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 Board 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:**  
Kings County Association of Governments  
339 W. "D" Street, Suite B  
Lemoore, CA

**Time:**  
1:30 p.m., Wednesday, April 9, 2014

**Agency:**  
KCAG Technical Advisory Committee

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PAGE</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. CALL MEETING TO ORDER:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Unscheduled Appearances</td>
<td></td>
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<tr>
<td>Any person may address the Committee on any subject matter within the jurisdiction or responsibility of the Committee at the beginning of the meeting; or may elect to address the Committee on any agenda item at the time the item is called by the Chair, but before the matter is acted upon by the Committee. Unscheduled comments will be limited to three minutes.</td>
<td></td>
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</tr>
<tr>
<td>B. Minutes of March 12, 2014</td>
<td>1-4</td>
<td>Action</td>
</tr>
</tbody>
</table>

| II. TRANSPORTATION: | | |
| A. 2014 Regional Transportation Plan Progress Report | 5-8 | Information |
| B. FY 2014-15 Transportation Development Act Summary | 9-22 | Information |

| III. REGIONAL PLANNING: | | |
| A. Regional Housing Needs Allocation Plan Methodology | 23-28 | Information |
| B. San Joaquin Valley Greenprint | 29-34 | Information |

| IV. MISCELLANEOUS: | | |

| V. ADJOURNMENT: Next meeting scheduled for May 14, 2014. | | |
MINUTES
KCAG TECHNICAL ADVISORY COMMITTEE
March 12, 2014

CALL MEETING TO ORDER

The regular meeting of the KCAG Technical Advisory Committee was called to order by Terri King, at 1:32 p.m. on Wednesday, March 12, 2014, in the Conference Room, 339 West “D” Street, Suite B, Lemoore, California.

MEMBERS PRESENT:
Lou Camara, City of Hanford
Angie Dow, KCAPTA
Greg Gatzka, County of Kings
Lee Johnson, County Health Department
Steve Kroeker, City of Corcoran
David Madden, Caltrans
Kevin McAlister, County of Kings
Steve Sopp, City of Avenal
David Wlaschin, City of Lemoore

STAFF PRESENT:
Bruce Abanathie, KCAG Staff
Victoria Hall, KCAG Staff
Terri King, KCAG Staff
Chris Lehn, KCAG Staff
Teresa Nickell, KCAG Staff

VISITORS PRESENT:
Jim Christian, Grand Jury Member

A. UNSCHEDULED APPEARANCES

None

B. MINUTES

It was moved and seconded (McAlister / Kroeker) to approve the Minutes of February 12, 2014 as corrected. Motion carried unanimously.

TRANSPORTATION:

A. FY 2014-15 Transportation Development Act Fund Summary

Ms. Nickell reported KCAG has been provided an estimate of Local Transportation Fund (LTF) and State Transit Assistance (STA) money for allocation in the next fiscal
year. The estimate for LTF is $3,500,000 and STA is $954,566. The claims and other required documentation has been sent to the claimants, and must be returned to KCAG by April 1st. Kings County Area Public Transit Agency (KCAPTA) will hold unmet transit needs hearings in February and March, KCAG will hold unmet transit needs hearings in April and May.

Ms. Dow indicated that KCAPTA may only request $900,000 of LTF funds this year due to increases in advertising revenues, but must get the budget approved by the KCAPTA Board before finalizing the amount.

B. **FFY 2014 FTA Section 5311 Regional Program of Projects**

Ms. Nickell stated each year Kings County receives an apportionment of Federal Transit Act (FTA) Section 5311 funds that are available to public and private non-profit transportation providers in rural areas for capital, operating and administrative expenses. KCAG is required to compile a Regional Program of Projects to show how the funds will be distributed among the applications received. Caltrans announced that an appointment of $624,759 would be available for Kings County. Fund Request forms were sent to eligible transportation operators in Kings County. Kings County Area Public Transit Agency submitted an application for operating assistance to help fund the Kings Area Rural Transit system, the City of Corcoran submitted for both capital and operating assistance for the Corcoran Area Transit system. A public hearing has been noticed for the March 26th KCAG Transportation Policy Committee meeting to receive testimony before a final Regional Program of Projects for FTA Section 5311 funds is approved.

A motion was made and seconded (Kroeker / Dow) recommending that the KCAG Transportation Policy Committee approve the FFY 2014 FTA Section 5311 Regional Program for Projects with the adoption of Resolution No. 14-01, which includes $104,000 in operating assistance for KCAPTA; and $144,251 for operating assistance, $81,032 for project administration expenses and $288,527 for capital expenses the City of Corcoran. Motion carried unanimously.

C. **FY 2012-13 TDA Financial and Compliance Audits**

Ms. King reported the accounting firm of Brown Armstrong has completed the audits of each claimant of FY 12-13 Transportation Development Act (TDA) funds. Audit reports were prepared for the Kings County Association of Governments, Kings County and the cities of Avenal, Corcoran, Hanford and Lebecore. The Kings County Area Public Transit Agency had their audit conducted and completed under a separate contract. No problems or unauthorized use of TDA funds were identified and the audit reports found that these agencies are in compliance with applicable TDA laws. Mr. Sopp asked if these are the final audits and Ms. Kings indicated they are.

A motion was made and seconded (Sopp / Camara) recommending the KCAG Policy Transportation Committee accept the final FY 2012-13 TDA audits for submittal to Caltrans and the State Controller. Motion carried unanimously.
D. **2014 Regional Transportation Plan Progress Report**

Mr. Abanathie indicated KCAG hosted a meeting on March 6th, that combined the Regional Transportation Plan (RTP) Stakeholder Group and local agency planning staff members to explore how the recommendations of the Stakeholder Group could be blended with the land use decisions included in the general and specific plans of the local agencies and explore any opportunities of added value suggestions by the local agency planners. Once the summary of the meeting is completed the scenarios will be forwarded to the modeling consultant to establish the Greenhouse Gas emission reductions and the conformity tests required of the RTP. There will be more meetings scheduled when the modeling consultant has completed the scenarios.

**REGIONAL PLANNING:**

A. **San Joaquin Valley Voice Trip**

Ms. Lehn reported that KCAG staff attended the San Joaquin Valley Voice trip in Sacramento March 4-6. They attended 16 different meetings where topics discussed included trying to find new transportation funding sources, budget surplus going to transportation, getting the Valley fair share of funding, acquiring new rail cars for the Amtrak San Joaquin service, and water issues.

**MISCELLANEOUS**

Ms. King mentioned following up with the local agencies regarding Caltrans Audits questions on the Regional Surface Transportation Program (RSTP) exchange funds.

Ms. Dow indicated that she is working on next year’s budget for KCAPTA focusing on a new marketing system and outreach to increase ridership. She noted that Congestion Mitigation & Air Quality (CMAQ) funds will be used for the next three years to add an additional transit route in Avenal and transit service to West Hills College.

Mr. Camara reported on the status of several road projects being undertaken by Hanford. He also noted that the SR 198/12th Ave. interchange bid opening was delayed two weeks and that the General Plan update is ongoing.

Mr. Wlaschin stated Caltrans has indicated the 19th Ave. interchange should be completed by the end of the year. He noted that Lemoore is working on water conservation ordinances, a solar project is underway, and the farmers market starts up April 11th.

Mr. Kroeke said Corcoran is working on an overlay project and a 139 acre solar project starting in June.

Mr. McAlister indicated the County is working on the Safe Routes to School funded project for Kettleman City and public outreach. He commented on various road and facility projects underway.

Mr. Madden reported the 19th Ave. interchange competition date has been moved to the end of the year, the 12th Ave. bid opening will be on March 26th with construction starting in July, and they have finished landscaping on SR 198.
Mr. Sopp stated that water was dominating the discussions now and that Avenal will be only receiving 50% of historical use for their water allocation.

**ADJOURNMENT**

There being no further business before the KCAG Technical Advisory Committee, the meeting was adjourned at 2:20 p.m. The next meeting is scheduled for April 9, 2014.

Respectfully submitted,

Terri King, Executive Director
TO: KCAG Technical Advisory Committee
FROM: Bruce Abanathie, Regional Planner
DATE: April 4, 2014

SUBJECT: Progress Report on the 2014 Regional Transportation Plan

Background

Title 23 United States Code (USC) §134 requires Regional Transportation Planning Agencies (RTPAs) and Metropolitan Planning Organizations (MPOs) in National Ambient Air Quality Standard Non-attainment regions to prepare a Regional Transportation Plan (RTP) every four years. The RTP is the long range transportation planning document for the region.

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

California Senate Bill 375 (SB 375), "Transportation Planning - Environmental Review", (2008) requires that the 2014 RTP include a new element, a Sustainable Communities Strategy (SCS), to explain how the region will meet the California Air Resources Board established emission reduction targets for Greenhouse Gases (GHG) from passenger vehicles and light duty trucks.

Public Outreach

The first round of public outreach for the RTP is complete. The next round will begin as we take the work of our stakeholder group and local agencies back to the general public and our elected bodies to review, comment, and select the preferred scenario alternative to meet the SB 375 required element of the RTP.

KCAG hosted a meeting on Thursday, March 6, 2014, that combined the RTP Stakeholder Group and local agency planning staff members to explore how the recommendations of the Stakeholder Group could be blended with the land use decisions included in the general and specific plans of the local agencies and to explore any opportunities of added value suggestions by the local agency planners.

Scenario Development

KCAG met with the planning departments of the cities Lemoore, Hanford, Avenal, and Corcoran to review the recommendations of the Stakeholder Group and asked each of the local agencies to evaluate the recommendations for consistency with their general and specific plans, and to provide any examples of projects or planned projects as well as additional suggestions that would benefit the process or further reduce transportation related Greenhouse Gases based on their planning efforts.

We received feedback from all of the local agencies that the scenario recommendations of the Stakeholder Group were consistent with the direction of their general plans.

The refined scenario inputs combined with some land use changes provided by the City of Lemoore (see attached) that move both single family homes and multifamily homes from the far western edge of Lemoore toward the more centralized areas. This results in a reduction of vehicle miles traveled.
for those potential residents to access services and resources. The reductions in vehicle miles traveled can be translated directly into reductions in total greenhouse gases produced.

The scenario inputs from the Stakeholder Group together with these land use changes by the city have been forwarded to the modeling consultant. The consultants will utilize the data submitted to analyze, through the travel demand model, the GHG reductions and the air quality conformity tests required of the RTP and to establish whether our scenarios will meet the required greenhouse gas reduction targets.

RTP Development Timeline – Ongoing Tasks


March 2014, Planning and Modeling work to finalize the drafts of the RTP and Environmental Impact Report

Public Outreach: The second round of public outreach meetings is being established. The meeting locations and schedule will be made available as soon as we secure locations and time available for the meetings.

The following are No Later Than release dates for the pending documents:

April 18, 2014 Draft Regional Transportation Plan with Sustainable Communities Scenarios for public review/comment,

May 9, 2014 Environmental Impact Report (EIR) for public review/comment. Sustainable Communities Scenarios to CA Air Resources Board for discussion 2015 Federal Transportation Improvement Program (FTIP) release for public review/comment

June 25, 2014 KCAG Committees, 2 Public Hearings, close public comment, Preferred scenario selected by Commission


Recommendation

This report is for information only.
2014 RTP Scenario Development Summary

The next step in the development of the Sustainable Communities Strategy scenarios is the modeled and off-model representations of the scenario inputs.

KCAG Staff and our modeling consultant coordinated the information needed in a conference call. Staff then approached the cities of Lemoore and Hanford regarding some of the land use changes discussed in the meetings prior to the March 6, 2014 Stakeholder Group meeting, in which the cities described land use shifts that were part of their general plans and zoning.

The land use model inputs for the affected areas were modified in coordination with Lemoore Staff and were based on current city land use decisions. The changes consisted of modifications to four areas with a net change in total housing of zero.

The remaining land use changes from the cities of Hanford and Corcoran will be described as part of the off-model improvements.

The transportation changes provided by the public transportation agencies and the public works departments were submitted to the modelers. Those that can be shown through the model will be and those that are beyond the sensitivity of the model will be represented in the text of the scenarios.

2014 RTP Stakeholder Group - Scenario Development inputs provided to the modeler. Italic font represents examples of projects or plans that implement the input recommendation.

February 6, 2014

Transportation:

Increased investment in bicycle and pedestrian facilities
    Concentration in facilities near schools (SRTS focus)
    Incentives to business to provide facilities for bicycle commuting – policy input

Increased investment in public transportation
    Improve transit as a system - increases in frequency pending in Lemoore, Avenal, and Corcoran
    Increased concentration near high density developments
    Improve connectivity (first-last mile and other transportation modes) – bike racks being installed at bus stops
    Maximize bicycle racks on buses – continuing policy
    Create rural transit centers – Avenal in development

Land Use / Housing

Locate schools near housing (improve coordination of locations) – shift has occurred Sierra H.S., Liberty School in Hanford and Lemoore
    Increased connectivity of housing to commercial and community facilities
    Create walkable/bikeable neighborhoods - Lemoore, Hanford codes for development
February 13, 2014

Transportation:

Encourage/incentivize the development of infrastructure for and the implementation of alternative fuel vehicles in government and private business – county, KCAPTA, and Lemoore expanding capacity of existing facilities in next four years
Increase investment in low or zero emission vehicles – Vehicle purchase projects throughout next four years in FTIP
Intelligent Transportation Systems such as traffic light synch on arterials and channelization to reduce and avoid congestion

Land Use / Housing

1. Encourage a mix of housing types in the urban centers (infill) with increased densities - Hanford and Lemoore have added a mixed use zoning, and have increased densities and infill in several areas
2. Create more neighborhood connectivity (walkability to nearby facilities/services) – revised development design in Lemoore to create bike/ped entry/exit opportunities in residential developments
3. Encourage optional second structures on single lots – existing policy with special permitting
4. Encourage mixed use development near schools, stores, food outlets, amenities
5. Create a jobs/housing balance and/or proximity – Policy in Corcoran, Hanford, and Lemoore general plans
TO: KCAG Technical Advisory Committee
FROM: Teresa Nickell, KCAG Staff
DATE: April 2, 2014

SUBJECT: FY 2014-15 Transportation Development Act (TDA) Activities

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. TDA funds are composed of Local Transportation Funds (LTF) and State Transit: Assistance (STA) funds. KCAG monitors the LTF, determines the annual apportionments, notifies the claimants, approves the apportionments, and allocates the funds. A summary of the claims and their purposes, as well as a review of the transit systems, is provided within the following attachment. Allocation amounts will be revised following the release of the 2014 population estimates by the California State Department of Finance (DOF) on May 1st and any changes from previously proposed budgets. Revised claim forms will be sent to claimants after that time.

RTPA Responsibilities

The following information includes background on the Transportation Development Act (TDA), KCAG responsibilities as the Regional Transportation Planning Agency (RTPA), summaries of TDA claims from KCAG member jurisdictions, and a review of “unmet transit needs”/“reasonable to meet” definitions. A listing of Kings County public transit services and charts for the transit operators’ progress toward meeting established transit performance goals will be provided at the May public meeting.

Claimants File Claims / Public Hearings

KCAG has received claims and other required documentation from all member agencies. Each claimant was required to hold a public hearing and present an adopted resolution, stating their findings on unmet transit needs, and required environmental documents within their jurisdiction before funds can be allocated for road purposes.

The Kings County Area Public Transit Agency (KCAPTA) held public hearings during their February and March 2014 meetings and the City of Corcoran held their hearing in March. KCAG will be holding unmet needs public hearings during the April and May KCAG Transportation Policy Committee meetings.

The Social Services Transportation Advisory Council (SSTAC) will hold a public meeting on April 18, 2014 to review member orientation and any unmet transit needs testimony. A second meeting is scheduled for May to review testimony and finalize their recommended determination on unmet transit needs, and a letter of recommendation will be submitted to the KCAG Transportation Policy Committee.

Summary of Unmet Needs

To date, KCAG has received no unmet needs testimony. KCAPTA received public testimony to add more week day services to the Avenal/Kettleman City route with an afternoon stop to West Hills College and Lemoore schools, a stop at the Lemoore Kmart, a stop on San Joaquin Street
in Avenal, and additional Saturday service. In Avenal, two shelters were requested on San Joaquin Street and on either Third or Sixth St. KCAPTA also received two written comments from United Cerebral Palsy, requesting a bus shelter/stop in front of their location at 606 West 6th Street in Hanford to help clients with disabilities, and from West Hills College, requesting bus service to West Hills College from Lemoore between the evening hours of 6:30 and 9:30 p.m.

Recommendation

KCAG staff recommends that the KCAG Transportation Policy Committee open and conduct the public hearing to hear testimony regarding any unmet transit needs that may exist. Approval of the TDA apportionments and allocation instructions to the County Auditor will be made by Resolution during the June TPC meeting.
I. LOCAL TRANSPORTATION FUND - FISCAL YEAR 2014-15

The public hearing before the Kings County Association of Governments (KCAG) Transportation Policy Committee (TPC) is being conducted to determine if any "unmet public transportation needs" which are "reasonable to meet" exist in Kings County or the cities of Avenal, Corcoran, Hanford, or Lemoore. Except for Corcoran, each city and the county support the Kings County Area Public Transit Agency (KCAPTA) with Local Transportation Fund (LTF) money. The City of Corcoran uses LTF money to fund the Corcoran Dial-a-Ride and to subsidize AMTRAK tickets and to purchase KART tickets. The balance of the LTF over that required to support KCAPTA and Corcoran transit services have been claimed by each jurisdiction for their contribution to the regional transportation planning process and for use in maintaining their streets and roads.

Before the TPC can allocate any portion of the LTF claimed for streets and roads, it must make certain specific findings concerning "unmet transit needs" and whether they can be reasonably met. The TPC's decision will be based on the evaluation of the services now provided, the testimony given at this hearing, and whether proposed expenditures of the LTF comply with the policies of the Kings County Regional Transportation Plan (RTP).

A notice of this hearing was posted at the door of the TPC's regular meeting place and a public hearing notice was published in area newspapers in both English and Spanish.

II. LOCAL TRANSPORTATION FUND (LTF) BACKGROUND

The LTF was created by the Transportation Development Act (TDA) of 1971. The fund equals 1/4 of one cent of the seven and one quarter cent state sales tax collected in Kings County, and supplies county-generated revenues to provide public transportation. According to the TDA, the county, the cities, and public transportation operators may claim portions of the LTF.

Goals

The Legislature’s purpose for adopting the TDA is stated in Section 99220(a) of the Public Utilities Code (PUC):

"Public transportation is an essential component of the balanced transportation system that must be maintained and developed so as to permit the efficient and orderly movement of people and goods in the urban areas of the state. Because public transportation systems provide an essential public service, it is desirable that such systems be designed and operated in such a manner as to encourage maximum utilization of the efficiencies of the service for the benefit of the total transportation system of the state and all the people of the state, including the elderly, the handicapped, the youth, and the citizens of limited means, of the ability to freely utilize the systems."

To carry out these goals, the Legislature explains, in Section 99222 of the PUC, its intent for the use of LTF funds:

"(a) It is in the interest of the State that funds available for transit development be fully expended to meet the transit needs that exist in California."

"(b) Such funds should be expended for physical improvement to improve the movement of transit vehicles, the comfort of the patrons, and the exchange of patrons from one transportation mode to another."
Priorities

The priorities specified by the Legislature for the use of the fund are shown below.

Administrative regulations

To implement the Act, administrative regulations have been adopted by the Director of the Department of Transportation, in Title 21 of the California Administrative Code, Chapter 3, Subchapter 2 (beginning with Section 6600). The regulations specify responsibilities of the County Auditor, public transportation operators, and the Regional Transportation Planning Agency (RTPA). They also describe appeal processes and detail the specific findings the RTPA must make to approve claims for public transportation and local streets and roads.

<table>
<thead>
<tr>
<th>PRIORITY</th>
<th>PUC SECTIONS</th>
<th>PURPOSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>*1</td>
<td>99233.1</td>
<td>Administration of Fund by Regional Transportation Planning Agency.</td>
</tr>
<tr>
<td>2</td>
<td>99233.2</td>
<td>Up to 3% of the fund for Statutory created transportation planning agencies.</td>
</tr>
<tr>
<td>*3</td>
<td>99233.3, 99234</td>
<td>Countywide, up to 2% of remaining money for pedestrian and bicycle facilities.</td>
</tr>
<tr>
<td>4</td>
<td>99233.4, 99234.9</td>
<td>Rail passenger service operations up to area apportionment.</td>
</tr>
<tr>
<td>5</td>
<td>99233.5 (a), (b)</td>
<td>Long-term planning costs by San Diego entities.</td>
</tr>
<tr>
<td>6</td>
<td>ARTICALE 4.5</td>
<td>Up to five percent of the Fund for community transit services where PUC Section 99233.7 restrictions apply.</td>
</tr>
<tr>
<td>*7</td>
<td>ARTICALE 4</td>
<td>PUC Section 99233.8</td>
</tr>
<tr>
<td>Public Transportation</td>
<td></td>
<td>Support of transportation systems.</td>
</tr>
<tr>
<td>* 99260 (a), 99262</td>
<td></td>
<td>Transit research and demonstration projects.</td>
</tr>
<tr>
<td>* 99260 (b)</td>
<td></td>
<td>Grade separation projects.</td>
</tr>
<tr>
<td>* 99260 (c)</td>
<td></td>
<td>Peak hour service contracts.</td>
</tr>
<tr>
<td>* 99260.2 (a)</td>
<td></td>
<td>Rail passenger ticket purchases.</td>
</tr>
<tr>
<td>* 99260.2 (b)</td>
<td></td>
<td>Payments to railroad corporation.</td>
</tr>
<tr>
<td>99260.5</td>
<td></td>
<td>Rail passenger service.</td>
</tr>
<tr>
<td>* 99260.6, 99234.9</td>
<td></td>
<td>Claims for separate service to elderly and handicapped.</td>
</tr>
<tr>
<td>*8</td>
<td>ARTICALE 8</td>
<td>PUC Section 99233.9</td>
</tr>
<tr>
<td>OTHER ALLOCATIONS</td>
<td></td>
<td>Local streets and roads-pedestrian and bicycle projects, contributions to the transportation planning process</td>
</tr>
<tr>
<td>* 99400 (a), 99402, 99407</td>
<td></td>
<td>Passenger rail service operations and capital improvements.</td>
</tr>
<tr>
<td>* 99400 (b)</td>
<td></td>
<td>Public or special group transit service contracts.</td>
</tr>
<tr>
<td>* 99400 (c,d,e)</td>
<td></td>
<td>Multimodal transportation terminal.</td>
</tr>
<tr>
<td>* 99400.5</td>
<td></td>
<td>Express bus and van pool service.</td>
</tr>
<tr>
<td>99400.6</td>
<td></td>
<td>Commuter ferry service.</td>
</tr>
<tr>
<td>99400.7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Priorities applicable to Kings County.

PUC Sections that are italicized are used by at least one of Kings County's claimants.
III. **KCAG RESPONSIBILITIES**

KCAG, as the designated Regional Transportation Planning Agency, monitors the LTF, determines the annual apportionment, notifies claimants, and approves apportionments, allocations, and uses of the LTF.

After funding LTF administration cost (PUC Sec. 99233.1), up to two percent of the remaining LTF can be used for bicycle and pedestrian facilities (PUC Sec. 99233.3, 99234). If, after considering these uses, KCAG finds that the money could be better used for public transportation (PUC Sec. 99260 (a)), or for streets and road purposes (PUC Sec. 99400 (a)) in developing a balanced transportation system, then that money can be allocated to the Kings County Area Public Transit Agency and the City of Corcoran for public transit and/or to local agencies for streets and roads. Additional LTF can be used by the transportation planning agency to conduct the transportation planning and the programming process (PUC Sec 99402).

The public hearing is intended to determine any unmet transportation needs within Kings County that can reasonably be met by expanding existing transportation systems, establishing new systems, or by contracting for transportation services. If KCAG makes this finding, it must execute the following actions before it can approve the claims:

A. Review the testimony received at the hearings.

B. Review the purposes and uses of the claims.

C. Review the *Kings County Regional Transportation Plan's* identification of existing and needed public transportation services.

D. Review each claimant's environmental documents. According to the California Environmental Quality Act (CEQA), KCAG is the "responsible agency" and is required to review and use the environmental documents prepared by the claimants.

E. Review the most recent financial and performance audits.

F. Adopt by Resolution finding that states either:

1. That there are no unmet transit needs; or
2. That there are no unmet transit needs that are reasonable to meet; or
3. There are unmet transit needs, including needs that are reasonable to meet.
IV. 2014-15 LTF ESTIMATE

The Kings County Auditor-Controller estimates that the 2014-15 LTF will be $3,500,000. The following table is the expected breakdown of the fund allocation:

TABLE 1
Summary of 2014-15 LTF Claims

<table>
<thead>
<tr>
<th>CLAIM *</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Claims for Pedestrian/Bicycle Facilities</td>
<td>$ 0</td>
</tr>
<tr>
<td>KCAPTA Claim for KART Operation</td>
<td>$ 1,400,000</td>
</tr>
<tr>
<td>Avenal Claim for Recreational Transportation Services</td>
<td>$ 4,000</td>
</tr>
<tr>
<td>Corcoran Claim for Dial-a-Ride Operation</td>
<td>$ 464,500</td>
</tr>
<tr>
<td>Corcoran Claim for Amtrak &amp; KART Services</td>
<td>$ 59,000</td>
</tr>
<tr>
<td>Claims for Regional Planning, Transportation</td>
<td>$ 63,200</td>
</tr>
<tr>
<td>Planning and LTF Administration</td>
<td></td>
</tr>
<tr>
<td>Cities and County Claims for Streets and Roads</td>
<td>$ 1,509,300</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$ 3,500,000</strong></td>
</tr>
</tbody>
</table>

* See below for actual breakdown by jurisdiction.

V. 2014-15 LTF CLAIMS

The population breakdown and fund apportionment ratios are shown in Table 2. Anticipated agency claims by allocation are shown in Table 3.

TABLE 2
2014-15 LTF Apportionment Ratios

<table>
<thead>
<tr>
<th>AREA OF APPORTIONMENT</th>
<th>POPULATION</th>
<th>PERCENTAGE</th>
<th>LTF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>14,225</td>
<td>9.3581%</td>
<td>$327,534</td>
</tr>
<tr>
<td>Corcoran</td>
<td>23,154</td>
<td>15.2322%</td>
<td>$533,127</td>
</tr>
<tr>
<td>Hanford</td>
<td>55,479</td>
<td>36.4977%</td>
<td>$1,277,419</td>
</tr>
<tr>
<td>Lemoore</td>
<td>25,262</td>
<td>16.6190%</td>
<td>$581,665</td>
</tr>
<tr>
<td>Kings County (Unincorporated)</td>
<td>33,887</td>
<td>22.2930%</td>
<td>$780,255</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>152,007</strong></td>
<td><strong>100.0000%</strong></td>
<td><strong>$3,500,000</strong></td>
</tr>
<tr>
<td>2014-15 LOCAL TRANSPORTATION FUND SHARES</td>
<td>AMOUNT CLAIMED</td>
<td>AMOUNT REMAINING</td>
<td></td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>----------------</td>
<td>-----------------</td>
<td></td>
</tr>
<tr>
<td>1. Estimate of LTF for FY 2014-15</td>
<td>$3,500,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Article 3 available for pedestrian and non-motorized facilities (2% of total)</td>
<td>$70,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Article 8 regional and transportation planning allocation and LTF Administration by KCAG:</td>
<td>$63,200</td>
<td>$3,436,800</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>% of Pop.*</th>
<th>Share $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>9.3581%</td>
<td>$5,914</td>
</tr>
<tr>
<td>Corcoran</td>
<td>15.2322%</td>
<td>$9,627</td>
</tr>
<tr>
<td>Hanford</td>
<td>36.4977%</td>
<td>$230,067</td>
</tr>
<tr>
<td>Lemoore</td>
<td>16.6190%</td>
<td>$10,503</td>
</tr>
<tr>
<td>Kings County</td>
<td>22.2930%</td>
<td>$14,089</td>
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<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>KCAPTA Formula %</th>
<th>Share $</th>
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<tbody>
<tr>
<td>Avenal</td>
<td>7.3300%</td>
<td>$102,620</td>
</tr>
<tr>
<td>Corcoran</td>
<td>0.0000%</td>
<td>$0</td>
</tr>
<tr>
<td>Hanford</td>
<td>46.2800%</td>
<td>$647,920</td>
</tr>
<tr>
<td>Lemoore</td>
<td>16.9300%</td>
<td>$237,020</td>
</tr>
<tr>
<td>Kings County</td>
<td>29.4600%</td>
<td>$412,440</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Share $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>$2,032,800</td>
</tr>
<tr>
<td>Corcoran</td>
<td>$1,568,300</td>
</tr>
<tr>
<td>Hanford</td>
<td>$1,509,300</td>
</tr>
<tr>
<td>Lemoore</td>
<td>$334,142</td>
</tr>
<tr>
<td>Kings County</td>
<td>$353,726</td>
</tr>
</tbody>
</table>

*Population figures will be revised to reflect the Department of Finance figures that are released each May.

**Article 8 allocations for streets and roads are calculated by subtracting the shares for each allocation purpose from the areas total apportionment. This method does not penalize Corcoran for not being a member of KCAPTA.
I. BREAKDOWN OF FY 2014-15 LTF CLAIMS / 2012-13 AUDITS

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

   Claimant: Member agencies for their participation in KCAG Regional Transportation Planning Agency functions.

   Estimated Claim: $63,200

   Purpose: Member contributions to the transportation planning process.

   Authority for Claim: Article 8, Section 99233.1 and 99402.

   Environmental Review: Not defined as a project (Section 15378 (b) (3). Planning activities are not subject to environmental review.

   2012-13 Audit: Expenditures in compliance with applicable regulations.

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

   Claimant: KCAPTA acting for its member agencies to provide public transit.

   Estimated Claim: $1,400,000 (Avenal $102,620; Corcoran $0; Hanford $647,920; Lemoore $237,020; Kings County $412,440)

   Purpose: Members' support of the Kings Area Rural Transit (KART) system.

   Authority: Article 4, Section 99260(a).

   Estimated Budget: $4,262,153

   Environmental Review: Recertify Negative Declaration approved in 1978 for Public Project #51; Public Transportation System.

   2012-13 Audit: Expenditures in compliance with applicable regulations.

3. **Avenal – Recreational Trips**

   Claimant: City of Avenal

   Estimated Claim: $4,000

   Purpose: Provide Recreational Trips

   Authority: Article 8, Section 99400.

   Estimated Budget: $4,000

   2012-13 Audit: Expenditures in compliance with applicable regulations

4. **Corcoran Dial-a-Ride**

   Claimant: City of Corcoran

   Estimated Claim: $464,500

   Purpose: Support of the Corcoran Dial-a-Ride.

   Authority: Article 4, Section 99260(a).

   Estimated Budget: $640,958

   Environmental Review: Recertify Negative Declaration approved in 1990 for a Public Transportation System.

   2012-13 Audit: Expenditures in compliance with applicable regulations.

5. **Corcoran – Amtrak & KART Services**

   Claimant: City of Corcoran

   Estimated Claim: $59,000

   Purpose: Amtrak Ticket Subsidy & KART Ticket Subsidy

   Authority: Article 8, Section 99400(c).

   Estimated Budget: $59,000

   2012-13 Audit: Expenditures in compliance with applicable regulations.
6. **Avenal**

Claimant: City of Avenal  
Estimated Claim: $215,000  
Purpose: For local streets and roads maintenance.  
Authority: Article 8, Section 99400 (a).  
Environmental Review: Categorically Exempt, Class I.  
2012-13 Audit: Expenditures in compliance with applicable regulations.

7. **Hanford**

Claimant: City of Hanford  
Estimated Claim: $606,432  
Purpose: For local streets and roads.  
Authority: Article 8, Section 99400 (a).  
Environmental Review: Categorically Exempt, Class I.  
2012-13 Audit: Expenditures in compliance with applicable regulations.

8. **Lemoore**

Claimant: City of Lemoore  
Estimated Claim: $334,142  
Purpose: For local streets and roads.  
Authority: Article 8, Section 99400 (a).  
Environmental Review: Categorically Exempt, Class I.  
2012-13 Audit: Expenditures in compliance with applicable regulations.

9. **Kings County**

Claimant: County of Kings for all unincorporated areas.  
Estimated Claim: $353,726  
Purpose: For local streets and roads.  
Authority: Article 8, Section 99400 (a).  
Environmental Review: Categorically exempt, Class I.  
2012-13 Audit: Expenditures in compliance with applicable regulations.
VII. DEFINITIONS

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 handicap, 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 that 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 KART and Corcoran Area Transit.*
### KART (System Wide) | Corcoran Transit
---|---
Fare Box Ratio | 15% | 15%
Avg. Fare per Passenger | 1.25 | 1.08
Cost per Passenger | 3.65 | 7.20
Cost per Hour | 67.05 | 16.00
Cost per Mile | 4.40 | |
Passengers per Hour | 15.00 | 6.50
Passengers per Mile | 1.00 | 0.60
Vehicle Hours per Employee | | 900

### 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 in 2009 to reflect increasing costs.*

### VIII. REGIONAL TRANSPORTATION PLAN CONSISTENCY

According to the Kings County Regional Transportation Plan (RTP), the Kings County Association of Governments (KCAG), Kings County Area Public Transit Agency (KCAPTA) and the City of Corcoran must ask themselves and the community the following questions to help define transportation needs:

1. Who in Kings County needs transit services?
2. Where are the needs located?
3. What level of service will "reasonably" meet identified unmet needs?

In regards to question #1, the latest Kings Area Rural Transit’s Rider Survey in 2007 showed that 64% of their users did not have cars (86% for Dial-a-Ride), 13% had a disability (45% for Dial-a-Ride), 63% were female (70% for Dial-a-Ride), and the average income was $881 per month ($902 for Dial-a-Ride). The average age of a KART Dial-a-Ride passenger was 52. With the upcoming 2014 Transit Development Plan update, a new Ridership Survey will provide current data needed to identify transit needs within the individual communities of Kings County and between communities.

The Regional Transportation Plan states that the type of trips most needed by the elderly and disabled are those related to medical, shopping, social, and personal business purposes. Kings Area Rural Transit (KART) is meeting the above trip needs through Dial-a-Ride, fixed route, and commuter services. The single fare pass continues to provide a faster and more efficient way to move passengers throughout the system. In order to provide better service to the elderly, the Kings County Commission on Aging assists KART by providing service to seniors with disability i.d. cards and Americans with Disabilities Act (ADA) applications and supplying half-priced fare cards for monthly passes or value cards.

In regards to question #2, service is needed from the outlying communities into Hanford, Lemoore, Avenal, and Corcoran where most medical, shopping and social service programs are
located. This is accomplished through fixed route, Dial-a-Ride, commuter services, and both the Amtrak and KART subsidy programs in the various communities around Kings County which work together to serve the transit users.

The communities of Armona, Avenal, Corcoran, Laton, Stratford, Hardwick, Grangeville, Kettleman City, and Visalia are connected by fixed-route service to Hanford by KART. A fixed route that runs every hour is also available between Hanford and Lemoore Naval Air Station (LNAS) which stops in Armona and several locations in the City of Lemoore, and a separate fixed route provides service between Hanford-Lemoore. Fixed route service exists into Fresno County to link commuters to Fresno hospitals and shopping areas, in addition to service to Laton from Hanford. KART also has a route that serves the City of Avenal.

KART provides system-wide service on Saturdays for weekend and holiday shoppers. Two fixed routes in downtown Hanford have been revised to improve response times and an eighth fixed route was created in response to ridership demand in 2013.

Demand response services are offered by KART within the communities of Hanford, Lemoore, and Armona to meet the needs of elderly or handicapped persons who might not be able to access the route service. Dial-a-Ride services pick up riders from their doorstep to take them to their destinations.

Commuter routes are currently offered from Hanford/Corcoran and Hanford/Avenal to meet work trip needs of prison employees. Transit users in each of the surrounding prison communities benefit from the commuter buses that serve Hanford several times per day. The Hanford/Avenal route incorporates student commuters to the new West Hills College institution in Lemoore as well. The Hanford/Visalia commuter route provides student access to educational needs in the area and is subsidized by the College of Sequoias.

Corcoran Area Transit provides Dial-a-Ride service within the Corcoran area to meet the needs of local residents. To meet intercity transit needs, Corcoran Area Transit offers round-trip tickets on Amtrak between Corcoran and Hanford at a reduced rate. Amtrak will be changing the ticket system for security purposes in the future, which will impact the Corcoran ticket program. However, KART tickets subsidized for the Hanford/Corcoran route will help improve farebox retention.

Three new buses for replacement and additional service were acquired over the past few years to improve the mobility within the City of Corcoran. The additional buses to the Corcoran Dial-a-Ride have increased service to the local residents. Corcoran is also purchasing another bus to provide additional service. The AMTRAK service between Corcoran and Hanford has improved with timely service to the Corcoran station.

Lastly, Kings County Association of Governments (KCAG), Kings County Area Public Transit Agency, and Corcoran Area Transit may ask what level of service will reasonably meet any identified unmet transit needs. "Reasonable to meet" transit needs are determined by comparing any identified needs to criteria outlined in the most recent Transit Development Plan and Regional Transportation Plan (RTP). Every year KCAG reviews ridership and cost data from KART and Corcoran Area Transit to compare actual performance with the set criteria to assure that transit system costs are reasonable. KCAG will be updating the Transit Development Plan with a new marketing plan with strategies to identify target populations and locate service needs that may be currently unmet by the transit systems. In addition, KCAG will update the Regional Transportation Plan in 2014.

The table below summarizes transit services currently offered by KART and Corcoran Area Transit.
## SUMMARY OF TRANSIT SERVICES

<table>
<thead>
<tr>
<th>SERVICE AREA</th>
<th>ROUTE SERVICE</th>
<th>COMMUTER SERVICE</th>
<th>DIAL-A-RIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armona (S)</td>
<td>KART's Hanford/Lemoore route bus provides service every half-hour through downtown Armona. KART's Hanford/Avenal route provides service to Armona 4 times per day.</td>
<td>Dial-A-Ride service is provided out of Hanford by KART Monday through Friday between 6:30 a.m. and 9:00 p.m. and 9:30 a.m. to 5:00 p.m. on Saturdays for persons who fall under Americans with Disabilities Act (ADA).</td>
<td></td>
</tr>
<tr>
<td>Avenal (S)</td>
<td>KART provides service 3 times per day on the Hanford/Avenal route.</td>
<td>Not offered by any transit operators in Kings County.</td>
<td></td>
</tr>
<tr>
<td>Corcoran</td>
<td>KART offers 2 trips per day on the Hanford/Corcoran route. Corcoran Area Transit (CAT) offers discounted Amtrak tickets between Hanford and Corcoran. KART leaves Hanford in the morning for the Corcoran State Prison taking employees to work and picks them up after work for a return trip to Hanford in the afternoon.</td>
<td>The Corcoran Area Transit (CAT) provides a Dial-a-Ride service Monday through Friday between 6:30 a.m. and 6:25 p.m.</td>
<td></td>
</tr>
<tr>
<td>Grangeville/Laton/ Hardwick</td>
<td>KART runs twice per day through these communities to Hanford.</td>
<td>Not offered by any transit operators in Kings County.</td>
<td></td>
</tr>
<tr>
<td>Hanford (S)</td>
<td>There are eight routes offered by KART in Hanford that operate on 30-minute and hourly intervals between the hours of 6:30 a.m. and 9:00 p.m. Saturday service operates from 9:30 a.m. to 5:00 p.m.</td>
<td>Dial-A-Ride service is provided out of Hanford by KART Monday through Friday between 6:30 a.m. and 9:00 p.m. and 9:30 a.m. to 5:00 p.m. on Saturdays for persons who fall under Americans with Disabilities Act (ADA).</td>
<td></td>
</tr>
<tr>
<td>Lemoore (S)</td>
<td>Route service operates every half-hour on KART's Hanford/Lemoore route. KART's Hanford/ Avenal route also stops in Lemoore 4 times a day.</td>
<td>Dial-A-Ride service is provided out of Hanford by KART Monday through Friday between 6:30 a.m. and 9:00 p.m. and 9:30 a.m. to 5:00 p.m. on Saturdays for persons who fall under Americans with Disabilities Act (ADA).</td>
<td></td>
</tr>
<tr>
<td>Hanford/Visalia</td>
<td>Route service runs 3 times per day to COS and the Visalia Transit Center in downtown Visalia.</td>
<td>KART offers a Hanford/Visalia commuter route for employees that work in Visalia and for students.</td>
<td>Not offered by any transit operators in Kings County or Tulare County.</td>
</tr>
<tr>
<td>Kettleman City/ Stratford/ Avenal (S)</td>
<td>Kettleman City and Stratford are served by KART's Hanford/Avenal route 4 times a day.</td>
<td>Not offered by any transit operators in Kings County.</td>
<td></td>
</tr>
<tr>
<td>Hanford/Fresno</td>
<td>Route service runs 5 days per week, with transfers to Fresno Area Express (FAX) available</td>
<td>Not offered by any transit operators in Kings County.</td>
<td></td>
</tr>
<tr>
<td>Lemoore/LNAS</td>
<td>Route service from Hanford to LNAS runs 5 times per day</td>
<td>Not offered by any transit operators in Kings County.</td>
<td></td>
</tr>
</tbody>
</table>

(S) - Saturday service offered
IX. 2013-14 KART SYSTEM CHANGES

Total KART ridership increased slightly from 810,043 passengers in 2012 to 813,654 in 2013. An eighth bus route was added in 2013 to provide service to expansion growth in Hanford. New bus shelters and benches were provided at various bus stops, including route map registers, schedule holders, and bus stop signs. KCAPTA also improved its CNG fueling station with updated fuel filters and a new compressor.

CORCORAN AREA TRANSIT

Corcoran Area Transit serves the public and its community with Dial-a-Ride service available for everyone with no fixed route service. The availability of the Corcoran Amtrak station has improved the overall transit experience for its riders. Corcoran Dial-a-Ride service is offered Monday through Friday from 6:30 a.m. to 6:25 p.m. No Dial-a-Ride is available on weekends. Corcoran Area Transit runs a total of 6 buses (2 large buses and 4 smaller buses) and staffs 4 full-time drivers and no part-time drivers. Corcoran Area Transit offers discounted KART tickets for the Hanford-Corcoran route to help increase farebox revenues.

The number of passengers on the Amtrak and KART subsidy programs along with DAR services has collectively decreased slightly from 50,183 in FY 2012 to 54,024 in FY 2013. For persons that rely on the Amtrak discount ticket program to travel between Corcoran and Hanford and have to meet a schedule, any delays experienced in the Amtrak trains may pose a problem and the Dial-a-Ride hours do not begin in time for passengers to meet the morning train. The KART route between Hanford and Corcoran provides an express route to meet Amtrak morning stops while other routes incorporate travel stops within Corcoran for commuters and riders.
TO:        KCAG Technical Advisory Committee
FROM:     Chris Lehn, KCAG Staff
DATE:     April 2, 2014

SUBJECT: Regional Housing Needs Allocation Plan Methodology

Introduction

Kings County Association of Governments (KCAG) as a Council of Government is required to prepare a Regional Housing Needs Allocation (RHNA) Plan that our member agencies will use to develop their individual Housing Elements. As part of the RHNA Plan, KCAG is responsible for developing a proposed methodology and for distributing regional housing need to each city and county as determined by the State Department of Housing and Community Development (HCD). The RHNA plan must be adopted no later than January 31, 2015, although it is anticipated that the plan could be adopted in October 2014 if there are no appeals by the local agencies. The member agencies’ Housing Elements must be submitted to HCD no later than January 31, 2016 or 18 months from the adoption of KCAG’s RTP scheduled for July 23, 2014.

Regional Housing Needs Allocation Plan Process

KCAG staff has been coordinating closely with the member agencies’ Planning or Public Works Directors from the project kick off in January 2014. An integral step in the RHNA process is development of the proposed methodology. Following the January meeting and with concurrence from the jurisdictions, KCAG staff began preparing a draft weighted methodology as based on the methodology from the prior RHNA cycle in 2008. The Directors or Kings Regional Housing Technical Advisory Committee (KRHTAC) agreed that this weighted formula was the best method to distribute the total number of housing units to each jurisdiction in the region. The formula incorporates the following weighted factors: (A) Growth Rate of the jurisdiction at 75%, (B) Building Permits for each jurisdiction at 10%, (C) Market Demand for Housing at 10%, and (D) Other Growth Factors at 5%. Together these factors were compiled to have the most significant impact on determining housing growth within the region. The proposed methodology is subject to a minimum 60 day public review and comment period and must include a public hearing. The public review period began on February 19th and will conclude on April 23rd with a formal public hearing.
The following overview schedule is proposed in order to adopt the RHNA plan by the January 31, 2015 deadline. KCAG will continue to work closely with our member agencies during each task as required by this process.

<table>
<thead>
<tr>
<th>Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>HCD issues final RHNA Determination</td>
<td>January 29, 2014</td>
</tr>
<tr>
<td>COG releases draft methodology for 60 day review</td>
<td>February 19, 2014</td>
</tr>
<tr>
<td>60 day review period ends with public hearing</td>
<td>April 23, 2014</td>
</tr>
<tr>
<td>COG issues Draft Allocation of RHNA</td>
<td>July 1, 2014</td>
</tr>
<tr>
<td>COG must adopt RTP</td>
<td>July 23, 2014</td>
</tr>
<tr>
<td>COG may adopt RHNA (if no appeals)</td>
<td>October 22, 2014</td>
</tr>
<tr>
<td>COG must adopt RHNA Plan by</td>
<td>January 31, 2015</td>
</tr>
<tr>
<td>Jurisdictions submit Housing Elements to HCD</td>
<td>January 31, 2016</td>
</tr>
</tbody>
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**Recommendation**

KCAG staff provides this as an informational item.
Kings Proposed Methodology for the Fifth Cycle
Regional Housing Needs Allocation (RHNA)

Kings County Association of Governments (KCAG) is tasked with distributing the State
determined regional housing needs for Kings County that includes the Cities of Avenal,
Corcoran, Hanford, and Lemoore and the County of Kings. The Regional Housing
Needs Allocation (RHNA) process is mandated by housing law, California Government
Code Section 65584. This fifth RHNA cycle began on January 1, 2014 and will conclude
on January 31, 2024 for a 10.08 year planning period.

The two major steps in the RHNA process include developing a methodology that
distributes the fair share of housing need to each of the jurisdictions in the Kings region
and documenting the allocation of the actual housing units. As part of the first step in
the Kings RHNA process, KCAG staff and the Kings Regional Housing Technical
Advisory Committee (KRHTAC) have developed a proposed methodology subject to a
60 day public review and comment period. At the conclusion of the 60 days, KCAG will
conduct one public hearing to receive oral and written comments on the proposed
methodology. The KCAG Commission is anticipated to consider the proposed
methodology for adoption at their regularly scheduled meeting on Wednesday, April 23,
2014 at 4:30 p.m.

Please submit all comments to Chris Lehn at 339 W. "D" Street, Suite B, Lemoore, CA
93245 or to chris.lehn@co.kings.ca.us. Questions should be directed to Chris Lehn at
559-852-2677.

Kings Proposed RHNA Methodology

The Kings Regional Housing Technical Advisory Committee (KRHTAC) includes the
respective Planning or Public Works Directors and their designated staff from the Cities
of Avenal, Corcoran, Hanford and Lemoore and the County of Kings. The KRHTAC first
met in January 2014 to discuss the draft RHNA determination and the proposed
methodology for this fifth RHNA cycle. This group is anticipated to meet monthly
through the duration of the RHNA process.

At the January meeting, the KRHTAC agreed to use a weighted formula to distribute the
total number of housing units to each jurisdiction. This formula will incorporate the
following weighted factors: (A) Growth Rate of the jurisdiction at 75%, (B) Building
Permits for each jurisdiction at 10%, (C) Market Demand for Housing at 10%, and (D)
Other Growth Factors at 5%. Together these factors were compiled to have the most
significant impact on determining housing growth within the region. Each factor will be
weighted according to its effect on future development as determined by the KRHTAC.

Growth Rate

Perhaps more than any other factor, the growth rate was agreed by the KRHTAC to
have the most direct impact on future housing needs for any jurisdiction. The growth
rate will be weighted most heavily at 75% due to this significance. Each jurisdiction is
responsible for identifying their future growth rate according to their General Plan and
other planning trends.
Building Permits - Past Trends

Building permits for residential developments provide a baseline of the past trends and help to project future housing needs per each jurisdiction. Residential building permits also provide a reliable measure of how many actual new housing units a jurisdiction has constructed on an annual basis. For this fifth RHNA cycle, the building permits from 2008-2013 will be examined and weighted at 10% in the methodology. This detailed data broken out by residential development, will be provided in the RHNA Plan respective to each jurisdiction.

Market Demand for Housing

Market demand for housing is an indicator of where new housing units should be directed according to the preferences of the consumer in the Kings region and is applied at a weight of 10% in the methodology. Market demand also lends itself to analyzing several sub-factors including historical housing sales, type and tenure of housing need, loss of units in subsidized housing developments, Naval Air Station Lemoore housing demand, and the housing needs of farmworkers.

Other Growth Factors

This last category weighted with the remaining 5%, is at the complete discretion of the KRHTAC and developed to account for any "other relevant factors" that have not already been considered. Examples of this could include housing demand due to large employment centers or proximity to recreational opportunities and shopping centers.

Kings Proposed RHNA Methodology Schedule

The final RHNA Plan must be adopted by the KCAG Commission on January 31, 2015 or at least one year prior to the local agencies' Housing Element due date of January 31, 2016. According to the California Government Code Section 65584.04, the Council of Government must develop a proposed RHNA methodology and adopt it after a minimum 60 day public review and comment period that includes one public hearing. The public review and comment period will begin on February 19, 2014 and conclude on April 23, 2014 for a total of 64 days. The KCAG Commission will hold a public hearing on April 23, 2014 at 4:30 p.m. in the Kings County Board of Supervisor's Chamber located at 1400 W. Lacey Blvd. in Hanford, CA. The Chair of the KCAG Commission will open the public hearing, and will receive oral and written testimony on the proposed RHNA methodology. After closing the public hearing the KCAG Commission will take their final action.

After the RHNA methodology is adopted by the KCAG Commission and after all input has been provided by the KRHTAC, KCAG staff will issue the draft allocation of the RHNA per the adopted methodology no later than July 1, 2014.
RHNA Appeals Process

In accordance with California Government Code Section 65584.05, there are three processes whereby local jurisdictions in the Kings region may seek to modify their allocated share of the regional housing need as provided by HCD. The first process involves the local jurisdictions requesting a revision of their draft allocation. The second process involves a formal appeal with KCAG if the local jurisdiction's draft allocation was not modified as part of the revision process. The third process involves two or more local jurisdictions proposing a “trade and transfer” or alternative distribution of their draft RHNA allocation by way of a written agreement. In accordance with the state law, local jurisdictions shall not be allowed to file more than one appeal, and no appeal shall be allowed to post-appeal reallocation adjustments as made by KCAG.
News Release

“Kings County Association of Governments Releases the Kings Proposed Methodology for the Fifth Cycle Regional Housing Needs Allocation (RHNA) for Public Review and Comment”

MEDIA CONTACT

Chris Lehn
Kings County Assoc. of Governments
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Kings County – Kings County Association of Governments (KCAG) is announcing the beginning of a 60-day public review and comment period for the Kings Proposed Methodology for the Fifth Cycle Regional Housing Needs Allocation. The Proposed Methodology is a required element in development of the Kings Regional Housing Needs Allocation (RHNA) Plan as mandated by California Government Code Section 65584.

A 60-day public review and comment period in accordance with state guidelines will begin today on February 19, 2014 and conclude on April 23, 2014. The public is encouraged to contact KCAG with any questions regarding the RHNA process. The Kings Proposed Methodology for the Fifth Cycle Regional Housing Needs Allocation is available online at www.kingscog.org.

The public is encouraged to provide comments at the Wednesday, April 23, 2014 KCAG Commission meeting to be held at 4:30 p.m. in the Kings County Board of Supervisors’ Chambers, Administrative Building, Kings County Government Center, 1400 W. Lacey Blvd., in Hanford, California. Written comments can be submitted to either KCAG, 339 W. D Street, Suite B, in Lemoore, CA 93245 or emailed to chris.lehn@co.kings.ca.us.
TO: KCAG Technical Advisory Committee
FROM: Chris Lehn, KCAG Staff
DATE: April 3, 2014

SUBJECT: San Joaquin Valley Greenprint Update

Introduction

The San Joaquin Valley Greenprint (Greenprint) is an eight county regional effort to explore how natural resources support the region’s economy, health, and quality of life. As many agricultural lands, natural resources, and open space lands do not follow county geographical boundaries, it is important to discuss these resources in both a regional and local context. The Greenprint effort was developed as a counterpart to focus on the natural resources of the Valley whereas, the Blueprint focused primarily on the urbanized developed areas. Similar to the Valley Blueprint effort, the Greenprint is a voluntary bottom’s up effort. The Greenprint will have no legal authority and each jurisdiction will choose how to utilize the Greenprint final products. UC Davis, the Information Center for the Environment was retained as the consultant in April 2012 to provide technical services for the project.

San Joaquin Valley Greenprint

The Greenprint effort is a voluntary regional project that will work to provide agricultural, water, and environmental leaders with improved planning data. The first phase of the project includes gathering data, existing maps, and other information describing the current resources in the Valley. Resource challenges and opportunities will also be identified as part of this process. Phase I of the Greenprint will conclude with a “State of the Valley” report anticipated by June 2014. The report is anticipated to include comprehensive maps, trends, analysis, and existing conditions of agricultural lands, natural resources, and open space areas.

The Greenprint effort officially kicked off with a public survey in August 2012. The survey asked participants to identify their most important land, water, or living resources in the San Joaquin Valley and to identify the most significant natural resource management challenges among other like questions. KCAG encouraged our stakeholders to at a minimum, fill out the multiple choice questions, as there were several open ended questions that asked participants to list specific examples that could be time consuming (geared more towards agencies, organizations or professionals working in the environmental fields). At the August 2012 KCAG Commission meeting, staff outlined the project and encouraged interested stakeholders to participate in the monthly meetings of Greenprint Steering Committee. A few of the local agencies planners have continued to participate in Steering Committee meetings as their time allows. Meetings alternate between conference calls and in persons meetings, generally held at Fresno COG. Since the project began, the consultants have been gathering data and developing comprehensive maps that will be presented on April 17, 2014.

In March 2014, three focus groups were held for the purpose of asking the “local experts” if the basic data and maps that had been compiled, were as accurate and inclusive as possible. The first of the two meetings focused on agricultural and were held at the Tulare County Cooperative Extension on March 19th and the second at the Stanislaus Council of Governments on March 20th.
The third webinar meeting was held on March 21st and focused on water availability, reliability and quality. The focus groups meetings were facilitated by Joseph McIntyre of Ag Innovations Network.

The next meeting of the Greenprint project will be held on Thursday, April 17th from 1:30 p.m. - 4:00 at the Fresno COG Sequoia Conference Room. At this meeting, the UC Davis consultant team will present the data and maps to discuss comments, concerns, and recommendations about the project and future Greenprint steps. Interested stakeholders are strongly encouraged to attend the April 17th meeting. The maps are available for review at http://sjvgreenprint.ice.ucdavis.edu. The project brochure, stakeholder list, and detailed information about the next meeting are included in the subsequent pages.

Recommendation

KCAG staff provides this as an information item.
San Joaquin Valley Greenprint

The San Joaquin Valley Greenprint is a voluntary, stakeholder-driven project that provides agricultural, water, and environmental leaders with improved planning data and fosters regional collaboration on strategies that promote resource sustainability while enhancing economic prosperity. It focuses on the challenges and opportunities in non-urban land use planning, and how those rural decisions shape the region's economy and environment.

Please Join Us on April 17th

We will be discussing the current status of the San Joaquin Valley Greenprint and the Phase 1 resources that are being made available for your use.

Discussions will be facilitated by Joseph McIntyre of Ag. Innovations Network

Agenda

1:30 Welcome and Introductions

1:45 What is the SJV Greenprint and Why are We Here Today?

2:05 UC Davis's Role

2:15 General Q & A

2:25 Greenprint Data and Maps

2:55 Discussion: Data and Maps

3:10 Dialogue: Using Greenprint Data to Support Local and Regional Planning

3:30 Discussion: “Rolling out the Greenprint” Concerns and Recommendations from the Group

3:50 Closing Thoughts

The San Joaquin Valley Greenprint
http://sjvgreenprint.ice.ucdavis.edu

April 17, 1:30 - 4pm
Sequoia Room
Fresno COG Offices
2035 Tulare Street Suite 201
Fresno, CA 93721

Driving Directions:
http://www.fresnocog.org/driving-directions

Conference Line and Web Access
To connect to the webinar please click on:
https://cc.readytalk.com/r/1b2diwn1ukhk&eom
Conference call: 1-866-740-1260
Access code: 7546212

Please RSVP by 4/13/2014 to:
Nathaniel Roth
neroth@ucdavis.edu
530-746-8184
DATA

The SJV Greenprint collects and presents information about the Valley's resources through existing maps, data sources, resource preservation programs, and local policies and regulations (e.g., General Plans, Water Management Plans, Habitat Conservation Plans, Agricultural Preservation Programs, etc.), and has developed new data sources where needed. The SJV Greenprint provides a quantitative and qualitative assessment of Valley resources and trends.

The website for the SJV Greenprint provides an interactive online map database of more than 100 GIS maps that can be visually overlaid to look at potentially complementary or competing uses of land and identify the spatial patterns of regionally significant resources.

The maps have been organized into major themes:

- Agriculture (Soils, crops, agricultural infrastructure)
- Biodiversity (Protected areas, restoration opportunities, habitat connectivity, and natural habitat)
- Water (Surface and groundwater resources)
- Energy (Opportunities for solar, wind, and oil)

Online resources can be accessed at:
http://sjvgreenprint.ice.ucdavis.edu

HISTORY & MANAGEMENT

The San Joaquin Valley Greenprint project grew out of the San Joaquin Valley Blueprint, an effort launched in 2005 by the Regional Transportation Planning Agencies to provide a vision for urban growth in the eight Valley counties. Whereas the Blueprint addresses urban areas, the SJV Greenprint provides a voluntary framework to assist land use and resource management decisions in the Valley's non-urban areas.

The SJV Greenprint, a project of the San Joaquin Valley Regional Policy Council, started in 2011. It is managed by the Fresno Council of Governments. Decisions are guided by a Steering Committee representing public and private sectors and a diverse range of interests relating to Valley resources. Funding is provided by the California Strategic Growth Council.

The University of California at Davis, Information Center for the Environment (ICE) was contracted to gather, catalog, and analyze map data, to build an interactive mapping tool, and

For more information about the San Joaquin Valley Greenprint and/or to get involved, please contact:

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559-233-4148, ext. 203

http://sjvgreenprint.ice.ucdavis.edu
The San Joaquin Valley is one of the world’s most productive agricultural regions, is a vital link in California’s complex water delivery and transportation systems, and provides important habitat to protect biodiversity. Growth, development patterns, and climate, however, pose ongoing challenges to this unique region. In spite of these challenges, Valley leaders can work together to consider the regional context of local decisions, and develop a path forward that is both economically and environmentally sustainable.

WHAT IS THE SJV GREENPRINT?

The San Joaquin Valley Greenprint is a voluntary, stakeholder-driven project that provides agricultural, water, and environmental leaders with improved planning data and fosters regional collaboration on strategies that promote resource sustainability while enhancing economic prosperity. It focuses on the challenges and opportunities in non-urban land use planning, and how those rural decisions shape the region’s economy and environment.

The SJV Greenprint provides the following:

1. MAP DATABASE: The SJV Greenprint has compiled more than 100 maps that profile the agricultural, water, and ecological resources of the San Joaquin Valley. The maps are presented in an interactive, easy-to-use, online tool that invites users to display spatial relationships between agriculture, water, and other resources. The maps can be downloaded from the website.

2. REGIONAL PLANNING FORUMS: The SJV Greenprint provides opportunities for elected officials, agencies, local business leaders, and other stakeholders in agriculture, water, natural resource management, mining, and energy production to collaborate through voluntary, multi-county forums on issues that affect the health of the Valley as a whole, while recognizing its distinct parts.

3. CONSERVATION VISION: The SJV Greenprint convenes a broad range of stakeholders to identify strategies and priorities for stewarding and conserving the Valley’s precious and finite resources: agriculture, water, and biodiversity. This “vision” will be displayed in maps and documents that can support decision-makers as they assess priorities, make

APPLICATIONS

The SJV Greenprint provides a regional resource that can inform land use decisions and project planning efforts in the San Joaquin Valley. To strike a balance between the preservation of finite resources and the accommodation of a growing population, the Valley faces tough decisions. The Greenprint project’s maps can provide context for stakeholders and decision-makers faced with a variety of questions such as:

- How can we achieve multiple resource management goals – for agriculture, water, and ecological resources – simultaneously to optimize the contributions they make to the economy and quality of life in the Valley?
- Where are the most strategic locations for groundwater recharge and storage?
- How can we identify locations for urban growth while protecting economic and natural resources like farmland, oil, minerals, timber, and fisheries?
- How can we minimize flood damage and utilize excess water from flood years in times of drought?
- Where can we restore biodiversity and connect wildlife habitats, while also achieving other land use benefits?
- Where are the most strategic sites to build solar and wind energy facilities and other infrastructure that minimize impacts to farming and the environment?
- What strategies can be adopted to increase the Valley’s resilience to changes in climate?
- How do we craft regional strategies to inform the local implementation of long range conservation and mitigation plans?

THE PROCESS

The SJV Greenprint is both a data resource and a participatory process. By providing enhanced data accessibility, the SJV Greenprint promotes collaborative regional planning and invites all Valley residents and stakeholders to deepen their understanding of the region’s agricultural, water, and ecological resources.

As part of its process, the SJV Greenprint seeks input from public officials, property owners, interest groups, technical experts, and the public to develop a vision for the future of the Valley’s non-urban lands. This vision, ultimately, can be used to guide local and regional efforts to manage critical resources that balance the Valley’s economic and environmental interests and assets.

The SJV Greenprint project began in 2011 with public surveys, forums, and a data-gathering effort to compile and validate maps portraying the Valley’s agricultural land water resources, soil types, wildlife corridors, and other important features of the Valley. The first phase of the project culminates in June 2014, with the release of a report summarizing the eight-county region’s resources, and a website with interactive online data mapping and access.

The second phase of the project engages Valley leaders and residents in public forums to develop a vision for shared regional priorities for the non-urban areas of the region. This phase also sets the stage for local decision-makers to voluntarily begin incorporating the goals and strategies identified through the SJV Greenprint process into their planning efforts and project development.

The SJV Greenprint focuses on the challenges and opportunities in non-urban land use planning, and how these rural decisions shape the region’s economy and environment.
Greenprint Steering Committee Members
January 8, 2014

John Wright, Chairman, Regional Consultant/Planner
Ed Thompson, Vice-Chairman, California Director American Farmland Trust
Kim Anderson, San Joaquin Council of Governments
Arthur Chen, Stanislaus Council of Governments
    Jaylen French – Alternate
    Rosa Parks - Alternate
Matt Fell, Merced County Association of Governments
Kasia Thompson, Madera County Transportation Commission
    Dylan Stone – Alternate
Clark Thompson, Fresno Council of Governments
Chris Lehn, Kings County Association of Governments
Cynthia Echavarria, Tulare County Association of Governments
    Roberto Brady – Alternate
Brad DeBranch
    Michael Heimer – Alternate
Kerri Timmer, Sierra Business Council
Kathy Wood McLaughlin, Environmental Services
Soapy Mulholland, Sequoia Riverlands Trust
Sarge Green, California Water Institute
Wayne Zipser, Stanislaus Farm Bureau
Ryan Jacobsen, Fresno Farm Bureau
Liz Forsburg, The Nature Conservancy
Greg Gatzka, Kings County Community Development Agency, LAFCO

Many of these members are either replacements for original members who have left the Steering Committee or are new appointees.

Resignations of original Steering Committee members, other than COG changes, include Lee Ayres, Fred Brusuelas, Susan Antenen, and Elizabeth Jonasson.

The email distribution list of stakeholder notified of Greenprint Steering Committee meetings is more extensive than this list.