



Member Agencies: Cities of Avenal, Corcoran, Hanford and Lemoore, County of Kings

Chair: Joe Neves

Vice-Chair: Patricia Matthews

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 210 E. 7th Street, Suite 202, Hanford, CA. In addition, most documents will be posted on www.kingscog.org.

As a courtesy to those in attendance, please silence cell phones, pagers and electronic devices.

MEETING

Agenda: KINGS COUNTY ASSOCIATION OF GOVERNMENTS COMMISSION

Place: In-Person

Board Chambers, Administration Building, 1st Floor
210 E. 7th St.
Hanford, CA 93230

Zoom Meeting

Meeting ID: 599 973 9795; Passcode: 93245

<https://zoom.us/j/5999739795?pwd=b1gvc0hadUI5OVlqTDVQSDIlbzdlldz09>

Phone only: 1-669-900-6833

Time: 3:00 p.m., Wednesday, May 27, 2026

KINGS COUNTY ASSOCIATION OF GOVERNMENTS PUBLIC MEETING PROTOCOL

Members of the public who wish to participate in this meeting can do so in one of the following three ways: (1) by attending the meeting in person, (2) via Zoom Meeting, or (3) by submitting written comments on any matter within the KCAG Commission's subject matter jurisdiction, regardless of whether it is on the agenda for KCAG Commission consideration or action and those written comments will be entered into the administrative record of the meeting. To submit written comments by U.S. Mail or e-mail for inclusion in the meeting record, they must be received by the KCAG Office no later than 2:00 p.m. on the afternoon of the noticed meeting. To submit written comments by e-mail, please forward them to Terri.King@co.kings.ca.us. To submit such comments by U.S. Mail, please forward them to KCAG, at 210 E. 7th Street, Suite 202, Hanford, CA 93230

Commission Members

Commissioner Joe Neves, Chair
Commissioner Patricia Matthews, Vice Chair
Commissioner Jeanette Zamora-Bragg
Commissioner Nancy Howze
Commissioner Alvaro Preciado
Commissioner Doug Verboon
Caltrans District 6, Michael Navarro

Supervisor, County of Kings
Councilmember, City of Lemoore
Councilmember, City of Corcoran
Councilmember, City of Hanford
Councilmember, City of Avenal
Supervisor, County of Kings
Transportation Policy Committee, Participating Agency

ITEM**PAGE****ACTION****I. CALL MEETING TO ORDER - Chairman****A. Remote Participation for Just Cause**

Commission Member notification of their need to participate remotely for just cause pursuant to California Government Code section 54953.8.3 and general description of the circumstances relating to their need to appear remotely at the meeting.

B. Roll Call**C. Unscheduled Appearances**

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

D. Minutes

- | | | |
|------------------------------|-----|--------|
| 1. Minutes of April 29, 2026 | 1-5 | Action |
|------------------------------|-----|--------|

II. KCAG TRANSPORTATION POLICY COMMITTEE**A. General Transportation Items**

- | | | |
|--|------|----------------|
| 1. FY 2026-27 Transportation Development Act | 6-7 | Information |
| a. Fund Claims Review | 8-19 | Information |
| b. Public Hearing – Unmet Transit Needs | | Public Hearing |

B. Caltrans Reports**C. Correspondence****D. Staff Comments****E. Commissioner Comments****III. KCAG COMMISSION****A. Roll Call****B. General Commission Items**

- | | | |
|---|-------|-------------|
| 1. Reaffirm all Actions Taken by the TPC on May 27, 2026 | | Action |
| 2. 2026 Department of Finance Population and Housing Estimates | 20-23 | Information |
| 3. FY 2025-26 Third Quarter Financial Report | 24-31 | Information |
| 4. KCAG Employee Compensation - Unrepresented Employees and Management (Resolution No. 26-02) | 32-33 | Action |
| 5. San Joaquin Valley Voice Trip to Washington DC and Authorize Out of State Travel | 34 | Action |

IV. MISCELLANEOUS

A. Correspondence

B. Staff Comments

C. Commissioner Comments

V. ADJOURNMENT: Next meeting scheduled for June 24, 2026



MINUTES

I. CALL MEETING TO ORDER

The special meeting of the Kings County Association of Governments (KCAG) was called to order by Joe Neves, Chairperson, at 2:08 p.m., on April 29, 2026, in the Board Chambers, Administration Building, 1st Floor, 210 E. 7th Street, Hanford California and via Zoom.

COMMISSIONERS PRESENT: Nancy Howze, Patricia Matthews, Joe Neves, Doug Verboon

CALTRANS REPRESENTATIVE: Jim Perrault

COMMISSIONERS ABSENT: Alvaro Preciado, Jeanette Zamora-Bragg

STAFF PRESENT: Terri King, Joel Gandarilla, Jennifer Morales, Kayley Clay, Julio Gonzalez, Teresa Nickell

KCAG COUNSEL PRESENT: Kris Pedersen

VISITORS PRESENT: Cynthia Baruch, NAS Lemoore; Via Zoom: Rosalinda Alexander, Office of Assemblywoman A. M. Macedo, "Michael"

A. Remote Participation Due to Emergency Circumstances

None.

B. Roll Call

Joel Gandarilla conducted roll call. A quorum was present.

C. Unscheduled Appearances

None.

D. Minutes

1. Minutes of March 25, 2026

A motion was made and seconded (Verboon / Matthews) to approve the Minutes of the March 25, 2026, meeting as amended. The motion carried by the following vote:

Ayes: Howze, Matthews, Neves, Perrault, Verboon
Absent: Preciado, Zamora-Bragg

2. Minutes of March 30, 2026

A motion was made and seconded (Verboon / Matthews) to approve the Minutes of the March 30, 2026, meeting as amended. The motion carried by the following vote:

Ayes: Howze, Matthews, Neves, Perrault, Verboon

Absent: Preciado, Zamora-Bragg

II. KCAG TRANSPORTATION POLICY COMMITTEE

A. General Transportation Items

1. FY 2026-27 Transportation Development Act Activities

Teresa Nickell stated that KCAG has the responsibility to administer Transportation Development Act (TDA) funds available to Kings County, which are comprised of the Local Transportation Fund (LTF) and the State Transit Assistance (STA) funds. KCAG monitors the LTF, determines the annual apportionments, notifies the claimants, approves the apportionments, and allocates the funds. KCAG has received claims and other required documentation from all member agencies. Both the Kings County Area Public Transit Agency (KCAPTA) and the City of Corcoran held public hearings in February and March for unmet transit needs. KCAPTA received 13 unmet transit requests and Corcoran received none. The Social Services Transportation Advisory Council (SSTAC) will hold a public meeting in May to review unmet transit needs testimony and finalize their recommended determination on unmet transit needs that are reasonable to meet in accordance with the TDA. The local transportation estimate for FY 2026-27 is \$6.4 million. KCAG and most member agencies have compliant FY 2023-24 TDA audits, with the City of Avenal's FY 2021-2024 TDA audit pending, and the City of Corcoran's FY 2024-24 TDA Audits pending.

Commissioner Matthews asked about the farebox return percentages paid by transit agencies. The reply was that rural farebox return is 10% which differs from urban areas, and KCAG set the farebox requirement for KCAPTA at 15%. There was further discussion regarding farebox amounts as it relates to population.

Commissioner Neves opened the public hearing for the purpose of receiving testimony on unmet transit needs. No comments were received and the public hearing will continue to be open until May 27, 2026.

Commissioner Howze asked about the guidelines for submitting unmet transit needs. The response was that they need to meet TDA criteria. It was asked if a developer can ask for transit needs. The response was that that is reviewed with the planning department during the project planning review stages. The unmet transit needs generally apply to existing routes and compared to the adopted criteria threshold. A summary of past examples was provided, that included NAS Lemoore, and Corcoran.

2. FY 2026-27 Low Carbon Transit Operations Program Execution and Program Project List

Teresa Nickell stated that the Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and

Sustainable Communities Program. For FY 2025-26, there are two cycles of LCTOP funds, Cycle A allocation requests ending in April 2026 and Cycle B allocation requests ending in October 2026. The Kings County Area Public Transit Agency's (KCAPTA) FY 2025-26 LCTOP Cycle A apportionment is a total of \$231,534. KCAPTA proposes the purchase of one zero emission battery electric vehicle and to subsidize the KART monthly pass program. The City of Corcoran's FY 2025-26 LCTOP Cycle A apportionment is a total of \$37,771. Corcoran proposes to provide expanded transit service for special event days in Corcoran and to provide free fare days for community events. In October 2026, KCAG Staff will present both the current LCTOP Cycle A projects and future LCTOP Cycle B projects for approval by the KCAG Transportation Policy Committee.

3. FY 2026-2027 Overall Work Program and Budget

Terri King reported that in February 2026, the Board approved that release of the draft FY 2026-27 Overall Work Program (OWP) and Budget for review and comment. Comments were received from Caltrans and incorporated in the final document where appropriate, and the response to comments are shown in Appendix H. Funding sources are from Federal Planning funds, Toll credits, SB 1 Formula Grant funds, Local Transit Fund, Abandoned Vehicle Abatement funds, Regional Early Action Planning grant funds, and City and County general funds. The total cost for next year's activities will be approximately \$2,005,900 which includes salaries and benefits, services and supplies, and consulting services.

A motion was made and seconded (Verboon / Matthews) to approve the final FY 2026-27 Overall Work Program (OWP) and Budget with the adoption of Resolution No. 26-03. The motion carried by the following vote:

Ayes: Howze, Matthews, Neves, Perrault, Verboon
Absent: Preciado, Zamora-Bragg

4. FY 2025-2026 Overall Work Program Amendment No. 3

Jennifer Morales said that Amendment No. 3 to the FY 2025-2026 Overall Work Program (OWP) is needed to make changes in allocations of Federal Planning funds to various work elements. With Amendment No. 3 there will not be an increase or decrease in overall funds and there is no change in scope to any of the work elements. A summary of the effected work elements was provided.

A motion was made and seconded (Verboon / Matthews) to approve Amendment No. 3 to the FY 2025-2026 Overall Work Program with the adoption of Resolution No. 26-04. The motion carried by the following vote:

Ayes: Howze, Matthews, Neves, Perrault, Verboon
Absent: Preciado, Zamora-Bragg

B. Caltrans Report

Jim Perrault said that Phil Vallego is the new Planning Division Deputy Director. Regarding project updates it was reported that the SR 198 and 9th Ave. interchange project is in the Electronic Project Programming Request (EPPR) phase, with construction anticipated in 2030; the Excelsior Expressway construction was awarded on March 26, 2026, with construction anticipated to start in September 2026; the Kettleman City roundabout project is anticipated to go into construction in Fall of 2026; the Dana Circle extension construction contract was awarded this month, with

construction anticipated to start in Fall of 2026. There was some discussion regarding the timeline for the SR 198 and 9th Ave. interchange project.

Commissioner Matthews inquired about a housing development on the South side of SR 198 in Lemoore and crossing from the south side to the north side via a pedestrian bridge at Vine Street. The response was funding is the largest issue, but any project would need to be researched and warranted. There was further discussion regarding possible options to meet the needs.

C. Correspondence

None.

D. Staff Comments

Kayley Clay provided an update regarding public outreach for the 2026 Regional Transportation Plan/Sustainable Communities Strategy, which included Earth Day in Hanford, Hanford Transit Center, the Corcoran Farmers' Market, Avenal Old Timers Day, and the Lemoore Salsa Festival. The outreach events have garnered over sixty responses.

Terri King stated that next month's agenda will include the continuation of the Unmet Transit Needs public hearing, Department of Finance 2026 population housing estimates, and the third quarter financial report. The Valley Voice Trip to Washington, DC will be September 14-17, 2026 and Commissioners were encouraged to start making travel plans. The Regional Policy Council Retreat is later this week in Merced and hotel reservations have been made and mailed to the attending Commissioners; the San Joaquin Regional Policy Council Executive Committee meeting is May 22, 2026; and the CalCOG Board Meeting is May 5, 2026. All Commissioners have been scheduled for interviews with Bob Murray and Associates regarding the Executive Director recruitment. KCAG is seeking photos that represent Kings County cities for the recruitment brochure.

E. Commissioner Comments

Commissioner Howze stated that the Farmers' Market will start the first week of May and continue until the last week of October. Hanford will have a Fireworks show for this year's 4th of July and noted that fines for illegal fireworks will be per firework.

Commissioner Matthews said that Taco and Salsa Festival will take place downtown Lemoore, E Street, between Fox and Follet Streets.

III. KCAG COMMISSION

A. Roll Call

Joel Gandarilla conducted roll call. A quorum was present.

B. General Commissioner Items

1. Reaffirm all Actions Taken by the TPC on April 29, 2026

A motion was made and seconded (Verboon / Matthews) to reaffirm all actions taken by the KCAG Transportation Policy Committee on April 29, 2026. The motion carried by the following vote:

Ayes: Howze, Matthews, Neves, Verboon
Absent: Preciado, Zamora-Bragg

C. **Adjourn to Closed Session** (3:17 pm)

1. Closed Session for the Discussion of the Following:
 - a. Conference with Labor Negotiator(s): [Govt. Code Section 54957.6]
KCAG Negotiator: Terri King, Executive Director
Unrepresented Employees and Management
 - b. Conference with Legal Counsel: Potential Litigation
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d)
of Government Code Section 54956.9). Two potential claims.

IV. MISCELLANEOUS

A. **Correspondence**

None.

B. **Staff Comments**

None.

C. **Commissioner Comments**

None.

V. ADJOURNMENT: Next meeting scheduled for May 27, 2026

There being no further business before the Kings County Association of Governments Commission, the meeting was adjourned at 4:00 p.m.

Respectfully submitted,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Executive Director



TO: KCAG Transportation Policy Committee
FROM: Teresa Nickell, KCAG Staff
DATE: May 27, 2026

SUBJECT: FY 2026-27 Transportation Development Act (TDA) Unmet Transit Needs
Public Hearing and Transit Services Analysis

Introduction

One of the responsibilities of the Kings County Association of Governments (KCAG) is to administer Transportation Development Act (TDA) funds available to Kings County. Prior to allocating TDA funds to each jurisdiction and transit operator, the KCAG Transportation Policy Committee (TPC) must identify and review unmet transit needs pursuant to the TDA law, seeking input from transit dependent or transit disadvantaged persons, including the elderly, disabled, and persons with limited means. All input is brought forth during the public hearing process and preliminary meetings of the Social Services Transportation Advisory Council (SSTAC). After all public hearings, the SSTAC will review all testimony and assess individual requests, including any new transit issues, to form a recommendation for the KCAG TPC. The recommendation of the SSTAC must state one of three findings:

- There are no unmet transit needs;
- There are no unmet transit needs that are reasonable to meet; or
- There are unmet transit needs, including needs that are reasonable to meet.

Unmet Transit Needs Public Hearing Process

KCAG has received TDA fund claims and other required documentation from member agencies. Each claimant is required to hold a public hearing and to present an adopted resolution with findings on unmet transit needs within their jurisdiction and required environmental documents to KCAG before the Local Transportation Fund (LTF) can be allocated for road purposes.

The Kings County Area Public Transit Agency (KCAPTA) held two public hearings on February 25 and March 25, 2026. The City of Corcoran held two public hearings on February 24 and March 24, 2026. KCAG held one public hearing, pursuant to TDA section 99238.5 for unmet transit needs testimony during the April 29th meeting, to be continued to the May 27th meeting.

The SSTAC will meet to assess all unmet transit needs public testimony received and will make a recommendation to the TPC by signed letter. This meeting is scheduled for Thursday, May 29 in person and virtual. Upon final analysis, the TPC has the authority to set aside TDA funds to meet any "unmet transit needs" that are found to be "Reasonable to Meet". After this annual evaluation, jurisdictions may receive LTF funds for either transit, transportation planning, and/or street and road purposes.

Summary of Unmet Needs Testimony

Only those comments identifying an Unmet Transit Need are listed for transit needs assessment. Staff will provide a final summary of all unmet transit needs testimony and assessment criteria for the SSTAC to consider.

This year, the City of Corcoran published and posted public hearing notices and received no comments for unmet transit needs for Corcoran Area Transit (CAT) services.

KCAG has not received unmet transit needs testimony at this time.

KCAPTA has received unmet transit needs testimony for the Kings Area Regional Transit (KART) system, as follows:

- 1) KART service from Hanford Amtrak Gold Runner to Lemoore NAS for the Lemoore Air Show March 21-22, 2026
- 2) An on-demand service pick-up requested to a home at 12428 Excelsior Avenue in Hanford
- 3) Add a bus stop to Route 5 closer to the UCP office at 606 W. 6th Street in Hanford
- 4) Add a bus stop to Route 8W near the EECU bank office located at 1460 W. 7th Street in Hanford
- 5) Add a closer designated drop off/pick up location to the Saturday Shopping KART run at the Saturday Swap Meet located at 801 S. 10th Avenue in Hanford
- 6) Add a Lemoore drop-off location for Saturday Shopping KART
- 7) Add a closer designated drop off/pick up location to Route 8E at the Monday Swap Meet located at 8967 E. Lacey Blvd. in Hanford
- 8) Add an earlier run to Route 21 to Lemoore NAS shortly after 4:30 p.m. to better align with typical shift end times
- 9) Add bus stop to Route 21 on Bush Street in Lemoore for Lemoore NAS riders
- 10) Extend fixed route service to end an hour later at 9:00 p.m.
- 11) There is a need for access to healthcare outside of Kettleman City
- 12) Bus stops in Kettleman City become flooded by rainstorms, accessible stops are needed
- 13) Bus schedules posted at bus shelters in Kettleman City have faded by sun or ruined by rain and need to be replaced

Recommendation

KCAG staff and the KCAG Technical Advisory Committee recommend the KCAG Transportation Policy Committee review and recommend action for any unmet transit need as required by TDA regulations. A recommendation letter from the Social Services Transportation Advisory Council will be presented, along with approval of the TDA apportionments and allocation instructions to the County Auditor by Resolution, during the June Transportation Policy Committee meeting.

Kings County Transit Systems Performance Analysis

2026-27 KART System

Kings Area Regional Transit's (KART) ridership has decreased from 725,235 passenger trips in 2024 to approximately 632,811 trips in 2025, based on calendar year 2025 estimates from the Kings County Area Public Transit Agency (KCAPTA).

KCAPTA has 42 revenue vehicles, of which 27 are large buses, 11 are cutaway buses, 4 electric vehicles, and 2 vans. According to KCAPTA's FY 2024-25 financial audit report, passenger fares increased approximately 20% above the prior 2024 fiscal year fares due to KCAPTA's vanpool program with Enterprise and an increase in fares on the local transit system. Operating revenues increased by 25% due to an increase in passenger fares. Operating expenses increased by approximately 5% from increases in professional and special services and in the contract with MV Transportation. Farebox retention was attainable in FY 2024-25 with KCAPTA's efforts meeting the TDA threshold at 20.01 percent.

Current KART services are fixed route, paratransit, commuter route, flex route, and on-demand service. For fixed route services, the communities of Armona, Avenal, Corcoran, Laton, Stratford, Hardwick, Grangeville, Kettleman City, and Visalia are all connected by fixed route service to Hanford by KART. Route 17 provides Wednesday and Friday service to Selma, Fowler, and Fresno from Hanford. Both Amtrak and Fresno FAX provide gaps in bus services for senior and disabled transportation. Workers and families who commute to Lemoore Naval Air Station (LNAS) have access to KART service from Hanford to Armona and Lemoore since July 2024.

Paratransit services offered by KART serve the communities of Hanford, Lemoore, and Armona to meet the needs of the elderly and disabled persons for origin-to-destination trips.

KART provides flex route service within Lemoore from bus stop to bus stop. Rides must be scheduled with KART. Separate of the flex route is on-demand services with the Lemoore GoKART, service runs Monday through Saturday with KART EcoLane phone app for trip scheduling. Within Hanford, residents needing curb-to-curb transportation on Monday through Saturday can utilize the Hanford GoKART service.

For commuter route services, KART provides a commuter Route 13 from Hanford to Corcoran for residents and to take employees to and from the Corcoran State Prison during weekdays. Route 12 runs from Hanford to Avenal to meet work trip needs for Avenal residents, including alternative transportation to the Hanford shopping/medical areas. The Avenal route serves student commuters to Lemoore College, in addition to the Hanford to Lemoore route that is available for connection to College of the Sequoias campus in Hanford and to Armona residents. The Avenal route also serves Kettleman City residents. The Hanford to Visalia commuter Route 15 provides student access to education destinations in the area subsidized by the College of The Sequoias and commuter service to the Visalia Transit Station.

KCAPTA worked with the Kings County Commission on Aging (KCCOA) to support the Avenal senior meal program with a small bus to transport the seniors to the Avenal senior center and Veteran's Hall through KCCOA's senior nutritional meal program. KCCOA now owns and operates the bus to transport seniors to an annual park event in addition to the Avenal senior center for meals. The City of Avenal subsidizes the meal program with transportation planning funds.

To help with the Covid-19 pandemic recovery and to increase ridership, KCAPTA introduced a quarterly bus pass for \$20 for 3 months in 2021 and has continued to offer quarterly passes as a successful fare to meet transportation needs.

In mid-2022, KCAPTA started a Saturday service to Avenal residents to provide shopping trips to and from Hanford after extensive public outreach was made by staff. KART provides a pick-up time in Avenal and drops passengers off at their preferred location, which is typically Walmart, FoodsCo, or the flea market at the Hanford fairgrounds. KART will pick passengers up at their chosen location and return to Avenal with a drop off time, using their smaller paratransit vehicles on this special route.

While Kings County has an agricultural-based economy, the largest employers are the state prisons in Avenal and Corcoran, and the Naval Air Station in Lemoore. The Adventist Hospital and the County government in Hanford also are major employers. Partnerships with transit agencies are crucial for major centers and medical clinics for health and mental health services, including transportation to the Veterans Administration Hospital in Fresno County from Hanford and to Visalia for homeless shelters and services. Several of the large employers provide a high number of seasonal jobs rather than year-round employment, such as Del Monte in Hanford and J.G. Boswell in Corcoran.

Since 2020, KCAPTA has implemented its own vanpool program with Enterprise Rentals to provide vanpool services to residents of Kings County for employment trips, currently with 56 vanpools in 2025.

KCAPTA has transitioned to the recently opened KART multi-modal transit center on 7th Street between Harris and Brown Streets in downtown Hanford. KART services are provided from the new transit center, which includes 18 bus bays, paratransit bus parking, and a park and ride lot across 8th Street with public parking with available EV chargers. The transit center includes transit-oriented development (TOD) with active transportation features such as protected bicycle storage, pedestrian-friendly sidewalks and outdoor seating areas, and connectivity with passenger rail through routes to the Amtrak station and in the future, to the High Speed Rail station located east of Hanford downtown. New service through fixed Route 8 provides connectivity from the transit center and areas located west of the hub out to the Costco shopping center located by State Highway 43.

Replacement transit services with the anticipated future closure of the Hanford Amtrak station services are being addressed by KCAPTA, KCAG, TCAG, the City of Visalia, Tulare County Regional Transit Agency, and San Joaquins Joint Powers Authority. KCAPTA's and the City of Corcoran's investments in zero emission technology will be planned as public transit operations transition to meet the California Air Resources Board (CARB) requirements within the next 9 years.

2025-26 City of Corcoran System

Corcoran Area Transit (CAT) is managed and operated by the City of Corcoran and has served the public and its community with Dial-a-Ride (DAR) service available to Corcoran residents for many years. Total CAT ridership has decreased from 25,037 passenger trips in 2024 to 20,116 in 2025, based on estimates from the City. Over 100 students in the after-school program are serviced by CAT which has increased passenger trips since 2023. CAT mainly runs 6 buses (3 large buses and 3 cutaway buses) and staffs 4 full-time drivers on weekdays. Farebox retention for CAT has decreased from 5.89% in 2024 to 5.46% in 2025.

KART commuter service continues to provide transfers between Hanford and the Corcoran Amtrak Depot and to the State Prison and Substance Abuse Treatment Center located near Corcoran for employees who commute to work. State employees also utilize KCAPTA's vanpool services in addition to their independent vanpool. The prison's Friends Outside visitor program provides its own shuttle service. Connections to the Tachi Palace Hotel and Casino in Lemoore from Corcoran have been discontinued by the Tachi Palace shuttle service.

The 2020 Corcoran Fixed Route Study addressed transit riders' needs with a proposed fixed route system designed to cover both west and east sides of the city and to provide connectivity on a pilot basis to Hanford, in addition to the existing KART Route 13, with demand response to Waukena and the State prisons. The City's plans to implement and finance a looped fixed route system with demand response has been postponed due to the pandemic and is subject to budget planning. The City of Corcoran's service alternatives include providing subsidized passenger fares on mid-day Amtrak trips to expand travel options, to pilot and monitor Saturday service with the deviated fixed route, and to implement marketing strategies with new bus amenities to support the new route system.

2026-27 Transit System Review

Section 99401.5 of the Public Utilities Code requires that KCAG determine its definitions of the following terms:

- A. "Unmet transit need"
- B. "Reasonable to meet"

KCAG has defined these terms in the Kings County Regional Transportation Plan as follows:

- A. "Unmet transit need", at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation due to age, income, or disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment.
- B. It is "reasonable to meet" the above needs if the proposed or planned service can be operated while maintaining, on a system wide basis, the adopted service goals for that type of system and meet the following criteria:
 - New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of TDA funds available to Kings County;
 - The proposed transit service does not duplicate transit services currently provided by either public or private operators;
 - The proposed transit service has community support from the general public, community groups, and community leaders;
 - The new, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox and revenue ratio for the overall system;
 - There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised transit service;
 - Implementation of the new, expanded, or revised transit service can be provided at a cost no higher than 10% above the performance goals for a comparable type of service by the transit operator;
 - The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service;

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

The definition of "reasonable to meet" has been examined to determine if those levels of achievement are still valid and whether progress toward them has been made. Listed below are the system-wide goals for Kings Area Regional Transit (KART) and Corcoran Area Transit (CAT).*

PERFORMANCE GOALS OF KINGS COUNTY PUBLIC TRANSIT SYSTEMS

	KART (System Wide)	Corcoran Transit
Fare Box Ratio	15%	10%*
Avg. Fare per Passenger	1.25	1.08
Cost per Passenger	6.00*	21.00*
Cost per Hour	105.00*	150.00*
Cost per Mile	5.00*	14.50*
Passengers per Hour	14.0*	7.5*
Passengers per Mile	1.00*	0.70*
Vehicle Hours per Employee	---	---
On time Performance	---	---
Wait Time - Call to Pick Up:		
0-30 Minutes	50%	50%
30-60 Minutes	90%	100%
Ride Time - Pick Up to Drop Off:		
0-30 Minutes	75%	85%
30-60 Minutes	100%	100%
Service Time - Call to Drop Off:		
0-30 Minutes	50%	50%
30-60 Minutes	90%	95%

* Goals were adjusted to 2021 Transit Development Plan

KART System Analysis for Efficiency

The attached Figures 1 through 6 represent the trend toward meeting the goals for the KART service starting in Year 2010. KCAG has developed several factors to use to evaluate whether the KART service is "reasonable" or not. KCAPTA has continued to make route and service changes to the bus system, which affects the transit indicators that were established in the 2008 Transit Development Plan. With the 2015 Transit Development Plan, established goals were reviewed and the transit system analyzed to determine where improvements would be needed, and new goals were established as appropriate. KCAG completed the 2021 Transit Development Plan for the next 5-year planning horizon, which reflects the current state of economy and transit performance indicators. The 2026 Transit Development Plan update will commence later this year. The following data analysis is based on calendar year data from the KART system and may fluctuate from annual audit indicators which are based on fiscal year activity.

Figure 1: shows the system's cost per passenger during the last 15 years. The cost per passenger historically has not met the set goal since 2001, mostly due to rising fuel costs, and in 2010 the goal was reduced to \$3.65 per passenger. The goal was increased in accordance with the 2015 Transit Development Plan to \$5.00 and updated to \$6.00 with the 2021 Transit Development Plan. KART's cost per passenger in 2025 increased from \$10.73 to \$12.11.

Figure 2: shows the cost per vehicle mile during the last 15 years. KART's cost per vehicle mile historically remained the same for 7 years, then steadily increased. The goal was increased in 2010 to \$4.40 to reflect rising fuel costs. The drop in 2013 was influenced by the discontinuation of paratransit service during the layover hour of the fixed route bus due to lack of demand, to

KCAPTA's consolidation of building assets, and reduction in overhead from separation of the Calvans' vanpool program. The goal was increased in accordance with the 2015 Transit Development Plan to \$4.80 and updated to \$5.00 with the 2021 Transit Development Plan. KART's cost per vehicle mile in 2025 increased to \$5.46, exceeding the goal. Fuel costs have risen since 2025 due to the economy.

Figure 3: shows that the overall system's cost per hour during the past 15 years. The cost per hour averaged \$69.48 in 2014, exceeding the prior goal of \$67.05. The goal was increased in accordance with the 2015 Transit Development Plan to \$80.00 on all services, including inflation. The updated 2021 Transit Development Plan cost per hour is \$105.00, and KART's averaged cost per hour of \$117.56 exceeds the goal for 2025. Fuel costs, salaries, and MV Transportation contract costs influence the system's performance.

Figure 4: represents the number of passengers per mile served. Since 2011, the number has increased slightly above the prior goal of 1.0. The goal was increased with the 2015 Transit Development Plan to 1.10 and decreased to 1.00 with the 2021 Transit Development Plan. The number of passengers per mile rose very slightly to .45 passengers per mile in 2025.

Figure 5: compares the passengers per hour to the goal. Historically, the passengers per hour has declined since 1999, but was met in 2011 by the KART Hanford fixed routes and the Hanford-Lemoore commuter route. Even with fixed route frequency increases, the number of passengers per hour has fallen to 12.06, below the goal of 14.0 passengers/hour established by the 2015 Transit Development Plan. The goal remains the same at 14.0 p/h while KART ridership has risen slightly to 9.71 passengers per hour in 2025.

Figure 6: compares the system farebox revenue to an "in-house" goal, which is slightly higher than the currently required 15% blended farebox ratio for KART set by KCAG. Historically, the farebox ratio for the overall system improved then declined. The farebox ratio of 8.93% for 2024 has risen to 9.41% for 2025. All figures are based on calendar year data and will differ from fiscal year farebox data.

KART GOAL ATTAINMENT: 2010 – 2025

FIGURE 1

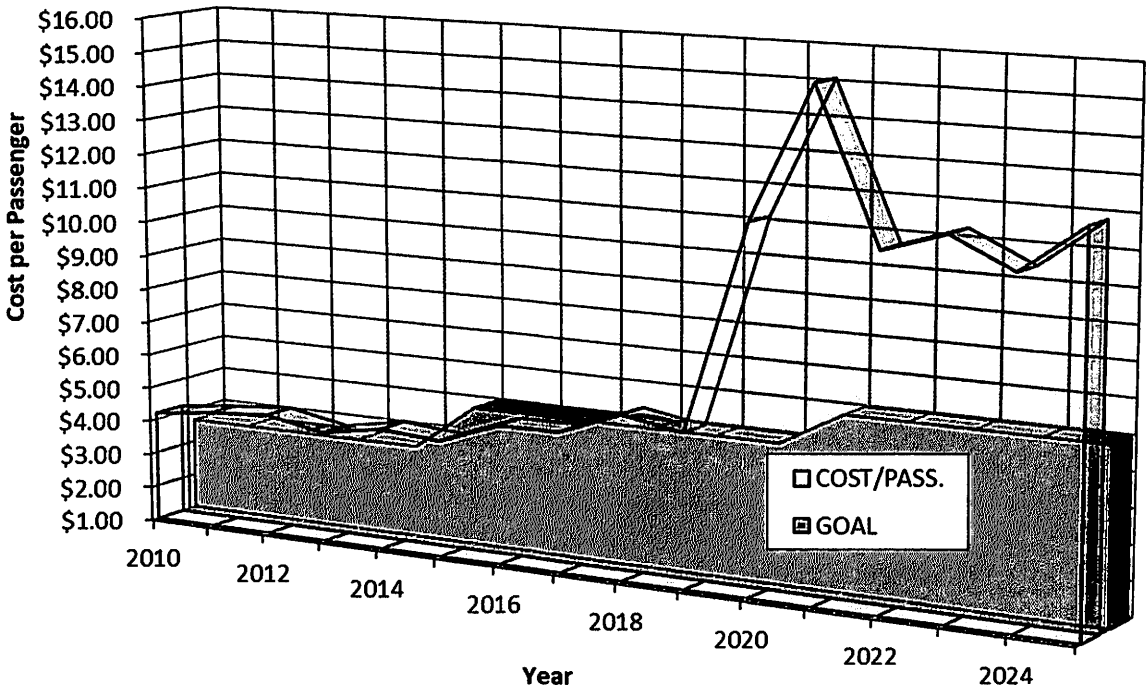
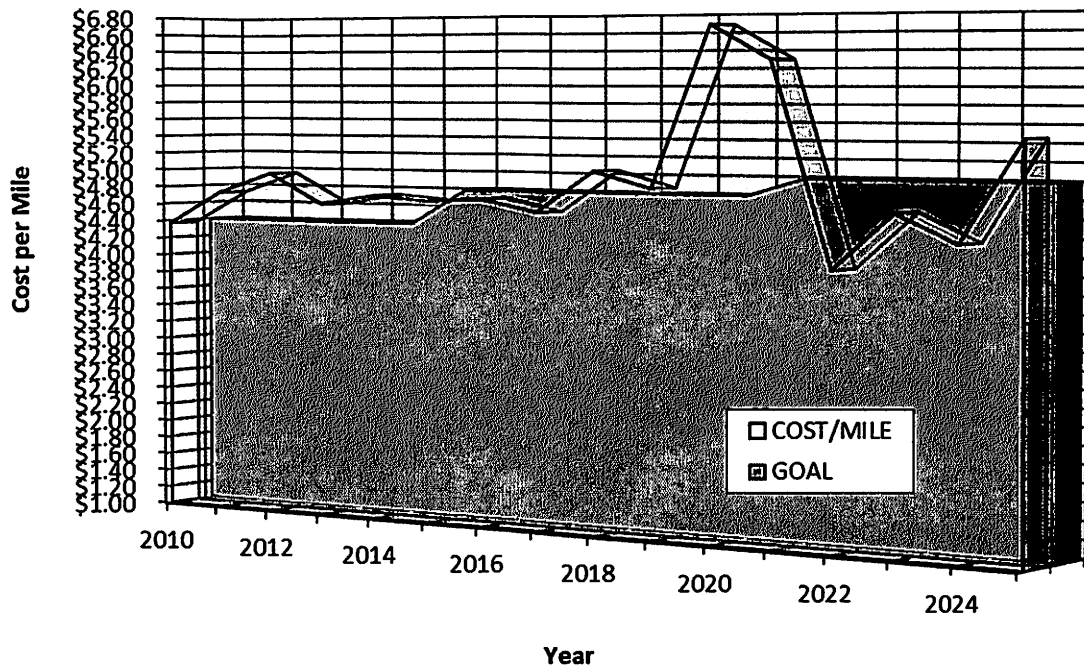


FIGURE 2



KART GOAL ATTAINMENT: 2010 – 2025

FIGURE 3

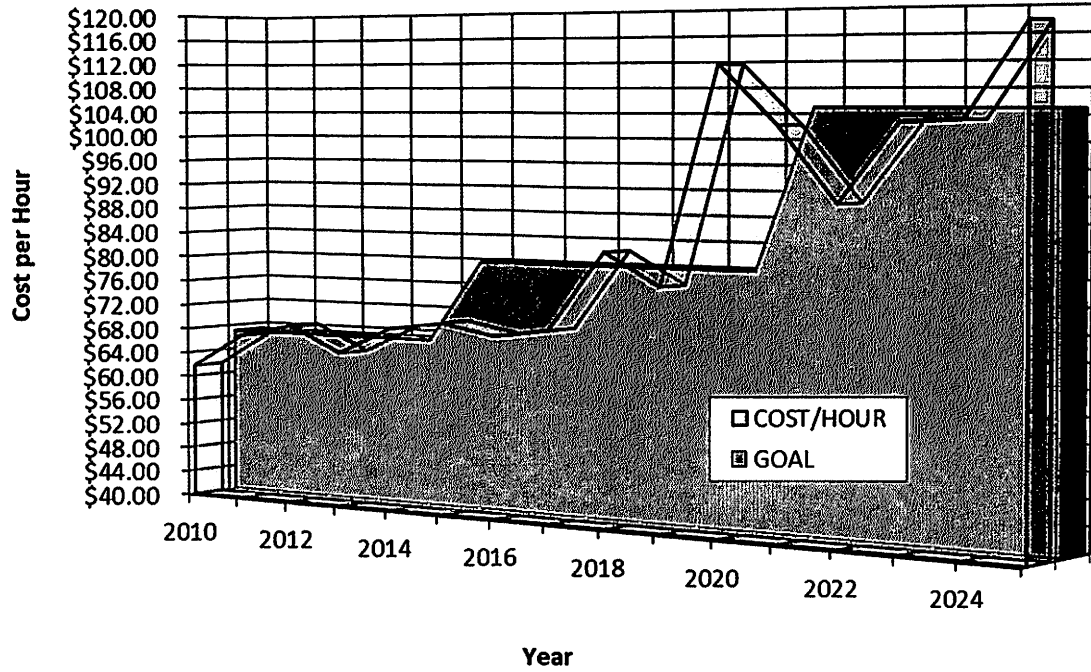
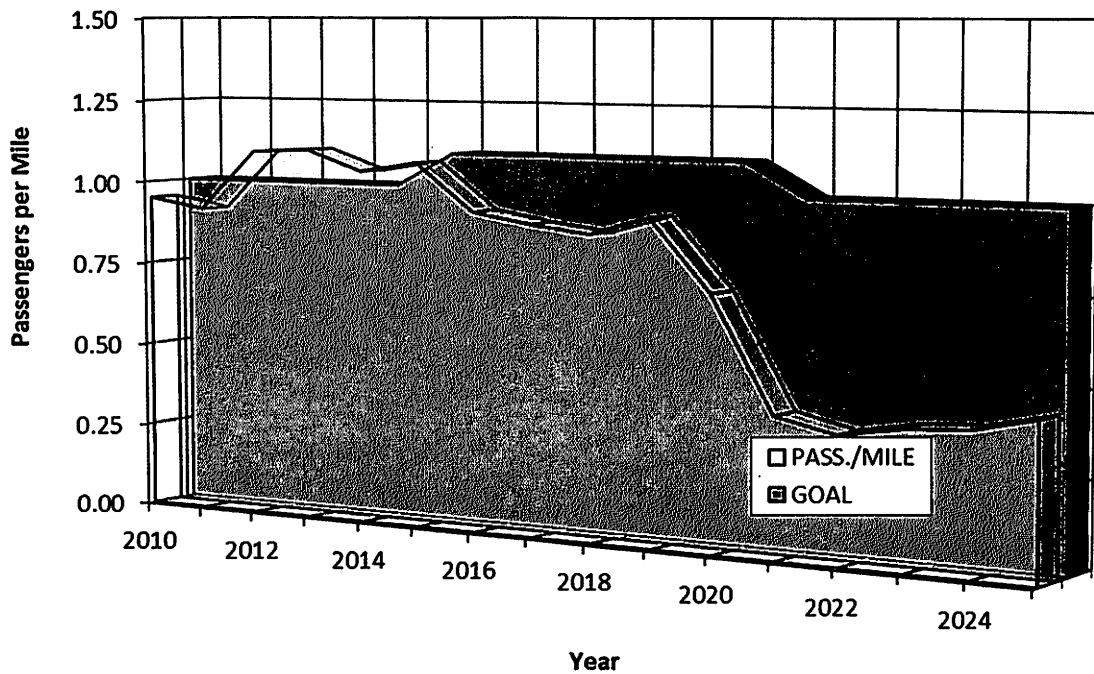


FIGURE 4



KART GOAL ATTAINMENT: 2010 – 2025

FIGURE 5

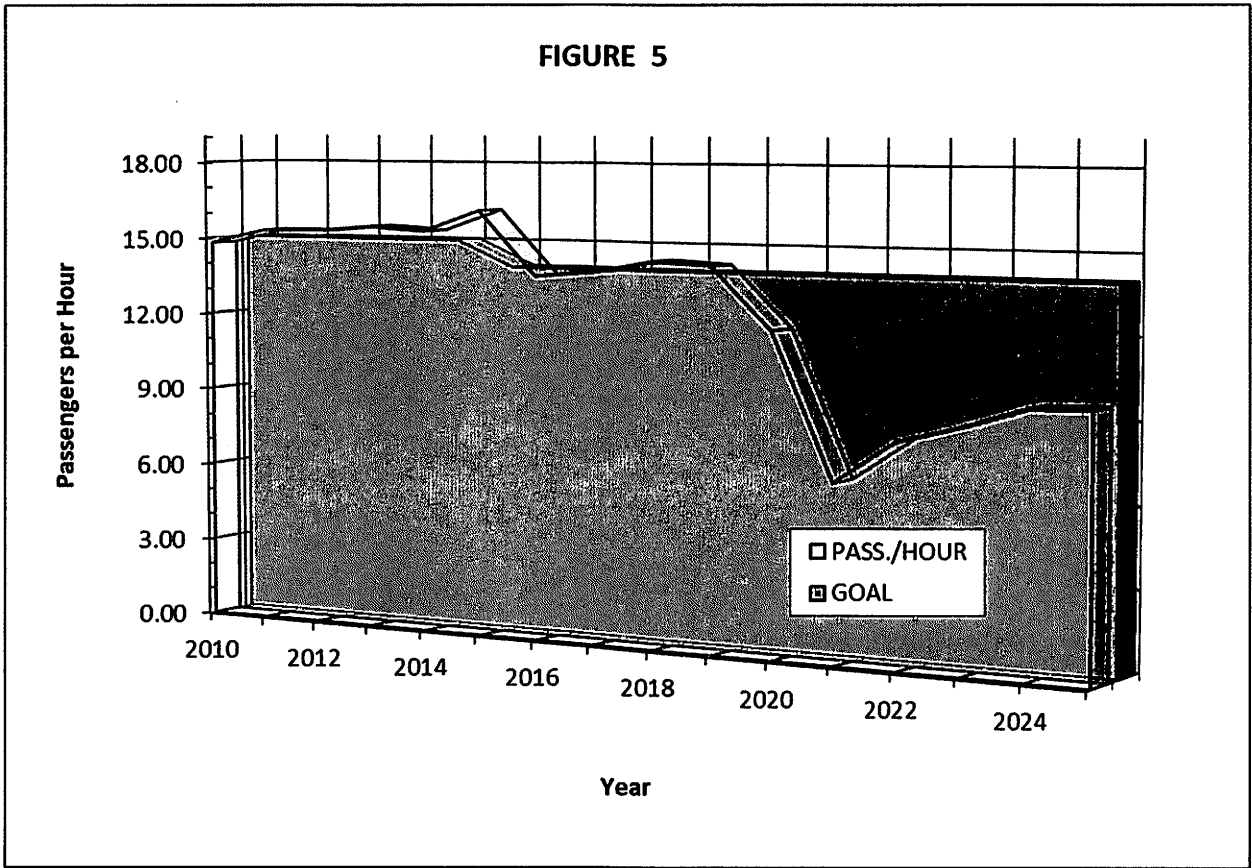
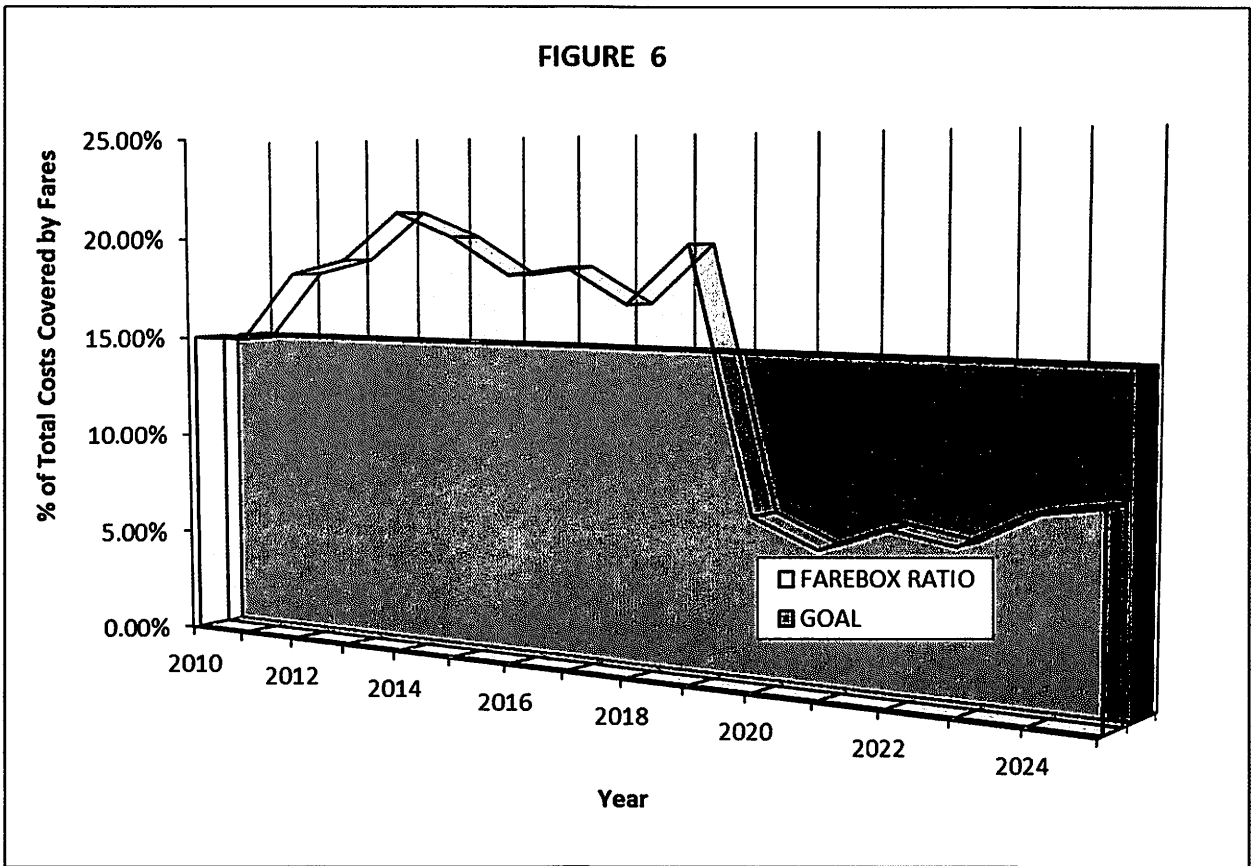


FIGURE 6



2026-27 CAT System Analysis for Efficiency

The attached Figures 1 through 5 represent the trend toward meeting the goals for the Corcoran Dial-a-Ride and with subsidized KART and Amtrak services in Figure 6 for farebox retention (with the addition of the pilot fixed route service in 2017 and subsequent elimination in 2018). KCAG has developed several factors to use to evaluate whether the Corcoran Area Transit service is "reasonable" or not. With the 2015 Transit Development Plan, established goals were reviewed and the transit system analyzed to determine where improvements would be needed, and new goals were established as appropriate. KCAG completed the 2021 Transit Development Plan to better reflect the state of economy and transit performance indicators. The 2026 Transit Development Plan update will commence later this year.

Figure 1: shows the system's cost per passenger during the last 15 years. This figure shows a sharp increase in cost per passenger to \$74.62 since 2020, above the system goal of \$21 per passenger, due to the previous inclusion of a bus wash facility and prior pilot fixed route service in 2018, rising fuel costs and bus shelter in 2019, and depot renovations since then. The goal was raised from a historic \$7.20 to \$20.00 to reflect fully allocated costs (contract costs, administrative, fixed costs) with inflation based on the Consumer Price Index 2014, then increased to \$21.00 with the 2021 Transit Development Plan. Ridership from the COVID-19 pandemic has improved with an after-school program for transportation using CAT, resulting in decreased cost per passenger to \$51.22 for 2022 and \$39.95 for 2024. However, in 2025, the cost per passenger has risen to \$63.52.

Figure 2: shows the cost per vehicle mile during the last 15 years. Historically, cost per mile increased drastically then decreased significantly, increasing again in 2013. The prior system goal of \$2.10 was increased to \$13.50 in accordance with the 2015 Transit Development Plan. The 2017 cost per mile fell below this goal at \$12.96 compared to \$18.18 in 2016, and has increased since then due to the bus wash facility and prior pilot fixed route, rising fuel costs and lower ridership. The 2021 Transit Development Plan increased the cost per vehicle mile goal to \$14.50. The cost per vehicle mile was \$36.03 for 2024 and has risen to \$67.85 for 2025.

Figure 3: shows that the overall system's cost per hour during the past 15 years. Cost per hour has historically risen as often reflected in small rural transit systems to \$140.79 in 2014, but had decreased to \$118.68 in 2015, above the \$100.00 per hour goal set with the 2015 Transit Development Plan. The cost per hour goal was increased with the 2021 Transit Development Plan from \$100.00 p/h to \$150.00 p/h. The 2025 cost/hour has increased to \$520.73 from the 2024 estimate of \$332.75 and exceeds the Covid-19 pandemic cost/hour high of \$382.70 in 2020. Fuel costs and salaries influence the system's performance.

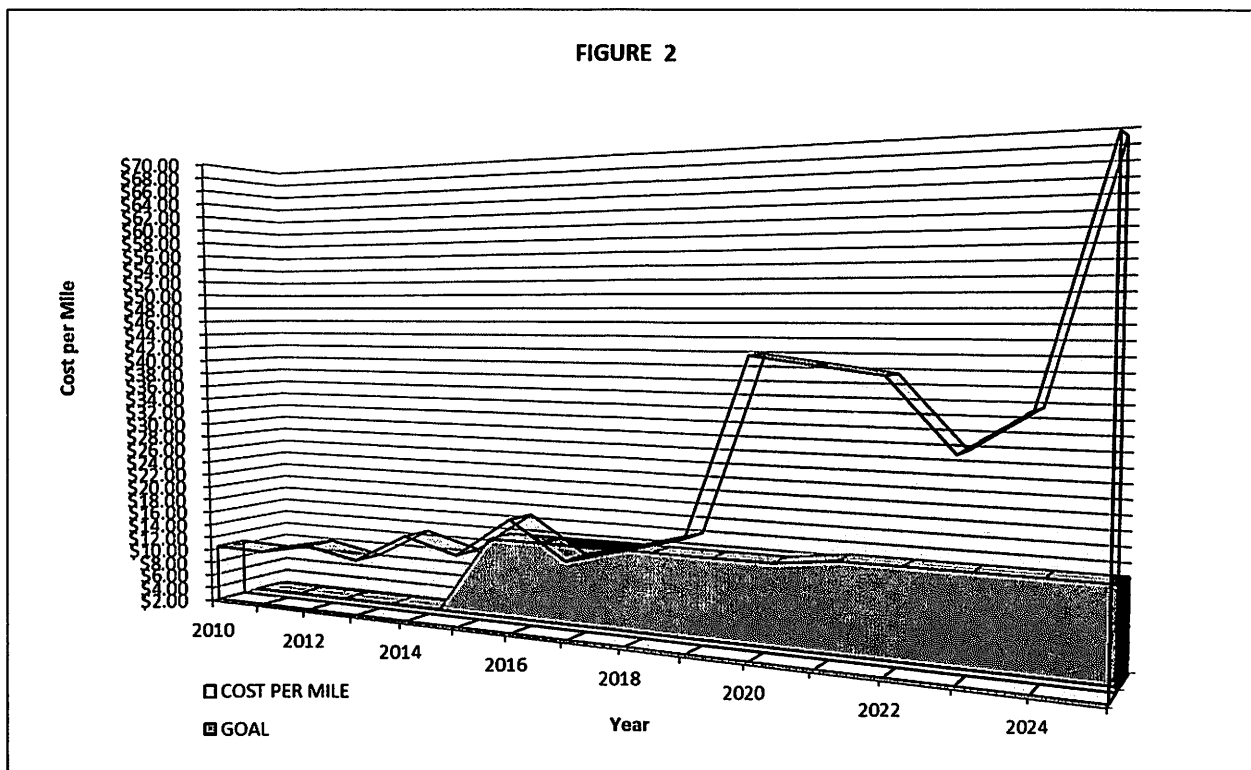
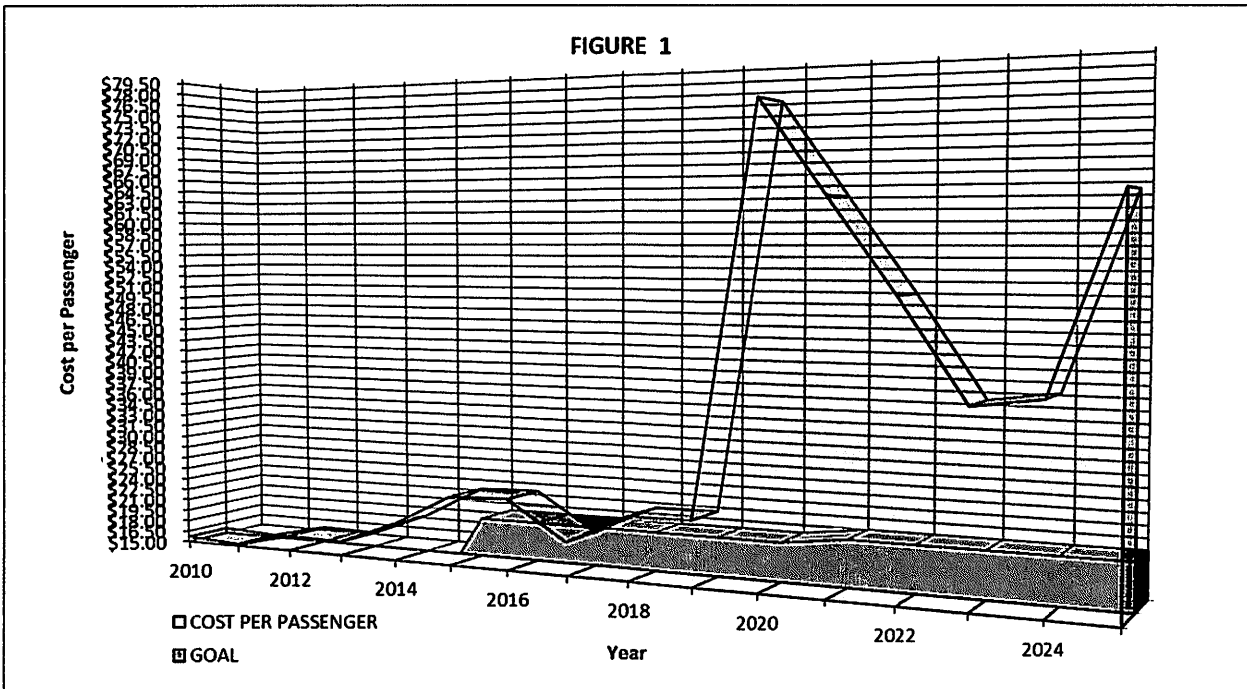
Figure 4: represents the number of passengers per mile served. The number of passengers per mile historically was well over the established goal. The passengers per mile has increased and decreased over the years from the lowest of .51 for 2015 and is up to 1.07 for 2025, the highest amount in the past 10 years and above the goal of .70 passengers per mile established by the 2021 Transit Development Plan.

Figure 5: compares the passengers per hour to the goal. Passengers per hour has decreased from 8.33 passengers/hour in 2024 to 8.20 passengers/hour in 2025, above the adjusted goal of 7.50 passengers per hour with the 2021 Transit Development Plan.

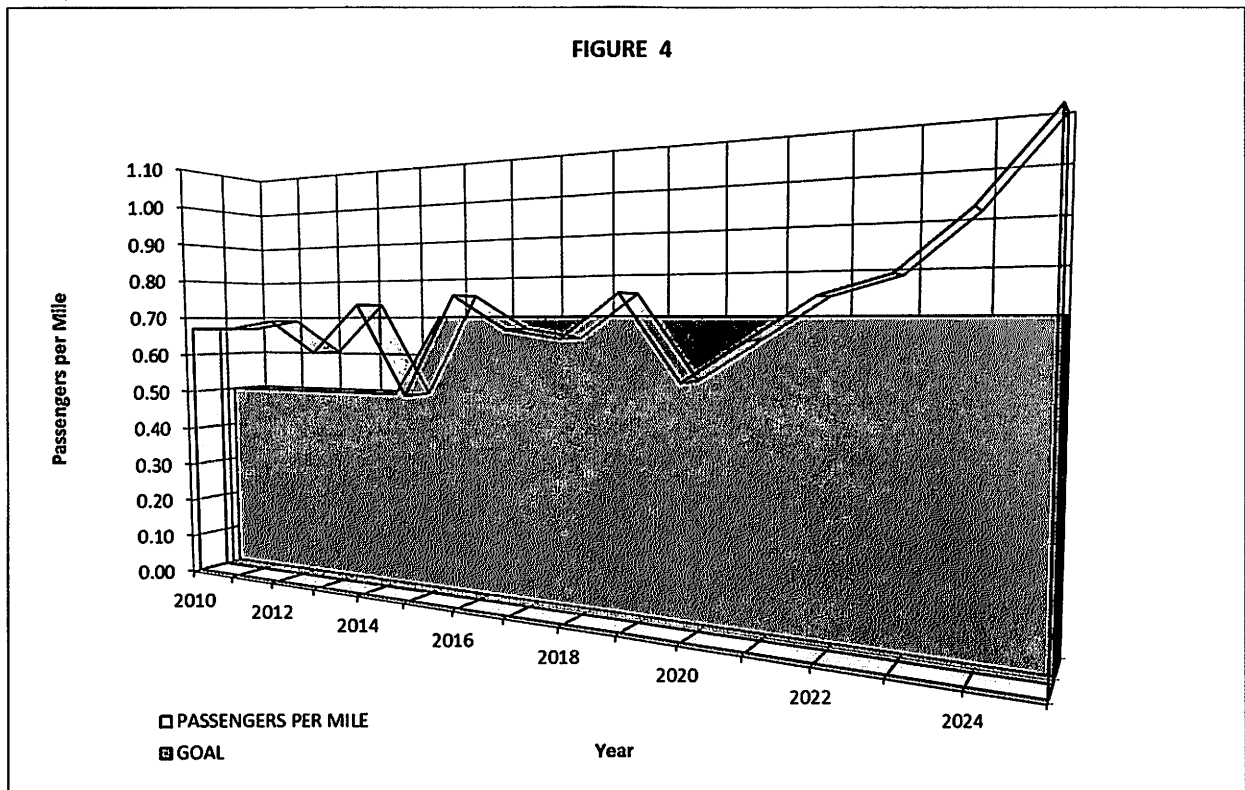
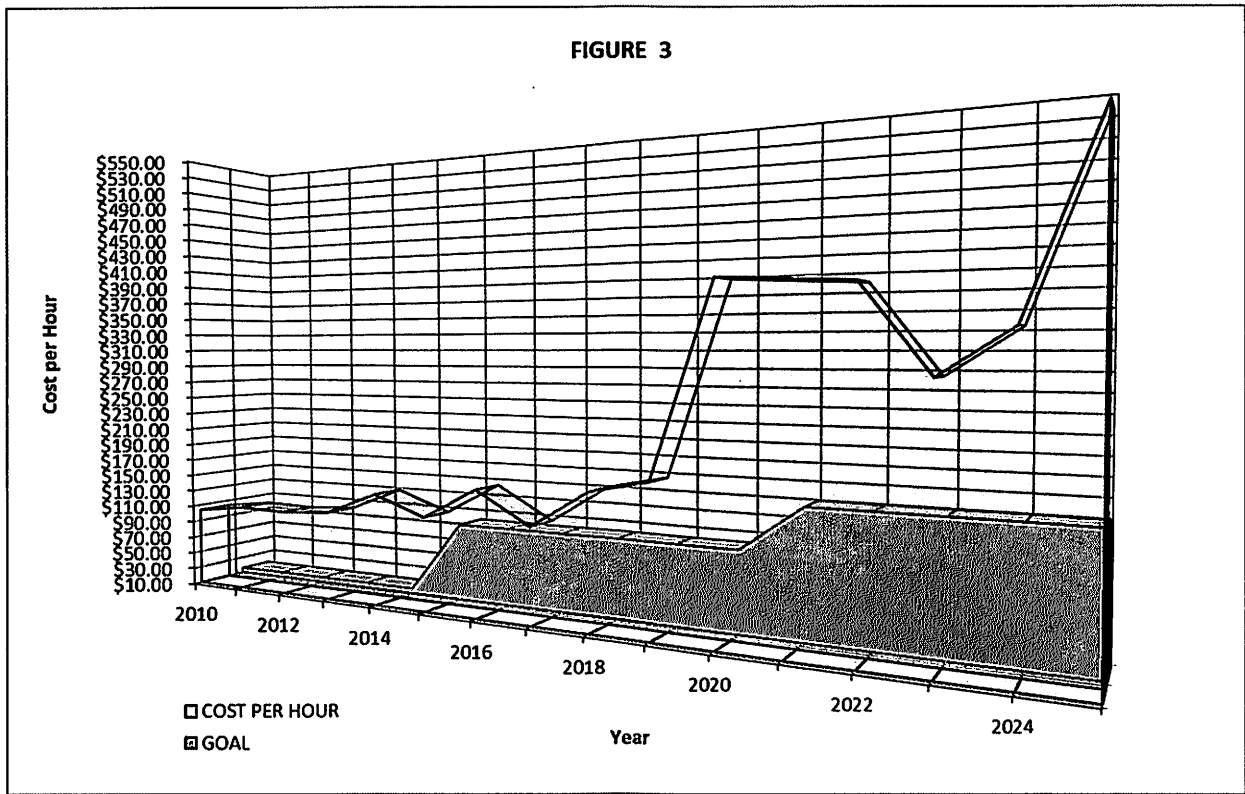
Figure 6: compares the system farebox revenue to an "in-house" goal, which is 10% the current farebox ratio for CAT set by KCAG. Corcoran's farebox includes the combined Farebox Ratio for the Amtrak, KART, Dial-a-Ride, partial prior Fixed Route services, and includes advertising, bus wash revenues, and rents. The combined services usually allow Corcoran to stay at or near the state requirement of 10%. However, since 2020, the farebox has sharply dropped from 10.53% in 2019 to 1.05% in 2022 due to COVID pandemic impacts. It is currently higher at 5.46% farebox

retention for 2025. All figures are based on calendar year data and will differ from fiscal year farebox data.

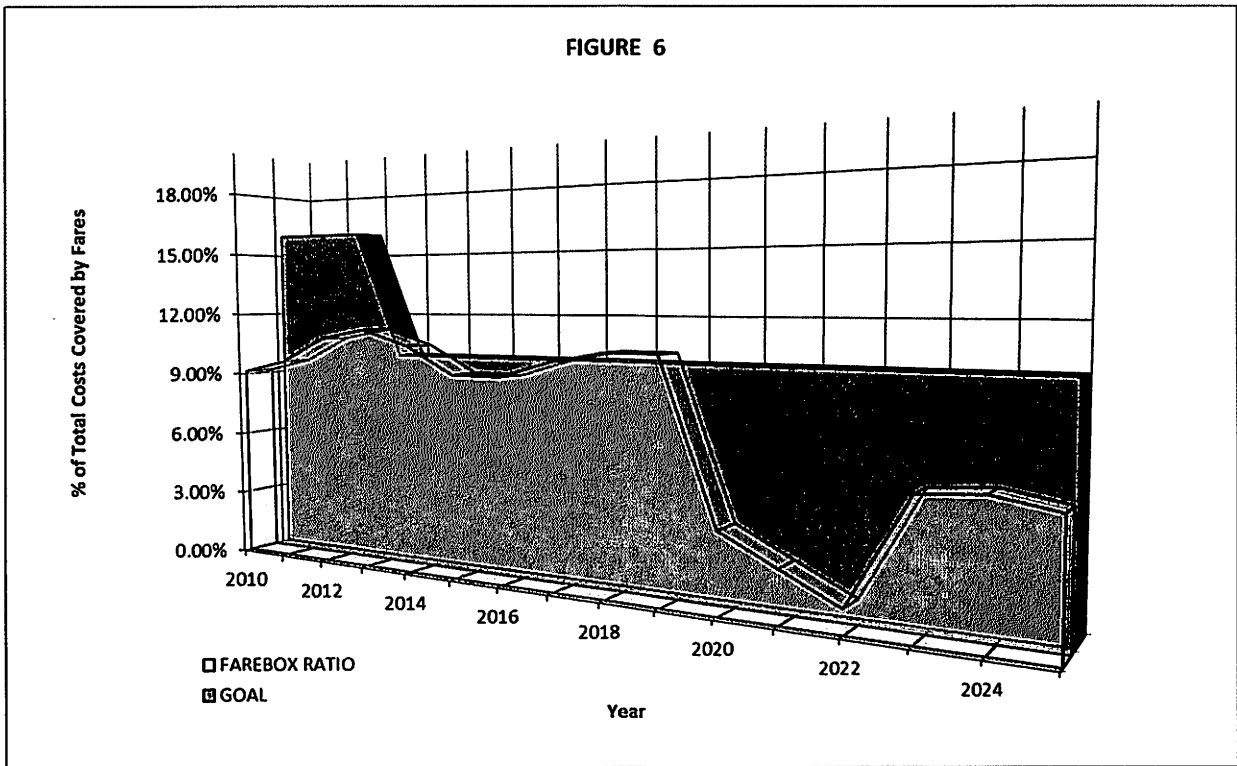
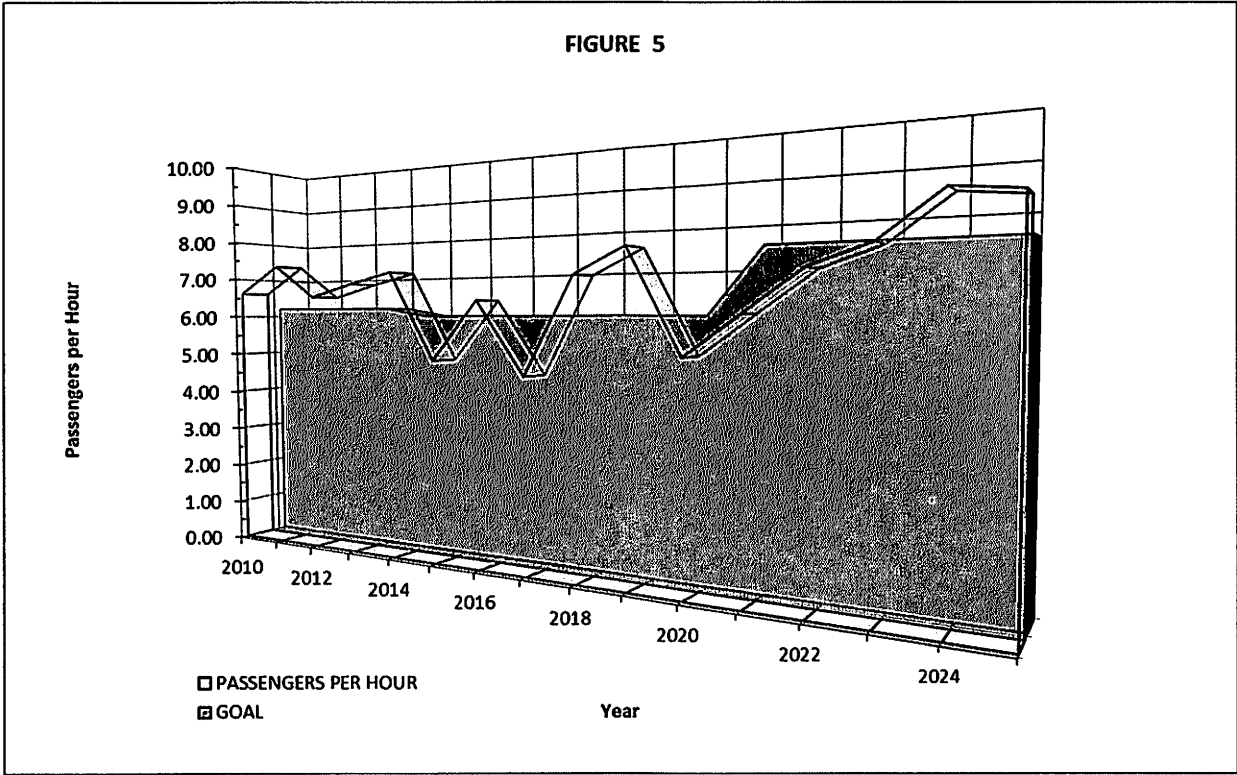
CAT GOAL ATTAINMENT: 2010 – 2025



CAT GOAL ATTAINMENT: 2010 – 2025



CAT GOAL ATTAINMENT: 2010 – 2025





TO: KCAG Commission
FROM: Terri King, KCAG Executive Director
DATE: May 27, 2026

SUBJECT: 2026 Population and Housing Estimates

Introduction

The California Department of Finance (DOF), Population Research Unit released the 2026 population estimates for Kings County and the Cities of Avenal, Corcoran, Hanford, and Lemoore. These estimates will be used to determine the budget shares for KCAG and allocation of Transportation Development Act (TDA) funds.

Overall, the total Kings County population has decreased from the prior year January 1 estimates of 154,015 (2025) to 153,754 (2026) for a decrease of 1% (261 persons). Based on December 31, 2025 estimates from the Department of Corrections, the Avenal prison and Corcoran prison/facility populations increased slightly, however, the overall population decreased for Avenal and Corcoran. Only the unincorporated area had an increase in population, due to the Lemoore Naval Air Station.

Tables are included in the following pages that detail the 2026 Department of Finance breakdown by jurisdiction, civilian population, housing estimate information for each jurisdiction, and a historical summary.

**2026
Kings County Population Estimates
Department of Finance**

	Population	Percentage
Avenal	13,142	8.5474%
Corcoran	21,504	13.9860%
Hanford	60,837	39.5678%
Lemoore	27,216	17.7010%
Unincorporated	31,055	20.1978%
Total	153,754	100.0000%

Table 2: E-5 City/County Population and Housing Estimates, 1/1/2026

County/City/State	POPULATION			HOUSING UNITS							Vacancy Rate	Persons per Household
	Total	Household	Group Quarters	Total	Single Detached	Single Attached	Two to Four	Five Plus	Mobile Homes	Occupied		
Kings County												
Avenal	13,142	9,321	3,821	2,629	1,610	99	433	384	103	2,523	4.0%	3.69
Corcoran	21,504	13,524	7,980	4,361	3,273	156	436	305	191	4,140	5.1%	3.27
Hanford	60,837	59,954	883	21,634	16,270	682	1,683	2,609	390	20,875	3.5%	2.87
Lemoore	27,216	27,199	17	9,837	7,101	353	756	1,332	295	9,491	3.5%	2.87
Unincorporated	31,055	29,177	1,878	10,103	7,404	1,160	457	152	930	9,213	8.8%	3.17
Incorporated	122,699	109,998	12,701	38,461	28,254	1,290	3,308	4,630	979	37,029	3.7%	2.97
County Total	153,754	139,175	14,579	48,564	35,658	2,450	3,765	4,782	1,909	46,242	4.8%	3.01

Official State Estimates as of January 1, 2026
City/County Population Estimates

CITY / COUNTY	POPULATION			
	TOTAL POP.	PRISON INMATES	LEMOORE NAS ON BASE POP.	CIVILIAN POP.
KINGS COUNTY				
AVENAL	13,142	3,821	0	9,321
CORCORAN	21,504	7,976	0	13,528
HANFORD	60,837	0	0	60,837
LEMOORE	27,216	0	0	27,216
UNINCORPORATED	31,055	0	6,143	24,912
INCORPORATED	122,699	11,797	0	110,902
COUNTY TOTAL	153,754	11,797	6,143	135,814

POPULATION BY JURISDICTION AND YEAR

Kings County, California

YEAR	AVENAL (4)		CORCORAN (4)		HANFORD	LEMOORE	UNINCORP	LNAS (4)	TOTAL		Change	%
	TOTAL CITY	PRISON (3)	TOTAL CITY	PRISON (3)					(1)	Minus Exclusions		
1900	-	-	-	-	2,929	-	6,942	-	9,871	9,871	N/A	
1910	-	-	-	-	4,829	1,000	10,401	-	16,230	16,230	6,359	39.18%
1920	-	-	1,101	-	5,888	1,355	13,687	-	22,031	22,031	5,801	26.33%
1930	-	-	1,768	-	7,028	1,399	15,190	-	25,385	25,385	3,354	13.21%
1940	-	-	2,092	-	8,234	1,711	23,131	-	35,168	35,168	9,783	27.82%
1950	-	-	3,150	-	10,028	2,153	28,437	-	43,768	43,768	8,600	19.65%
1960	-	-	4,976	-	10,133	2,561	32,284	-	49,954	49,954	6,186	12.38%
1970	-	-	5,249	-	15,179	4,219	39,963	8,512	64,610	56,098	14,656	22.68%
1975	-	-	5,700	-	17,750	5,475	39,375	7,952	68,300	60,348	3,690	5.40%
1976	-	-	5,714	-	17,995	7,669	37,494	8,125	68,872	60,747	572	0.83%
1977	-	-	5,775	-	18,300	7,800	38,425	7,964	70,300	62,336	1,428	2.03%
1978	-	-	5,773	-	18,876	7,985	38,300	7,785	70,934	63,149	634	0.89%
1979	(2)	-	5,775	-	19,350	7,900	37,975	7,777	71,000	63,223	66	0.09%
1980	3,655	-	5,998	-	20,096	8,293	35,696	6,425	73,738	67,313	2,738	3.71%
1981	4,156	-	6,584	-	21,660	9,374	33,635	6,009	75,409	69,400	1,671	2.22%
1982	4,195	-	6,713	-	22,414	10,019	33,758	5,962	77,099	71,137	1,690	2.19%
1983	4,183	-	6,821	-	22,917	10,191	35,374	7,622	79,486	71,864	2,387	3.00%
1984	4,374	-	6,954	-	23,429	10,683	35,244	7,423	80,684	73,261	1,198	1.48%
1985	4,368	-	7,034	-	24,335	11,939	35,833	7,781	83,509	75,728	2,825	3.38%
1986	4,544	-	7,138	-	24,861	12,645	36,090	7,935	85,278	77,343	1,769	2.07%
1987	4,699	-	7,250	-	25,379	12,987	35,420	6,994	85,735	78,741	457	0.53%
1988	8,340	3,112	7,771	-	26,257	13,164	36,463	7,930	91,995	80,953	6,260	6.80%
1989	9,090	3,681	11,060	2,975	29,499	13,387	33,264	7,081	96,300	82,563	4,305	4.47%
1990	9,576	4,053	13,380	4,981	30,617	14,082	34,008	7,417	101,663	85,212	5,363	5.28%
1991	9,643	3,965	14,387	5,565	32,022	14,022	34,358	7,841	104,432	87,061	2,769	2.65%
1992	11,073	5,263	14,075	5,094	33,327	14,319	34,691	7,706	107,485	89,422	3,053	2.84%
1993	11,556	5,430	14,752	5,521	34,899	14,903	35,102	7,365	111,212	92,896	3,727	3.35%
1994	12,041	5,744	14,885	5,656	35,854	15,278	36,133	7,365	114,191	95,426	2,979	2.61%
1995	11,941	5,395	14,826	5,162	36,483	15,417	35,115	5,467	113,782	97,758	(409)	-0.36%
1996*	12,150	5,604	14,300	4,636	37,200	15,800	35,850	7,667	115,300	97,393	1,518	1.32%
1997	12,328	5,774	14,374	4,885	38,878	16,799	35,825	5,117	118,204	102,428	2,904	2.46%
1998	12,294	5,696	17,405	7,641	39,703	17,605	35,841	5,759	122,848	103,752	4,644	3.78%
1999	12,380	5,765	20,909	10,895	40,307	18,316	36,411	6,184	128,323	105,479	5,475	4.27%
2000	13,106	6,548	21,554	9,765	40,975	18,812	36,771	6,184	131,218	108,721	2,895	2.21%
2001	15,700	6,561	21,150	11,293	44,100	20,850	34,300	5,749	136,100	112,497	4,882	3.59%
2002	14,859	6,685	21,168	11,388	43,745	20,733	33,048	5,750	133,553	109,730	(2,547)	-1.91%
2003	15,334	7,159	21,131	11,439	44,329	20,993	34,321	6,435	136,108	111,075	2,555	1.88%
2004	16,205	7,256	22,148	12,166	46,315	21,916	34,850	6,474	141,434	115,538	5,326	3.77%
2005	16,187	7,104	22,528	12,086	48,070	22,508	35,439	6,487	144,732	119,055	3,298	2.28%
2006	16,349	7,172	23,448	12,476	49,048	23,388	35,496	6,753	147,729	121,328	2,997	2.03%
2007	16,737	7,591	25,417	12,921	50,370	24,098	34,759	7,223	151,381	123,646	3,652	2.41%
2008	16,609	7,363	26,047	13,117	51,965	24,502	35,311	7,385	154,434	126,569	3,053	1.98%
2009	15,871	6,556	25,893	12,810	52,687	24,818	34,759	6,557	154,028	128,105	(406)	-0.26%
2010*	15,775	6,325	24,834	11,515	53,420	24,282	34,406	5,933	152,717	128,944	(1,311)	-0.86%
2011	15,094	5,894	24,154	11,255	54,950	24,835	34,332	7,038	153,365	129,178	648	0.42%
2012	14,885	5,676	23,621	10,772	55,123	24,815	33,975	6,910	152,419	129,061	(946)	-0.62%
2013	14,225	4,973	23,154	10,325	55,479	25,262	33,887	6,753	152,007	129,956	(412)	-0.27%
2014	13,239	4,073	22,515	9,821	55,283	25,281	33,863	6,984	150,181	129,303	(1,826)	-1.22%
2015	13,159	4,064	22,084	9,447	55,804	25,325	33,349	6,984	149,721	129,226	(460)	-0.31%
2016	12,373	3,375	22,691	9,687	55,840	26,199	33,270	6,503	150,373	130,808	652	0.43%
2017	12,491	3,356	21,786	8,804	55,645	26,369	33,246	6,544	149,537	130,833	(836)	-0.56%
2018	13,053	4,103	21,450	8,632	58,176	25,892	33,091	6,797	151,662	132,130	2,125	1.40%
2019	13,823	4,192	21,832	8,855	58,105	26,257	33,693	6,998	153,710	133,665	2,048	1.33%
2020	13,189	4,036	21,302	8,444	59,349	26,509	33,259	6,941	153,608	134,187	(102)	-0.07%
2021	12,354	3,333	20,476	7,233	59,981	26,809	32,923	1,923	152,543	140,054	(1,065)	-0.70%
2022	13,186	3,840	22,047	8,573	58,299	27,058	31,433	6,472	152,023	133,138	(520)	-0.34%
2023	13,374	4,025	21,442	8,032	58,893	26,609	30,700	6,056	151,018	132,905	(1,005)	-0.67%
2024	13,981	4,632	21,633	8,218	59,286	26,855	30,872	6,200	152,627	133,577	1,609	1.05%
2025	13,315	3,783	21,612	7,946	61,238	27,692	30,158	4,658	154,015	137,628	1,388	0.90%
2026	13,142	3,821	21,504	7,976	60,837	27,216	31,055	6,143	153,754	135,814	(261)	-0.17%

NOTES:

- (1) 1930 to 1970 population from the U.S. Census. All other years from the Department of Finance annual estimate.
- (2) The City of Avenal incorporated in 1979.
- (3) Avenal Prison opened in 1987. Corcoran Prison opened in 1988. Corcoran 2 opened in 1997
- * DOF mid-year estimate. (Prison population included in total.)
- (4) Avenal and Corcoran prison population are included in each cities total column. Lemoore NAS population is included in the Unincorporated total.



**Kings County
Association of Governments**

210 E. 7th Street, Suite 202
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Tel. (559) 852-2654
Fax (559) 852-4433
www.kingscog.org

Member Agencies: Cities of Avenal, Corcoran, Hanford and Lemoore, County of Kings

TO: KCAG Commission
FROM: Jennifer Morales, KCAG Fiscal Manager
DATE: March 27, 2026

SUBJECT: FY 2025-26 Quarter 3 Financial Report

Introduction

Each quarter, KCAG submits a quarterly report to Caltrans summarizing the expenditures and revenues for the fiscal year and a reimbursement request for federal funds expended. Attached for your review is the quarterly financial report for the period of January 1, 2026 through March 31, 2026 submitted to Caltrans. A total of \$308,505.62 in federal funds will be received as reimbursement for eligible activities.

Also attached is a report that provides the budgeted versus actual expenditures and revenues of KCAG for FY 2025-26 Quarter 3 from the financial reporting system. The total amounts differ from the Caltrans financial report due to the use of an indirect cost rate applied to direct salaries and wages, as well as its own reporting requirements. Caltrans approved an indirect cost rate of 449.81% for FY 2025-26. Total expenditures for FY 2025-26 Quarter 3 were \$381,529. Total revenues received were \$360,790.

Recommendation

This is an information item.

KCAG REVENUE AND EXPENDITURE STATUS REPORT
ACCOUNTING PERIOD: JANUARY 1, 2026 THROUGH MARCH 31, 2026

REVENUES	ADOPTED BUDGET	YEAR TO DATE RECEIVED	BALANCE REMAINING	PERCENT RECEIVED
SALES AND USE TAX	\$249,926	\$300,000	(\$50,074)	120%
INTEREST ON CURRENT DEPOSITS	0	17,404	(17,404)	0%
ST AID - REGIONAL IMPROVEMENT	40,000	0	40,000	0%
ST AID - ABANDONED VEHICLE ABATEMENT	60,000	12,938	47,062	22%
ST AID - TRANSPORTATION	210,000	68,978	141,022	33%
FED AID - MPO PLANNING	1,392,104	637,453	754,651	46%
CITIES - REGIONAL PLANNING	92,500	0	92,500	0%
MISCELLANEOUS SERVICES	0	0	0	0%
GRANT FUNDS	0	0	0	0%
OTHER REVENUE	25,000	20,818	4,182	83%
TOTAL REVENUES	\$2,069,530	\$1,057,591	\$1,011,939	51%

EXPENDITURES	ADOPTED BUDGET	YEAR TO DATE EXPENDED	BUDGET REMAINING	PERCENT SPENT
SALARIES & BENEFITS	\$974,613	\$612,823	\$361,790	63%
COMMUNICATIONS	8,500	5,077	3,423	60%
INSURANCE	13,645	11,245	2,400	82%
OFFICE EQUIPMENT & SUPPLIES	4,000	21,975	(17,975)	549%
MAINTENANCE - S.I.&G.	6,800	2,888	3,912	42%
MEMBERSHIPS	8,000	1,851	6,149	23%
BANK CHARGES	1,500	1,051	449	70%
BOOKS & PERIODICALS	200	0	200	0%
RECORD STORAGE	0	0	0	0%
POSTAGE & FREIGHT	2,320	1,929	391	83%
PRINTING/STORES	0	0	0	0%
COMPUTER SOFTWARE	0	810	(810)	0%
PROF & SPEC SERVICES	34,732	4,663	30,069	13%
LEGAL	16,000	6,300	9,700	39%
AUDITING & ACCOUNTING	62,400	2,500	59,900	4%
CONSULTANT	770,000	280,123	489,877	36%
PUBLICATIONS & LEGAL NOTICES	6,000	425	5,575	7%
RENTS & LEASES - EQUIPMENT	3,500	2,028	1,472	58%
RENTS & LEASES - SOFTWARE	3,656	3,867	(211)	106%
RENTS & LEASES - S.I.&G.	32,400	29,850	2,550	92%
SPECIAL DEPT	35,000	9,632	25,368	28%
PURCHASING CHARGES	7,522	2,133	5,389	28%
MOTOR POOL SERVICE	2,000	1,047	953	52%
TRAVEL	3,000	3,714	(714)	124%
UTILITIES	8,400	9,350	(950)	111%
REGISTRATION	2,400	5,942	(3,542)	248%
ELECTRONIC HARDWARE	0	1,399	(1,399)	0%
CAP CHARGES	0	0	0	0%
INFO TECH SERVICES	30,142	20,363	9,779	68%
IT MANAGED CONTRACTS	2,800	1,502	1,298	54%
FIXED ASSETS	30,000	0	30,000	0%
TOTAL EXPENDITURES	\$2,069,530	\$1,044,489	\$1,025,041	50%

**TABLE NO. 2A
KINGS COUNTY ASSOCIATION OF GOVERNMENTS
REGIONAL TRANSPORTATION PLANNING
FY 2025-2026**

TASK NUMBER	WORK ELEMENT	AUTHORIZATION											
		LTF	PL FUNDS	FTA 5303 FUNDS	PPM FUNDS	SB 1 FORMULA GRANT	SB 1 25 GRANT FUNDS	REAP 2.0 GRANT FUNDS	AVA FUNDS	LOCAL FUNDS	TOTAL	TOLL CREDITS	
501.01	ADMINISTRATION (24.97% PL / 12.51%LTF / 62.53% Local)	\$9,500.00	\$18,969.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$47,500.00	\$75,969.00	\$0.00
501.02	OVERALL WORK PROGRAM (77.44% PL/ 22.56% LTF)	\$10,896.00	\$37,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$48,296.00	\$0.00
501.03	IJA FEDERAL PROGRAMS (100% PL / Toll Credits)	\$0.00	\$13,650.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13,650.00	\$1,566.00
501.04	FTA PROGRAMS (100% FTA / Toll Credits)	\$0.00	\$0.00	\$45,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45,000.00	\$5,162.00
502.01	RTP REVIEW (96.47% PL / 3.53% PPM/ Toll Credits)	\$0.00	\$539,264.00	\$0.00	\$19,848.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$558,912.25	\$44,459.00
502.01	RTP - CS (100% PL)	\$0.00	\$37,348.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$37,348.00	\$0.00
502.02	TRAVEL MODEL (100% PL / Toll Credits)	\$0.00	\$92,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$92,400.00	\$10,598.00
502.03	SB 125 TRANSIT PROGRAM (100% SB 125)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00	\$0.00
502.04	TRAFFIC COUNTS (100% PL / Toll Credits)	\$0.00	\$12,180.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12,180.00	\$1,397.00
502.05	AIR QUALITY PLANNING (100% PL / Toll Credits)	\$0.00	\$75,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$75,000.00	\$8,603.00
502.06	SUSTAINABLE COMMUNITIES STRATEGY (88.53% SB1 Grant/ 11.47% PPM)	\$0.00	\$0.00	\$0.00	\$38,420.00	\$296,539.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$334,959.00	\$0.00
502.07	REGIONAL ACTIVE TRASPORATION PLAN (100% PL / Toll Credits)	\$0.00	\$89,524.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$89,524.38	\$10,268.00
502.07	REGIONAL ACTIVE TRASPORATION PLAN- (100% PL)	\$0.00	\$3,507.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,507.00	\$0.00
502.09	V-TRANSFRM (100% LTF)	\$4,530.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,530.00	\$0.00
502.11	TRANSPORTATION PERFORM MEASURES (100% PL / Toll Credits)	\$0.00	\$12,110.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12,110.00	\$1,389.00
503.01	RTIP/FTIP (75.88% PL/24.12% FTA / Toll Credits)	\$0.00	\$111,967.00	\$35,592.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$147,559.00	\$16,925.00
504.01	TDA ADMINISTRATION (100% LTF)	\$175,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$175,000.00	\$0.00
505.01	AVA ADMINISTRATION (100% AVA)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$60,000.00	\$0.00	\$0.00	\$60,000.00	\$0.00
405.01	AREAWIDE CLEARINGHOUSE (100% Local)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45,000.00	\$45,000.00	\$45,000.00	\$0.00
406.02	REGIONAL EARLY ACTION PLANNING 2.0 (100% REAP 2.0)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$50,000.00	\$0.00
407.01	CENSUS DATA CENTER (100% PL / Toll Credits)	\$0.00	\$1,309.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,309.00	\$150.00
GRAND TOTAL		\$198,926.00	\$1,044,628.38	\$80,592.00	\$58,068.25	\$296,539.00	\$25,000.00	\$50,000.00	\$60,000.00	\$92,500.00	\$1,907,253.63	\$100,517.00	

NOTE: FY 25/26 OWP Approved 4/23/25
FY 25/26 OWPA- 1 Approved 10/22/25
FY 25/26 OWPA- 2 Approved 3/25/26
FY 25/26 OWPA- 3 Approved 4/29/26

**Table No. 2B
Expenditure Report by
Work Element and Quarter
FY 2025-2026
Third Quarter**

TASK NUMBER	WORK ELEMENT	1ST QUARTER	2ND QUARTER	3RD QUARTER	4TH QUARTER	TOTAL
		KCAG SERVICES	KCAG SERVICES	KCAG SERVICES	KCAG SERVICES	KCAG SERVICES
501.01	ADMINISTRATION	\$17,840.83	\$17,011.13	\$11,738.26	\$0.00	\$46,590.22
501.02	OVERALL WORK PROGRAM	\$11,776.95	\$11,515.24	\$21,983.61	\$0.00	\$45,275.80
501.03	IJA FEDERAL PROGRAMS	\$6,576.84	\$3,925.65	\$3,140.52	\$0.00	\$13,643.01
501.04	FTA PROGRAMS	\$15,635.15	\$19,131.16	\$2,163.96	\$0.00	\$36,930.27
502.01	RTP REVIEW	\$169,745.57	\$185,366.55	\$115,636.92	\$0.00	\$470,749.04
502.01	RTP - CS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
502.02	TRAVEL MODEL	\$5,928.28	\$25,100.52	\$34,318.64	\$0.00	\$65,347.44
502.03	SB 125 TRANSIT PROGRAM	\$1,621.39	\$1,729.49	\$1,600.89	\$0.00	\$4,951.77
502.04	TRAFFIC COUNTS	\$1,110.45	\$3,522.19	\$4,500.58	\$0.00	\$9,133.22
502.05	AIR QUALITY PLANNING	\$19,719.06	\$15,618.07	\$18,125.51	\$0.00	\$53,462.64
502.06	SUSTAINABLE COMMUNITIES STRATEGY	\$43,522.26	\$34,392.52	\$36,779.41	\$0.00	\$114,694.19
502.07	REGIONAL ACTIVE TRASPORATION PLAN	\$47,450.60	\$3,758.78	\$38,313.98	\$0.00	\$89,523.36
502.07	REGIONAL ACTIVE TRASPORATION PLAN- C	\$1,112.81	\$0.00	\$960.60	\$0.00	\$2,073.41
502.09	V-TRANSFRM	\$17,486.17	\$20,220.81	\$17,845.71	\$0.00	\$55,552.69
502.11	TRANSPORTATION PERFORM MEASURES	\$6,269.37	\$432.37	\$0.00	\$0.00	\$6,701.74
503.01	RTIP/FTIP	\$46,085.41	\$46,412.09	\$44,981.33	\$0.00	\$137,478.83
504.01	TDA ADMINISTRATION	\$12,607.09	\$37,157.05	\$55,108.16	\$0.00	\$104,872.30
505.01	AVA ADMINISTRATION	\$5,730.27	\$7,629.42	\$26,521.29	\$0.00	\$39,880.98
405.01	AREAWIDE CLEARINGHOUSE	\$29,319.85	\$6,728.28	\$6,189.88	\$0.00	\$42,238.01
406.02	REGIONAL EARLY ACTION PLANNING 2.0	\$785.13	\$1,800.63	\$8,283.33	\$0.00	\$10,869.09
407.01	CENSUS DATA CENTER	\$523.42	\$0.00	\$785.13	\$0.00	\$1,308.55
GRAND TOTAL		\$460,846.90	\$441,451.95	\$448,977.71	\$0.00	\$1,351,276.56

Table No. 2C
Expenditure Report by
Work Element, Fund, and Quarter
FY 2025-2026
Third Quarter

TASK NUMBER	WORK ELEMENT	EXPENDED TO DATE										
		LTF	PL FUNDS	FTA FUNDS	PPM FUNDS	SB 1 FORMULA GRANT	SB 1 25 GRANT FUNDS	REAP 2.0 GRANT FUNDS	AVA FUNDS	LOCAL FUNDS	TOTAL	TOLL CREDITS
501.01	ADMINISTRATION	\$5,826.15	\$11,633.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$29,130.77	\$46,590.22	\$0.00
501.02	OVERALL WORK PROGRAM	\$8,969.54	\$36,306.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45,275.80	\$0.00
501.03	IJA FEDERAL PROGRAMS	\$0.00	\$13,643.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13,643.01	\$1,564.85
501.04	FTA PROGRAMS	\$0.00	\$0.00	\$36,930.27	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$36,930.27	\$4,235.90
502.01	RTP REVIEW	\$0.00	\$451,100.79	\$0.00	\$19,648.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$470,749.04	\$34,346.66
502.01	RTP - CS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
502.02	TRAVEL MODEL	\$0.00	\$65,347.44	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$65,347.44	\$7,495.35
502.03	SB 125 TRANSIT PROGRAM	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,951.77	\$0.00	\$0.00	\$0.00	\$4,951.77	\$0.00
502.04	TRAFFIC COUNTS	\$0.00	\$9,133.22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,133.22	\$1,047.58
502.05	AIR QUALITY PLANNING	\$0.00	\$53,462.64	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$53,462.64	\$6,132.16
502.06	SUSTAINABLE COMMUNITIES STRATEGY	\$0.00	\$0.00	\$0.00	\$13,155.42	\$101,538.77	\$0.00	\$0.00	\$0.00	\$0.00	\$114,694.19	\$0.00
502.07	REGIONAL ACTIVE TRASPORATION PLAN	\$0.00	\$89,523.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$89,523.36	\$10,268.33
502.07	REGIONAL ACTIVE TRASPORATION PLAN- CS	\$0.00	\$2,073.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,073.41	\$0.00
502.09	V-TRANSFRM	\$55,552.69	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$55,552.69	\$0.00
502.11	TRANSPORTATION PERFORM MEASURES	\$0.00	\$6,701.74	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,701.74	\$768.69
503.01	RTIP/FTIP	\$0.00	\$104,318.25	\$33,160.58	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$137,478.83	\$15,768.82
504.01	TDA ADMINISTRATION	\$104,872.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$104,872.30	\$0.00
505.01	AVA ADMINISTRATION	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39,880.98	\$0.00	\$39,880.98	\$0.00
405.01	AREAWIDE CLEARINGHOUSE	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$42,238.01	\$42,238.01	\$0.00
406.02	REGIONAL EARLY ACTION PLANNING 2.0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,869.09	\$0.00	\$0.00	\$10,869.09	\$0.00
407.01	CENSUS DATA CENTER	\$0.00	\$1,308.55	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,308.55	\$150.09
GRAND TOTAL		\$175,220.69	\$844,551.97	\$70,090.85	\$32,803.67	\$101,538.77	\$4,951.77	\$10,869.09	\$39,880.98	\$71,368.78	\$1,351,276.56	\$81,778.44

Table No. 2D
Expenditure Report by
Work Element and Fund
FY 2025-2026
Third Quarter

TASK NUMBER	WORK ELEMENT	FUND BALANCE										
		LTF	PL FUNDS	FTA FUNDS	PPM FUNDS	SB 1 FORMULA GRANT	SB 1 25 GRANT FUNDS	REAP 2.0 GRANT FUNDS	AVA FUNDS	LOCAL FUNDS	TOTAL	TOLL CREDITS
501.01	ADMINISTRATION	\$3,673.85	\$7,335.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,369.23	\$29,378.78	\$0.00
501.02	OVERALL WORK PROGRAM	\$1,926.46	\$1,093.74	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,020.20	\$0.00
501.03	IJA FEDERAL PROGRAMS	\$0.00	\$6.99	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.99	\$1.15
501.04	FTA PROGRAMS	\$0.00	\$0.00	\$8,069.73	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,069.73	\$926.10
502.01	RTP REVIEW	\$0.00	\$88,163.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$88,163.21	\$10,112.34
502.01	RTP - CS	\$0.00	\$37,348.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$37,348.00	\$0.00
502.02	TRAVEL MODEL	\$0.00	\$27,052.56	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$27,052.56	\$3,102.65
502.03	SB 125 TRANSIT PROGRAM	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,048.23	\$0.00	\$0.00	\$0.00	\$20,048.23	\$0.00
502.04	TRAFFIC COUNTS	\$0.00	\$3,046.78	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,046.78	\$349.42
502.05	AIR QUALITY PLANNING	\$0.00	\$21,537.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$21,537.36	\$2,470.84
502.06	SUSTAINABLE COMMUNITIES STRATEGY	\$0.00	\$0.00	\$0.00	\$25,264.58	\$195,000.23	\$0.00	\$0.00	\$0.00	\$0.00	\$220,264.81	\$0.00
502.07	REGIONAL ACTIVE TRASPORATION PLAN	\$0.00	\$1.02	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.02	(\$0.33)
502.07	REGIONAL ACTIVE TRASPORATION PLAN-C	\$0.00	\$1,433.59	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,433.59	\$0.00
502.09	V-TRANSFRM	(\$51,022.69)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$51,022.69)	\$0.00
502.11	TRANSPORTATION PERFORM MEASURES	\$0.00	\$5,408.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,408.26	\$620.31
503.01	RTIP/FTIP	\$0.00	\$7,648.75	\$2,431.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,080.17	\$1,156.18
504.01	TDA ADMINISTRATION	\$70,127.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$70,127.70	\$0.00
505.01	AVA ADMINISTRATION	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,119.02	\$0.00	\$20,119.02	\$0.00
405.01	AREAWIDE CLEARINGHOUSE	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,761.99	\$2,761.99	\$0.00
406.02	REGIONAL EARLY ACTION PLANNING 2.0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39,130.91	\$0.00	\$0.00	\$39,130.91	\$0.00
407.01	CENSUS DATA CENTER	\$0.00	\$0.45	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.45	(\$0.09)
GRAND TOTAL		\$24,705.31	\$200,076.41	\$10,501.15	\$25,264.58	\$195,000.23	\$20,048.23	\$39,130.91	\$20,119.02	\$21,131.22	\$555,977.07	\$18,738.56


Kings County Association of Governments
 339 W. D Street, Suite B
 Lemoore, CA 93245

DISTRICT Use Only Date Received:

AGENCY INVOICE / REQUEST for REIMBURSEMENT (RFR)

Agency Invoice #: Three MFTA: 74A1611 Fiscal Year: 2025-2026
 Period of Reimbursement: Start Date: 1/1/2026 End Date: 3/31/2026

I certify that I am a duly authorized representative of the above referenced Metropolitan Planning Organization (MPO) and the request for reimbursement is consistent with the terms of the Master Fund Transfer Agreement (MFTA) expiring December 31, 2034, entered into between the MPO and the State of California, Department of Transportation. The reimbursement request is for eligible work completed in accordance with the above mentioned FY's approved Overall Work Program (OWP). By signing this RFR, the MPO certifies that all State and Federal matching requirements have been met.

LOCAL AGENCY Use Only						
<u>Current Fiscal Year</u> Reimbursement Breakdown. This portion must be completed by local agency to receive reimbursement.						
Funding Source	Minimum Required Match %	Federal/State OWP/A Approved Amount	Federal/State Reimbursable Amount	Match Amount	Federal/State Amount Previously Invoiced	Federal/State Balance
FHWA PL	11.47%	\$ 1,044,628.37	\$ 267,669.59	\$ 31,222.76	\$ 575,637.29	\$ 201,321.49
FTA 5303	11.47%	\$ 80,592.36	\$ 8,275.22	\$ 949.17	\$ 61,815.63	\$ 10,501.51
FTA 5304	11.47%					\$ -
FHWA SPR	20.00%					\$ -
SHA	11.47%					\$ -
SB1 Formula	11.47%	\$ 296,539.27	\$ 32,560.81	\$ 4,218.60	\$ 68,977.96	\$ 195,000.50
SB1 Compellive	11.47%					\$ -
SHA-Climate Adaptation	11.47%					\$ -
Current Invoice Amount		\$ 1,421,760.00	\$ 308,505.62	\$ 36,390.53	\$ 706,430.88	\$ 406,823.50
Terri King, Executive Director				5-13-26		
LOCAL AGENCY Name & Title (please print)		Signature		Date		

Caltrans DISTRICT Use Only		
I certify that I am duly authorized by the Department of Transportation to approve payment to the MPO. The MPO has an approved Overall Work Program and the request for reimbursement is consistent with the Master Fund Transfer Agreement between the State of California, Department of Transportation and the MPO. This authorization to pay acknowledges receipt of services billed.		
DISTRICT Name & Title (please print)	Signature	Date

Caltrans HQ Use Only			
Acct Line #	Amount:	Encumbered Contract #:	RC#:



TO: KCAG Commission
FROM: Terri King, KCAG Executive Director
DATE: May 27, 2026

SUBJECT: KCAG Employee Compensation – Unrepresented Employees and Management

Introduction

The KCAG Commission is required to annually adopt a budget for the ensuing fiscal year. Included in the budget are salaries and benefits for all KCAG employees.

Unrepresented Employees and Management

A closed session discussion at a special meeting of the KCAG Commission was held on April 29, 2026 to conference with KCAG labor negotiator, per California Government Code Section 54957.6, for Unrepresented Employees and Management to present the proposed changes to the compensation salary and benefit package. During the discussion, instruction from the KCAG Commission to the KCAG labor negotiator was to have KCAG staff prepare for KCAG Commission action, a resolution to approve a salary and benefit package for Unrepresented Employees and Management that included a salary increase of 2%, effective the first pay period in FY 2026-27.

Recommendation

Adopt Resolution No. 26-02 to approve a salary and benefit package for Unrepresented Employees and Management to include a salary increase of 2%, effective June 21, 2026, the first pay period (#14) of FY 2026-27.

**BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
COMMISSION**

IN THE MATTER OF APPROVING)	RESOLUTION NO. 26-02
THE FY 2026-27 SALARY AND)	RE: FY 26-27 SALARY AND BENEFITS
BENEFITS FOR UNREPRESENTED)	FOR UNREPRESENTED
EMPLOYEES AND MANAGEMENT)	EMPLOYEES AND MANAGEMENT

WHEREAS, in July of 2006, a new cooperative agreement was adopted by each of the cities and the county and established Kings County Association of Governments (KCAG) as an independent entity; and

WHEREAS, the KCAG Commission approved titles and job specifications for KCAG Unrepresented Employees and Management and set the salary ranges; and

WHEREAS, at a special meeting of the KCAG Commission held on April 29, 2026, a closed session item was held to conference with the KCAG labor negotiator regarding the salary and benefits for Unrepresented Employees and Management; and

WHEREAS, based on those negotiations, the KCAG Commission recommended compensation changes for the Unrepresented Employees and Management.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Commission does hereby approve the following for Unrepresented Employees and Management, effective June 21, 2026, the first pay period of FY 2026-27 (Pay Period #14):

- a) A salary increase of 2%,

BE IT FURTHER RESOLVED, that the KCAG Commission authorizes the Executive Director to approve technical and accounting changes as necessary to implement the compensation changes actions.

The foregoing Resolution was adopted on a motion by Commissioner _____, seconded by Commissioner _____, at a regular meeting held on the 27th day of May, 2026 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

**KINGS COUNTY ASSOCIATION OF GOVERNMENTS
COMMISSION**

Chair

WITNESS, my hand this _____ day of _____, 2026.

Terri King, Executive Director



TO: KCAG Commission
FROM: Terri King, Executive Director
DATE: May 27, 2026

SUBJECT: San Joaquin Valley Voice - Washington DC and Authorize Out of State Travel Request

Introduction

KCAG staff follows legislation and participates with other San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) staff and make recommendations when warranted to the San Joaquin Valley Regional Policy Council. The Regional Policy Council is made up of two elected officials from each of the eight RTPAs and provides a forum for elected officials to discuss topics and build consensus on issues of Valleywide importance.

San Joaquin "Valley Voice" Trip

Valley RTPAs and elected officials from the region will be participating in the Washington D.C. Valley Voice trip in person this year. The federal Valley Voice trip will take place September 14-17, 2026.

MPO staff, in consultation with Jen Covino of Covino, Smith & Simon, and other partners, will be compiling a list of legislative and regulatory priority advocacy items for consideration that will be included in a Valley Voice brochure to participants and attendees. Meetings will be held with the administration and federal elected officials to outline the opportunities and challenges of the San Joaquin Valley. A draft agenda of the 2026 Washington D.C. Valley Voice meetings and the brochure that includes the regional priorities and associated fact sheets for the key focus areas is being developed and will be available at a later date.

Since this is considered a lobbying activity, the cost of the trip must be funded with local city and county funds, as federal planning funds and the Local Transportation Fund (LTF) received by KCAG can not be used for this purpose. Local funds from member agencies have been budgeted in the KCAG FY 2026-27 Overall Work Program Budget for activities such as this. The cost of the trip is estimated to be about \$3,000 per person depending on air fare. KCAG staff is requesting out of state travel authorization for the 2026 Valley Voice trip.

Recommendation

KCAG staff is seeking direction on the participation of members of the KCAG Commission and KCAG staff to participate in the Valley Voice legislative trip in September 14-17, 2026 to Washington D.C.

KCAG staff recommends that the KCAG Commission authorize out of state travel for the Executive Director to participate in the 2026 Valley Voice Washington D.C. trip on September 14-17, 2026.