MEETING

Place: Kings County Association of Governments
339 W. “D” Street, Suite B
Lemoore, CA

Time: 1:30 p.m., Wednesday, January 14, 2015

Agency: KCAG Technical Advisory Committee

ITEM PAGE ACTION

I. CALL MEETING TO ORDER:

A. Unscheduled Appearances

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.

B. Minutes of November 12, 2014 1-4 Action

II. TRANSPORTATION:

A. FY 2013-14 Federal Transit Act Section 5310 Projects 5-8 Action

B. Public Transportation Modernization, Improvement and Service Enhancement Program Execution and Amended Project List 9-11 Action

C. Social Service Transportation Advisory Council Appointments 12-15 Action

C. Caltrans Update Newsletter 16-22 Information

III. REGIONAL PLANNING:

A. Final 2014 Regional Housing Needs Assessment Plan 23-25 Attachment Action

B. Sacramento San Joaquin Valley Voice Trip and Legislative Platform 26-32 Information

C. Greenprint Phase II - Information

IV. MISCELLANEOUS:

V. ADJOURNMENT: Next meeting scheduled for February 11, 2015.
MINUTES
KCAG TECHNICAL ADVISORY COMMITTEE
Wednesday, November 12, 2014

CALL MEETING TO ORDER

The regular meeting of the KCAG Technical Advisory Committee was called to order by Terri King, at 1:30 p.m. on Wednesday, November 12, 2014 in the Conference Room, 339 West “D” Street, Suite B, Lemoore, California.

MEMBERS PRESENT:
Angie Dow, KCPTA
Greg Gatzka, County of Kings
Lee Johnson, Kings County Health
Paul Marquez, Caltrans
Kevin McAlister, Kings County
Steven Sopp, City of Avenal
Kevin Tromburg, City of Corcoran
David Wlaschin, City of Lemoore

STAFF PRESENT:
Bruce Abanathie
Terri King

VISITORS PRESENT:
Jim Christian

A. UNSCHEDULED APPEARANCES

None.

B. MINUTES

It was moved and seconded (Dow / Wlaschin) to approve the Minutes of September 10, 2014. Motion carried unanimously.

TRANSPORTATION:

A. FY 13-14 Transportation Development Act Financial Audit Extension

Ms. King stated that within 180 days after the end of the fiscal year, agencies receiving Transportation Development Act (TDA) funds are required to submit a report of the fiscal and compliance audit of financial statements to the State Controller. Brown Armstrong CPAs is preparing the audits for each claimant under a contract with Kings County as part of the single audit procedures. The auditors are conducting the audits now, but they will not be completed in time. As per section 6664 of the California
Administrative Code, the Kings County Association of Governments may grant an extension of up to 90 days for the submittal of audit reports. KCAG requests the extension for the submittal of TDA audits be granted and the State Controller be notified of the extension.

It was moved and seconded (Dow / McAlister) to recommend approval of the extension to submit the FY 13-14 TDA Financial Audit and to notify the State Controller of the extension. Motion carried unanimously.

B. **FFY 2013-14 Annual Federal Funds Obligations Report**

Mr. Abanathie summarized the 2014 annual listing of projects and noted that the Moving Ahead for Progress in the 21st Century (MAP-21) requires that KCAG publish or make available to the public an annual listing of projects for which federal funds have been obligated in the proceeding federal fiscal year. Table I contains the list of street, roads and highway projects and Table II contains transit projects. Mr. Abanathie noted that the lead agency for the Highway Bridge Projects on Table I would be changed to Kings County Public Works and requested that member agencies look at the table to ensure it is accurate.

C. **2013 Interregional Transportation Strategic Plan**

Ms. King announced that Caltrans is currently in the process of updating the 2013 Interregional Transportation Strategic Plan (ITSP) and is looking for comments. She highlighted the information included for SR 41 and SR 198 and noted the need to include the widening of SR 198 out to I-5 as a proposed project. The survey is available online at the ITSP site and KCAG encourages member agencies to submit comments on the document. Mr. Marquez concurred and noted the importance of complete streets, bike, and pedestrian routes.

**REGIONAL PLANNING:**

A. **FY 2015-16 Overall Work Program Activities**

Ms. King stated that KCAG is required to develop an Overall Work Program (OWP) on an annual basis for its transportation planning activities. The OWP identifies work efforts, funding sources, and a work schedule of the activities to be accomplishing in the upcoming year. A draft of the 15-16 OWP is to be submitted to Caltrans by March 1, 2015. She summarized the activities expected to be conducted during the next fiscal year and noted that there are no new projects proposed, but that the Triennial Performance Audits will be due next year. Substantial work will be done to update the land use data for the travel demand forecasting model and the Air Resources Board will be updating the SB 375 greenhouse gas emission reduction targets. Ms. King noted that due to high administrative costs, KCAG may no longer have a traffic count program and that counts could be contracted out. The traffic count equipment may be available to interested member agencies pending a decision.

Ms. Dow asked if any of the funds for planning were going to come out of Cap and Trade funds. Ms. King stated that under the Affordable Housing and Sustainable Communities Strategies, there are no planning funds, only construction funds and Kings County does not qualify for the Transit Oriented Development Funds under the program. Ms. King noted that considerable negative comments on the program guidelines have been submitted to the Strategic Growth Council.
B. **Draft 2014 Regional Housing Needs Allocation Plan**

Ms. King reported that staff has prepared the draft 2014 Regional Housing Needs Allocation Plan based on the State determined regional housing need numbers and the methodology approved in April and that the public review comment period for the plan opens on November 17, 2014 and closes on December 22, 2014. Comments from most of the jurisdictions have been received or will be included in the draft public document to be released. The final RHNA is scheduled for adoption on January 28, 2015. Member agencies are encouraged to submit photos for cover.

C. **2015 KCAG Meeting Calendar**

Ms. King stated that the 2015 KCAG meeting calendar was included in the agenda packet. An error was noted in March and it was noted that Wednesday November 11, 2015 is a holiday when the TAC meeting would need to be rescheduled. The calendar will be updated and sent out with the next meeting minutes.

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**MISCELLANEOUS**

Ms. King commented on the Affordable Housing and Sustainable Communities Program draft guidelines and noted that the program aims to reduce Greenhouse Gas (GHG) emissions through vehicle trips and aims to increase the availability of affordable housing. The current guidelines require a 50% match and there is a minimum and maximum grant amount. Guidelines can be found at the Strategic Growth Council’s website.

Ms. King announced that first quarter FY 14-15 STA funds are coming this week and that Corcoran will get all of the revenue formula funds. At the next meeting, LTF fund claims will be revised so that the money originally allocated for KCAPTA will be reallocated to streets and roads.

Mr. Sopp announced his retirement will be next month.

Mr. Marquez provided an update on various projects under construction within Kings County. He also reported that 19 applications were received for Caltrans planning grants, one for a Kettleman City study. Caltrans will review the applications and provide a recommended list of projects in January/February, with awards made in the spring.

Mr. Wlaschin reported that the CNG maintenance facility project has been completed, the Cedar Lane connection to 19th Ave. has been completed, and that an RFP will be released for the appraisal of right of way to be acquired on 19th Ave. for the CMAQ funded sidewalk project.

Mr. McAlister reported that the Armona Safe Routes to School project was awarded, the CNG station will be completed soon, and the ADA transition/compliance plan is to be awarded.

Ms. Dow reported that the carryover of $900,000 in LTF was due to the use of toll credits to match federal funds and that their LTF claim amount will be reduced to $0 for FY 14-15 only. She reported that the bus transit intelligent system installation process is ongoing; she will be making presentations on the new paratransit guide to system users; and bus stop improvements are on going for ADA compliance.
Mr. Tromburg reported that the city has started the construction of the new bus wash system funded by a grant.

Mr. Gatzka reported that the zoning ordinance and development code will be the subject of a Board study session. The development of the joint Housing Element has started. He reported that a new proposal was received for a small scale solar facility.

ADJOURNMENT

There being no further business before the KCAG Technical Advisory Committee, the meeting was adjourned at 2:21 p.m. The next meeting is scheduled for December 10, 2014.

Respectfully submitted,

Terri King, Executive Director
TO:                        KCAG Technical Advisory Committee
FROM:                      Teresa Nickell, KCAG Staff
DATE:                      January 14, 2015
SUBJECT:                   FY 2013-14 Federal Transit Act Section 5310 Projects

Introduction

Section 5310 of the Federal Transit Act (FTA) provides capital grants to private nonprofit corporations and some public agencies for the purpose of providing transportation services to meet the needs of elderly persons and persons with disabilities for whom public mass transportation services are otherwise unavailable, insufficient, or inappropriate. Eligible projects include, but are not limited to, wheelchair accessible vans and buses, radios and communication equipment, vehicle rehabilitation, and microcomputer hardware and software. Funds are allocated on a statewide competitive basis. Applications are scored based on project need, project effectiveness, ability of the applicant to operationally and financially manage the project, and the extent of the applicant’s participation in the coordination of transportation services with other agencies. The highest ranking projects are funded in descending order until all available funds have been programmed, and a final project list is adopted by the California Transportation Commission (CTC) following a public hearing.

Kings Rehabilitation Center Application

The Kings Rehabilitation Center submitted a FY 2013-14 FTA Section 5310 grant application to purchase six new minivans for a total project cost of $276,000. Each van is equipped with a wheelchair ramp and will carry up to five ambulatory passengers. Of the six vehicles, four will be replacement vehicles and two are for new service. No equipment is sought with this application. A 11.47% non-federal match from the agency is required or the use of toll credits; in this case, Federal toll credits are available to cover the match requirement, so no local agency funds are required for these grants.

The primary purpose of the Kings Rehabilitation Center is to provide employment and vocational training while recognizing personal growth and importance of the developmental, physical, and emotionally well-being of the disabled individual. The Kings Rehabilitation Center (KRC) currently operates five individual programs for supported employment and training: Adult Development, Day Training Activities Center, In-House Vocational, Outside Contracts, and Off-Site Contracts. KRC also provides transportation of individuals to Special Olympic events and other important events each month. KRC has developed their Hanford site to provide housing to their clients under a new Residential Services Program, providing 24/7 residential care to both ambulatory and non-ambulatory needs clients who require transportation for medical/dental appointments, community outings, shopping, and miscellaneous trips within Kings, Tulare, and Fresno counties.

Among KRC’s clientele, about 70% of those are transported by KRC vans between their homes, events, and various work site locations throughout the county. The four replacement minivans will be utilized for the following purposes:

• To transport a crew to the International Paper facility in Tulare County;
• To transport residential clients to community outings and any medical transportation;
• To transport clients to Lemoore Naval Air Station (LNAS) for contractual employment; and
• To transport clients to multiple Day Programs including the Tulare program.
The two new service minivans are for KRC’s new Residential Services Program and an upcoming new Work Program in Tulare. The Work Program is anticipated within the next few years to expand driving-to-work contracts serving the Tulare area.

Some of KRC’s clients are required to work non-traditional hours that would be difficult for Kings Area Rural Transit (KART) or other transportation providers to accommodate, and there are clients who cannot effectively use public transportation due to their disabilities and vulnerabilities. Both of the new vehicles requested are needed seven days per week, which would fill this gap in service as identified in the 2007 Kings County Human Services Transportation Coordination Plan (HSTCP).

KCAG staff has scored the project applications based on the FTA Section 5310 criteria and has reviewed project consistency with the strategies of the HSTCP. Attached is the prioritized list of project applications from the Kings Rehabilitation Center.

Recommendation

KCAG staff recommends that the Transportation Policy Committee adopt Resolution No. 15-01 to approve the FY 2013-14 FTA Section 5310 regional prioritized project list, which includes projects for the Kings Rehabilitation Center, for submittal to the State Review Committee to be considered for funding.
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TYPE – R Replacement  
SE Service Expansion
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

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

IN THE MATTER OF APPROVING THE ) RESOLUTION NO. 15-01
FY 2013-14 FEDERAL TRANSIT ACT ) RE: FY 2013-14 FTA
SECTION 5310 PROJECT LIST ) SECTION 5310

WHEREAS, Section 5310 of the Federal Transit Act (FTA) provides federal grants, made
through the states, to eligible public and private, non-profit transportation providers for use in
meeting the special needs of the elderly or disabled; and

WHEREAS, the Kings Rehabilitation Center Inc., a non-profit agency, has applied for a FY
2013-14 FTA Section 5310 grant to purchase six 5-passenger ambulatory mini vans with
wheelchair ramps to provide transportation services to its disabled clients to various
employment sites; and

WHEREAS, in accordance with the FTA Section 5310 evaluation criteria and instructions,
the Kings County Association of Governments (KCAG) has scored the Kings Rehabilitation
Center’s project applications.

NOW, THEREFORE, BE IT RESOLVED that the KCAG Transportation Policy Committee
finds that the Kings Rehabilitation Center projects are consistent with and conform to the “Kings
County Regional Transportation Plan” and the “Kings County Human Services Transportation
Coordination Plan”; and

BE IT FURTHER RESOLVED, that the KCAG Transportation Policy Committee does
approve the FY 2013-14 FTA Section 5310 Regional Project Priority List to include the Kings
Rehabilitation Center projects; and

BE IT FINALLY RESOLVED, that the Executive Director is authorized to sign and execute
the certification of all documents pertaining to the grant.

The foregoing Resolution was adopted on a motion by Commissioner ____________, and
seconded by Commissioner ____________, at a regular meeting held on the 28th day of
January, 2015 by the following vote:

AYES:
NOES:
ABSTAIN
ABSENT:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

__________________________
Chairman

WITNESS, my hand this _______ day of ________________, 2015.

__________________________
Terri King, Executive Director
TO: KCAG Technical Advisory Committee  
FROM: Terri King, Executive Director  
DATE: January 2, 2015  
SUBJECT: Public Transportation Modernization, Improvement, and Service Enhancement Account Program Execution and Amended Program Project List  

Introduction

Proposition 1B created the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Program. Of the total funding available through Proposition 1B, $3.6 billion was allocated to the PTMISEA to be available to transit operators over a 10-year period. Funds in this account are appropriated annually by the state legislature to the State Controllers Office for allocation in accordance with Public Utilities Code formula distributions of 50% allocated to local transit operators based on fare-box revenue and 50% to Regional Entities based on population. The final appropriation of PTMISEA funds was made in the FY 2014-15 State Budget.

Authorized Agent Designation

RTPAs are responsible for calculating the available allocation for each project sponsor/recipient agency applying for funds pursuant to GC Section 8879.55(a)(2), or population formula share. Applications for projects seeking funds pursuant to GC Section 8879.55(a)(2) and (a)(3) must be approved by KCAG. KCAG must submit a governing board resolution appointing agents authorized to execute any actions necessary for each project sponsor/recipient agency. The KCAG Executive Director may be authorized designated person for the application. Draft Resolution No. 15-02 authorizes the KCAG Executive Director to execute for and on behalf of the Regional Entity any actions necessary for the purpose of obtaining PTMISEA funds.

Amended Program Project List

The Kings County Area Public Transit Agency (KCAPTA) has prepared a PTMISEA program project list to utilize available funds and would like to add a project to purchase three 35’ CNG buses for service expansion utilizing both GC Section 8879.55(a)(2) and (a)(3) fund allocations. The purchase of buses is an eligible expense for these funds. With KCAG as a contributing project sponsor with the GC Section 8879.55(a)(2) allocation, the funding request from KCAPTA must identify the amount of funds being contributed by both the project sponsor and the contributing project sponsor. KCAPTA will be utilizing $1,162,367 of GC Section 8879.55(a)(2) apportionment and $308,761 of their total FY 14-15 GC Section 8879.55(a)(3) apportionment. KCAG must submit a resolution approving the project since this project was not included in the current short-range Transit Development Plan as it only lists KCAPTA’s capital needs through FY 13-14. Draft Resolution No. 15-03 approves the addition of the CNG bus purchase to the PTMISEA Program Project List.

Recommendation

KCAG staff recommends that the KCAG Transportation Policy Committee adopt Resolution No. 15-02 designating the KCAG Executive Director as an authorized agent for the PTMISEA Program and adopt Resolution No. 15-03 to approve KCAPTA’s amended PTMISEA program project list.
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

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IN THE MATTER OF AUTHORIZING THE
EXECUTION OF THE CERTIFICATION
AND ASSURANCES FOR THE PUBLIC
TRANSPORTATION MODERNIZATION,
IMPROVEMENT, AND SERVICE
ENHANCEMENT ACCOUNT BOND PROGRAM )

RESOLUTION NO. 15-02

RE: PTMISEA EXECUTION

WHEREAS, the Kings County Association of Governments is an eligible project sponsor and
may receive state funding from the Public Transportation Modernization, Improvement, and Service
Enhancement Account (PTMISEA) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional
implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 88 (2007) named the Department of Transportation (Department) as
the administrative agency for the PTMISEA; and

WHEREAS, the Department has developed guidelines for the purpose of administering and
distributing PTMISEA funds to eligible project sponsors (local agencies); and

WHEREAS, the Kings County Association of Governments wishes to delegate authorization to
execute these documents and any amendments thereto to the Executive Director.

NOW, THEREFORE, BE IT RESOLVED by the Transportation Policy Commission of the
Kings County Association of Governments that the fund recipient agrees to comply with all conditions
and requirements set forth in the Certification and Assurances document and applicable statutes,
regulations and guidelines for all PTMISEA funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Executive Director is authorized to
execute all required documents of the PTMISEA program and any Amendments thereto with the
California Department of Transportation.

The foregoing Resolution was adopted on a motion by Commissioner ________________,
seconded by Commissioner ________________, at a regular meeting held on the 28th day of January
2015, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

______________________________
Chair

WITNESS, my hand this______ day of _____________________, 2015.

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

RESOLUTION NO. 15-03
RE: AMENDED PTMISEA PROJECT LIST

WHEREAS, the Kings County Area Public Transit Agency is an eligible project sponsor and may receive state funding from the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 88 (2007) named the Department of Transportation (Department) as the administrative agency for the PTMISEA; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing PTMISEA funds to eligible project sponsors (local agencies); and

WHEREAS, the Kings County Area Public Transit Agency plans to add a project to their PTMISEA Program Expenditure Plan for the purchase of 3 new 35' CNG buses for route expansion in FY 14-15.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Policy Commission of the Kings County Association of Governments approves the project to purchase new CNG buses in FY 14-15 with the PTMISEA funds by the Kings County Area Public Transit Agency.

The foregoing Resolution was adopted on a motion by Commissioner _____________, seconded by Commissioner _____________, at a regular meeting held on the 28th day of January 2015, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

Chair

WITNESS, my hand this ________ day of ___________________, 2015.

Terri King, Executive Director
TO: KCAG Technical Advisory Committee
FROM: Teresa Nickell, KCAG Staff
DATE: January 9, 2015

SUBJECT: New Member Recruitment for the Social Services Transportation Advisory Council

Introduction

In accordance with the Transportation Development Act (TDA) and California Code of Regulations (CCR), KCAG has the responsibility to appoint members to the Social Services Transportation Advisory Council (SSTAC) from a broad representation of social service and transit providers representing the elderly, the disabled, and persons of limited means. As a recommending body to the Transportation Policy Committee (TPC), the primary responsibility of the SSTAC is to review potential unmet transit needs in the County.

Background

KCAG staff recruited for new members of the SSTAC in November and December 2014, based on a number of different methods outlined below:

- Contacting existing members to help recruit potential new members
- Contacting an updated Human Services Transportation Coordination Plan (HSTCP) list of social service agencies and public transportation providers
- Providing SSTAC recruitment flyers in English and Spanish to KCAPTA to post on all transit buses
- Posting SSTAC recruitment flyers in English and Spanish at the KCAG reception office
- Advertising in English and Spanish on the KCAG website
- Sending news releases to local newspapers and news broadcast media to solicit to public transit users and interested citizens
- KCAPTA contacted social service agencies and transit users.

Transportation Development Act Requirements

The SSTAC’s role is to advise the TPC, and through a citizen participation process, to provide input in the identification of transit needs of the elderly, disabled, and persons of limited means during the annual process for allocating TDA funds. Members of the SSTAC also help to evaluate and make recommendations for any major transit issue, participate in various transit-related studies (Human Services Transportation Coordination Plan, Transit Development Plan, etc.), advocate for transportation alternatives for those in their region and/or segment of the population, and represent those constituents at the SSTAC meetings.

In accordance with Section 99238 of the CCR, the SSTAC must consist of the following member categories:

- One representative of potential transit users who are 60 years of age or older;
- One representative of potential transit users who are disabled;
- Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists;
Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists;

One representative of local social service provider for persons of limited means;

Two representatives from the local consolidated transportation service agency, if one exists, including one representative from an operator;

Additional members may be appointed by the transportation planning agency.

In accordance with the TDA statutes, the SSTAC shall have the following responsibilities:

1. Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

2. Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.

3. Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Membership Applications

Candidates completed a membership application related to their specific area of expertise and eligibility. KCAG received the five new membership applications for the TPC to consider:

Social Service Provider – Seniors

Debra Ann Oliveira – Ms. Oliveira is social services supervisor for Adult Services within the Human Services Agency of Kings County, an agency that serves the protection of the elderly abused and the disabled. She is in charge of the Adult Protective Services and In Home Supportive Services Programs. She has previously served two years on the Commission on Alcohol/Drugs.

Social Service Provider – Persons of Limited Means

Maribel Guzman – Ms. Guzman is a supervisor for Employment and Training within the Welfare to Work division of the Human Services Agency of Kings County, an agency providing support services to families with limited means. She has volunteered for the past four years to assist with the annual job fair for the Job Developers Association.

Social Service Provider – Seniors or Disabled

Codi Hicke – Ms. Hicke is a deputy Public Guardian for Kings County and works with the elderly and disabled, and mental health clients. Her role includes coordinating transportation for her clients’ daily needs. Her application would create a dual role representing both groups.

Social Service Provider – Transit Operator

Ron Hughes – Mr. Hughes is director of CalVans, a local public agency providing vanpools for work or school, sponsored by California Vanpool Authority. Mr. Hughes serves both the Kiwanis and Gideons organizations and has previously served as a member of the SSTAC for CalVans.
Social Service Provider – Persons of Limited Means

Steve Mendoza – Mr. Mendoza is executive director of Kings Rehabilitation Center Inc., a local non-profit provider of adult day care services and vocational employment services for the disabled public. Mr. Mendoza also serves the Kiwanis and has served the Kings County Special Olympics as coach-delegate since 2001.

Complete SSTAC membership applications are available for review at the KCAG office.

Social Service Transportation Advisory Council

The attached roster identifies the current members of the SSTAC along with their categories and terms. The next meeting for the SSTAC is scheduled on January 29, 2015, for new members to be introduced and provided a brief overview of roles and responsibilities and to provide feedback for the Draft Transit Development Plan to be presented by KCAG’s consultant, LSC Transportation. The TDA unmet needs process will include SSTAC meetings in April and May 2015.

Recommendation

KCAG staff recommends the appointment of the above five members to serve three-year terms on the Kings County Social Services Transportation Advisory Council.
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<td>Consolidated Trans. Service Agency</td>
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<td>Transit Operator</td>
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<td>Dave Nave</td>
<td>Support - Transit Operator</td>
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<td>Sandra Scherr</td>
<td>Support - CalTrans</td>
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**Caltrans Update**

**Kings County Association of Governments**

**CALTRANS MISSION:**
Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability

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**CTC UPDATE**

**DECEMBER 12, 2014 UPDATE: $254 MILLION IN FUNDING ALLOCATED TO UPGRADE HIGHWAY, RAIL AND ACTIVE TRANSPORTATION PROJECTS**

The California Transportation Commission (CTC) allocated over $254 million for 41 transportation projects that will enhance the safety and mobility of Californians throughout the state, which includes $3.4 million for locally-administered Active Transportation Program projects that encourage biking and walking.

"Investing in our infrastructure benefits Californians for generations to come and these projects will improve mobility for all users of the transportation system, whether they choose to travel by car, take transit or ride a bicycle," said Caltrans Director Malcolm Dougherty.

The allocations included $116.2 million from Proposition 1B, the 2006 voter-approved transportation bond. This included $108 million to purchase diesel-electric locomotives and bi-level passenger railcars to improve intercity rail service by providing new capacity and replacing aging Amtrak-owned locomotives. Portions of that allocation will also be utilized for installing video and audio communications to ensure compliance with the Americans with Disability Act. Since its passage, more than $18 billion in Proposition 1B funds have been put to work statewide for transportation purposes.

The remaining $134.9 million in allocations came from assorted transportation accounts funded by state and federal dollars.

One of the more notable projects that received an allocation included:

- **Kings County**: $419,000 – Bicycle/Pedestrian Facilities on Cinnamon Drive in Lemoore. This project will construct a bicycle facility in the road-
CTC UPDATE, CONTINUED

way and ADA compliant pedestrian facilities off the roadway to improve safety and access for residents to nearby facilities.

OCTOBER 9, 2014 UPDATE: $1 BILLION IN NEW FUNDING ALLOCATED TO UPGRADE STATE AND LOCAL TRANSPORTATION INFRASTRUCTURE

In October, 2014, The state's vast transportation system received a major infusion of cash, as the California Transportation Commission (CTC) allocated $1 billion to repair local streets and state highways, improve public transit and alleviate traffic delays statewide.

"This funding helps preserve California's great infrastructure and puts thousands of Californian's to work building sustainable, new improvements," said Caltrans Director Malcolm Dougherty. "The investment in highway preservation and innovation is absolutely critical to California's economy."

The allocation of $750 million in federal funds for Caltrans' Local Assistance Program annually pays for more than 1,200 projects designed to improve local roads, bridges and public transit. In the months ahead, more than 600 city, county and regional transportation agencies will submit their projects to Caltrans for review and approval to ensure compliance with federal requirements.

The CTC also allocated nearly $87 million to Caltrans to pay for the operating expenses for the Pacific Surfliner and San Joaquin intercity passenger rail services. These routes are two of the five busiest in the Amtrak system. Ridership on the three state-supported rail routes (which includes the Capitol Corridor) for federal fiscal year 2013 was a record 5.6 million. According to the U.S. Environmental Protection Agency, per passenger mile, travel by rail generates about half the carbon dioxide emission of an automobile trip.

The CTC closed out the allocations by approving $170 million for 29 additional projects, including these notable projects:

Kings County: $1,275,000 – 19th Avenue Interchange Landscaping in Lemoore, on State Route 198 at 19th Avenue. Various planting to provide aesthetic softening and slope erosion control to the newly constructed 19th Avenue interchange.

Kern County: $594,000 – Rails to Trails Phase IV in the city of Taft, on Sunset Railroad corridor, from 2nd Street to State Route 119. Construct 2,900 feet of bike/pedestrian path; infill half mile of future 5 mile bike/pedestrian path and decrease bike commute time.
CALTRANS LAUNCHES INTERACTIVE GAME TO TEACH TEEN DRIVERS SAFE DRIVING SKILLS IN HIGHWAY WORK ZONES

In an effort to fight distracted driving and raise public awareness, the California Department of Transportation (Caltrans) joined with the Office of Traffic Safety and the California Highway Patrol in observing National Teen Driver Safety week October 19-25. To further its commitment to teen driver safety, Caltrans has launched an interactive, mobile and online game called "Distraction Zone" that helps educate teen drivers about safe driving. Car crashes are the leading cause of death for 14- to 18-year-olds in the United States.

"Playing the Distraction Zone game will provide teens with lifelong skills that will not only help keep these young drivers safe, but protect highway workers," said Caltrans Director Malcolm Dougherty.

According to 2012 data from The National Highway Traffic Safety Association, among drivers 15 to 19 years old who were distracted in fatal crashes, nearly 1 in 5 were distracted by their phones. Speeding is also a common contributing factor in fatal crashes. In 2012, speeding was a factor in almost half (48 percent) of the crashes that killed 15- to 20-year-old drivers.

The Distraction Zone game is specifically designed to reinforce key safe driving behaviors like avoiding distractions, being alert, and slowing down when approaching highway work zones. The mobile and online format helps get teen drivers engaged while actively learning safe driving skills. Mobile versions of the game are available for download on Google Play and the online version is played at:

www.DistractionZone.com

As always, teens should not play the game or text while driving.

An added incentive to entice teen game play is a contest being run by the campaign’s media partner, iHeart Media. The Distraction Zone contest invites teen players to submit their highest game score for a chance to win cash prizes. The top prize, donated by iHeart Media, is $500. Players can play multiple times to achieve their best score and enter the contest between now and June 15, 2015.

If you would like more information, please visit www.BeWorkZoneAlert.com
SB-1077: ROAD USAGE CHARGE TECHNICAL ADVISORY COMMITTEE & PILOT PROGRAM

On September 29, 2014 the Governor signed Senate Bill 1077 (DeSaulnier, Road Usage Charge Pilot Program) mandating the Chair of the California Transportation Commission (CTC), in consultation with the Secretary of the California State Transportation Agency (CalSTA), to create a 15-member Road Usage Charge Technical Advisory Committee. This Committee will study road usage charge alternatives to the gas tax and will make recommendations to the CalSTA Secretary on the design of the pilot program. CalSTA must implement a road usage charge pilot program by January 1, 2017 based on the recommendations of the Technical Advisory Committee and submit to the Legislature, the Technical Advisory Committee, and the CTC, a report of its findings by June 30, 2018.

SB 1077 requires the Technical Advisory Committee to consult with highway users and transportation stakeholders including representatives of vehicle users, vehicle manufacturers, and fuel distributors. The Committee will undertake an open and inclusive process to engage these and other organizations, as well as the public, to participate and provide support to the Committee in its study of usage charge alternatives and development of recommendations on pilot program design.

The appointment of members to the Technical Advisory Committee was formalized at the December 10, 2014 CTC meeting. The following were appointed:

- James Madaffer - Commissioner, CTC;
- James A. Misener - Board Member, Intelligent Transportation Society of California;
- Gautam Hans - Director and Policy Counsel, Center for Democracy and Technology;
- David Finigan - Supervisor, Del Norte County;
- Scott Haggerty - Supervisor, Alameda County;
- Robert Poythress - Mayor, City of Madera;
- Pam O'Connor - Mayor, City of Santa Monica;
- Senator Jim Beall (D - San Jose) - California State Senate;
- Stephen Finnegan - Manager of Government & Community Affairs, Automobile Club of Southern California;
- Eric Sauer - Vice- President of Policy & Government Relations, California Trucking Association;
- Martin Wachs - Professor Emeritus, University of California Los Angeles Luskin School of Public Affairs; and
- Loren Kaye - President, Foundation for Commerce and Education.

To meet the statutory requirements outlined in SB 1077, it is anticipated that the Committee will meet monthly, or more often as determined by the Committee, to allow for the time necessary to prepare for implementation of the pilot program by January 1, 2017. The first meeting of the Committee is anticipated to be held on January 23, 2015 in Sacramento. This meeting will address Committee operating procedures, planned meeting dates, and other administrative requirements in addition to road usage charge pilot program considerations.
CALTRANS COMPLETES NEW SEGMENT OF KINGS CANYON EXPRESSWAY IN FRESNO COUNTY

Continuing the push to improve transportation in the Fresno area, Caltrans and the Fresno County Transportation Authority celebrated the completion of the second segment of a project that is upgrading 13 miles of the Kings Canyon Expressway (SR-180) from a two-lane highway to a four lane expressway.

To celebrate the completion, Caltrans held a ribbon-cutting ceremony on November 14, 2014 in a cul-de-sac just south of Highway 180 and just west of Smith Avenue, near Centerville, east of Fresno. The ceremony was open to the public. Speakers at the event included Caltrans director Malcolm X. Dougherty, vice chairwoman of the Fresno County Board of Supervisors Judy Case McNairy, California Transportation commissioner Darius Assemi, California Highway Patrol Capt. Dave Paris, Sanger Mayor Joshua D. Mitchell, chairwoman of the Greater Fresno Chamber of Commerce Lorraine Salazar, and president of the Sanger District Chamber of Commerce David Laurence Phillips.

“This new segment continues our eastward extension of the expressway to provide a faster, safer route for people commuting from eastern Fresno County, farmers hauling produce, and motorists visiting Kings Canyon and the Sequoia National Parks,” said Caltrans Director Malcolm Dougherty.

The three-mile section just completed stretches from just east of Quality Avenue to just west of Smith Avenue near Centerville. This new expressway will facilitate improved traffic flow within this urban area and continues the extension eastward and serves as the gateway to Kings Canyon/Sequoia National Parks. State Route (SR) 180 not only links Fresno counties eastern communities and National Park areas with vital regional services, but also serves as the primary agricultural goods movement corridor for eastern Fresno County. This expressway is of growing importance for commuters from the surrounding rural areas and neighboring communities and will improve congestion along local streets, reduce travel time and increase motorist safety.

Caltrans began improving the Kings Canyon Expressway in 2009 when it widened six-miles of the route between Temperance Avenue and Academy Avenue. With completion of the second segment, nearly nine miles of the route have been upgraded. As funding becomes available, the final 4.5-mile segment from Smith Avenue to just east of Frankwood Avenue will be constructed, creating a total of 13.2 miles of new, four-lane expressway.

The price tag for the second segment was $37.6 million, including $11.5 million from Proposition 1B, a 2006 voter-approved transportation bond. To date, more than $18 billion in Proposition 1B funding has been put to work statewide for transportation purposes. State and local partnership programs and Measure “C”, a half-cent local sales tax dedicated for transportation, also contributed towards the overall cost of Segment Two.
UPDATE ON KINGS COUNTY PROJECTS


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

Hanford-Armona Landscape: On SR 41 near the City of Lemoore. Project will be initiated for aesthetic replacement to the community for Valley Oaks and Eucalyptus removed from the median in the Hanford-Armona project on SR 41. Funding: SHOPP Minor Program. Anticipate winter 2015 construction to aid in plant establishment and coordination with the parent project. Work may be impacted by the governor’s drought control measures and Minor Program funding. Curt Hatton, Project Manager, (559) 243-3445.

19th Ave Landscaping: Landscaping and plant establishment on SR 198 in the City of Lemoore at 19th Avenue. Funding: STIP. Advertising ended on December 10 with contract award and approval to be completed by mid-February. Drought resistant plantings and water conservation has been incorporated into the design. Curt Hatton, Project Manager, (559) 243-3445.


Latache Median Barrier: Install a median barrier on SR 198 in and near Lemoore from 0.5 mile west to 1.16 mile east of 19th Ave-
UPDATE ON KINGS COUNTY PROJECTS, CONTINUED

Bridge decks to be rehbabbed at 14th Avenue overcrossing, the Hanford-Armona Road overcrossing, and the 11th Avenue overcrossing. Funding: SHOPP. Deck rehab was completed at the 11th Avenue overcrossing. A separate spin-off project is programmed to replace the 14th Avenue overcrossing deck instead of rehab. This work will begin October 6 and anticipate completion by end of July 2015. Jim Heinen, Project Manager, (559) 243-3467.

Replace Bridge Deck at Hanford-Armona Rd overcrossing: This is the location removed from the 06-46220 project due to additional funding needed to cover hidden deterioration. Funding: SHOPP. Location scope was increased from deck rehab to deck replacement. This project was amended into the SHOPP and anticipate going to construction in summer of 2015. Curt Hatton, Project Manager, (559) 243-3445.

12th Avenue Interchange in Hanford: In the City of Hanford on State Route 198. Project will increase the capacity of the existing interchange with the addition of a loop ramp and widening of the main structure along 12th Avenue. Project was awarded on April 22 to Agee Construction Corporation of Clovis and approved on May 13, 2014. Ongoing work includes clearing and preparation of the project site. Main work on the structure to begin December-January due to other road project work in the area. Anand Kapoor, Project Manager, (559) 243-3588.

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

3 Deck Rehab: On SR 198 near the City of Hanford.

SR 198 Hanford CAPM: Overlay on SR 198 from 19th Avenue to the 14th Avenue overcrossing. Funding: SHOPP. Areas in good condition will be excluded from the project. Project is in process of award and approval. Contractor may begin about March 2015. Victor Shaw, Project Manager, (559) 243-3441.
Kings County Association of Governments
339 W. "D" Street, Suite B, Lemoore, California 93245
(559) 852-2654  FAX (559) 924-5632
www.kingscog.org

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

TO: KCAG Technical Advisory Committee
FROM: Chris Lehn, KCAG Staff
DATE: January 8, 2015

SUBJECT: 2014 Draft Regional Housing Needs Assessment Plan

Introduction

Kings County Association of Governments (KCAG) as a Council of Government is required to prepare a Regional Housing Needs Assessment (RHNA) Plan from which our member agencies will develop their individual Housing Elements. As part of the RHNA Plan development, KCAG is responsible for several tasks including developing a proposed methodology and for distributing the regional housing need to each city and county as determined by the California Department of Housing and Community Development (HCD). The 2014 RHNA Plan must be adopted and submitted to HCD no later than January 31, 2015. The member agencies’ Housing Elements must be provided to HCD no later than January 31, 2016.

2014 Draft Regional Housing Needs Assessment Plan

KCAG staff has been coordinating closely with the member agencies’ Community Development Directors and Public Work Directors as members of the Kings Regional Housing Technical Advisory Committee throughout the Kings County 5th Regional Housing Needs Determination process. This specific update includes the planning period from January 1, 2014 through January 31, 2024. The Committee has provided direction and review of all steps during the RHNA process, beginning with early consultation with HCD. Per this guidance by the Kings Regional Housing Technical Advisory Committee, KCAG staff has updated the 2014 Draft RHNA Plan as based on the methodology (approved in April 2014) and the state determined regional housing need (dissemination in June 2014). The 2014 Draft RHNA Plan provides supporting narrative for these two key processes and further devises specific statistical data related to housing and employment in the Kings County region.

The 2014 Draft RHNA Plan was released on November 17, 2014 for an official 30 day public review and comment period that concluded on December 22, 2014. The 2014 Draft RHNA Plan was available on the KCAG website located at http://www.kingscog.org/ and at the KCAG office. One comment letter from NAS Lemoore was received that encourages jurisdictions to refer to the 2011 Joint Land Use Study and specifically how placement of residential development in the low-level Military Training Route areas may expose future residents to unnecessary health and safety risks. As part of the adoption process, a public hearing will be held on January 28th in the Kings County Board of Supervisor’s Chambers, located at 1400 W. Lacey Blvd in Hanford, as part of the KCAG Commission meeting. The 2014 Draft Kings County Regional Needs Assessment Plan will be submitted to HCD following adoption by the KCAG Commission.

Recommendation

KCAG staff recommends that the KCAG Commission adopt the 2014 Draft Regional Housing Needs Assessment Plan with resolution 15-01 and submit the adopted plan to the California Department of Housing and Community Development prior to January 31, 2015.
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
COMMISSION

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IN THE MATTER OF ADOPTING THE )
2014 KINGS COUNTY REGIONAL )
HOUSING NEEDS ASSESSMENT PLAN )

RESOLUTION NO. 15-01 )
RE: 2014 KINGS COUNTY )
RHNA PLAN )

WHEREAS, Government Code Section 65584 directs each Council of Governments to prepare regional housing needs plans and requires that regional housing needs determinations make allocations specific to jurisdictions, including consideration of housing needs of all income levels; and

WHEREAS, the California Department of Housing and Community Development (HCD), as required by State law, has determined the existing and projected regional share of housing for all of Kings County for the planning period of January 1, 2014 through January 31, 2024 and provided that determination to KCAG; and

WHEREAS, the Kings County Association of Governments (KCAG) is mandated to prepare a Regional Housing Needs Assessment (RHNA) Plan that determines each city’s and the county’s share of the regional housing needs within Kings County for the planning period; and

WHEREAS, a methodology and the draft 2014 Kings County RHNA Plan was prepared by KCAG with assistance from the Kings Regional Housing Technical Advisory Committee and released for the required public review periods; and

WHEREAS, public hearings were held on April 23, 2014 to consider the RHNA allocation methodology and on January 28, 2015 to receive comments on the draft 2014 Kings County RHNA Plan.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Commission hereby adopts the 2014 Kings County Regional Housing Needs Assessment Plan. This plan determines the housing needs of each jurisdiction within Kings County, and directs each city and the county to address these housing needs in their General Plan Housing Element update due by January 31, 2016.

The foregoing Resolution was adopted on a motion by Commissioner ____________, seconded by Commissioner ____________, at a regular meeting held on the 28th day of January, 2015 by the following vote:

AYES:
NOES:
ABSENT:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
COMMISSION

_______________________________
Chairman

WITNESS, my hand this ______ day of __________, 2015.

_______________________________
Terri King, Executive Director
NOTICE OF PUBLIC HEARING
ADOPTION OF 2014 DRAFT KINGS COUNTY REGIONAL HOUSING NEEDS ASSESSMENT PLAN

NOTICE IS HEREBY GIVEN that the Kings County Association of Governments (KCAG), KCAG Commission will hold a public hearing to consider the adoption of the 2014 Draft Kings County Regional Housing Needs Assessment Plan for the Fifth Cycle of the Regional Housing Needs Assessment. The draft plan was subject to a 30-day review and comment period, commencing on November 17, 2014 and concluding on December 22, 2014. A public hearing will be held on January 28, 2015 at 4:30 p.m. in the Kings County Board of Supervisor’s Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey, Blvd., Hanford, California prior to formal action by the KCAG Commission.

KCAG is required by the California Government Code Section 65534 to prepare a Regional Housing Needs Assessment Plan for the Kings County region. The purpose of the draft plan is to detail the state issued housing allocation to the region’s jurisdictions over the 10.08 year planning period (2014-2024).

The draft plan is available for review at the Kings County Association of Government’s office, located at 339 W. “D” St., Suite B, Lemoore, CA and on our website at www.kingscog.org.

Public comments are welcome at the hearing and written comments may be submitted up to the day and time of the public hearing.

Contact Person: Chris Lehn, Regional Planner
339 W. “D” Street, Suite B
Lemoore, CA 93245
(559) 852-2677
Chris.Lehn@co.kings.ca.us

Post: January 9, 2015
Publish: January 14, 2015
TO: KCAG Technical Advisory Committee  
FROM: Chris Lehn, KCAG Staff  
DATE: January 7, 2015  
SUBJECT: Sacramento 2015 Valley Voice Trip

Introduction

KCAG staff follow legislation and participate in the Valley Legislative Affairs Committee (VLAC). The VLAC consists of staff from the San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) who track pertinent legislation, update the COG Directors, and make recommendations when warranted to the San Joaquin Valley Regional Policy Council. The Regional Policy Council is made up of two elected officials from each of the eight RTPAs and provides a forum for elected officials to discuss topics and build consensus on issues of Valleywide importance. Every year a legislative platform is developed to provide guidance to the RTPAs. Many of the RTPAs also develop specific countywide platforms.

2015 Valley Voice Sacramento Trip

The San Joaquin Valley RTPAs and elected officials from the region will be participating in the 2015 Sacramento legislative trip on Wednesday, March 4th. Unlike prior years, there will be only one full day of meetings with legislators and state agencies.

The VLAC is currently working on the legislative platform that will guide development of the narrative products to be used as handouts during the meetings. Current topics include cap and trade funding, an amendment to the streets and highways code in regards to the SAFE call box program (so that call boxes can become one tool in a motorist aide system as compared to the primary tool), and water. Additional suggestions for valley wide topics are being requested. The 2014 Sacramento legislative platform has been included in the following pages as reference. Topics should be regional in scope and include areas of general consensus. Elected officials from each of the eight counties are strongly encouraged to participate and represent the region.

Recommendation

KCAG encourages suggestions of additional valley wide topics to be discussed on the Sacramento Valley Voice trip.
2015 SACRAMENTO LEGISLATIVE PLATFORM

Revised December 17, 2014

BACKGROUND

The San Joaquin Valley regional planning agencies include: San Joaquin Council of Governments, Stanislaus Council of Governments, Merced County Association of Governments, Madera County Transportation Commission, Fresno Council of Governments, Kings County Association of Governments, Tulare County Association of Governments, and Kern Council of Governments. In 2006, the San Joaquin Valley regional planning agencies expanded their memorandum of understanding to form a Regional Policy Council, comprising two elected officials from each of the eight Valley counties, to discuss and build consensus on issues of Valleywide importance.

The Regional Policy Council, in coordination with the San Joaquin Valley regional planning agencies, has established a legislative platform that reflects the Regional Policy Council’s priorities in state and federal legislative matters. The legislative platform provides guidance when taking action on specific legislative proposals. The platform is intended to provide a unified voice when communicating legislative issues of regional importance to the Valley’s state and federal legislative delegation as well as relevant state and federal agencies.

GENERAL PRINCIPLES

- Protect and enhance state and federal funding levels for transportation-related programs.

- Continue to advocate as a region to advance common goals for improvements in state and federal legislation and policies.

VALLEY VOICE ADVOCACY EFFORTS

Continue to pursue federal and state support for the projects and legislative priorities identified through the Regional Policy Council’s advocacy program called “Valley Voice”

- TRANSPORTATION FUNDING
- TRANSPORTATION INITIATIVE VOTER THRESHOLD
- CAP AND TRADE FUNDING
- GOODS MOVEMENT
- SAN JOAQUIN AMTRAK INTERCITY PASSENGER RAIL
- WATER QUALITY, SUPPLY AND RELIABILITY

Contact Ahron Hakimi, Kern Council of Governments for more information:
(661) 861-2191 • email: ahakimi@kerncog.org
2014 VALLEY VOICE REGIONAL PRIORITIES

TRANSPORTATION FUNDING:

REQUEST
Given Proposition 1B’s success in leveraging state funds for transportation infrastructure, consider a new $15 billion bond exclusively for state highway safety, maintenance and capital improvements.

SUMMARY
The SJV is California’s fastest growing region, with a population of more than 4 million, which is anticipated to grow to more than 6 million people by 2035. The SJV has a significant role in the movement of agricultural products and goods, with a heavy burden placed on the existing transportation infrastructure. Investments to preserve the SJV transportation infrastructure have not kept pace with the demand and have led to the deterioration of the usability of the network.

- According to the California Transportation Commission 2011 Statewide Transportation Needs Assessment the San Joaquin Valley would need $3.34 billion for State Route 99 backbone projects and $6.39 billion for priority projects.
- The SJV has more than 4,000 bridges, with Madera County having the highest percentage of structurally deficient bridges in the state at 34.7%.

CAP-AND-TRADE FUNDING:

REQUESTS
The SJV Policy Council supports the Transportation Coalition for Livable Communities, which includes the California Transit Association, Transportation California, California Alliance for Jobs, and local and regional government associations in the unifying principle that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies.

1. Dedicate cap-and-trade revenues related to fuels to transportation investments.
2. Invest a major portion of fuels-related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
3. Structure the investments to favor integrated transportation and land use strategies with an emphasis on poor air quality regions, such as the San Joaquin Valley.
4. Cap-and-trade revenues should achieve greenhouse gas reductions, with priority given to projects that achieve reductions in criteria pollutants.
5. Allow flexibility at the regional and local level to develop the most cost-effective ways to meet GHG reduction goals through transportation and land use investments.
6. Provide the incentives and assistance that local governments need to make SB 375 work.
7. Address project-funding determinations at the regional level under established statewide criteria to encourage local innovation and flexibility, while addressing the needs and role of disadvantaged communities.
8. Policies and programs funded with cap-and-trade revenues should meet or exceed the provisions of SB 535 that require a minimum of 25% to be distributed in a manner that benefits disadvantaged communities and that 10% of the revenue be spent in those communities.

**SUMMARY**
Funding revenues should be directed to transit and road operations and maintenance, as well as complete streets infrastructure within existing urban infill and rural communities. These funds must be invested in a way that implements AB 32 using, where applicable, SB 375 implementation strategies. Funds should be allocated to areas that have disadvantaged communities and poor air quality, recognizing that different strategies are needed to achieve GHG reductions in different areas of the state. Additional incentives should be offered to regions with Sustainable Community Strategies that exceed GHG reduction targets, or equivalent Blueprint Plans or other regional plans.

**GOODS MOVEMENT:**

**REQUEST**
The SJV Policy Council distinguishes the need to continue to fund the major regionally significant trade corridors.

1. **SJV Intercrregional Goods Movement Plan:** provides a detailed description of the existing freight infrastructure (including the highways, roadways, rail facilities, intermodal facilities, intermodal centers, connections to inland and marine ports, and air cargo facilities) and provides a foundation for the analysis of existing and future freight capacity.
2. **Shortline Rail:** During the last two decades over 60 miles of track have been abandoned in the San Joaquin Valley. It is important that these shortline rail corridors are preserved and enhanced to provide a necessary part of goods movement infrastructure within the SJV and to reduce levels of truck VMT.
3. **State Route 99 Business Plan:** State Route (SR) 99 is a critical artery for goods movement in the State of California and the San Joaquin Valley. The extra stress of the overcapacity on the aged pavement in addition to the lack of adequate funding to reconstruct the pavement is the single most significant factor.
contributing to the current poor pavement conditions.

SUMMARY
The eight San Joaquin Valley regional planning agencies continue to work in partnership with Caltrans and key private stakeholders, after developing the San Joaquin Valley Interregional Goods Movement Plan. The Plan, finalized in 2013 provides analysis of the vital goods movement networks of this multi-county region. Goods movement is a vital component of the San Joaquin Valley’s diverse internal economy that significantly plays a major role in the distribution of agricultural materials throughout California, the United States, and the world.

SAN JOAQUIN AMTRAK PASSENGER RAIL:

REQUEST
Continued support and increased funding for state-supported passenger rail services, including the San Joaquin service. Support for transferring administrative responsibility of the San Joaquin service to the San Joaquin Joint Powers Authority (SJJPJA) and of the Pacific Surfliner Service to the LOSSAN JPA as a priority for CalSTA.

1. A continued commitment in annual operating funds through the Public Transportation Account (PTA) to meet requirements of federal legislation (PRIIA Section 209) – states must finance the operational costs of intercity passenger rail routes of 750 miles or less. This would require an annual PTA allocation of at least $125 million, with an increased allocation necessary to expand operations further.

2. A stable, consistent annual appropriation/ allocation in state capital funds to leverage funds from matching sources (federal, regional, and private). At least $100 million/ year in state capital funds is needed to leverage funding for existing needs, with increases necessary to meet future requirements and further expand the system.

3. Facilitate, expedite and promote transferring administrative responsibility of the San Joaquin and Pacific Surfliner services to the new JPAs – which includes fully defining the ongoing role for the state with all three state-supported intercity passenger rail services.

SUMMARY
Since 1990, California has invested more than $1.3 billion in infrastructure and equipment for intercity passenger rail and about $1 billion in operating support. This financial support helped transform the Pacific Surfliner, the Capitol Corridor, and the San Joaquin services into three of the most successful intercity passenger rail services in the nation. With over 5.5 million annual passengers for fiscal year 2012, California has more than 20 percent of all the nation’s intercity riders. The San Joaquin service carried over 1.2 million passengers in FY 13, and had the largest
increase in ridership of any intercity service in the nation. Improving California’s Intercity Passenger Rail Program will result in more jobs, improved air quality, less automobile use, enhanced public safety more transportation choices and promotes sustainable development.

As a result of the Governor signing AB 1779 on September 29, 2012, the San Joaquin Joint Powers Authority was established to enable regional governance/management of the San Joaquin intercity passenger rail service. To date, several achievements have been realized and include:

- Selection of the San Joaquin Regional Rail Commission as the Managing Agency
- New advocacy efforts for the state-supported intercity passenger rail program as a new partner in the California Intercity Passenger Rail Leadership Coalition (Capitol Corridor JPA, LOSSAN JPA, Coast Rail Coordinating Council, San Joaquin Valley Rail Committee, and SJPPA).
- Leadership efforts in working with Senator Jackson and Assemblymember Olsen to establish Select Committees in the CA Senate and the Assembly for conventional passenger rail.
- The adoption of a Joint Policy Statement between SJPPA, Caltrans and the CA High Speed Rail Authority to ensure SJPPA and local member agencies can participate in any alternatives that might be necessary to utilize San Joaquin trains on the First Construction Section of the proposed High Speed Rail Network.
- Two “Local Community Field Work Events” that encourage SJPPA members/staff/affiliates to travel on the San Joaquins to events that showcase various attractions in local communities.

WATER QUALITY, SUPPLY, AND RELIABILITY:

REQUEST
The SJV needs a reliable, adequate, water quality supply to sustain a high quality of life and a world-class agricultural sector, while protecting and enhancing the environment.

SUMMARY
The SJV’s growing population and expanding economy require an adequate water quality supply that is reliable for all sectors and the environment. The current water supply is inadequate and unsustainable for the future. The rivers found throughout the SJV are valuable natural resources that need to be protected, while developing additional sustainable water supplies. Water and energy are interdependent resources; with one fifth of the state’s energy being used to pump, transport, and treat water. Strategies must be addressed to maximize both these resources. The California Partnership for the San Joaquin Valley and several other Valley organizations continue to work towards these water goals.
Agenda
Wednesday, March 4, 2014
State Capitol, Room 3162 - Sacramento, CA
Enter from the East side of the Capitol

9:15 am – 9:45 am  Arrival/ Pre-briefing- Gus Khouri, Khouri Consulting

9:45 am – 10:15 am  Keith Dunn, Executive Director, Self-Help Counties Coalition
Topics: SHCC Priorities for Transportation Funding

10:30 am – 11:00 am  Will Kempton, CTC Executive Director
Topics: Transportation Funding Options, Goods Movement

11:00 am – 11:30 am  Mike McCoy, Executive Director, Strategic Growth Council
Topics: Cap and Trade Allocations/Guidelines

11:30 am – 12:00 pm  Assembly & Senate Transportation Committee Staff
Topics: Transportation Funding Options, Bills of Interest

12:00 pm – 1:30 pm  Lunch- Brian Kelly, Secretary, California State Transportation Agency
Tequila Museo Mayahuel, 1200 K Street (behind the Hyatt Hotel)
Topics: Future Funding for Transportation

1:45 pm – 2:30 pm  Assembly Member Henry Perea (Fresno)
Topics: Transportation Funding, Cap and Trade, Bills of Interest

2:30 pm – 3:00 pm  Assembly Member Adam Gray (Merced, Stanislaus)
Topics: Intercity/Commuter Rail

3:00 pm – 3:30 pm  Assembly Member Kristin Olsen (San Joaquin, Stanislaus)
Topics: Transportation Funding, Cap and Trade, Bills of Interest

3:30 pm – 4:00 pm  Senator Cannella or Galgiani
Topics: Intercity/commuter Rail, Water, Bills of Interest

4:00 pm – 4:30 pm  John Laird, Natural Resources Secretary
Topics: Water

4:30 pm – 5:00 pm  Gareth Elliott, Legislative Secretary, Governor Brown
Topics: Governor Brown’s Legislative Priorities, Bills of Interest