms. King stated this one principle went through a lot of iterations. She stated that she was concerned about identifying specific projects that some state or federal agency may later require us to do, citing the Reasonably Available Control Measures example where we continually have to justify why a project was not funded or implemented. So the principle was written to say enhanced commuter connectivity through alternative transportation modes, which can include anything. Since there isn't consensus regarding High Speed Rail, we were concerned about pointing that out, but there is consensus supporting Amtrak and we did want to point out the existing rail line because of other County's requests to move it over to the Union Pacific line. Discussion continued on what wording should be used in the particular principle and what rail support has been in the past.

Commissioner Lerma stated that he agrees with Commission Martin that we need to add it on. Commissioner Neves stated he would like it a little more generic. Commissioner Martin stated he would accept some alternative transportation modes and enhancing existing modes, I think that would get us were we want to get to. Commissioner Barba stated because if you are specific someone is going to hold you to it and that has happened to us before where you thought you were doing a good thing and you were specific and they hold your feet to the fire. Commissioner Martin stated he would add enhancing existing transportation modes in Kings County or something to that effect.

A motion was made (Lerma / Martin) to approve the Preferred Growth Scenario and the Planning Principles, with the additional language of "and enhancing existing modes" and to authorize staff to submit them to UC Davis for consideration in the Regional San Joaquin Valley Blueprint process. Motion carried unanimously.

MISCELLANEOUS

A. Correspondence

None

B. Staff Comments

Ms King stated that one of the handouts included the registration form for the Fall Policy Conference in Visalia on October 2-3, 2008. She also stated that there was an update on the cost of the video conferencing equipment as the original bid only included a 17" monitor. The updated cost will include a 40" monitor. She also stated that she and Commissioner Craighead attended the Policy Council meeting last Friday in Fresno. Commissioner Craighead provided a summary of the items discussed, including the Valley Regional Transit study, Regional Blueprint, legislation regarding SB 3034, SB 42, SB 375 and SB 947, air quality, the One Voice Trips to Sacramento in January and the to DC in February, and rail abandonment issue in Tulare County.

C. Commissioner Comments

None

ADJOURNMENT

There being no further business before the Kings County Association of Governments Commission, the meeting was adjourned at 5:46 p.m.

Respectfully submitted,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Executive Director